



# KAMPALA ROAD SAFETY ANNUAL REPORT

2019-2020



*Kampala City*  
Courtesy photo



# KAMPALA ROAD SAFETY ANNUAL REPORT

2019-2020



in collaboration  
with



observational  
studies by

Johns Hopkins  
International Injury  
Research Unit



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# Minister of Kampala and Metropolitan Affairs

Hajjati Minsa Kabanda



KCCA as an Authority seeks, among other things, to ensure a safe and enabling environment for our citizens in all aspects of their lives. This goal can be achieved with support from partners like the Bloomberg Philanthropies Initiative for Global Road Safety.

This initiative aims to significantly reduce deaths and injuries from road crashes in cities around the world.

Findings from this first Kampala road safety report should inform strategies and interventions in behavior change communication, enforcement and road design to ensure safer roads for all, especially pedestrians and other vulnerable road users.

“

*Support from international partners and the city stakeholders and their continuous commitment in ensuring that road safety is prioritized in Kampala, will go a long way in improving the livelihoods of our citizens and visitors alike.”*

I commend the great work that has been put into the preparation of this report and encourage us all to work towards becoming better and more considerate road users.

For God and my country.



## Lord Mayor

H.W. Erias Lukwago



In 2020, Kampala Capital City Authority (KCCA) in partnership with Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) launched the Kampala Capital City Road Safety Strategy 2021 – 2030 with an aim of significantly reducing the number of fatalities and injuries from road crashes in the city.

This first Kampala road safety report is in line with the road safety strategy and provides baseline information on road crashes in the city from 2019 to 2020.

These findings on at-risk road user groups, risk periods, and high-risk crash locations should guide us as city administrators and other stakeholders in the implementation of interventions for improved outcomes.

“

*I encourage key players at both local and national levels to commit to continuously improving the safety of road users.”*

I thank Bloomberg Philanthropies and all internal and external partners, especially the Uganda Police Force Traffic Department, for their contribution to the development of this report.

I hope these findings will inform stakeholder efforts to create safer roads for all road users in Kampala.



## Executive Director

Dorothy Kisaka



KCCA partnered with the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) in 2020 to reduce deaths and injuries from road crashes in Kampala through proven interventions.

The technical assistance from partners in creating effective mass media campaigns; training traffic police officers and other relevant city staff; and strengthening the use of road safety data in influencing practice and policy should complement KCCA's efforts aimed at reducing deaths and injuries from road crashes.

“

*This first Kampala Road Safety Annual Report should inform and provide guidance for planning and implementation of interventions by city stakeholders in the transport, security, and health sectors.”*

I would like to thank the partners of Bloomberg Philanthropies, the Uganda Police Traffic Department and all other stakeholders for their support on this achievement on the journey towards a smart city.



## Director Traffic and Road Safety

Lawrence Niwabiine  
(Uganda Police)



Congratulations to KCCA-BIGRS for providing such a detailed and informative report on the road crash situation in Kampala.

“

*I affirm that the key findings in the report will help inform Traffic Police operational and planning.*

I hope other stakeholders will find this information useful and integrate it in their work plans in order to improve road safety in Kampala.

The Traffic and Road Safety Directorate would like to thank KCCA-BIGRS for training our traffic officers in Speed Enforcement, Crash Investigation, Leadership and other areas of traffic policing.

We are grateful for the donation of different equipment used in traffic enforcement. We look forward to your continued collaboration as we work together to reduce road traffic crashes.





# Acknowledgements

This first road safety report for Kampala was developed with support from the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS). The goal of BIGRS is to significantly reduce road traffic deaths and injuries by implementing evidence-based interventions.

Several local and external partners contributed to this report. Crash data was provided with the support of the Directorate of Traffic and Road Safety of the Uganda Police Force. The data were obtained from nine police stations in Kampala city, with each police station assigning an officer to support the KCCA team in retrieving paper records for abstraction into a data form.

Vital Strategies provided technical support in the production of this report. Johns Hopkins International Injury Research Unit (JH-IIRU) collaborated with Makerere University School of Public Health for the observational data on road injury risk factors.

Stellah Namatovu, the BIGRS Surveillance Coordinator in Kampala, coordinated data collection from police stations in the city,

performed data analysis, and drafted the report. Dr Raphael Awuah, the Regional Technical Advisor for Africa on Road Injury Surveillance, and Dr Sara Whitehead, the Global Lead for Road Injury Surveillance System Strengthening – both from Vital Strategies – supervised data collection and analysis, as well as review and publication of this report.

The BIGRS team in Kampala – Jemima Nalumansi (Initiative Coordinator), Leah Kahunde (Communications Officer), Caleb Katwebaze (Enforcement Coordinator) and Emmerentian Mbabazi (Project Specialist: Cities Program, WRI Africa) contributed content for the report. Eng. Jacob Byamukama (BIGRS Technical Lead) also provided input.

Thanks to Bloomberg Philanthropies, Vital Strategies, KCCA Directorate of Engineering and Technical Services, the Directorate of Traffic and Road Safety of the Uganda Police Force, JH-IIRU, WRI and all local and external partners for their continuing support in improving road safety in Kampala.



# Executive Summary

Throughout the world, road traffic crashes cause more than 1.3 million deaths annually. Understanding the magnitude and risks of road traffic deaths and injuries facilitates the implementation of context-specific and appropriate interventions.

This report presents findings on deaths and injuries from road traffic crashes in the city of Kampala from 2019 to 2020, using data from police records. Information on behavioral risk factors for road injuries is also presented.

Deaths among vulnerable road users — pedestrians, bicyclists, and motorcyclists — accounted for 92% and 94% of reported deaths in 2019 and 2020 respectively. Motorcyclists alone accounted for 48% and 46% of deaths in 2019 and 2020 respectively.

There was a 25% decrease in fatalities in 2020 — from 315 in 2019 to 236 in 2020. Similarly, there was a 36% reduction in reported crashes in 2020 compared to the previous year.

The death rate also decreased from 10 deaths per 100,000 population in 2019 to 7.2 deaths per 100,000 population in 2020. This could be partly due to Covid-19 restrictions.

Males accounted for 82% and 77% of fatalities in 2019 and 2020 respectively. In both years, the highest proportion of deaths was among those aged 20 to 29 years.

Several locations emerged as high-risk locations for fatal crashes. These include the Kubbiri roundabout, Bwaise roundabout, Busega–Natete roundabout, Kibuye roundabout, Queen’s Way intersection, Kisaasi roundabout and Mutebi–Binaisa road junction.

The overall prevalence of speeding above the posted limit was 6% in round one and 3% in round two. Speeding prevalence among buses was the highest (13%) compared to other vehicle types in round two.

BY THE NUMBERS



**94%**  
of road traffic deaths in 2020 were among vulnerable road users (i.e. pedestrians, motorcyclists and bicyclists).



**236**  
Road traffic deaths in 2020



**25%**  
decrease in fatalities in 2020. This may be partly due to Covid-related mobility restrictions.



**7.2 per 100,000** road traffic deaths in 2020



Speeding prevalence was highest among buses



**77%** of those killed in road trauma in 2020 were men.

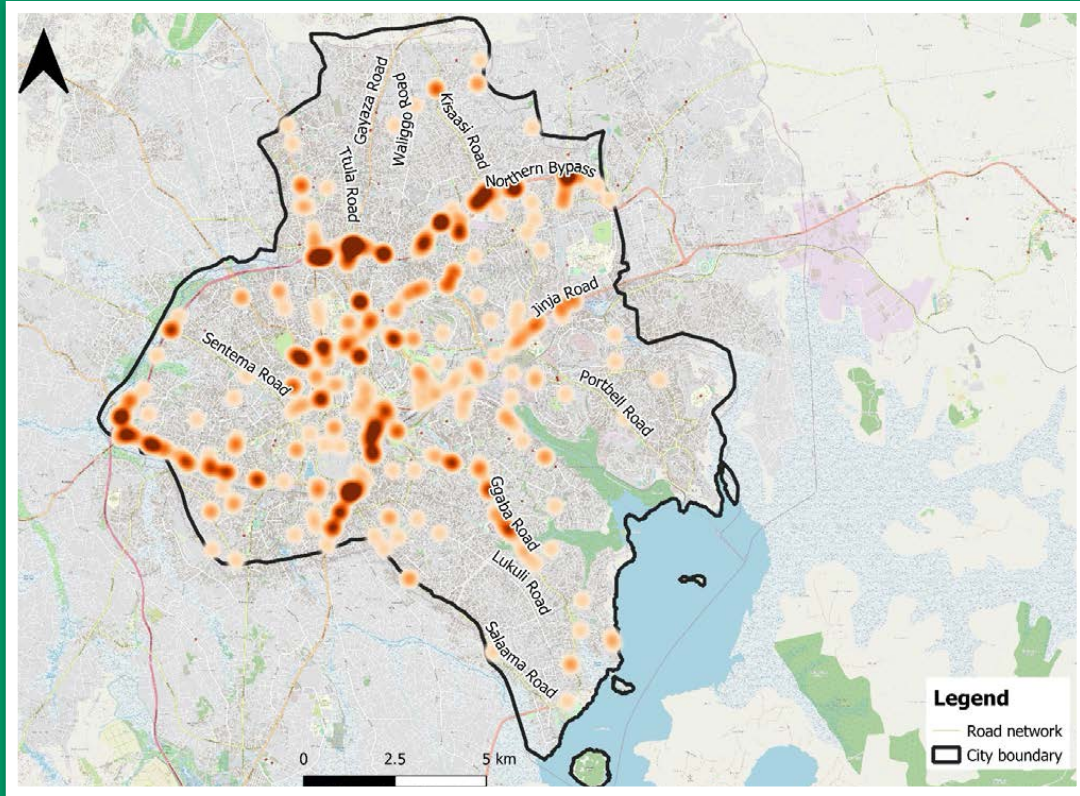


In 2019 and 2020, the highest proportion of deaths was among those aged 20 to 29 years.





## Identified crash locations in Kampala



 Northern Bypass.  
Photo: Courtesy

# Acronyms

<b>BIGRS</b>	Bloomberg Philanthropies Initiative for Global Road Safety
<b>GPS</b>	Global Positioning System
<b>GRSP</b>	Global Road Safety Partnership
<b>JH-IIRU</b>	Johns Hopkins International Injury Research Unit
<b>JICA</b>	Japan International Cooperation Agency
<b>KCCA</b>	Kampala Capital City Authority
<b>KPH</b>	Kilometers Per Hour
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>UNECE</b>	United Nations Economic Commission for Europe
<b>UBOS</b>	Uganda Bureau of Statistics
<b>UPF</b>	Uganda Police Force
<b>WHO</b>	World Health Organization
<b>WRI</b>	World Resources Institute



Bahá'i Temple  
Kikaaya hill, Kampala

Photo: courtesy

## TOURISM FACT



Kampala is a City on seven hills named after the African antelope, impala.

It is a green and fast-moving city of contrasts. The open-air markets of the city's urban farmers sit next to modern high-rises.

Kampala is a cosmopolitan city and home to Phiona Mutesi, Uganda's 20-year-old slum-born chess master.

It's the only city in Africa with a Bahá'i Temple, one of 7 in the world.



# Introduction

Throughout the world, road traffic crashes cause more than 1.3 million deaths annually. In low-income countries, road traffic injuries were the seventh leading cause of death in 2019 (WHO, 2020).

In Uganda, there was a 0.4% increase in reported road traffic crashes in 2019 (12,858) over 2018 (12,805). Fatal crashes in 2019 also increased 6.7% over the previous year. In more than 70% of reported crashes, the victims involved needed medical care (Uganda Police Force, 2019).

The country loses an estimated UGX 4.4 trillion (\$1.2 billion) – about 5% of its GDP through road crashes annually (UNECE, 2018)

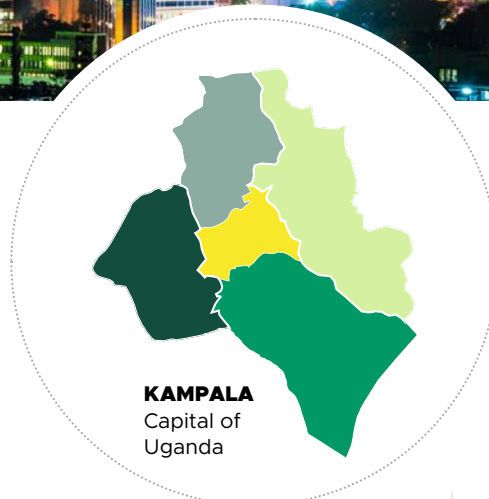
## KAMPALA AT A GLANCE

Kampala is the capital city of Uganda with a resident population of approximately 1.6 million people. This population rises during the day as many people commute into the city to work (UBOS, 2020). Kampala is made up of five divisions: Central, Nakawa, Makindye, Kawempe and Lubaga. Most of Kampala’s population use *boda bodas* or commercial motorcycles and taxis as transportation.



**1.6** MILLION

people. This population rises during the day as many people commute to work (UBOS 2020).



- Nakawa
- Makindye
- Central
- Rubaga
- Kawempe





## PURPOSE OF THE REPORT

This report presents information on deaths and injuries from road traffic crashes that occurred in Kampala from 2019 to 2020 using data from police records. Crash location analysis showing high-risk fatal and serious injury crash locations, and road-user risk behaviors are also presented. The report highlights implemented actions to improve road safety in Kampala.



information on road traffic deaths and injuries including high-risk crash locations



road-user risk behaviours



actions to improve road safety



## DATA SOURCES AND SYSTEMS

Police crash records are the main source of official road traffic crash data in Uganda. An adapted version of Police Form 57A was used to extract data from narrative police crash reports for 2019 and 2020. Some records were likely not reviewed because of the nature of storing the paper forms and because some records lacked all the details needed for extraction.

Global Positioning System (GPS) coordinates analyzed for this report were derived with the use of Open Street Maps and were generated based on the textual description of the crash location in police records.

Data on risk factors for road injuries — helmet use, speeding, and seat-belt/child-restraint use — were assessed through observation by Johns Hopkins University International Injury Research Unit (JH-IIRU) in collaboration with Makerere University School of Public Health.

### Definitions

**Road traffic fatality:** Death from injuries sustained in the crash, whether occurring at the scene of the incident or within one year and one day.

**Serious/severe injury:** Injury resulting in at least one person being hospitalized for at least 24 hours.





## SECTION 1

# Road Traffic Deaths and Injuries in Kampala, 2019–2020





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93% of the world's fatalities on the roads occur in low- and middle-income countries, even though these countries have approximately 60% of the world's vehicles

source  
**WHO, 2021**

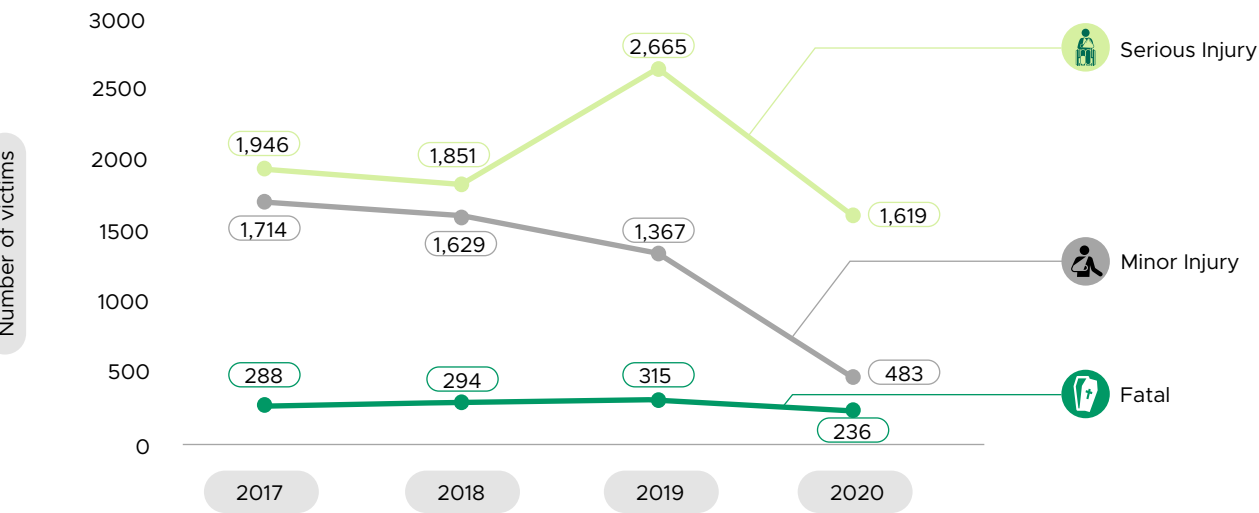
# DEATHS AND INJURIES IN KAMPALA

The number of reported fatalities in Kampala decreased by 25% — from 315 in 2019 to 236 in 2020 (Figure 1a). The death rate also fell from 10 per 100,000 population in 2019 to 7.2 per 100,000 in 2020 (Figure 1b). This decline may be partially attributable to COVID-19 restrictions.

Similarly, the number of serious injuries decreased by 39% (Figure 1a). The serious injury rate also fell from 84.9 per 100,000 population in 2019 to 49.1 per 100,000 in 2020 (Figure 1b).

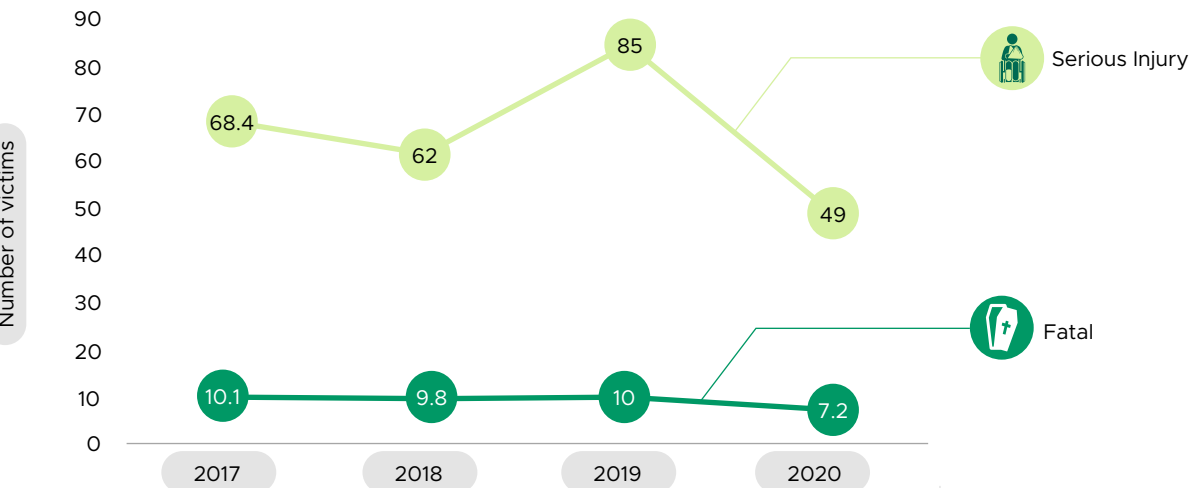
## Road traffic deaths and injuries in Kampala, 2019–2020

Figure 1a



## Death and serious injury rates in Kampala, 2019–2020

Figure 1b



\*Graph data as extracted from the UPF records

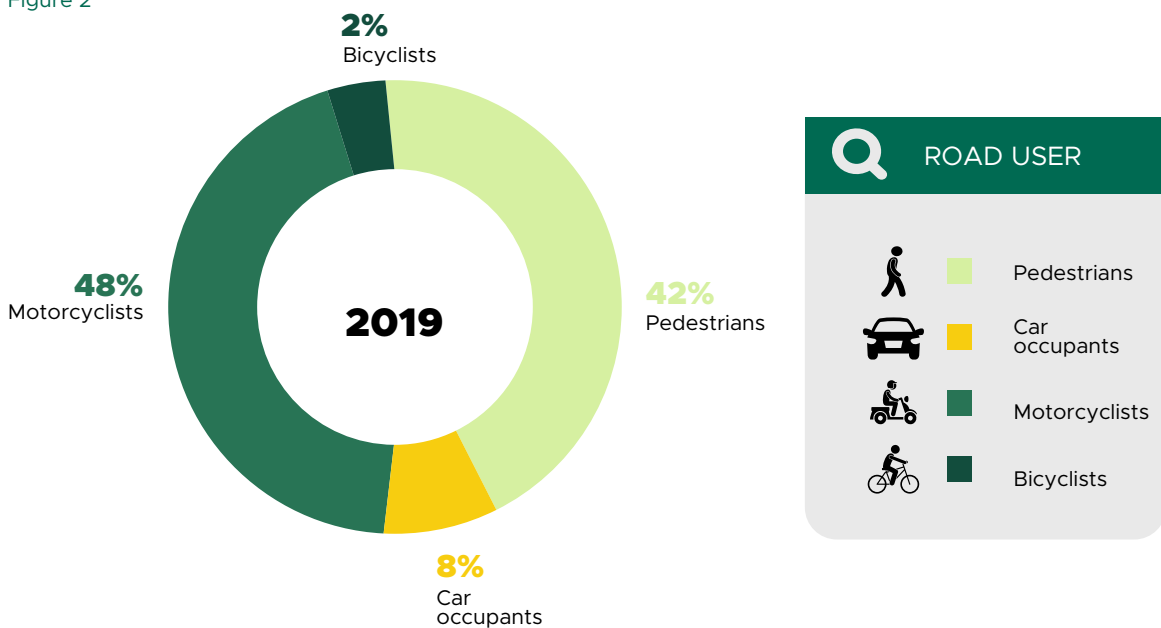


## DEATHS BY ROAD USER TYPE

Deaths among vulnerable road users — pedestrians, motorcyclists, and bicyclists — accounted for 92% and 94% of deaths in 2019 and 2020 respectively (Figures 2 and 3). Motorcyclists alone accounted for 48% and 46% of deaths in 2019 and 2020 respectively. These were followed by pedestrians at 42% and 44% of deaths in 2019 and 2020 respectively. This highlights the need to prioritize the protection of vulnerable road users in Kampala.

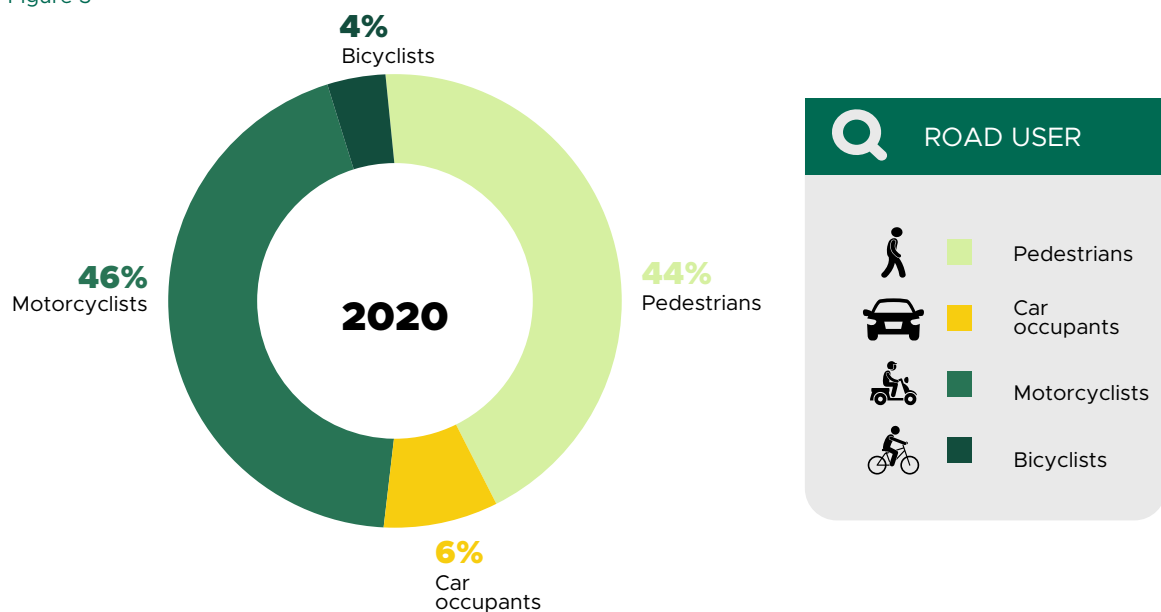
### Percentage distribution of deaths by road user type, 2019.

Figure 2



### Percentage distribution of deaths by road user type, 2020.

Figure 3

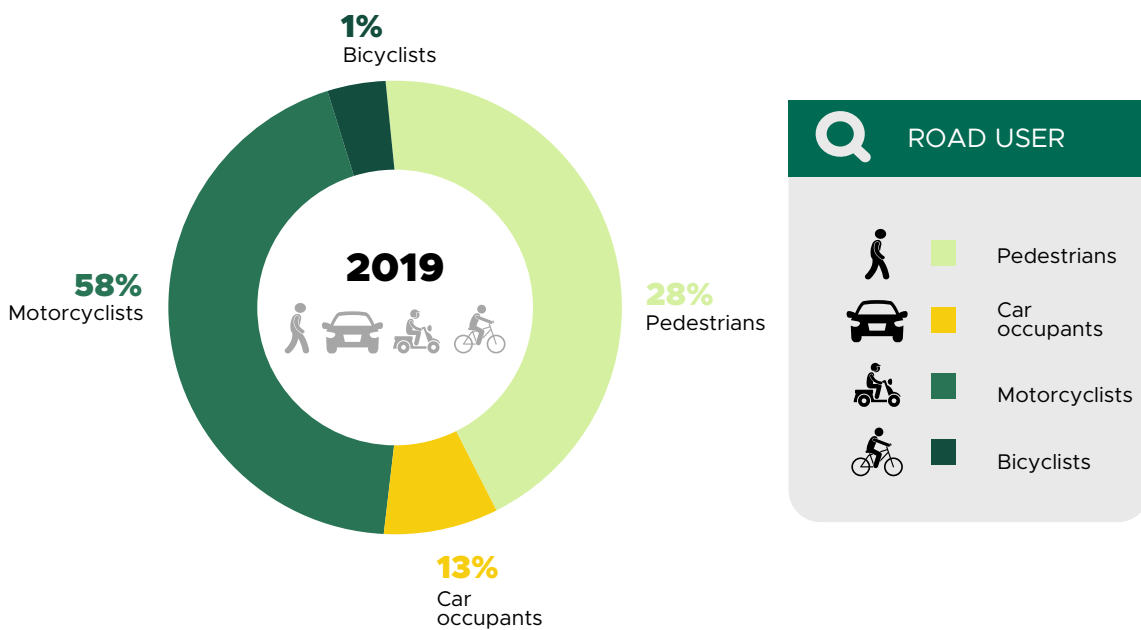


# SERIOUS INJURIES BY ROAD USER TYPE

A higher proportion of seriously injured victims in 2019 and 2020 were motorcyclists (58% in both years). Pedestrians accounted for 28% and 31% of serious injuries in 2019 and 2020 respectively. Efforts targeting the reduction of crashes involving motorcyclists should be prioritized.

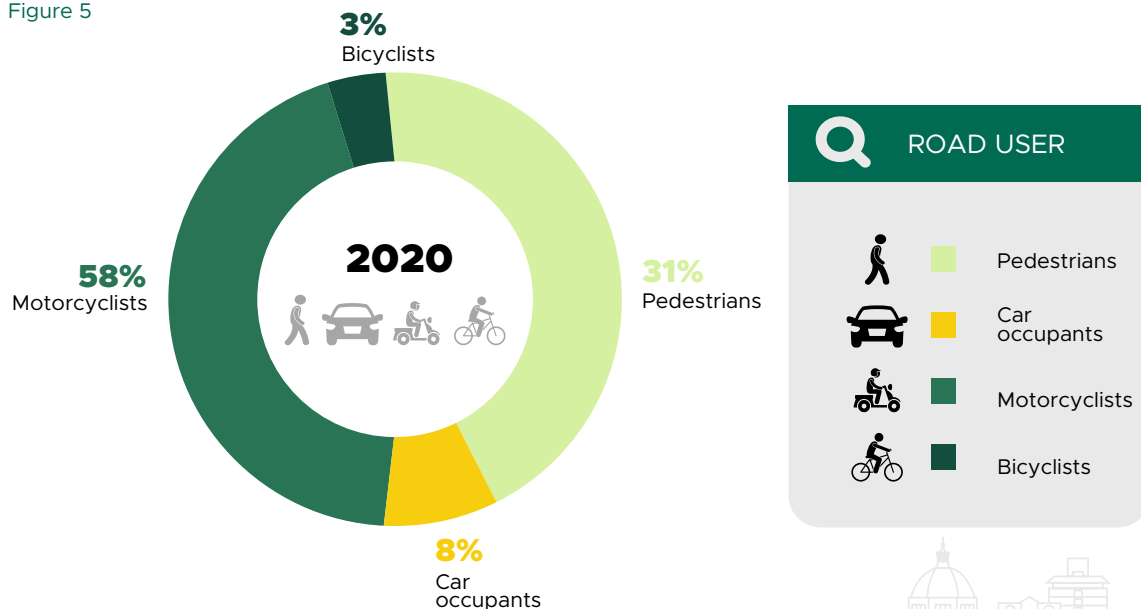
## Percentage distribution of serious injuries by road user type, 2019

Figure 4



## Percentage distribution of serious injuries by road user type, 2020

Figure 5





## DEATHS AND SERIOUS INJURIES BY GENDER

More than 80% of deaths and 75% of serious injuries were among males in 2019 and 2020. There were 259 male, 47 female reported deaths in 2019 and in 2020, 182 males and 40 females died from road traffic crashes. These findings are consistent with global patterns.

### DEATHS

**80%**

of the victims were among males



### INJURIES

**75%**

of the victims were among males. The transport industry is mostly male-dominated and the males are risk-takers



**3/4**

road traffic deaths occur among young males globally





Photo: Courtesy



FACT

**About three-quarters of all road traffic deaths globally occur among young males, who are almost three times as likely to be killed in a road traffic crash as young females.**

Source  
WHO, 2018

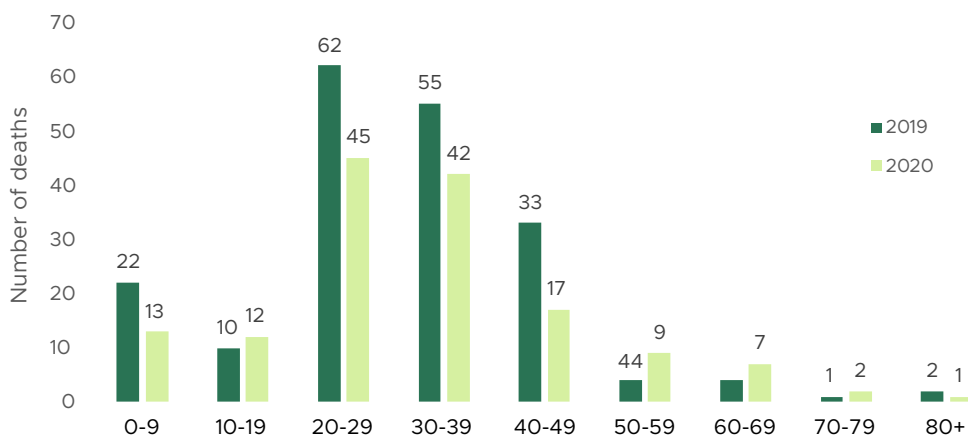


## DEATHS AND SERIOUS INJURIES BY AGE

The highest number of deaths (Figure 8) and serious injuries (Figure 9) in 2019 and 2020 occurred among those aged 20 to 29 years.

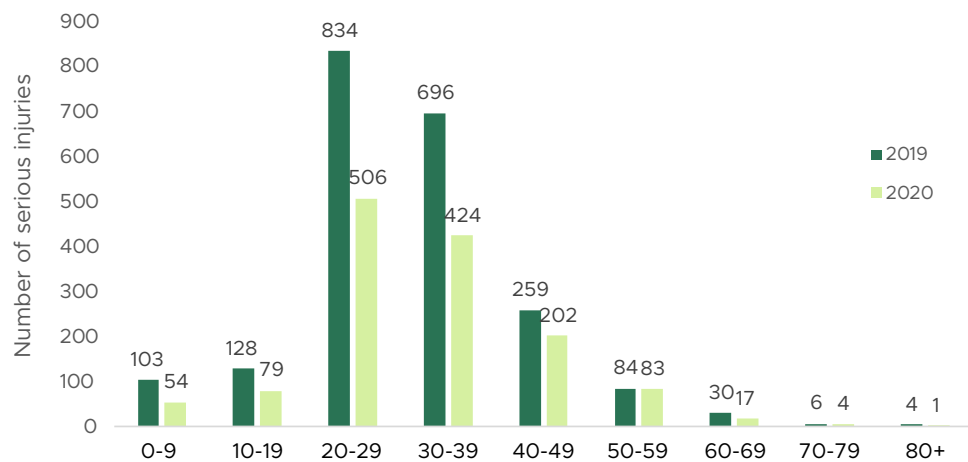
### Deaths by age group, 2019 and 2020

Figure 8



### Serious injuries by age group, 2019 and 2020

Figure 9





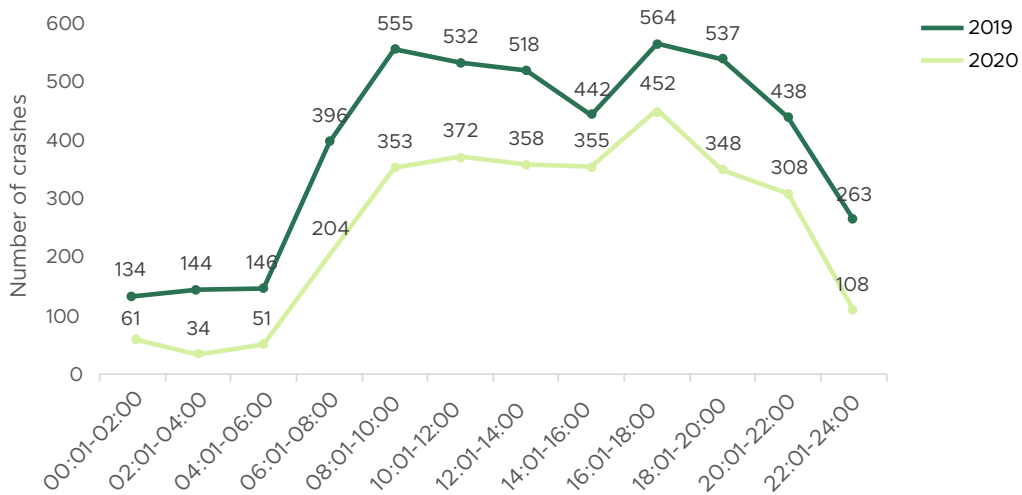


## CRASHES AND DEATHS BY TIME OF DAY

In 2019 and 2020, a higher number of crashes occurred between 4 p.m. and 6 p.m. (Figure 10). However, fatal crashes were spread throughout all 24 hours without clear time peaks. This suggests that although minor crashes are more concentrated during congested working hours, the more serious crashes continue through the night when speeds may be higher. (Figure 11). These findings can be used by the police in deploying officers for enforcement and traffic control in the city.

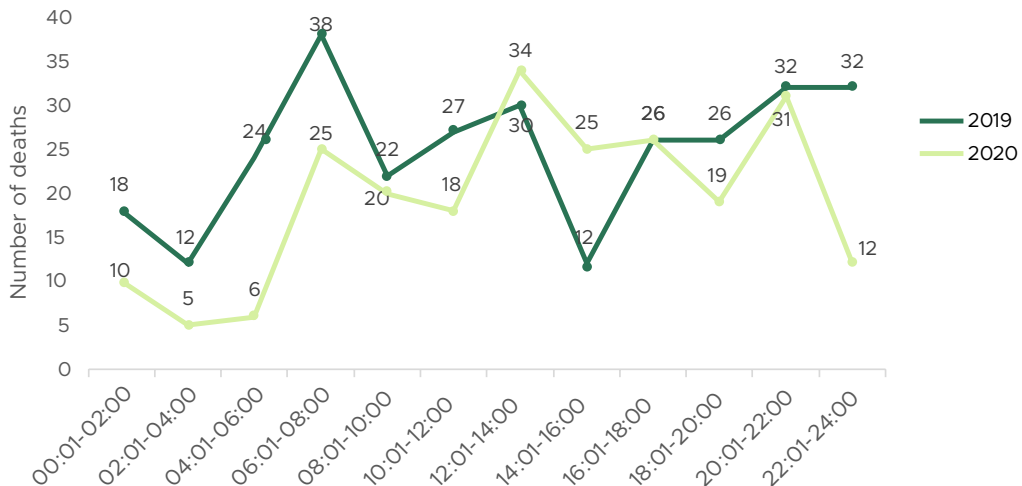
### Crashes by time of day, 2019–2020

Figure 10



### Fatal crashes by the time of day, 2019–2020

Figure 11

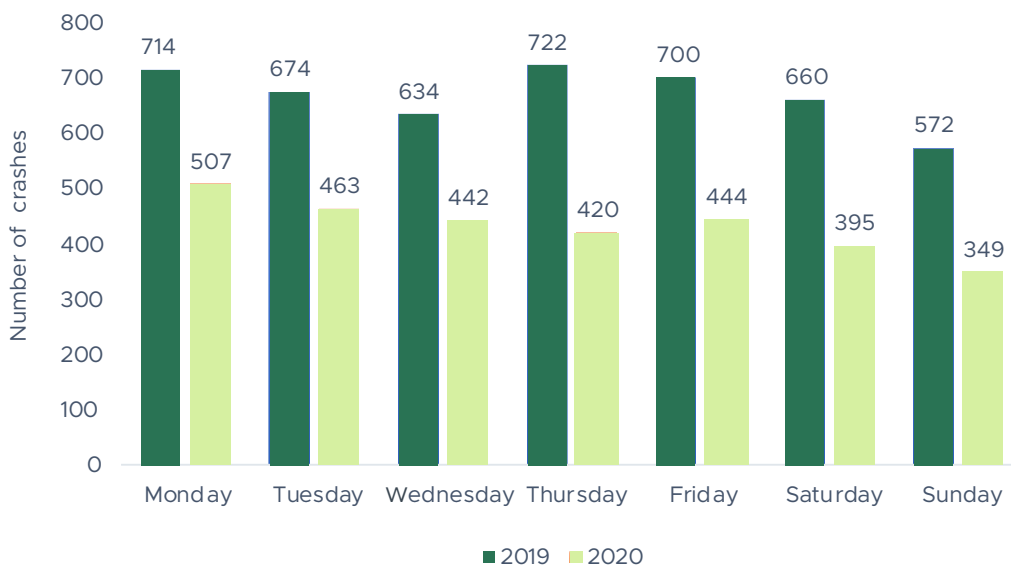


## CRASHES AND DEATHS BY DAY OF WEEK

The findings show no clear pattern for crashes by day of the week (Figure 12). However, Saturdays, Sundays, and Mondays accounted for half of the reported deaths in 2019 (52%) and 2020 (49%) (Figure 13). These findings can inform police operational staffing and planning for risk-factor enforcement.

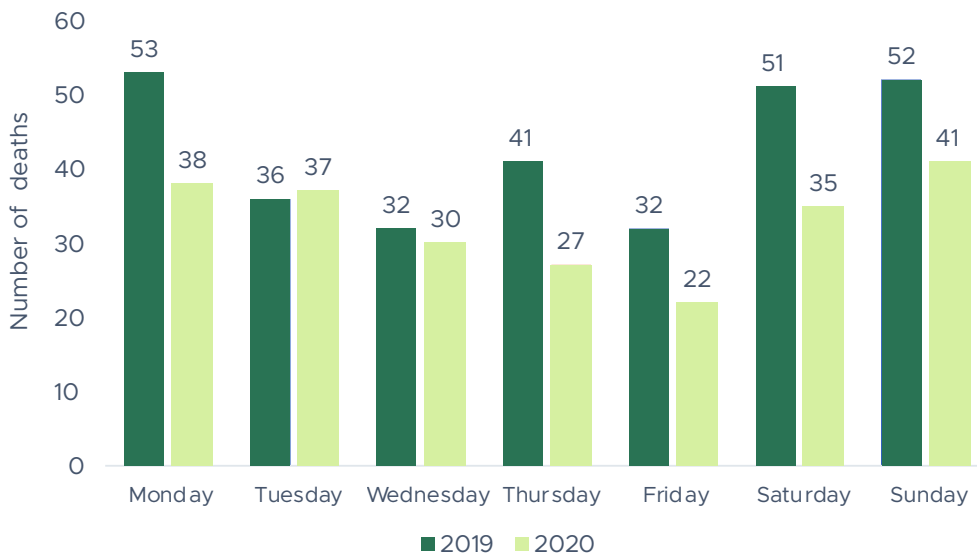
### Crashes by day of the week, 2019–2020

Figure 12



### Deaths by day of the week, 2019–2020

Figure 13





## DEATHS BY DAY OF WEEK AND TIME OF DAY

Table 1 shows the number of deaths by day and time of week for 2019 and 2020. The findings highlight the need for increased enforcement related to road injury risk factors such as speeding, drink driving, non-use of the helmet, and seat belt/child restraints during high-risk days and times.

Time	Mon	Tue	Wed	Thurs	Fri	Sat	Sun
00:01-04:00	8	3	1	5	3	11	21
04:01-08:00	21	14	12	11	9	17	13
08:01-12:00	9	14	11	8	10	20	16
12:01-16:00	20	16	13	16	8	15	16
16:01-20:00	16	13	13	14	17	9	17
20:01-24:00	16	15	15	19	12	21	13
Total	90	75	65	73	59	93	96

Table 1. Deaths by Day of Week and Time, 2019 and 2020

## DID YOU KNOW?

Kampala is one of the fastest growing cities in Africa.

With the current residential population of 1.6 million people (UBOS, 2020) and an urban growth rate estimated at 5.2%, the city generates about 60% of Uganda's GDP (KCCA, 2019)

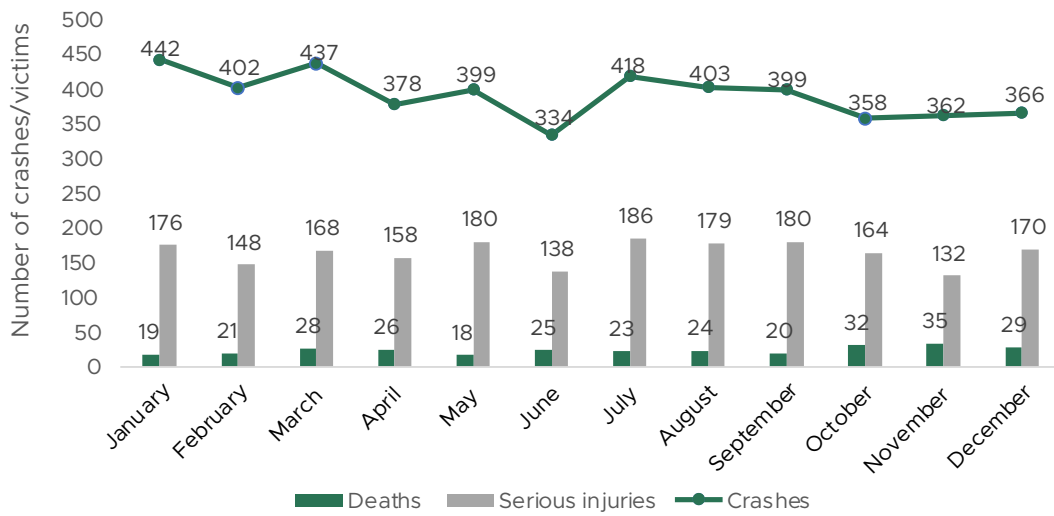


## CRASHES, DEATHS AND SERIOUS INJURIES BY MONTH

The distribution of crashes, deaths, and serious injuries by month showed no seasonal pattern for 2019 (Figures 14). However, a steep reduction in crashes and deaths occurred from April to June of 2020 (Figure 15) — corresponding with reduced mobility during the COVID-19 restrictions.

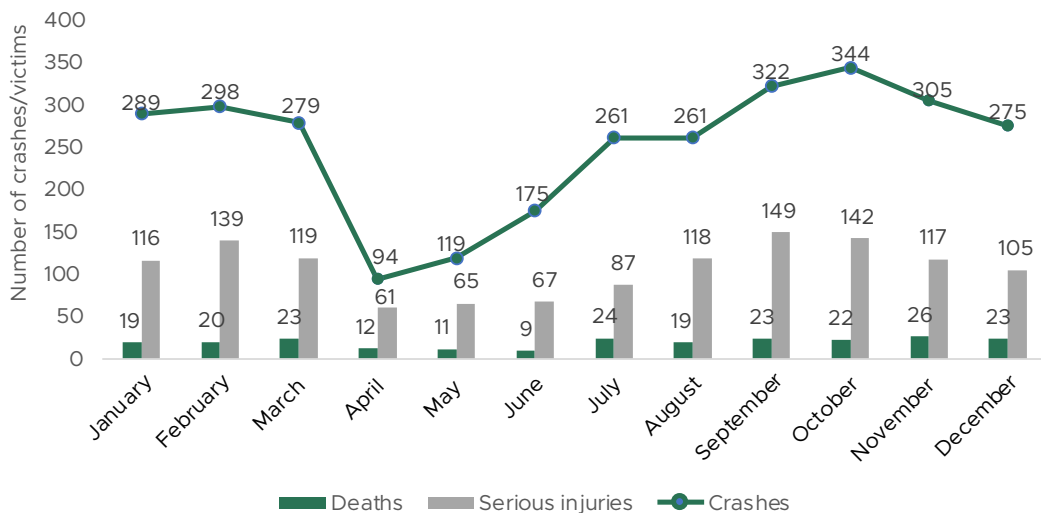
### Crashes, deaths, and serious injuries by month, 2019

Figure 14



### Crashes, deaths and serious injuries by month, 2020

Figure 15

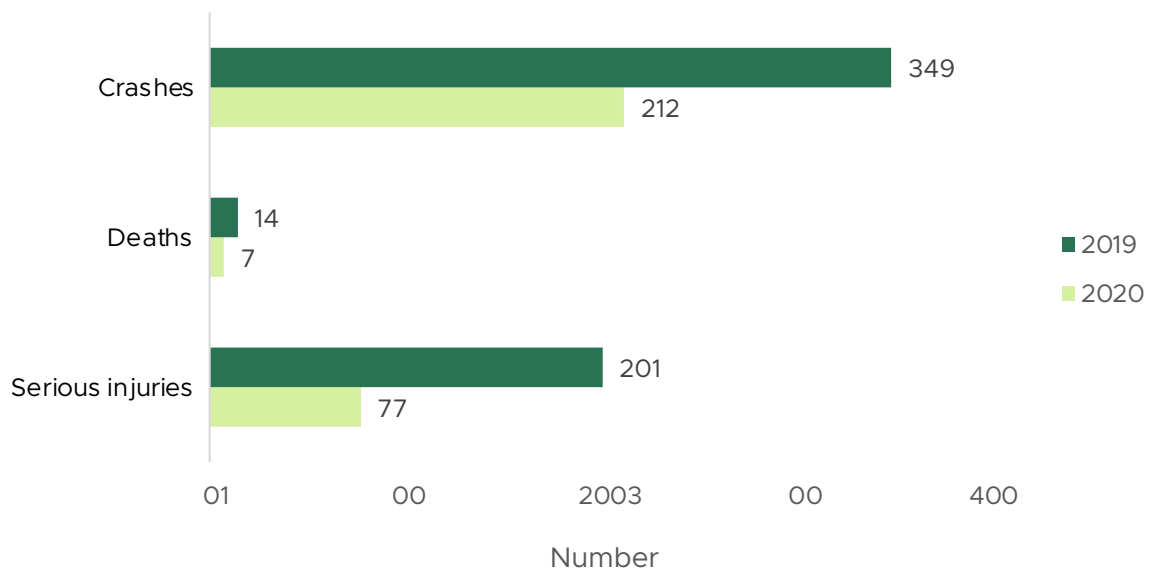


# CRASHES, DEATHS AND SERIOUS INJURIES INVOLVING COMMERCIAL BUS/MINIBUS

Commercial buses and minibuses were involved in approximately 3% of deaths and 5% of serious injuries in 2020 (Figure 16). This was a decline from 2019 and may be attributable to reduced mobility during the COVID-19 restrictions.

## Crashes, deaths and serious injuries involving commercial buses/minibuses, 2019–2020

Figure 16



Commercial buses and minibuses were involved in **3%** of deaths

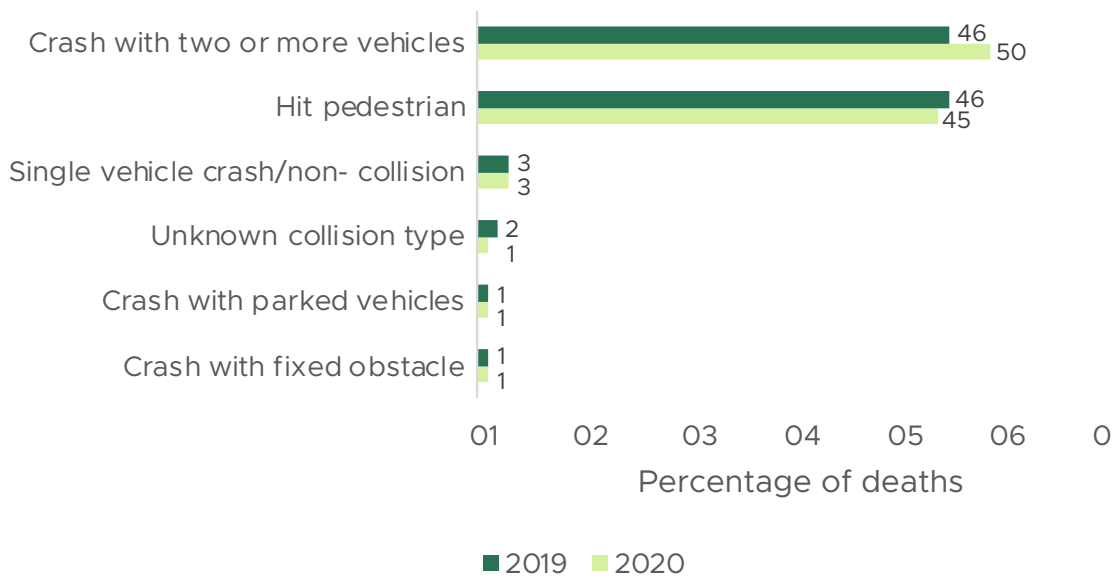



## DEATHS BY COLLISION TYPE

Crashes involving two or more vehicles constituted 47% and 50% of the reported deaths in 2019 and 2020 respectively. Pedestrian collision constituted 46% and 45% of deaths in 2019 and 2020 respectively (Figure 17).

### Percentage of deaths by collision type, 2019–2020

Figure 17



**50%**

of deaths in 2020 occurred following crashes involving two or more vehicles.



**45%**

of deaths in 2020 occurred following pedestrian knockdowns



## DEATHS BY ROAD USER AND CAUSAL VEHICLE TYPE

Table 2 shows the correlation between deaths by road user type and vehicles found “at fault”. Deaths among pedestrians were most frequently caused by cars and pickups (37%). Buses/minibuses and motorcycles were the causal vehicles in 20% and 17% of pedestrian deaths respectively in the two-year period. Deaths among motorcyclists occurred most frequently in crashes involving other motorcycles/tricycles (88%).

Victim/Vehicle	Car and pickup	Bus and mini-bus	High Goods Vehicle	Motorcycle/Tricycle	Bicycle	Single vehicle crash	Fixed Obj.	Others	
Pedestrians	74	39	8	34	1	0	0	42	198
Car and pick up occupants	4	0	0	0	0	2	3	0	9
Bus and minibus occupants	0	6	0	0	0	0	1	0	7
Motorcycle & tri-cycle occupants	0	0	1	98	0	11	1	0	111
Cyclist	0	0	0	0	3	0	1	0	4
Others/Unknown	0	0	0	0	0	0	0	1	1
TOTAL	78	45	9	132	4	13	6	43	330

Table 2. Deaths by road user and causal vehicle type, 2019 and 2020



37%

of pedestrian deaths were caused by cars and pickups



88%

of deaths among motorcyclists were caused by crashes involving other motorcycles.



## High-Risk Fatal and Serious Injury Crash Locations

High-risk locations for fatal and serious injury crashes are presented below. Using crash coordinates for 2019 and 2020, the heat maps show the location of all crashes (Figure 18), fatal crashes (Figure 19), serious injury crashes (Figure 20), pedestrian fatal and serious injury crashes (Figure 21) and motorcycle fatal crashes (Figure 22). A buffer of 100 meters was used in identifying high-risk crash intersections. The heat maps help visualize the intensity and pattern of road crash events by location.

High-risk fatal crash intersections and corridors are presented in Tables 3 and 4 respectively. These locations should inform road improvement interventions as well as enforcement operational planning.

No.	Intersection/junction/roundabout	Number of deaths
1	Kubbiri roundabout	8
2	Mulago roundabout	5
3	Bwaise roundabout	4
4	Busega roundabout	3
5	Queen's Way–Nsambya intersection	3

Table 3. High-risk fatal crash intersections 2019–2020

No.	Corridor	Number of deaths	Length of the corridor	Deaths per km
1.	Bwaise–Naalya roundabout (Northern Bypass)	49	17.5km	2.8
2.	Masaka Road–Kibuye	31	7.1km	4.4
3.	Jinja Road–Nakawa traffic lights	11	2.1km	5.2
4.	Najjanankumbi–Kibuye	11	1km	11
5	Kampala Road–Kibuye roundabout	8	2.8km	2.8

Table 4. High-risk fatal crash corridors 2019–2020

### Planned interventions

Two of the above junctions; Kubbiri and Mulago junctions in Table 3 have been earmarked for improvement with support from **JICA**





## All crash locations

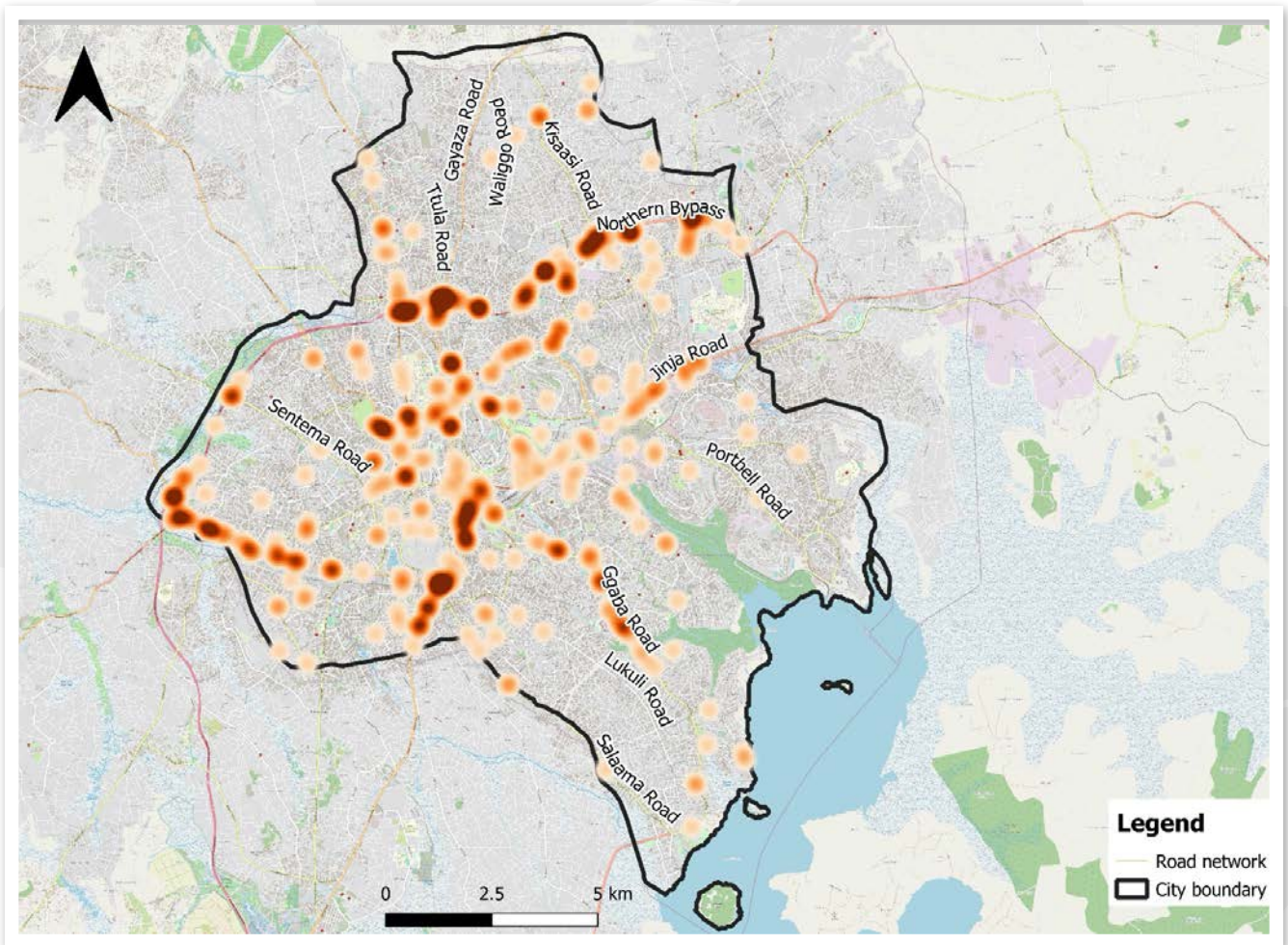


Figure 18. Heat map showing all road crashes, 2019–2020





### Fatal crash locations

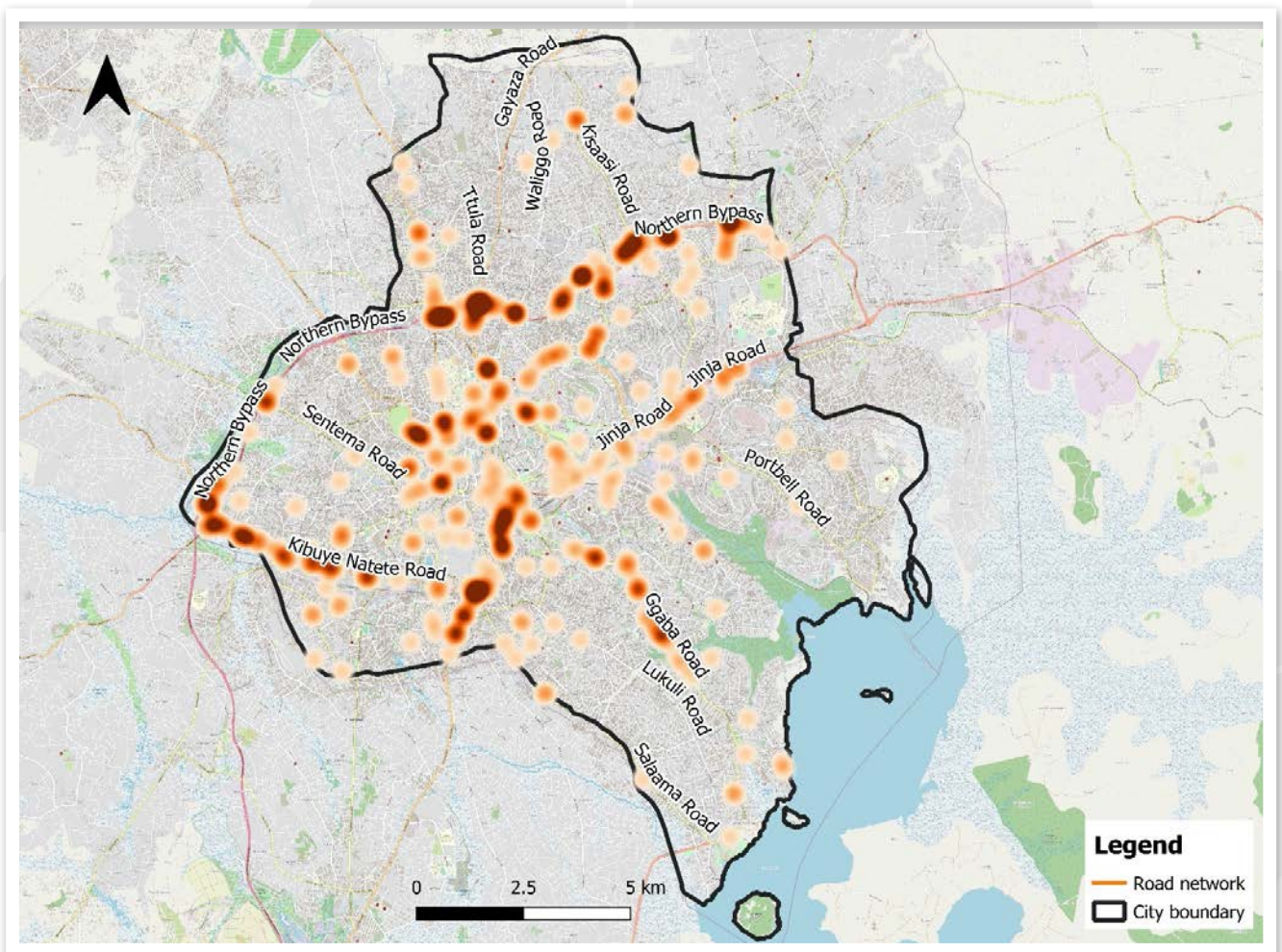


Figure 19. Heat map of fatal injury crash locations, 2019–2020



## Serious Injury Crash Locations

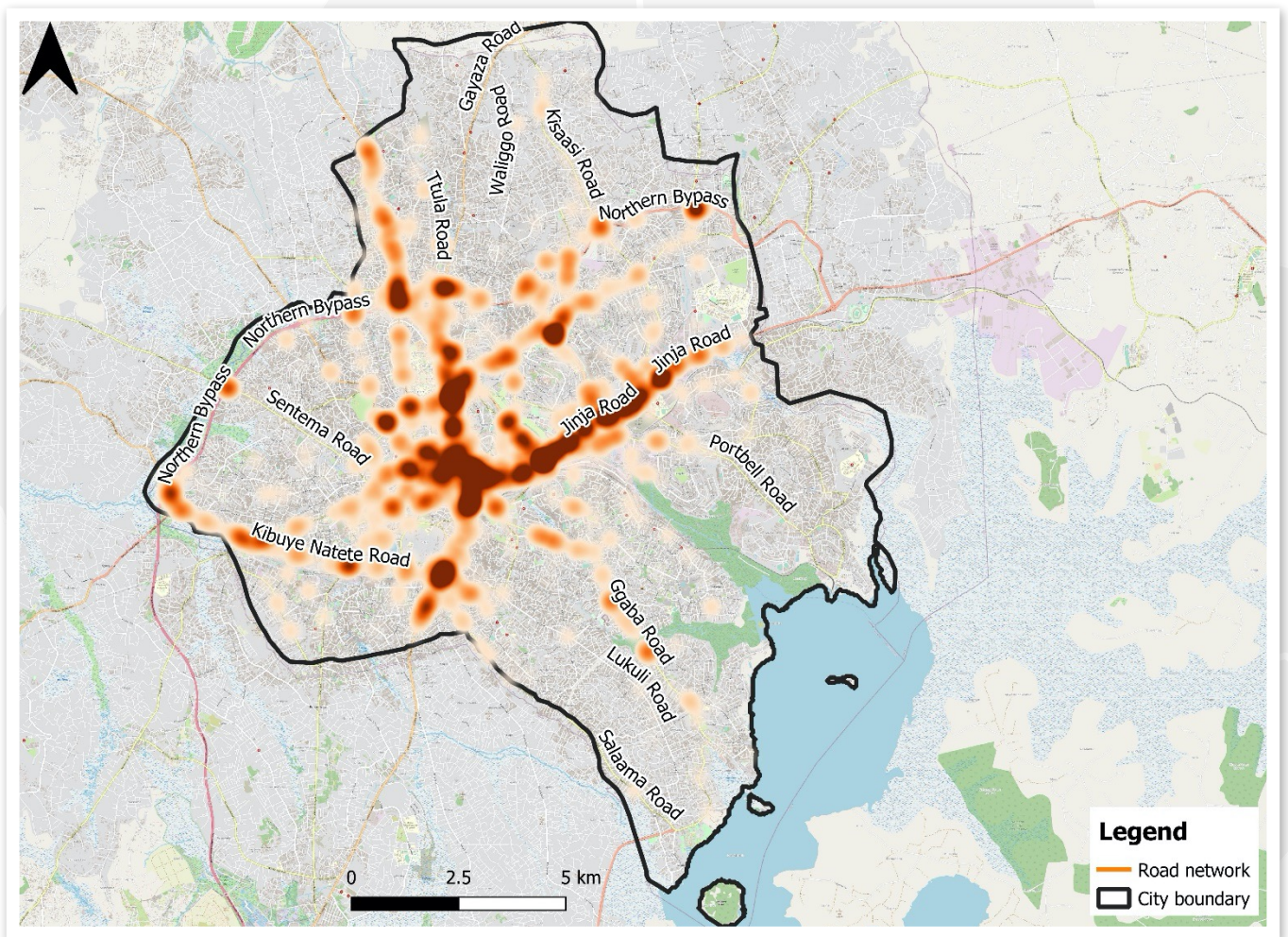


Figure 20. Heat map of all serious injury crash locations, 2019–2020



## Pedestrian Fatal and Serious Injury Crash Locations

High-risk fatal and serious injury crash locations for pedestrians included the Northern Bypass (from Bwaise–Naalya roundabout), Jinja Road–Nakawa traffic lights and Queen’s Way–Najjanankumbi corridor (Figure 21).

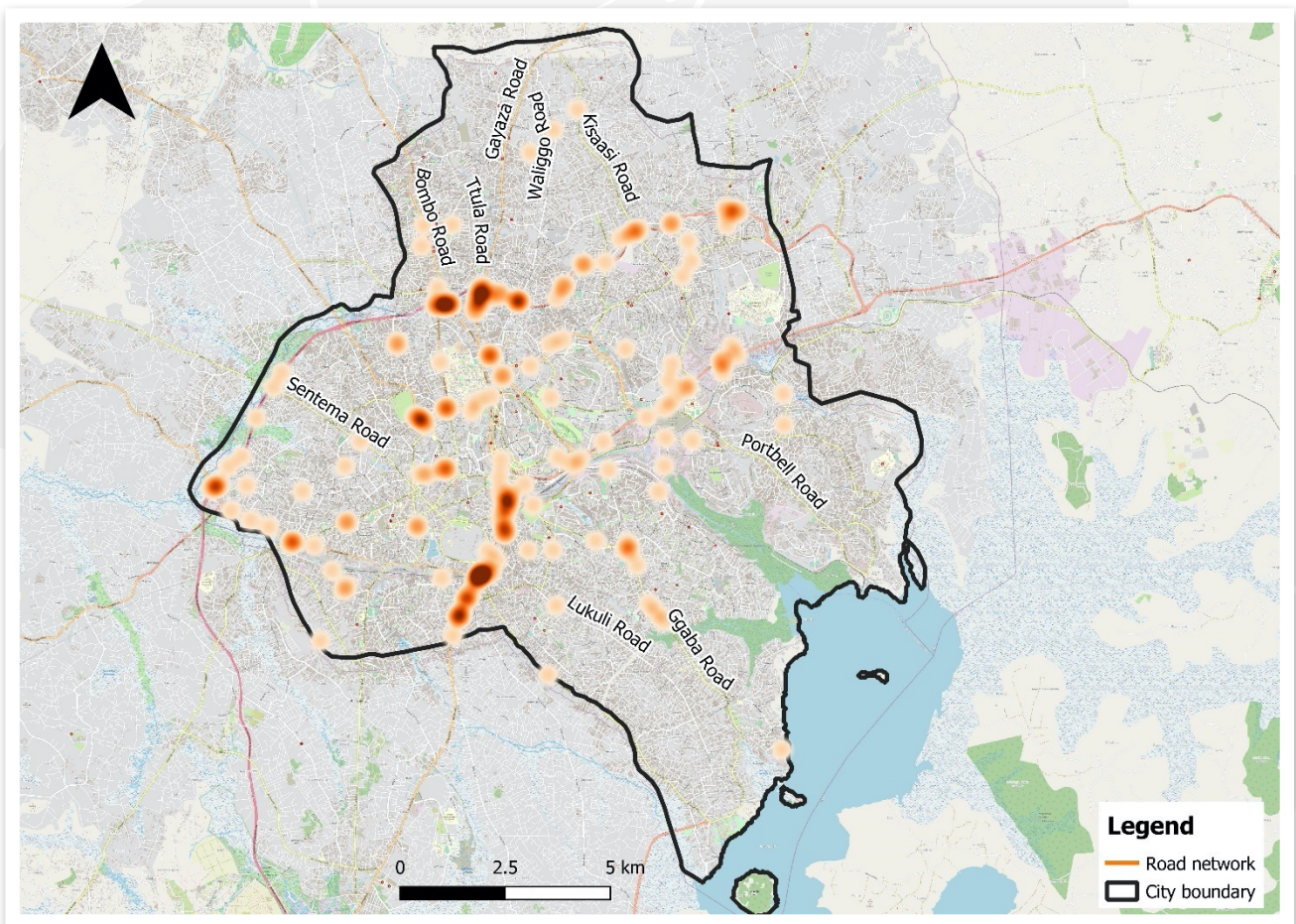


Figure 21. Heat map showing Pedestrian Fatal and Serious Injury Crash Locations, 2019–2020



## Motorcycle Fatal Crash Locations

High-risk fatal crash locations for motorcyclists included the Northern Bypass (from Bwaise–Naalya roundabouts), Bombo Road–Kampala Road and Natete Road–Kibuye roundabout (Figure 22).

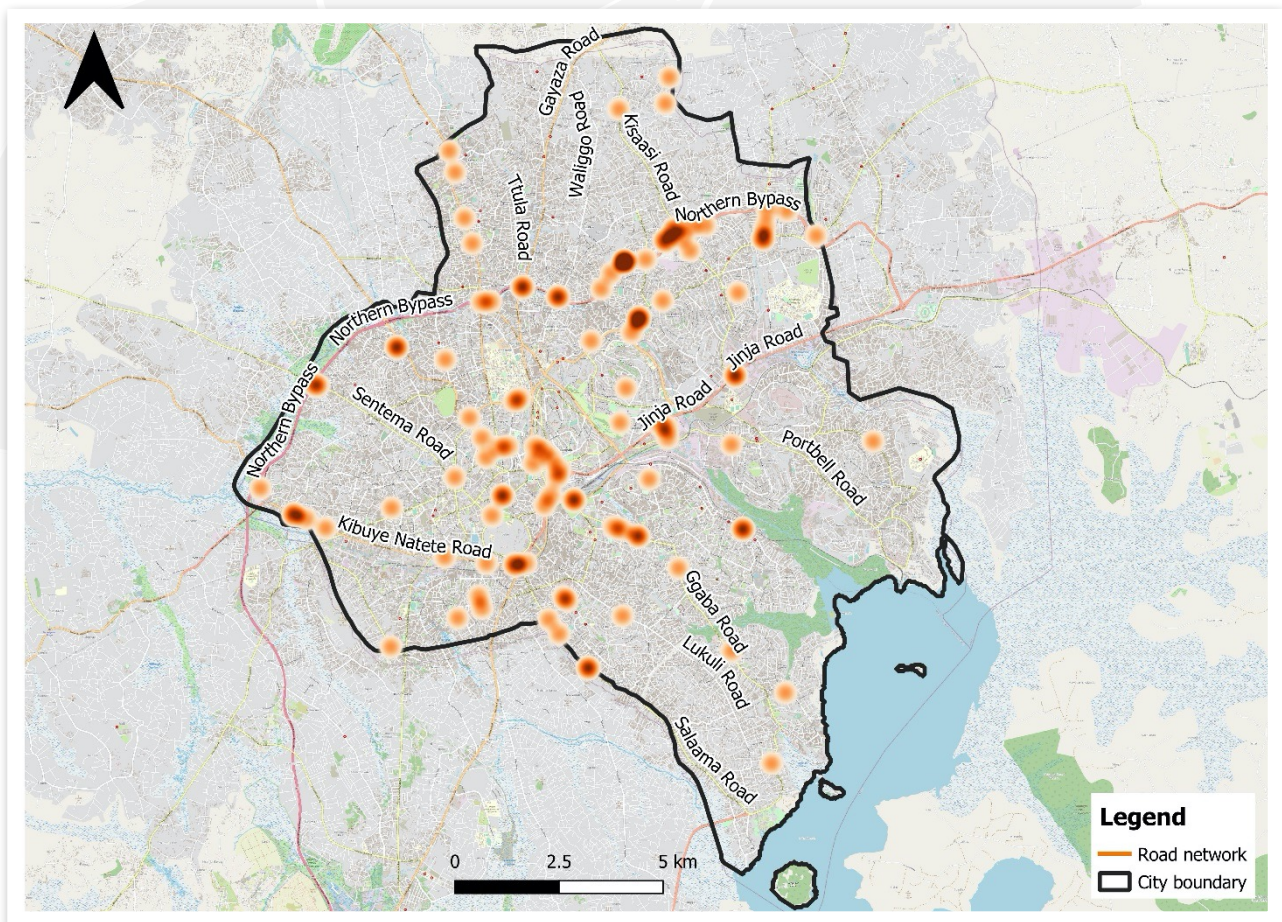


Figure 22. Heat map showing motorcycle fatal crash locations, 2019–2020



## SECTION 2

# Behavioral Risk Factors for Road Crashes in Kampala





Wearing a helmet is the single most effective way of reducing head injuries and fatalities resulting from motorcycle and bicycle crashes

Source  
**WHO, 2006**

As part of BIGRS, Johns Hopkins International Injury Unit (JH-IIRU) collaborate with Makerere University, School of Public Health to conduct observational surveys on the prevalence of key risk factors — helmet use, speeding, seat belt, and child restraint use.

Drink driving will also be assessed once conditions are suitable to minimize Covid-associated risk.

A standardized protocol was used for the roadside observations. Two rounds of surveys (March 2021 and September 2021) have been completed for speeding and helmet use, and one round (March 2021) for seat belt/child restraint use.

### 1. Speeding

The overall prevalence of speeding above the posted limit in Kampala was 6% in round one (March 2021) and 3% in round two (September 2021). Speeding prevalence among buses was the highest (13%) compared to other vehicle types in round two. (Figure 24).

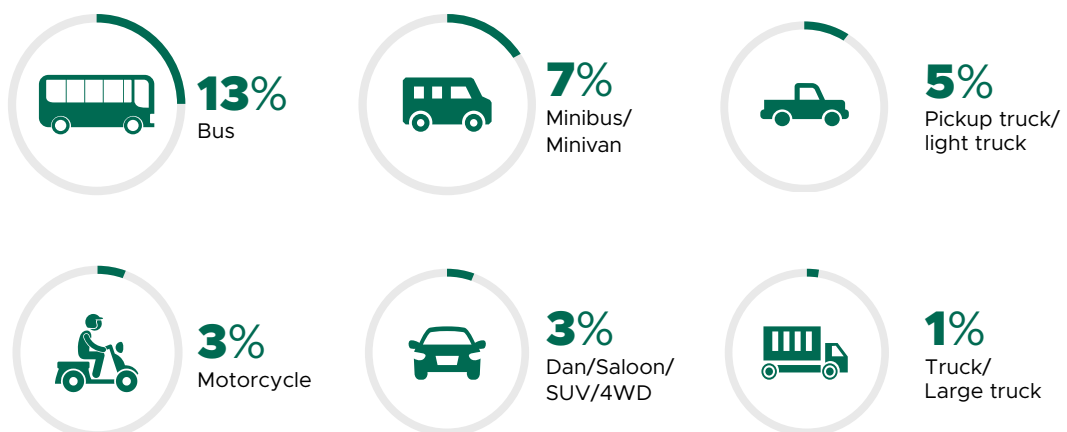
#### Prevalence of speeding in Kampala

Figure 23



#### Prevalence of speeding by vehicle type, round two (Sept 2021)

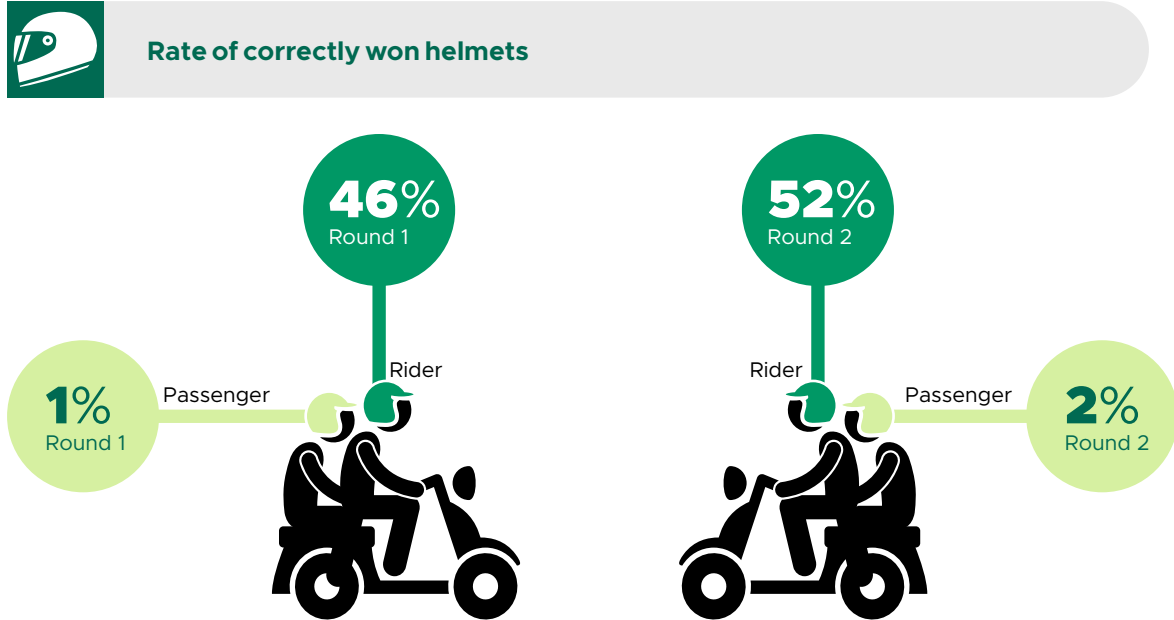
Figure 24





## 2. Helmet Use

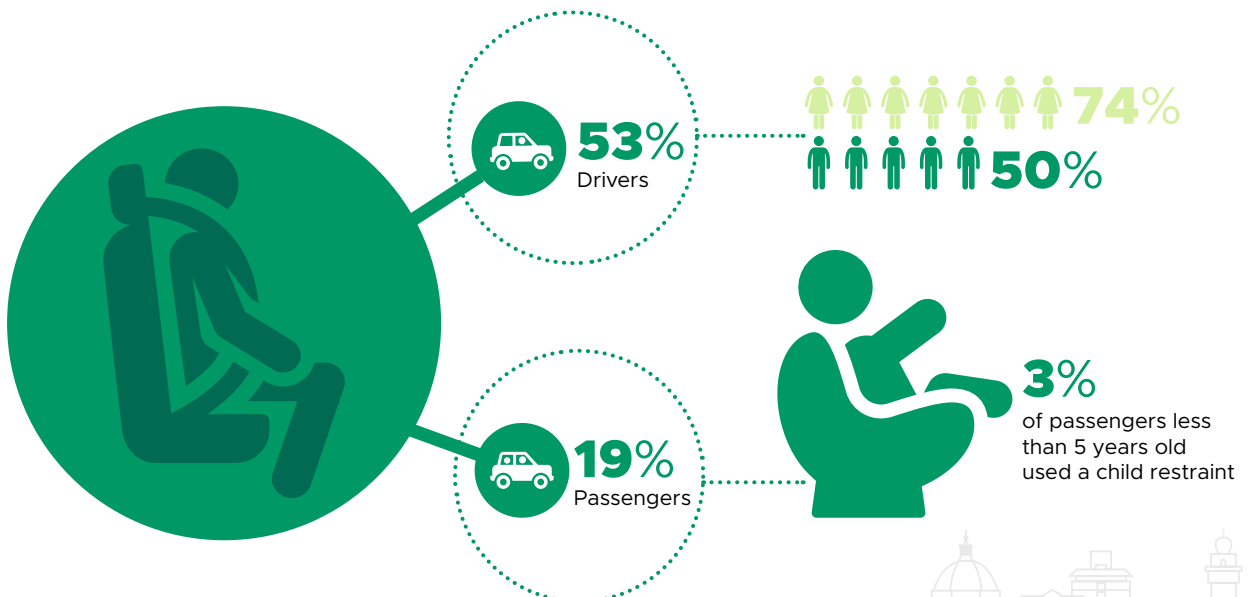
Overall, 46% and 52% of motorcyclists wore helmets correctly in rounds one and two respectively. In both rounds, drivers wore helmets correctly (46% and 52% respectively) more frequently than passengers, who almost never wore helmets (1% and 2% respectively).



## 3. Seat belt use among road users

### 3. Seat belts and Child restraints

Less than half (42%) of observed vehicle occupants wore a seat belt at baseline. Drivers (53%) were more likely to wear a seat belt than passengers (19%). Among drivers, more females (74%) than males (50%) wore seat belts. Only 3% of passengers estimated to be less than 5 years of age were observed using a child restraint.



## SECTION 3

# Selected implemented actions to improve road safety in Kampala





City Leadership and the community jointly painting a zebra crossing in Mbuya.

Photo: KCCA Media



## ROAD SAFETY MANAGEMENT



Launch of the Kampala Road Safety Strategy 2021-2030.



KCCA launched Kampala's first road safety strategy on March 9, 2021.



Launching the Kampala Road Safety Strategy



## SAFER STREETS AND MOBILITY

KCCA, through its Directorate of Engineering and Technical Services, is responsible for designing, implementing, and maintaining infrastructure, giving technical support and controlling infrastructure developments in the city (defining structural designs, road network development, carrying out road works, and maintaining city infrastructure).

Several projects of road reconstruction

and upgrading to tarmac that had been carried forward from previous years were completed. These respective projects improved safety of road users through widening to create more space for the different modes of traffic, refuge islands as well as protected walkways for pedestrians to walk along. They also provided for street lighting which improves road user safety in the night.



### Some of the road projects completed by December 2021:

1. Upgrading of Kulambiro Ring Road & Najjera Link
2. Reconstruction of John Babiha Avenue
3. Reconstruction of Nakawa–Ntinda Road
4. Reconstruction and upgrading of Kabusu–Bunamwaya–Lweeza Road
5. Reconstruction of Lukuli Road

### John Babiha Avenue

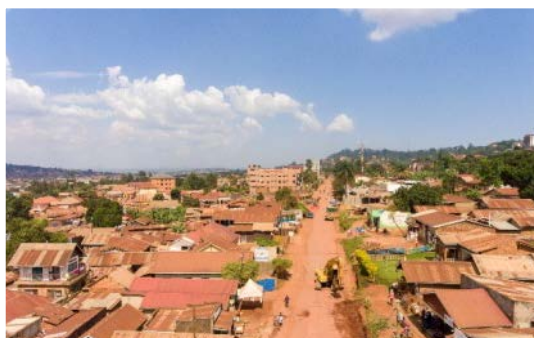


BEFORE



AFTER

### Lukuli Road



BEFORE



AFTER

**Signalized Junctions:** Junctions along the new roads were also signalized to guide traffic flow on the respective roads.



1. 5 junctions along John Babiha Avenue,
2. 5 junctions along Nakawa–Ntinda Road,
3. 2 junctions along Lukuli Road
4. 1 junction on Kasubi Road
5. 3 junctions along Kabusu–Bunamwaya–Lweeza Road



Nakawa Ntinda Road.

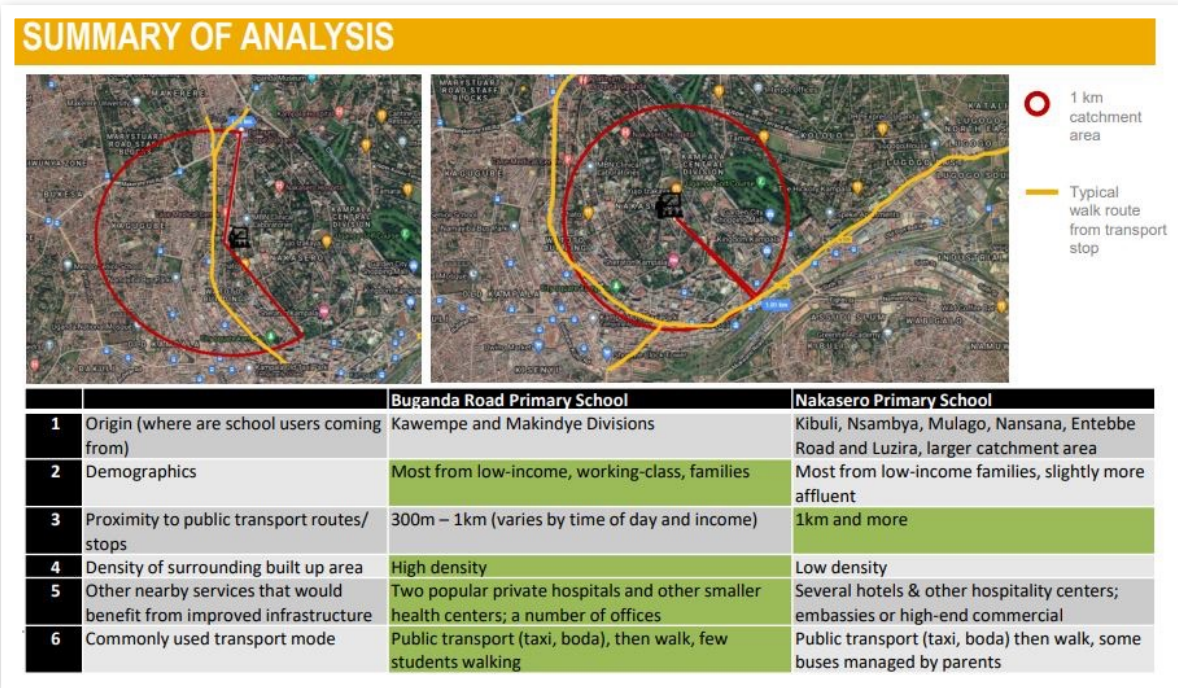
**Pedestrian Road Safety:** Walkways were prioritized on the newly constructed and rehabilitated roads.



Ntinda II Road.

Between June and September of 2021, WRI in collaboration with the KCCA Directorate of Engineering and Technical Services and the Directorate of Education and Social Services undertook a road safety assessment of two school zone locations to better understand the safety of school children as they access these respective schools.

WRI recommended road safety interventions and the creation of school zones that would to improve school children’s safety; this is in a bid to create school zones in the city as a road safety measure.



School children crossing  
Courtesy photo

# ENFORCEMENT

The enforcement technical area of BIGRS is coordinated by Global Road Safety Partnership (GRSP). This partnership seeks to improve the enforcement capacity of road traffic police officers in partner cities.

Officers of the Directorate of Traffic and Road Safety, Uganda Police Force, have been trained in speed enforcement, crash investigations, intelligence-led policing, and strategic and operational planning. In addition, the police have been given seven TruCam 4 speed detection devices to bolster enforcement.



Training on use of speed measurement devices



Training on use of speed measurement devices



Handing over road traffic enforcement signs



Handing-over speed measurement devices





### Road Crash Victims Remembrance Day 2020

KCCA with support from BIGRS held a commemorative programme to mark the World Day of Remembrance by painting a crosswalk to make the road safer for the 750 students at Uganda Youth Aid Nursery and Primary School in Kampala.

Road Crash Victims Remembrance Day 2020



Road Crash Victims Remembrance Day 2020



## United National Global Road Safety Week 2021

KCCA and BIGRS coordinated national activities to mark the 6th United National Global Road Safety Week.



Endorsing the 30 kph speed limit proposal in built up areas

### LOW-SPEED STREETS

are the heart of any community

Excessive speed is when a vehicle exceeds the posted speed limit

The lower the speed of the vehicle, the lower the risk of injury and death for pedestrians

30 km/h speed limits should be adopted as appropriate on streets where people live, work, & play

### 5 ACTIONS TO MAKE

#StreetsforLife

- Build or modify roads to include features that calm traffic
- Establish speed limits appropriate to the function of each road
- Enforce speed limits
- Install in-vehicle technologies
- Raise awareness about the dangers of speeding

### #Streets for Life

#### WHAT CAN YOU DO TO MANAGE SPEED?

As a driver:

- Obey the speed limits
- Take a rest break every 2 hours

As a passenger:

- Plan your trip to allow sufficient time to reach your destination at a safe speed & ensure a rest break for the driver
- Demand that your driver follow the speed limits

As a manager:

- Ensure your organization's road safety policy effectively addresses speed management
- Install in-vehicle technologies to monitor travel speeds
- Discipline those who drive above the speed limits

EVERYONE SHOULD RAISE AWARENESS ABOUT THE DANGERS OF EXCESSIVE & INAPPROPRIATE SPEEDS AND PRACTICE GOOD ROAD SAFETY BEHAVIOURS AT ALL TIMES!

### #Streets for Life

SPEED IS AT THE CORE OF THE ROAD TRAFFIC INJURY PROBLEM

EVERY 1 KM/H INCREASE IN SPEED RESULTS IN A 4-5% INCREASE IN FATAL CRASHES

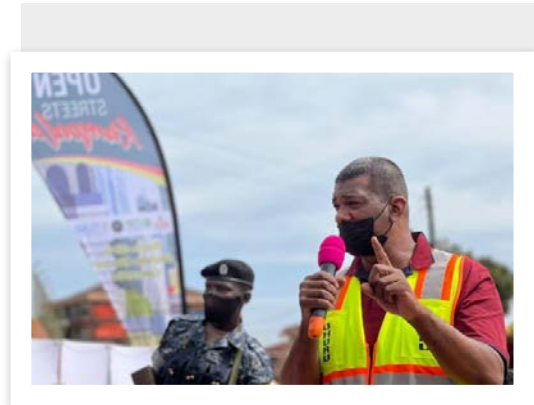
The lower the speed of the vehicle, the lower the risk of injury & death for pedestrians

99% likelihood of surviving at 30 km/h  
80% likelihood of surviving at 50 km/h

LOW SPEED STREETS WHERE PEOPLE LIVE, WORK & PLAY MAKE FOR STREETS THAT ARE SAFE, HEALTHY, GREEN & LIVABLE

## National Road Safety Week 2021

The World Resources Institute supported KCCA in commemorating the National Road Safety Week with a tactical urbanism intervention sensitisation activity aimed at raising awareness along the Non-Motorised Transport Corridor in Kampala.



## Journalists' Training 2021

KCCA and Vital Strategies organised the first virtual journalists' training on risk factors, sourcing and interpreting of data, Safe Systems approach, and trend analysis for best reporting practices.



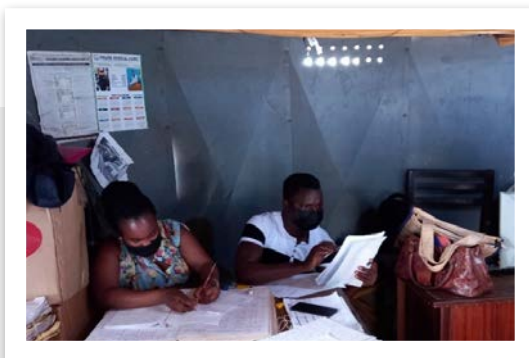


## ROAD INJURY SURVEILLANCE SYSTEMS STRENGTHENING

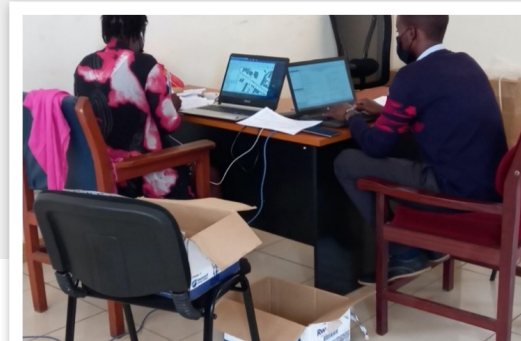
The BIGRS Surveillance team's primary activity was digitizing police crash records and analyzing the dataset. Twelve people were trained in the extraction of crash data from police paper records to a standardized data form in October 2021. The two-day training was supported by Vital Strategies' Surveillance team and the Uganda Traffic Police. The extraction activity generate a database for Kampala specific crash data from the nation-wide date to better analyse and understand the Kampala problem.



Ms. Bettinah Nalugo addressed the field assistants on Day 2 of the crash data extraction training



Field assistants extracting data from crash reports at a Police station.



Data entry assistants reviewing completed forms at Nateete Police station.



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# GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY  
2021–2030

The **Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated

## SAFE SYSTEM APPROACH



UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries

**BY AT LEAST 50%** during that period

**HOW TO DO IT?**



**WHO TO DO IT?**



Financing



Government



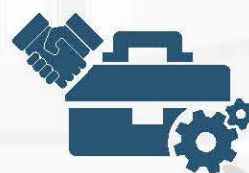
Speed management



Capacity development



Civil society



Private sector



Technologies



Focus on low- and middle-income countries



Funders



UN agencies

For further information, visit:  
**DECADE OF ACTION FOR ROAD SAFETY 2021-2030**



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