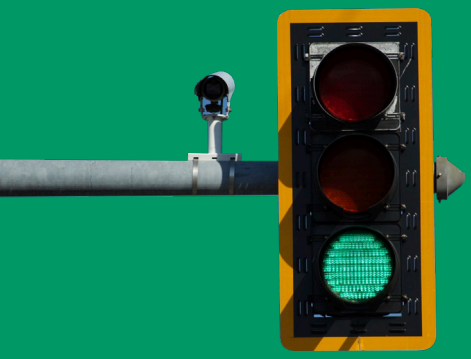
Kampala ROAD SAFETY Annual Report 2021



KCCA
KAMPALA CAPITAL CITY AUTHORITY
For a better City

In collaboration with:
The Uganda Police Force, Bloomberg Philanthropies and Vital Strategies

Bloomberg Philanthropies
INITIATIVE FOR GLOBAL ROAD SAFETY

Vital Strategies

Observational studies by:
The Johns Hopkins International Injury Research Unit and Makerere University, Kampala

Johns Hopkins International Injury Research Unit

Kampala ROAD SAFETY Annual Report 2021

Kampala City/Jjumba Martin

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Preface

"I hope that this continuous reporting will also inspire greater priority to be given to road safety across the city and country"

Hon. Hajjati Minsa Kabanda
MINISTER FOR KAMPALA CAPITAL City AND METROPOLITAN AFFAIRS

Nearly 1.3 million people are killed yearly, and up to 50 million people are injured on the world's roads. The Uganda Police annual crime report of 2021 recorded a 42% increase in the number of crashes from 12,249 to 17,443. That is unacceptable.

As a member state of the UN, Uganda is a party to the second Decade of Action for Road Safety (2021–2030) with the goal of stabilizing and then reducing the number of road traffic deaths around the world by half.

I am honored to serve in this role as Minister for Kampala Capital City and Metropolitan Affairs and in my capacity, help to mobilize sustained political commitment towards making road safety a priority, to advocate for and raise awareness about the national road safety legal instruments, to share established road safety good practices, and to advocate for adequate funding.

Strides are still being made at the national level, with the inclusion of road safety during the national resources planning.

I hope that this continuous reporting will lead not only to necessary action by the participating agencies but will also inspire greater priority to be given to road safety across the city and country.

I congratulate the city and the entire team that has been part of the preparation of this report.

For God and my Country.

THE LORD MAYOR

Preface

"The goal is to lower the numbers of road traffic deaths and injuries in Kampala"

H.W. Erias Lukwago
LORD MAYOR, KAMPALA

Kampala Capital City Authority (KCCA) with support from the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) has been working to reduce road traffic deaths and injuries in the city of Kampala since 2020.

Through that partnership, the city is pleased to share its second annual road safety report. The previous city road safety annual report opened our eyes and informed key interventions towards the improvement of road safety in areas such as police enforcement, advocating for behavior change, and sensitization campaigns throughout the year.

This report provides information on the road safety situation in Kampala and high-risk locations for 2021; the current report provides a basis for continuous assessment of deaths and injuries to help guide interventions for improved results.

These report findings should also guide the activities of road safety stakeholders to deliver on their mandate; and we are all indeed, stakeholders because road safety is a shared responsibility. The goal is to lower the numbers of road traffic deaths and injuries in Kampala and we expect city-level contributions to augment national efforts to prioritize road safety.

Through these reports and other strategic actions taken by KCCA to improve road safety, I hope you will all be encouraged to continue supporting the fight against preventable road carnage.

I applaud everyone that has worked towards this publication, and all local and external partners of KCCA for their unwavering support towards making Kampala's roads safe for all users.

Preface

"We have turned our focus to designing and building infrastructure with the protection of the vulnerable in mind."

Dorothy Kisaka
EXECUTIVE DIRECTOR

Road Crashes remain one of the main causes of serious injuries and deaths in Kampala and Uganda as a whole. These crashes cause enormous suffering to those affected as victims as well as their families; they also place a huge burden on our national health system.

In the past, so many of the interventions put in place were aimed at protecting car occupants, however, it is clear from this report that a great percentage of those affected by road crashes are pedestrians, cyclists, and motorcyclists. Recently, we have witnessed a rise in the number of crashes involving public transport vehicles as well.

The report highlights the need to prioritize safety of vulnerable road users (pedestrians, motorcyclists and cyclists) to improve outcomes. Prevention of these crashes is better than dealing with the outcomes.

As KCCA we have turned our focus to designing and building infrastructure with the protection of the vulnerable in mind, enhancing public transport, and championing sensitization for better road use.

For the interventions to be realized, there needs to be cooperation of stakeholders, agencies, and actors. We are thankful to the Uganda Police and partners on the Bloomberg Philanthropies Initiative for Global Road Safety for yet another collaboration on the Kampala annual road safety report.

Preface

"We look forward to continued collaboration with the city Administration as we work to reduce road traffic crashes."

Senior Commissioner Lawrence Niwabiine
DIRECTOR, TRAFFIC & ROAD SAFETY
UGANDA POLICE FORCE

We thank KCCA for yet another city-specific report for Kampala showing the road safety situation in the city.

Key findings herein will help inform police operations regarding road safety enforcement for the city.

I hope other stakeholders will find this data useful as well.

The directorate of traffic further extends gratitude to KCCA through its Bloomberg Philanthropies Road Safety Project for the continuous training of its officers in traffic enforcement and crash investigation.

We look forward to continued collaboration with the city administration as we work to reduce road traffic crashes and associated deaths and injuries.

Acknowledgements

This report is the second road safety report for the city of Kampala. The goal of these reports is to provide continuous and ongoing reporting of the road safety situation of the city and to plan and evaluate planned or ongoing interventions.
Several local and external partners contributed to this report. Road crash data was provided with the support of the Directorate of Traffic and Road Safety of the Uganda Police Force. The data was obtained from the nine police stations in the five divisions of Kampala, with each police station assigning an officer to support in retrieving paper records for abstraction into a data form.

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

Stellah Namatovu, the Bloomberg Philanthropies Initiative for Global Road Safety Surveillance Coordinator in Kampala, coordinated data collection with 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 KCCA GIS team, particularly Flavia Zabali Musisi and Jean Ssekirabila, developed the electronic data collection tool and ensured field assistants captured the GPS coordinates of the crash locations.

The Bloomberg Philanthropies Initiative for Global Road Safety 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 and Eng. Jacob Byamukama (Initiative Technical Lead) and Ag. Director of Engineering and Technical Services, KCCA, provided overall supervision.

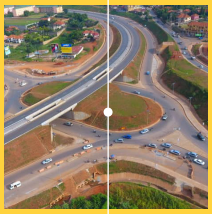
Executive Summary

Globally, road traffic crashes cause more than 1.3 million deaths each year. Understanding the magnitude and risks of road traffic deaths and injuries is key for 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 in 2021, using data from police records; information on behavioral risk factors for road injuries is also presented.

The findings show a 78% increase in fatalities in 2021 — from 236 in 2020 to 420 in 2021. Similarly, there was a 65% increase in reported crashes in 2021 compared to the previous year. The death rate also increased, from 7.2 deaths per 100,000 population in 2020 to 12 deaths per 100,000 population in 2021.

Deaths among vulnerable road users — pedestrians, bicyclists, and motorcyclists — accounted for 94% in 2021, similar to the rate observed in 2020. Motorcyclists alone accounted for 51% of deaths in 2021. Males accounted for 82% and those aged 20 to 29 years accounted for 39% of fatalities in 2021.

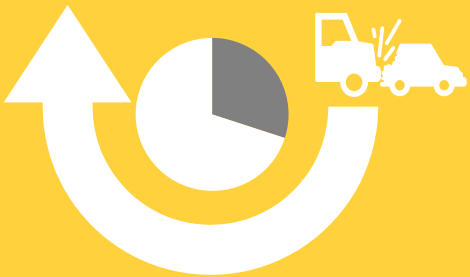


70% of the high-risk locations were on arterial roads.

Locations identified as high-risk locations for fatal crashes include:

- Kalerwe roundabout (Northern Bypass)
- Nakulabye intersection (Balintuma and Hoima Road)
- Kisaasi–Kyanja Road junction
- Roundabout near Nkumba University, Kampala campus
- Bwaise roundabout (Northern Bypass).

2021 **BY THE NUMBERS**



65%
increase in reported crashes.

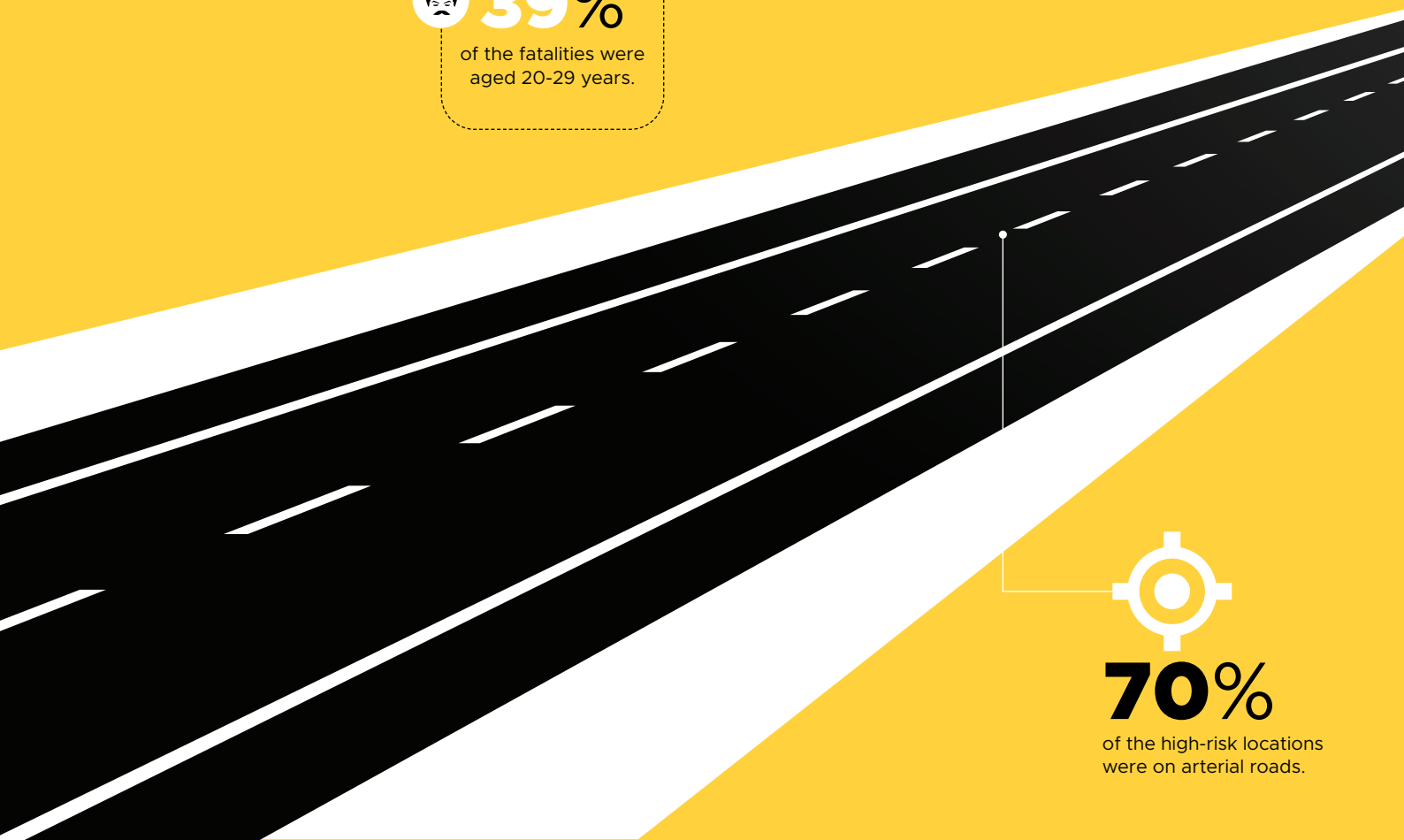
78%
increase in fatalities.

94%
Deaths among pedestrians, bicyclists and motorcyclists.

Motorcyclists alone accounted for 51% of deaths.

82%
of the fatalities were males.

39%
of the fatalities were aged 20-29 years.



70%
of the high-risk locations were on arterial roads.

List of Abbreviations

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

TOURISM FACT

Kampala is famous for its historic charm through some of its preserved architectural treasures that date far back as 1886.

It is literaly a living history book—every building and street corner with its own chapter.

For example; This Shiva temple is the second largest Shiva temple outside India after the Somnath Temple and was entirely curved out of stone.

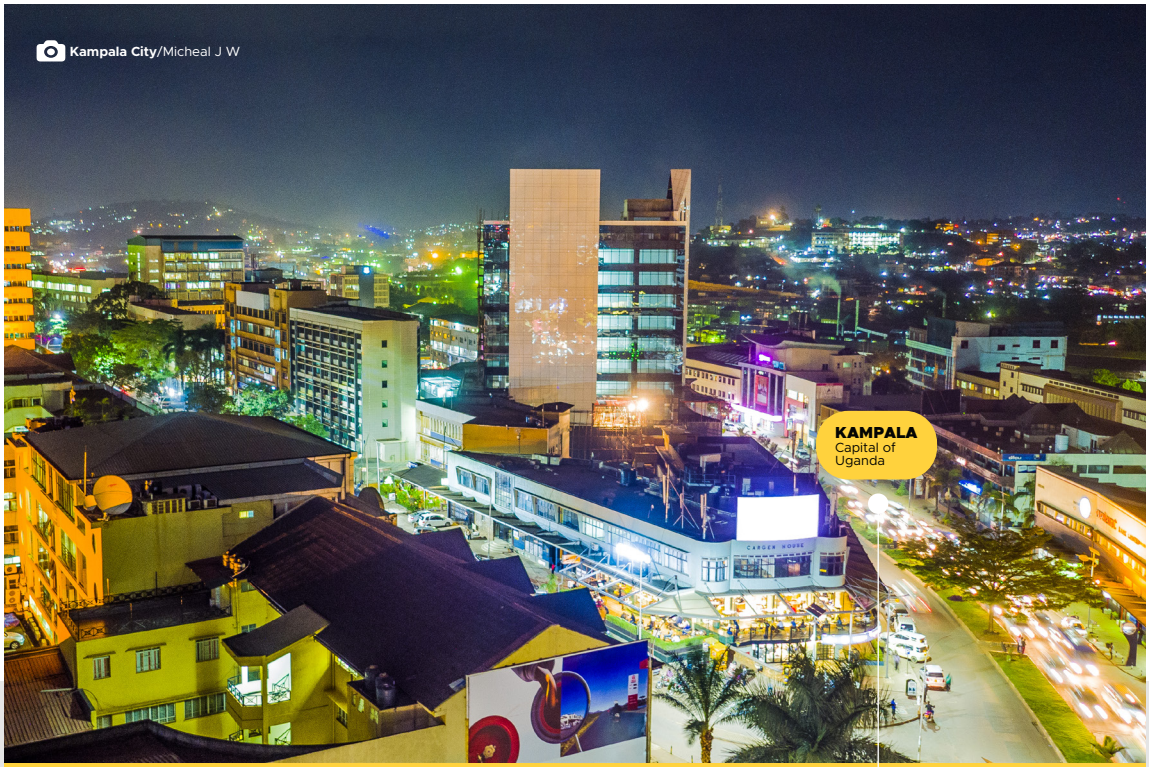
Introduction

Global estimates indicate that 3,700 people die from road traffic crashes daily. A majority of these deaths occur in low- and middle-income countries. In low-income countries, road traffic injuries were the seventh leading cause of death in 2019 (World Health Organization, 2020).

Uganda saw a 42% increase in reported road traffic crashes in 2021 (17,443) over 2020 (12,249). Fatal crashes in 2021 increased by 14.9% over the previous year (UPF, 2021). Uganda 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 population of more than 1.5 million. This population rises during the day as many commute to work (Uganda Bureau of Statistics (UBOS), 2014). 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.



1.5 MILLION
People.
(UBOS 2020).

5 DIVISIONS

1 City

PURPOSE OF THE REPORT

Using data from police records, this report presents information on deaths and injuries from road traffic crashes that occurred in Kampala from 2021. Crash location analyses showing high-risk fatal and serious injury crash locations, and road-user risk behaviors are also presented. The report highlights actions implemented 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 2021.

For those records that lacked all the details needed for extraction in case files, we extracted the details from the Road Traffic Accident Register.

The data extractors analyzed textual descriptions of crash locations from police records and generated GPS coordinates using Survey 123.

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.

KEY 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.

02

Road Traffic Deaths and Injuries in Kampala, 2021

DEATHS AND INJURIES IN KAMPALA

The number of reported fatalities in Kampala increased by 78% — from 236 in 2020 to 419 in 2021 (Figure 1a). The death rate also increased from 7.2 per 100,000 population in 2020 to 12 per 100,000 in 2021 (Figure 1b).

Similarly, the number of serious injuries increased by 43% (Figure 1a). The serious injury rate also increased from 49 per 100,000 population in 2020 to 66 per 100,000 in 2021 (Figure 1b).

Road traffic deaths and injuries in Kampala, 2018–2021

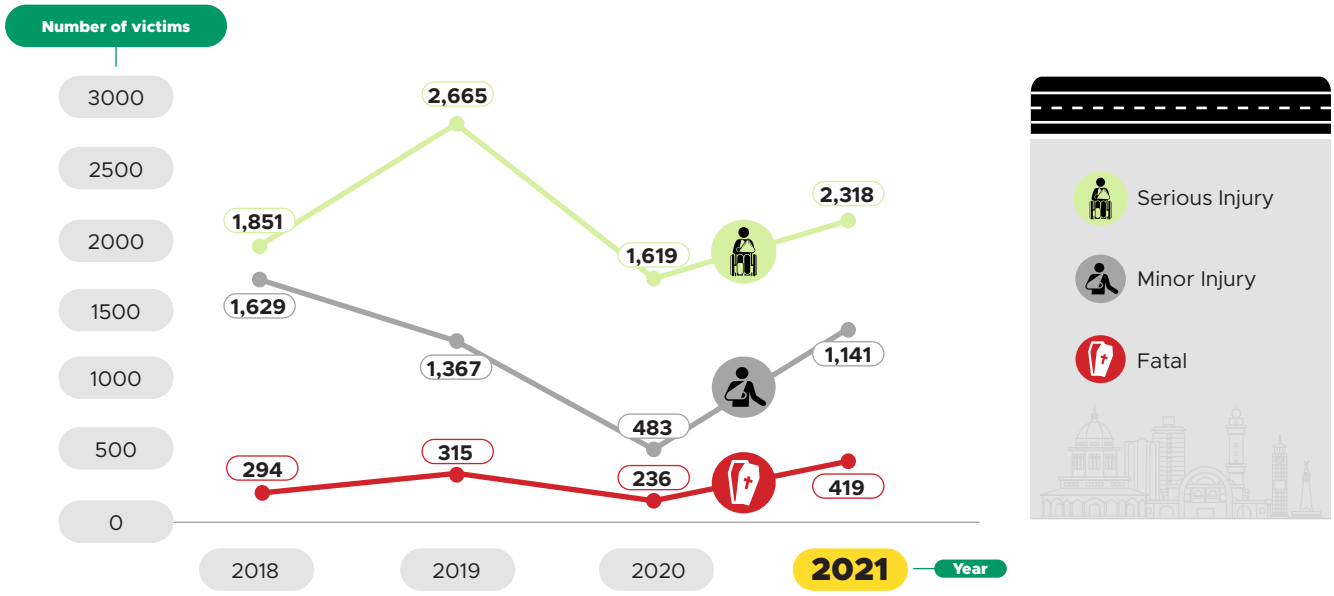


Figure 1a

Death and serious injury rates in Kampala, 2018–2021

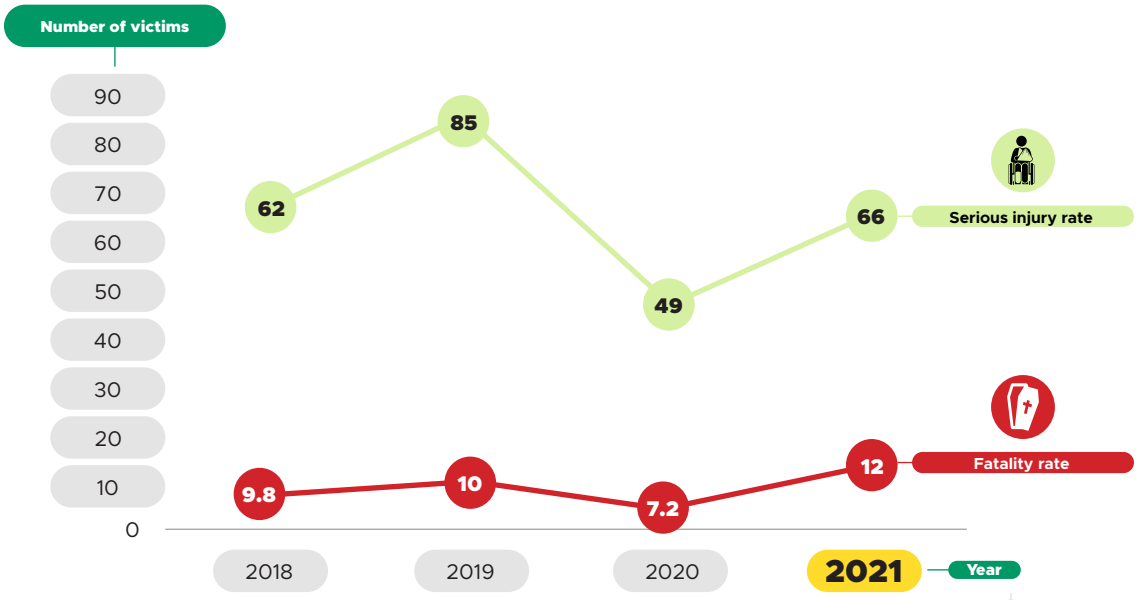


Figure 1b

DEATHS BY ROAD USER TYPE

Deaths among vulnerable road users — pedestrians, motorcyclists, and bicyclists —accounted for 94% of deaths in 2021 (Figure 2a). Motorcyclists alone accounted for 51% of deaths in 2021; pedestrians accounted for 39% of deaths. And this has been the trend since 2019 (Figure 2b.) This highlights the need to prioritize the safety of vulnerable road users in Kampala.

Percentage distribution of deaths by road-user type, 2021

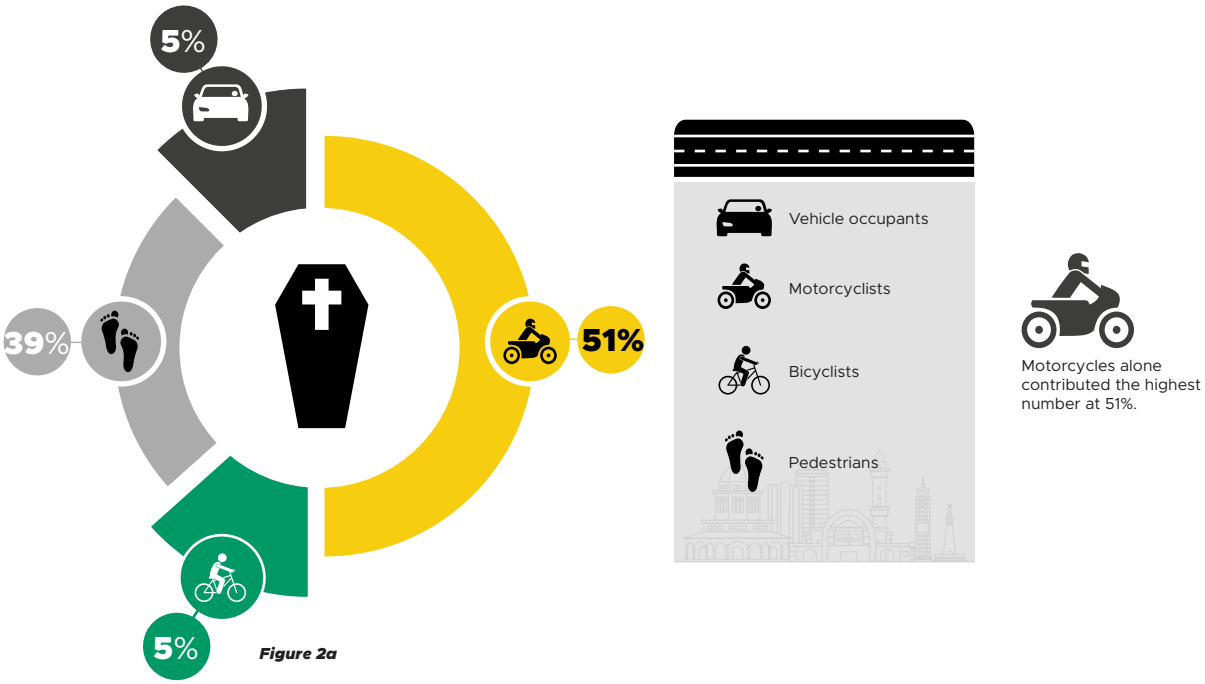


Figure 2a

Mortality trend by road user type, 2017-2021

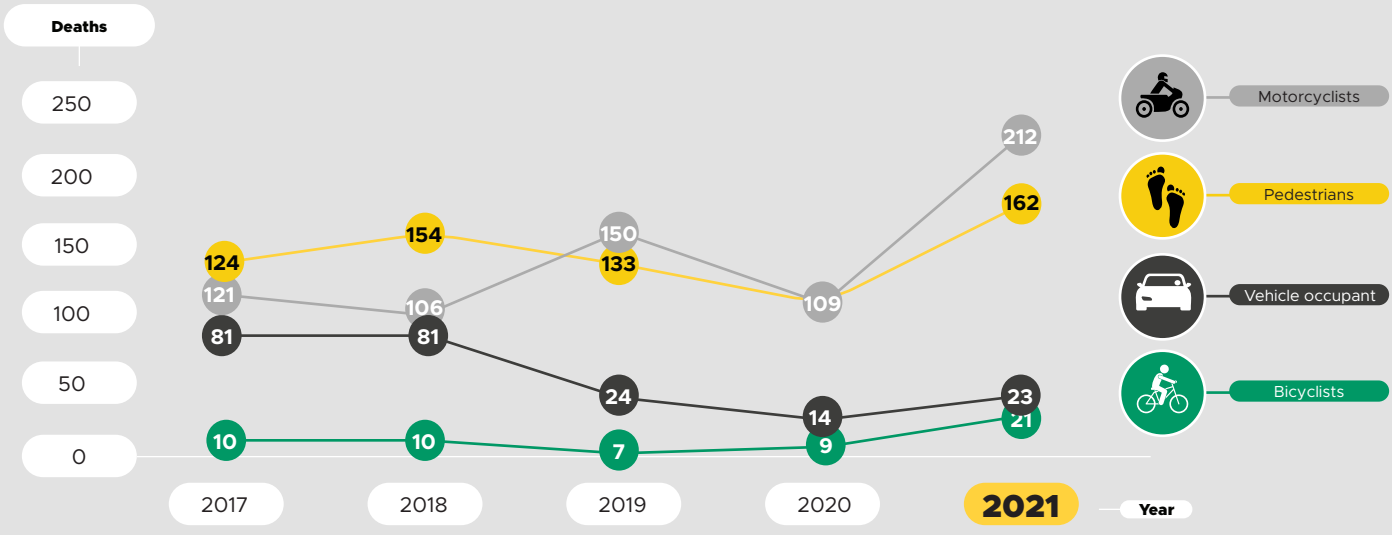


Figure 2b

Data from 2017 to 2018 were sourced from Police summary figures

SERIOUS INJURIES BY ROAD USER TYPE

The highest proportion of seriously injured victims in 2021 were motorcyclists at 55%. Pedestrians accounted for 34% of those who were seriously injured.

Percentage distribution of serious injuries by road-user type, 2021

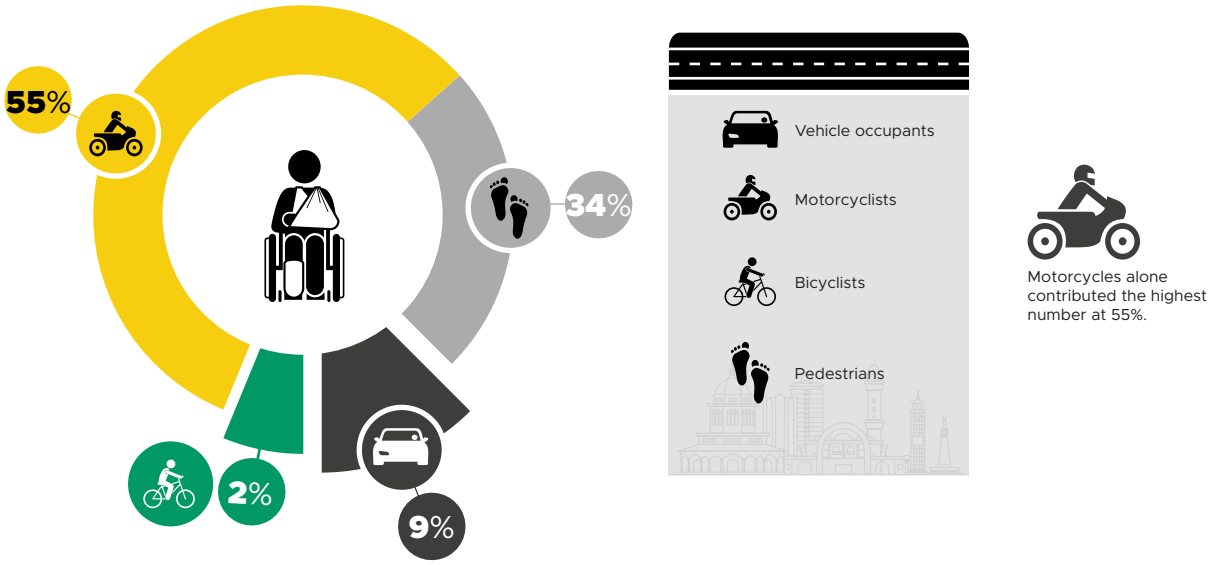


Figure 3

Road crash
PHOTO New Vision

KEY DEFINITION

Pedestrians, cyclists, and riders of motorized 2- and 3-wheelers and their passengers are collectively known as "vulnerable road users" and account for half of all road traffic deaths around the world.

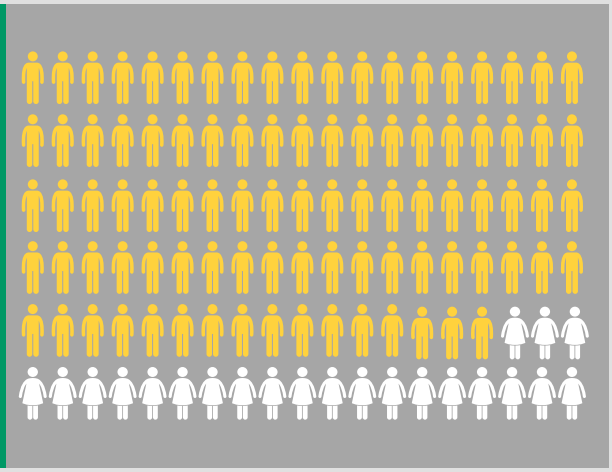
DEATHS AND SERIOUS INJURIES BY GENDER

Males accounted for 82% of deaths and 71% of serious injuries in 2021 (Figures 4). These findings are consistent with global patterns. About three-quarters of all road traffic deaths globally occur among young males (World Health Organization, 2018).

DEATHS

82%

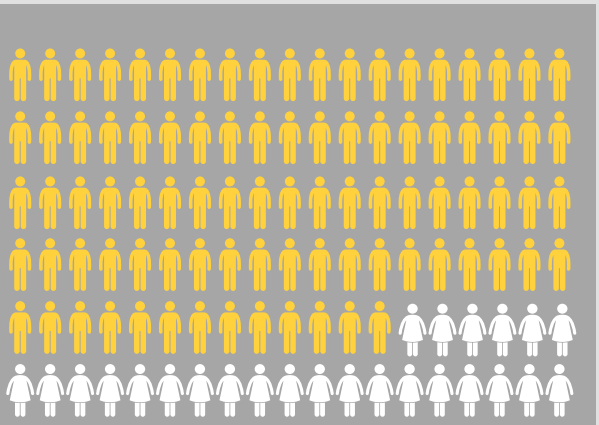
of the victims were among males



INJURIES

71%

of the victims were among males.



3 OUT OF 4

road traffic deaths occur among young males

World Health Organization, Global status report on road safety, 2018.

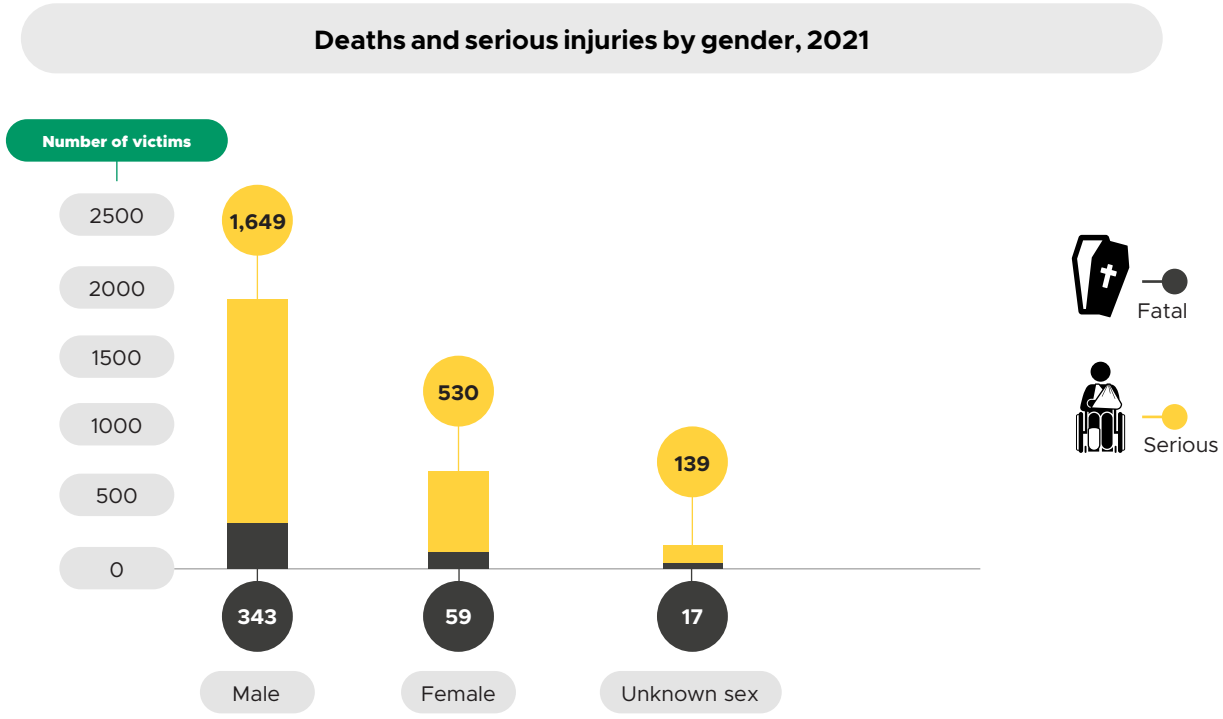


Figure 4

Road crash
PHOTO New Vision

HIGHLIGHT

Motorcyclists alone accounted for 51% of road crash deaths in Kampala in 2021.

51%

DEATHS AND SERIOUS INJURIES BY AGE

The highest number of deaths and serious injuries (Figure 5) in 2021 occurred among those aged 20 to 29 years. Many of these victims are economically active, leading to a drop in household income and an increase in expenditure from the direct costs of injury treatment.

Deaths and serious injuries by age group, 2021

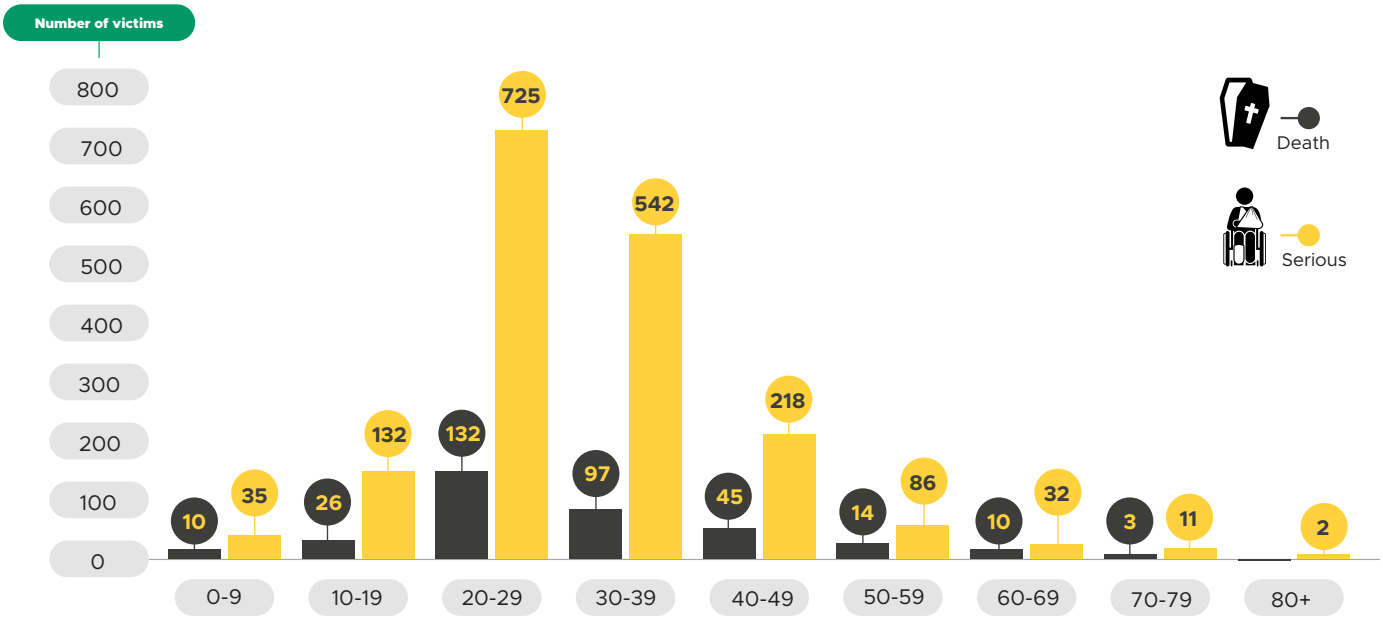
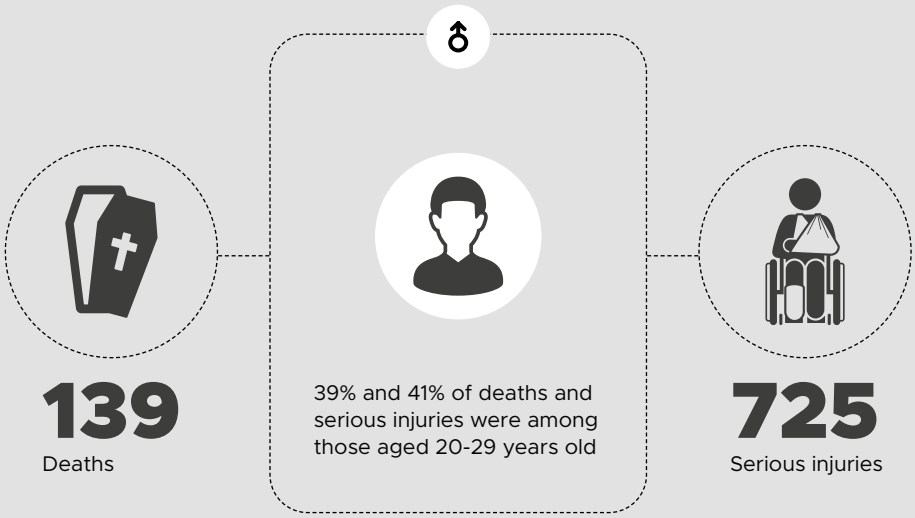


Figure 5



CRASHES AND DEATHS BY TIME OF DAY

In 2021, a higher number of crashes occurred between 6 p.m. and 8 p.m. (Figure 6). However, fatal crashes were highest between 4 p.m. and 6 p.m. (Figure 7). These findings can be used by police in deploying officers for enforcement and traffic control in the city.

Crashes by time of day, 2021

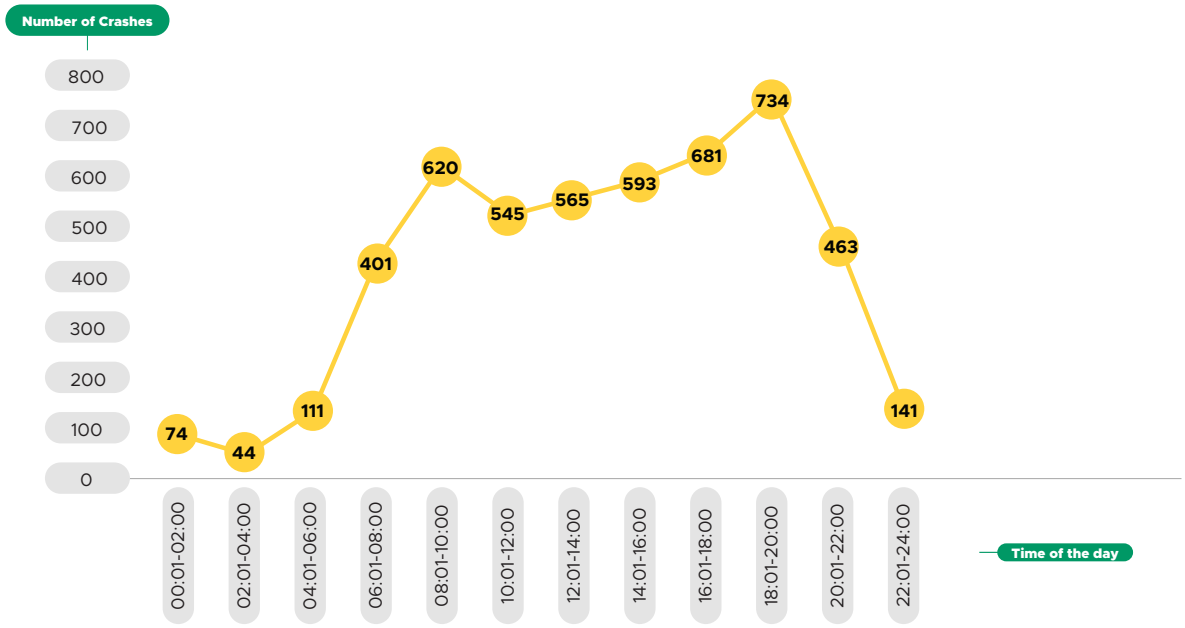


Figure 6

Fatal crashes by time of day, 2021

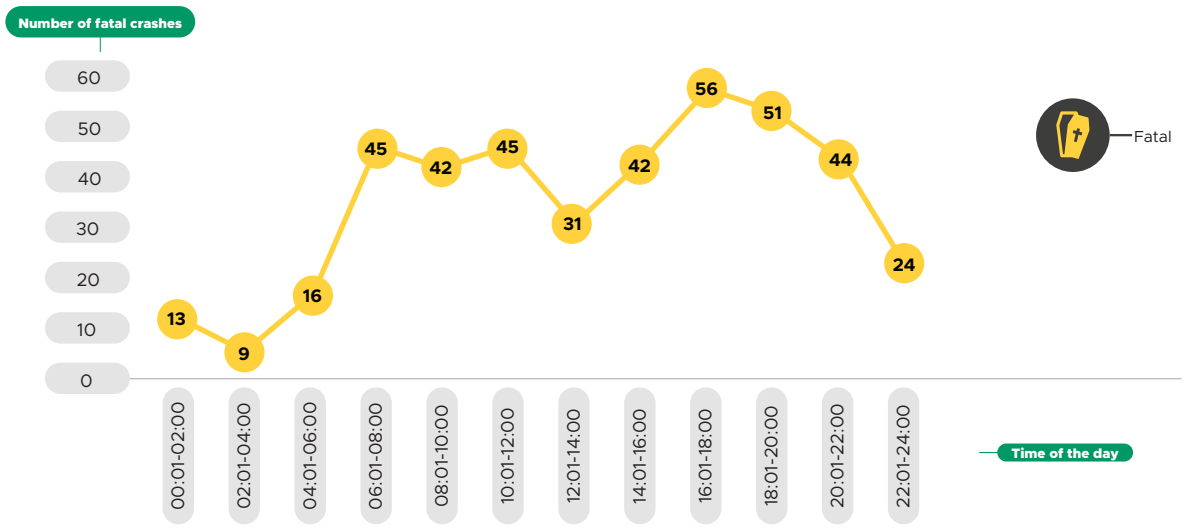


Figure 7

CRASHES AND DEATHS BY DAY OF WEEK

The findings show no clear pattern for crashes by day of the week (Figure 8). Nonetheless, 35% of deaths in 2021 occurred following crashes on Saturdays and Sundays (Figure 9). These findings can inform police operational staffing and planning for risk-factor enforcement.

Crashes by day of the week, 2021

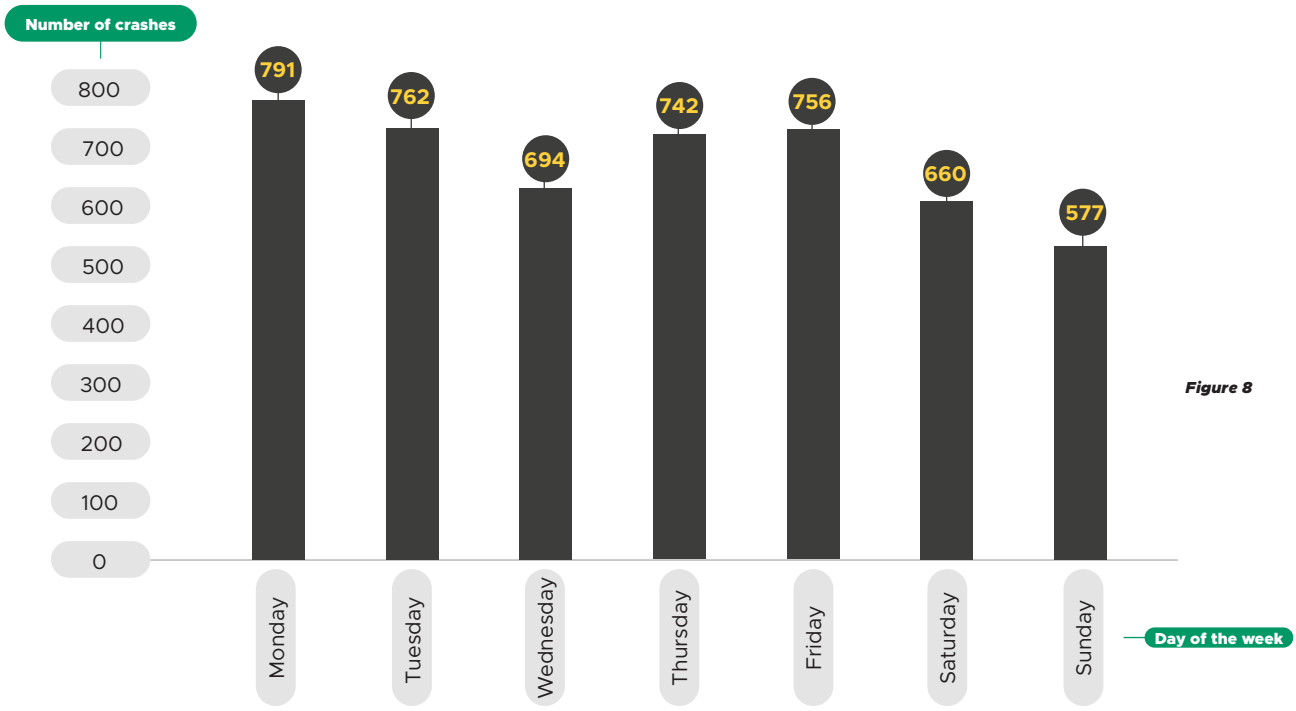


Figure 8

Deaths by day of the week, 2021

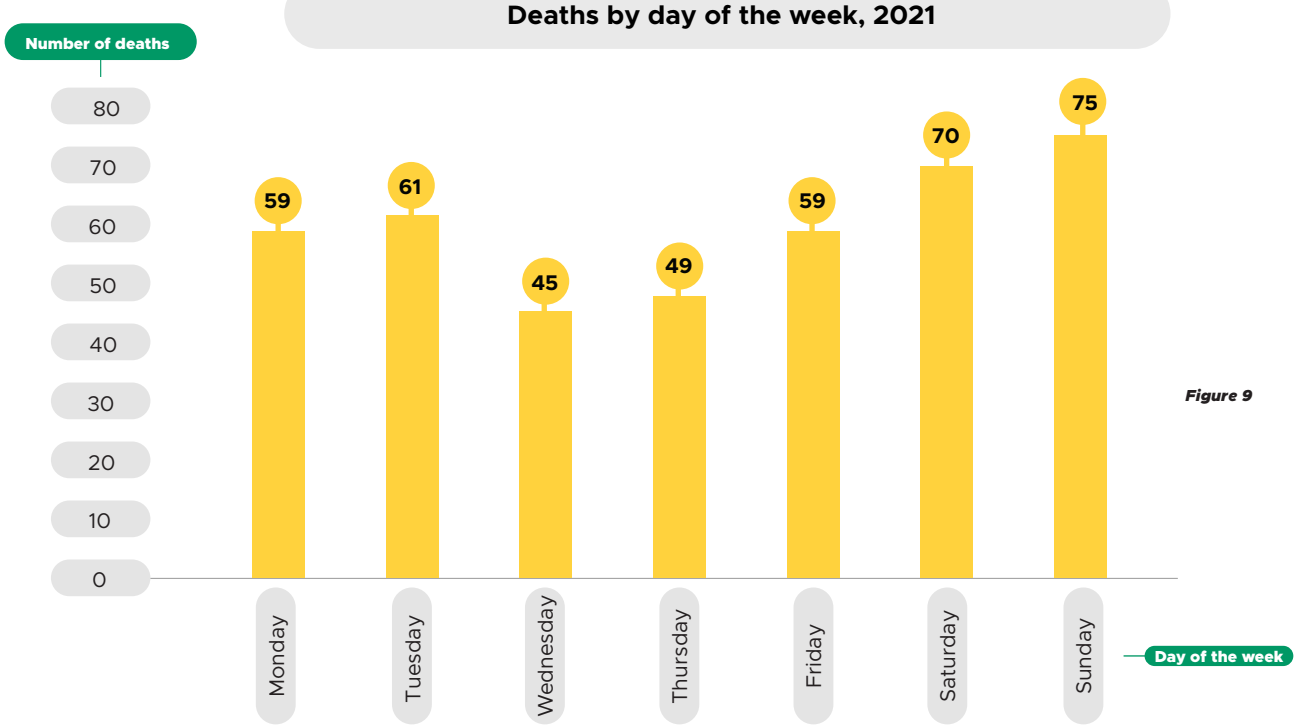


Figure 9

DEATHS BY DAY OF WEEK AND TIME OF DAY

Table 1 shows the number of deaths by day and time of week for 2019-2021. The findings highlight the need for increased enforcement related to road-injury risk factors such as speeding, drink driving, helmet non-use, and seat belt/child restraints during high-risk days and times.

Deaths by Day of Week and Time, 2019-2021

TIME	MON	TUE	WED	THUR	FRI	SAT	SUN
00:01–04:00	14	6	4	6	4	16	24
04:01–08:00	27	34	20	15	14	26	22
08:01–12:00	22	28	22	21	29	27	26
12:01–16:00	30	24	20	33	15	29	26
16:01–20:00	30	24	24	21	33	34	40
20:01–24:00	26	19	20	26	23	32	33
TOTAL	149	135	110	122	118	164	171

Table 1

TRAFFIC POLICE

Traffic Police on duty
PHOTO Courtesy

TRAFFIC ENFORCEMENT

It is important to have strong, evidence-based road safety laws. However, the presence of a good law is not sufficient. It is important to also have sustained, well-resourced law enforcement to help shape road user behaviours and encourage compliance with the law.

Road rules will likely only be obeyed if people believe that not obeying them will result in detection and unwanted outcomes like fines or license cancellation.

CRASHES, DEATHS AND SERIOUS INJURIES BY MONTH

The distribution of crashes, deaths, and serious injuries by month showed no seasonal pattern for 2021 (Figures 10). However, there was a reduction in crashes in June and July.

Crashes, deaths, and serious injuries by month, 2021

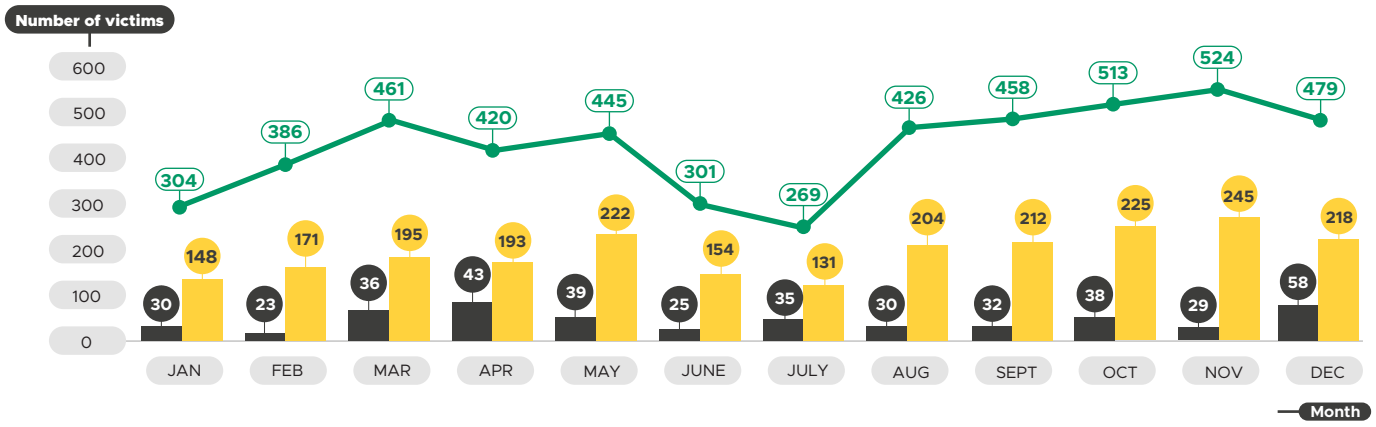


Figure 10

A road crash along the express way.
PHOTO Courtesy

HIGHLIGHT

As average speed increases, so too does the risk of having a road traffic crash and the severity of the consequences should a crash occur. For every 1% increase in mean speed, there is a 4% increase in risk of a fatal crash.

CRASHES, DEATHS AND SERIOUS INJURIES INVOLVING COMMERCIAL BUS/MINIBUS

Commercial buses and minibuses were involved in approximately 5% of deaths and 8% of serious injuries in 2021 (Figure 11). Most of those injured or killed were pedestrians (Table 2 below).

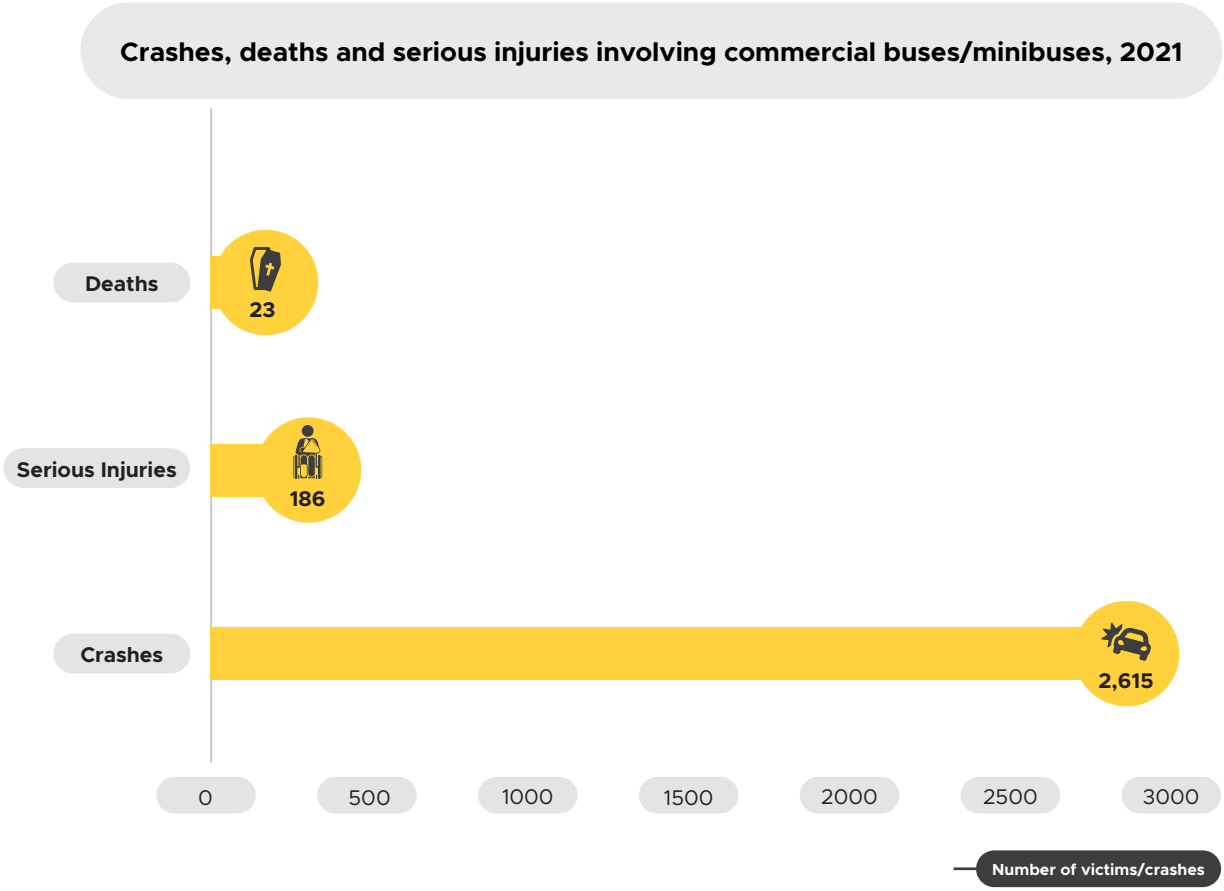
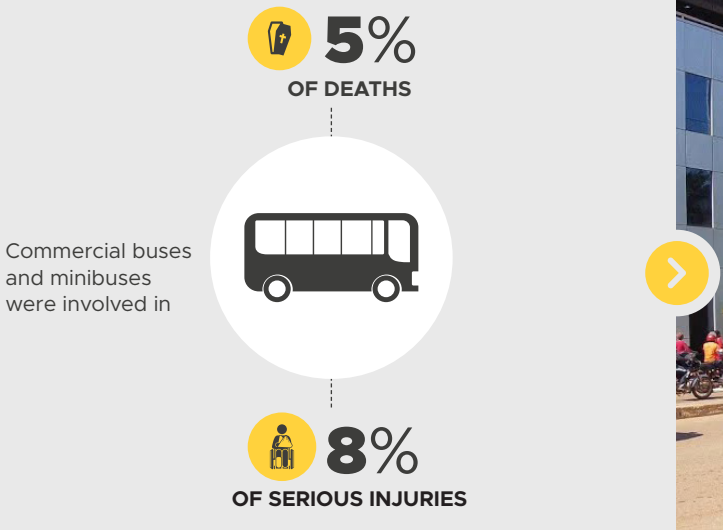


Figure 11



DEATHS BY COLLISION TYPE

Crashes involving two or more vehicles constituted 51% of the reported deaths in 2021. Pedestrian collisions constituted 38% of deaths in 2021. (Figure 17).

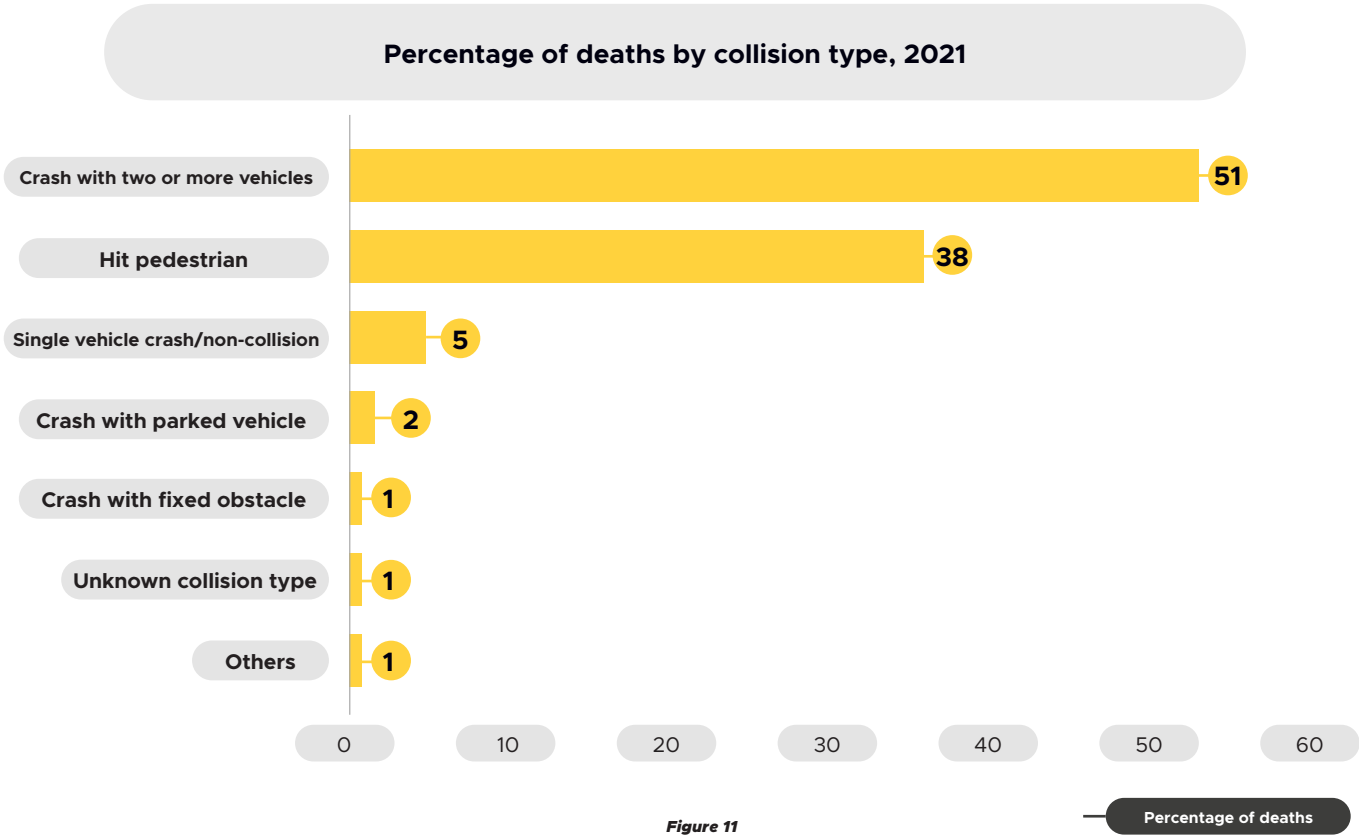


Figure 11

51%

of deaths in 2021 occurred following crashes involving two or more vehicles.

38%

of deaths in 2021 occurred as a result of vehicle-pedestrian collisions.

DEATHS BY ROAD USER AND CAUSAL VEHICLE TYPE

Table 2 shows the correlation between deaths by road-user type and colliding vehicles. Deaths among pedestrians were most frequently caused by cars and pickups (30%). Buses/minibuses and motorcycles were the causal vehicles in 24% and 15% of pedestrian deaths, respectively, in 2021. Deaths among motorcyclists occurred most frequently in crashes involving cars and pickups (28%).

Deaths by road user and causal vehicle type, 2021

Victim	Car /pickup	Bus/ minibus	Vehicles carrying goods	Motorcycle	Single vehicle	Fixed Object	Bicycle	Others/ unknown	Total
Pedestrian	49	39	18	25	-	-	1	30	162
Car/ pick up occupants	3	-	2	-	5	-	-	-	10
Bus/ minibus occupants	-	4	1	1	-	-	-	1	7
HGV occupants	-	1	1	1	-	-	-	-	3
Motorcycle and tricycle occupants	60	57	45	8	22	-	-	21	213
Bicyclist	1	2	2	-	-	-	-	16	21
Others/ Unknown	1	1	-	1	-	-	-	-	3
Total	114	104	69	36	27	0	1	68	419

Table 2

65%
of pedestrian deaths were caused by cars/pickups and heavier vehicles (bus/ minibus/vehicles carrying goods)

76%
of deaths among motorcyclists/tricyclists were caused by cars/pickups and heavier vehicles (bus/minibus/vehicles carrying goods)

10%
of motorcyclist/tricyclist deaths were single vehicle crashes

HIGH-RISK FATAL AND SERIOUS INJURY CRASH LOCATIONS

High-risk locations for fatal and serious injury crashes are presented below. Using crash coordinates from 2019 to 2021, 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. 70% of the high-risk locations and corridors were on arterial roads. These locations should inform road-improvement interventions as well as enforcement operational planning.

Top ten high-risk fatal crash spots, 2019 - 2021

NO.	INTERSECTION/JUNCTION/ROUNDABOUT	NUMBER OF DEATHS
1	Kalerwe roundabout (Northern Bypass)	9
2	Nakulabye intersection (Balintuma and Hoima Road)	7
3	Kisaasi–Kyanja Road junction	5
4	Roundabout near Nkumba University, Kampala campus	5
5	Bwaise roundabout (Northern Bypass)	5
6	Apollo Nsibambi and Balintuma Road junction	4
7	Butikiro and Rubaga Road junction	4
8	Kawempe Boda Boda junction	4
9	Mulago Hospital mortuary roundabout	4
10	Sir Apollo traffic intersection	3

**Death statistics are based on geocoded crash data, 2019–2021*

Table 3

Top ten high-risk fatal crash corridors, 2019–2021

NO.	NAME OF CORRIDOR	NUMBER OF DEATHS	LENGTH OF CORRIDOR (KM)	DEATHS PER KM
1	Entebbe Road	36	1.8	20
2	Kissasi–Naalya roundabout (Northern Bypass)	31	3.5	9
3	Busega–Namugoona roundabout (Northern Bypass)	30	5.1	6
4	Gayaza roundabout (Kalerwe)–Kyebando Police Post (Northern Bypass)	27	2.0	14
5	Ggaba Road	26	7.5	3
6	Kibuye–Natete Road	24	4.5	5
7	Jinja Road	23	6.5	4
8	Masaka Road	21	1.9	11
9	Bombo Road	18	3.9	5
10	Hoima Road	11	3.2	3

**Death statistics are based on geocoded crash data, 2019–2021*

Table 4

ALL CRASH LOCATIONS

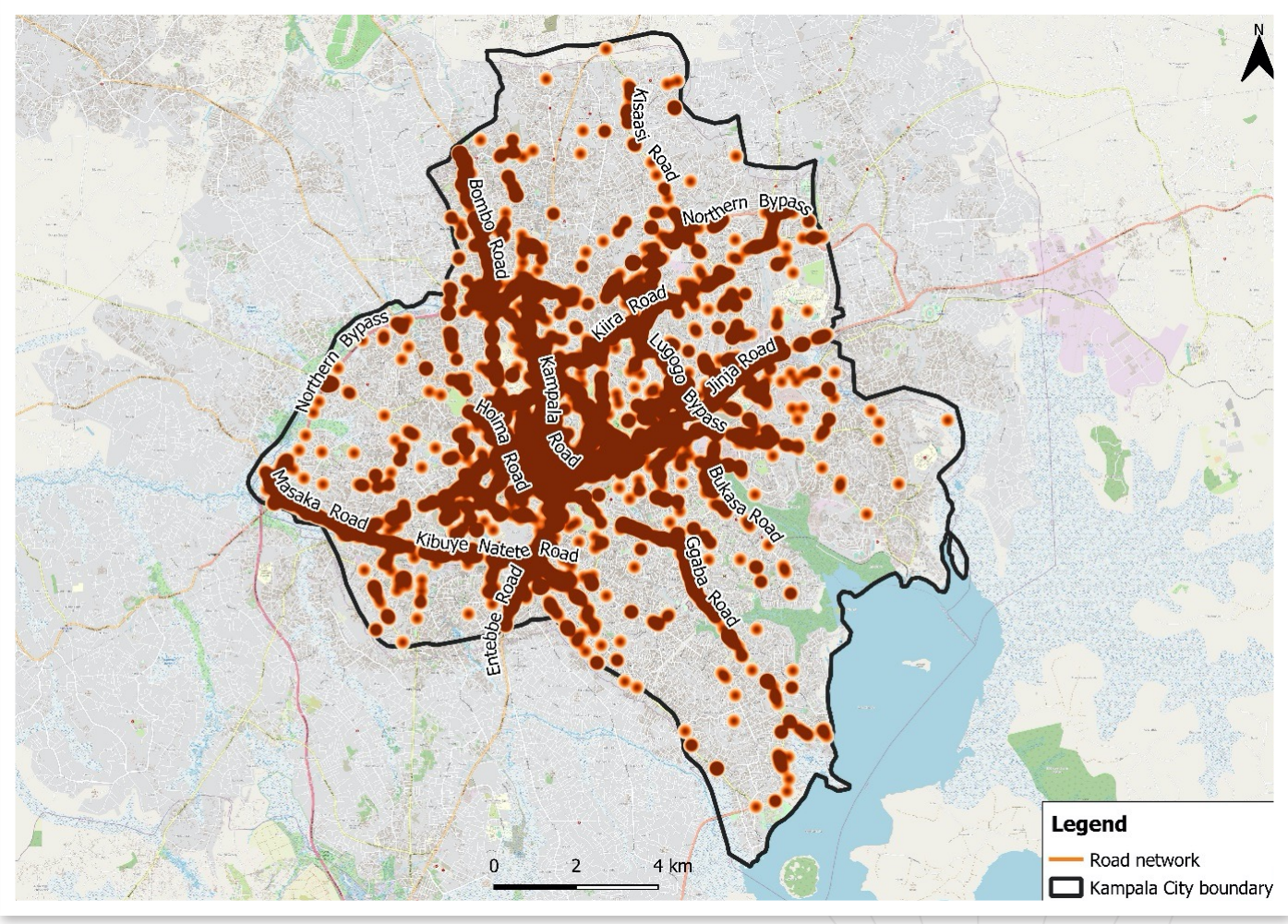
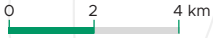


Figure 18



NORTH

FATAL CRASH LOCATIONS

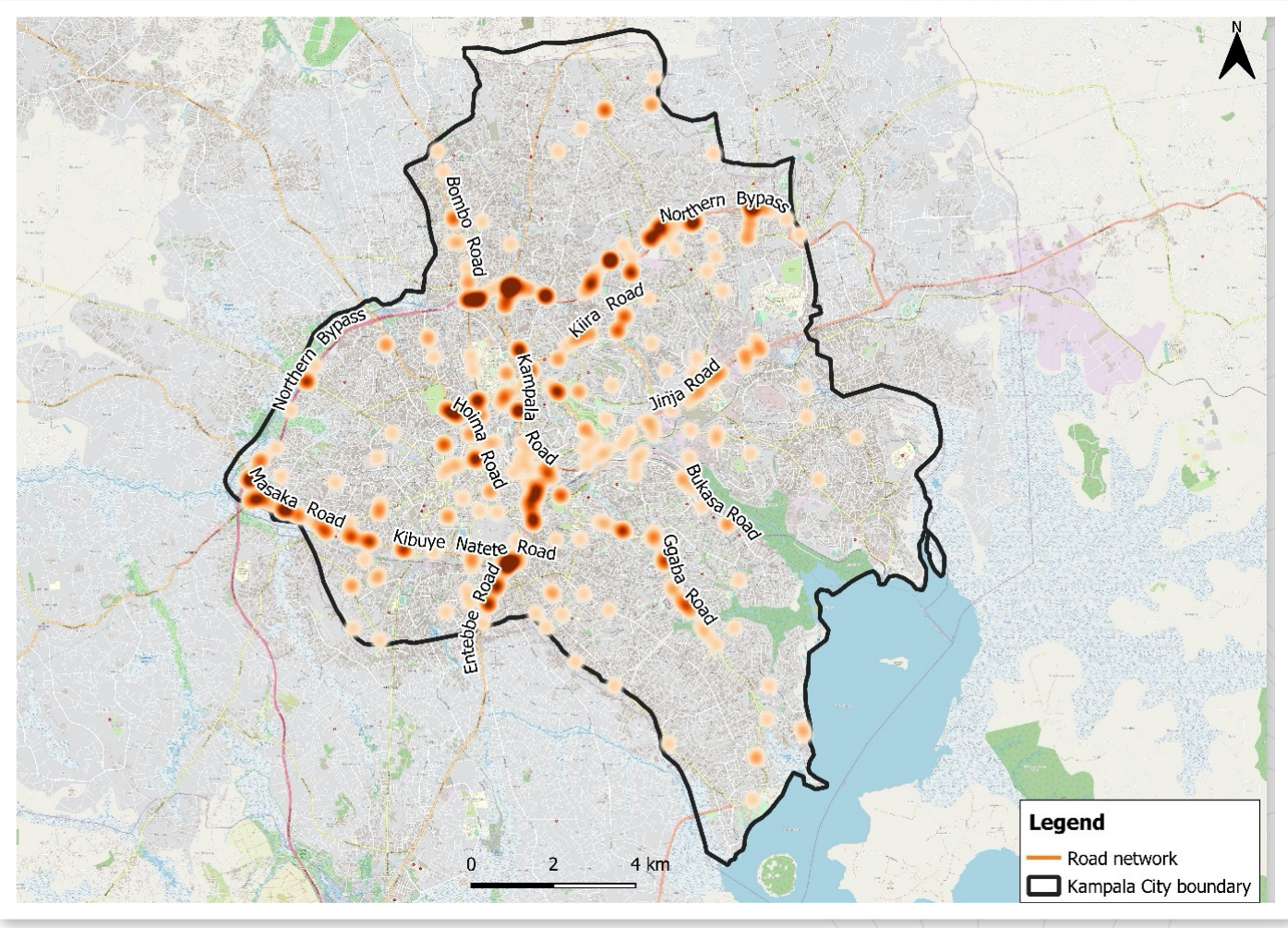


Figure 19

0 2 4 km

NORTH

SERIOUS INJURY CRASH LOCATIONS

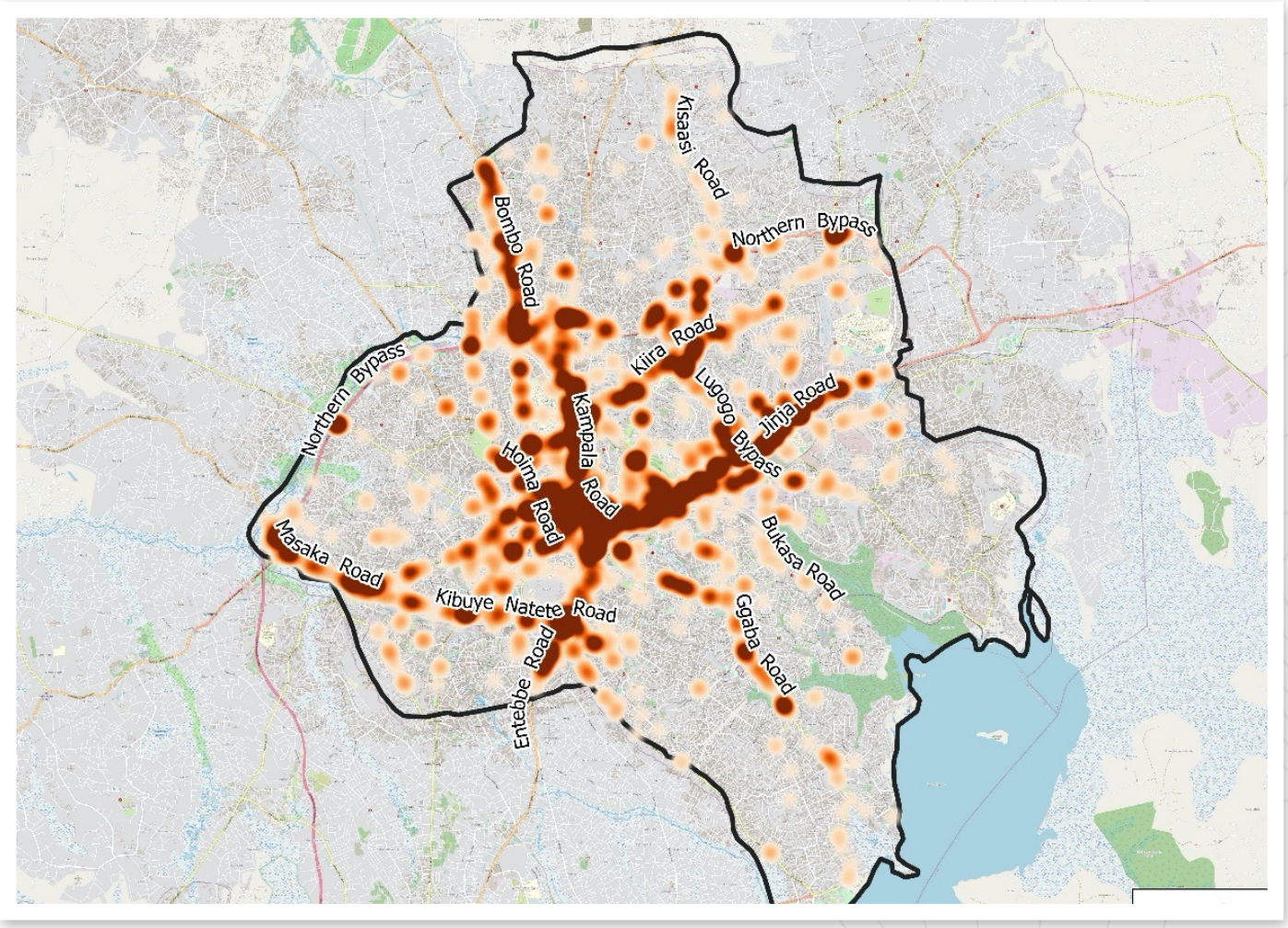


Figure 20

PEDESTRIAN FATAL AND SERIOUS INJURY CRASH LOCATIONS

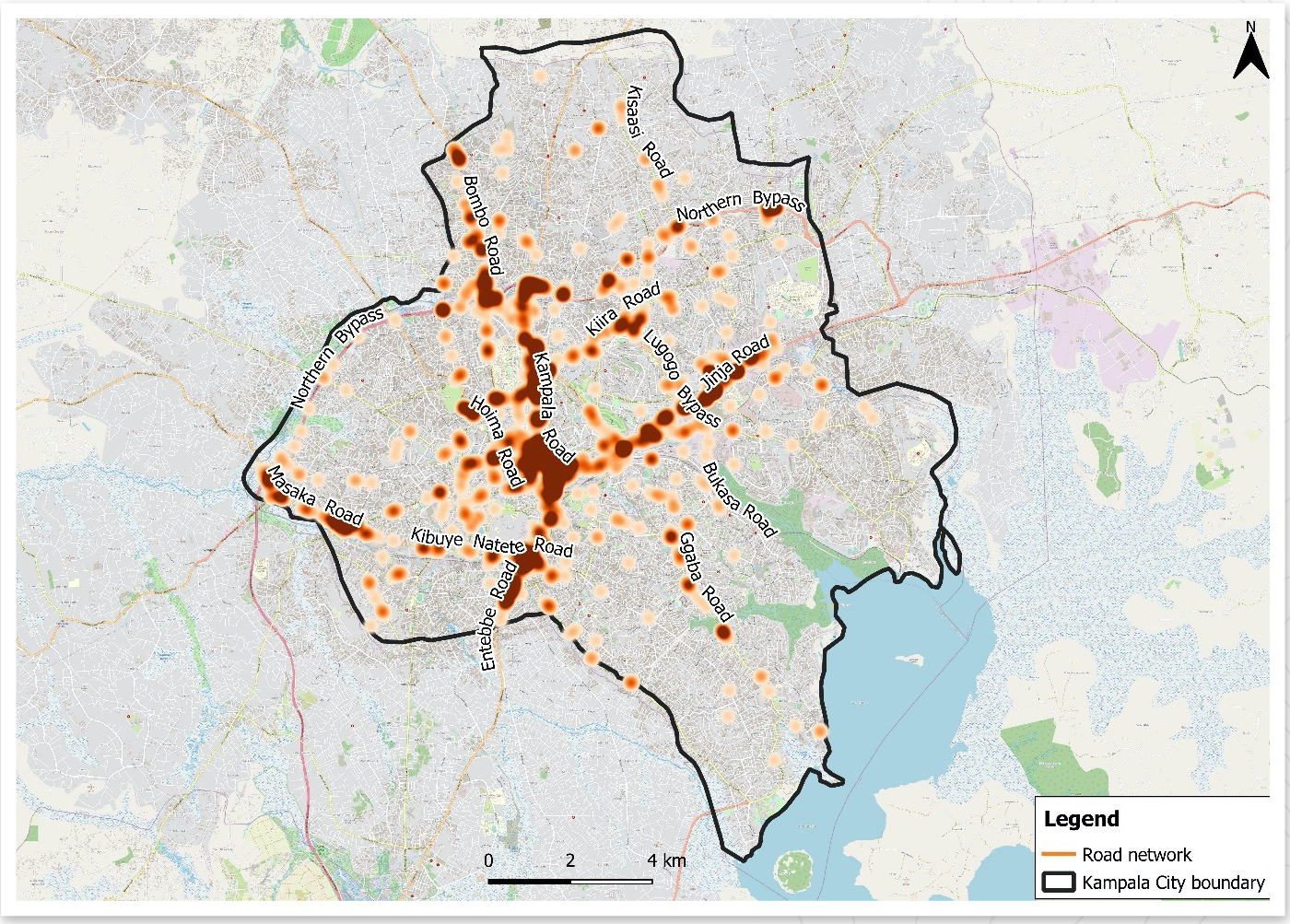


Figure 21

MOTORCYCLE FATAL CRASH LOCATIONS

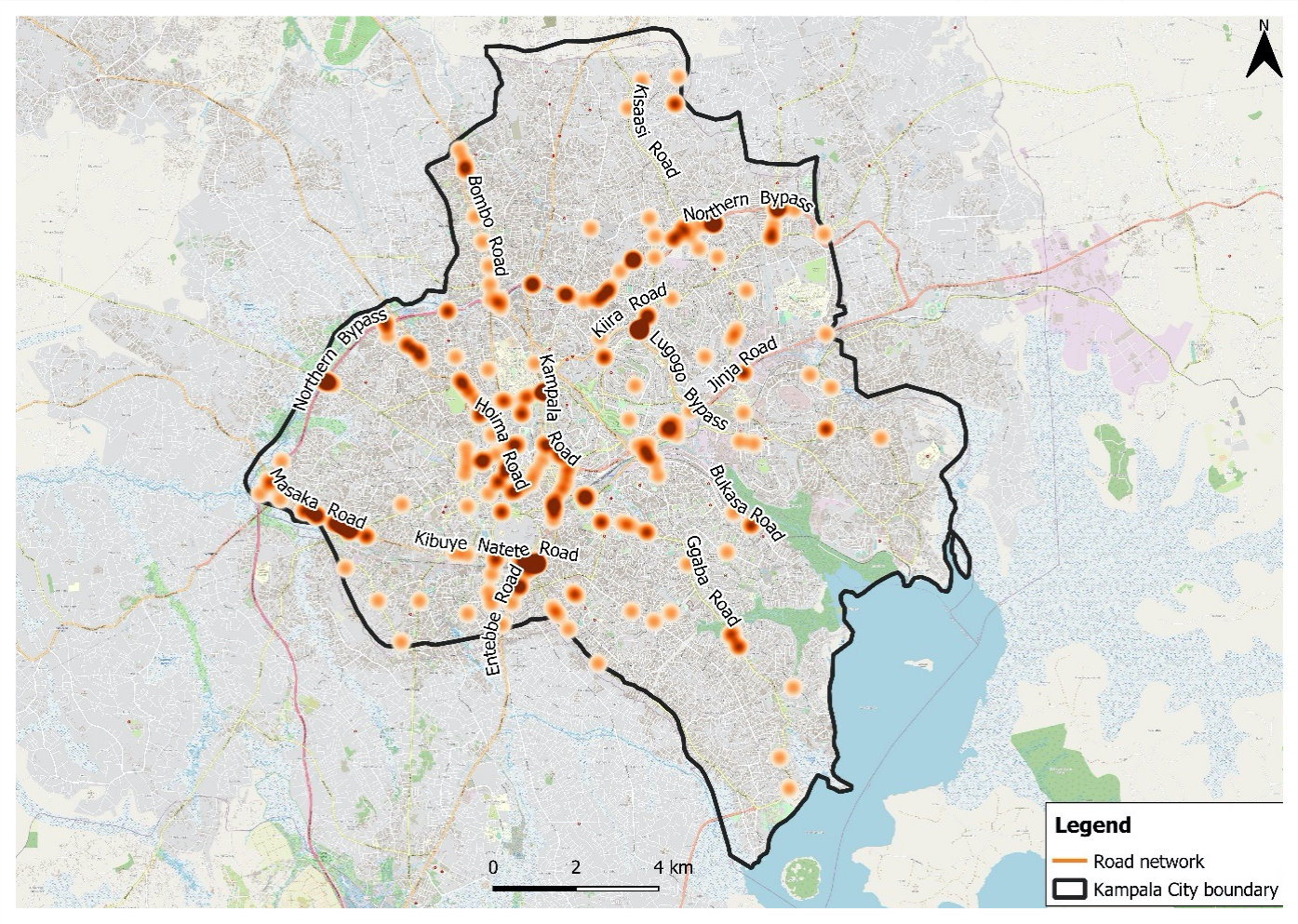
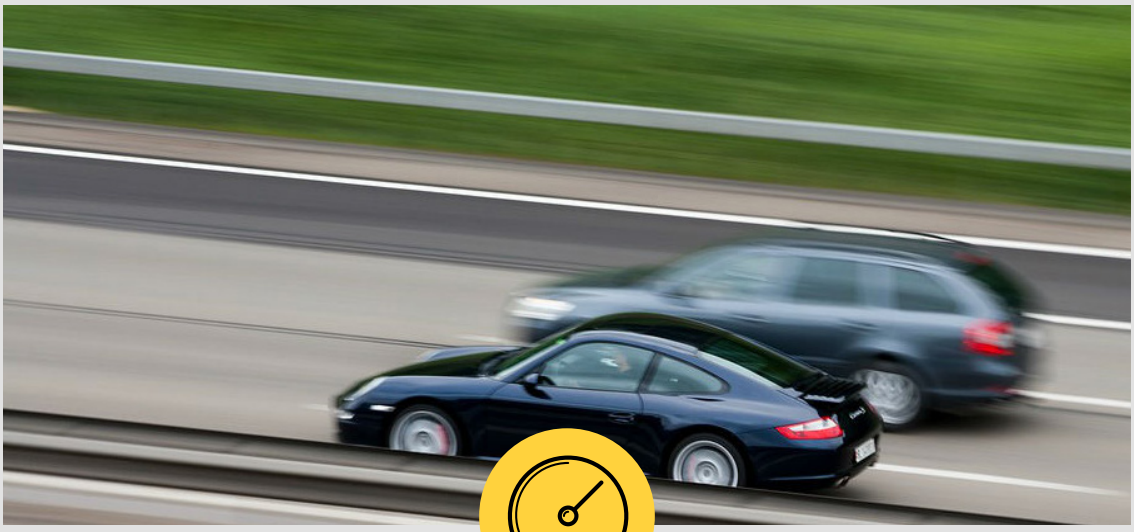


Figure 22

NORTH



03

Behavioral Risk Factors for Road Crashes in Kampala

As part of BIGRS, Johns Hopkins International Injury Research Unit (JH–IIRU) collaborates 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. A standardized protocol was used for the roadside observations. Four rounds of surveys (February 2021, September 2021, May 2022, and October 2022) have been completed for speeding and helmet use.

1. SPEEDING

The overall prevalence of speeding above the urban limit in Kampala was 5% in round four (October 2022). Speeding prevalence among SUVs was the highest (11%) compared to other vehicle types (Figure 23b).

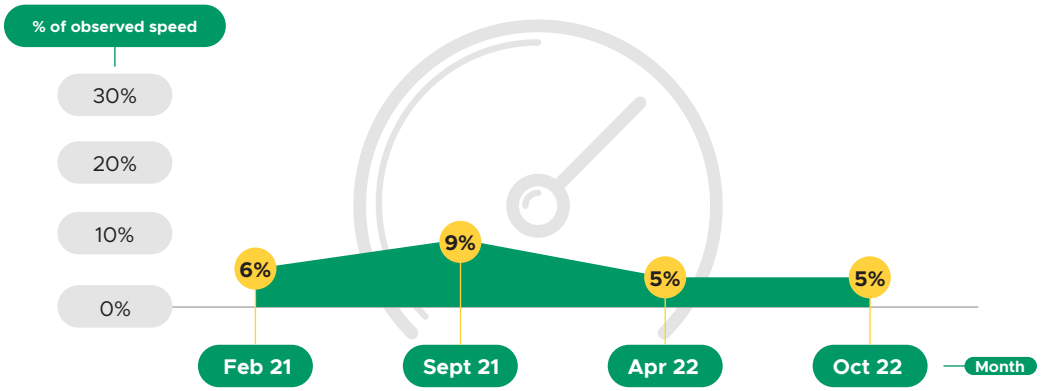


Figure 23a

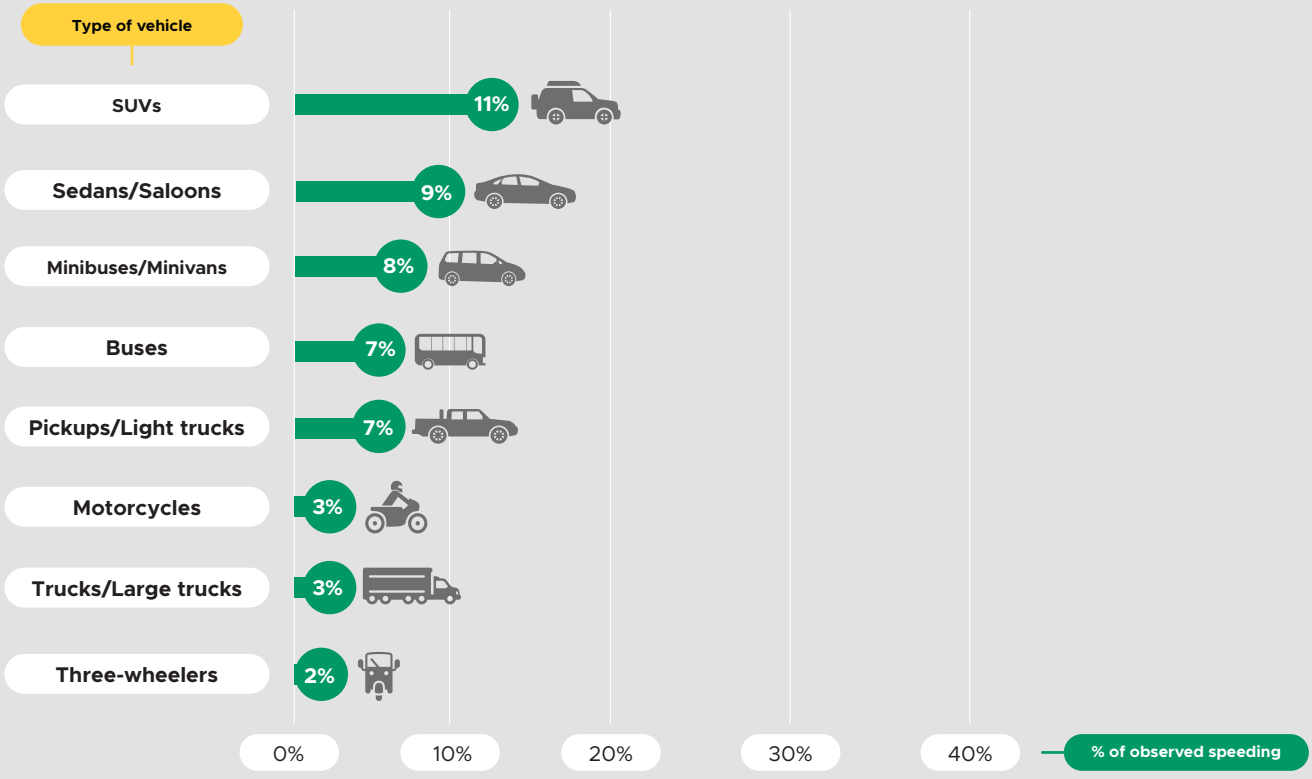
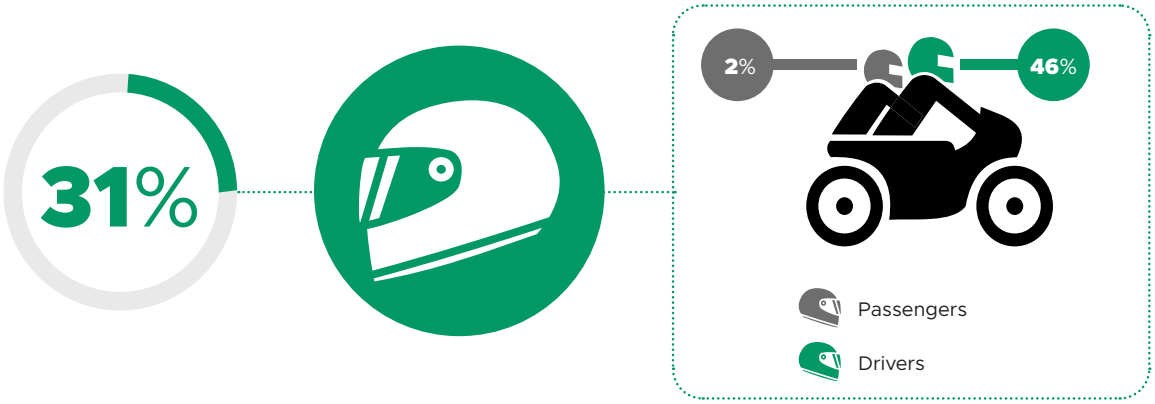


Figure 23b

2. HELMET USE

Overall, 31% of the motorcyclists wore helmets correctly in round three. Drivers wore helmets correctly (46%) more frequently than passengers (2%). (Figure 24).



Trends in correct helmet use among motorcycle drivers and passengers in Kampala for the four observation rounds.

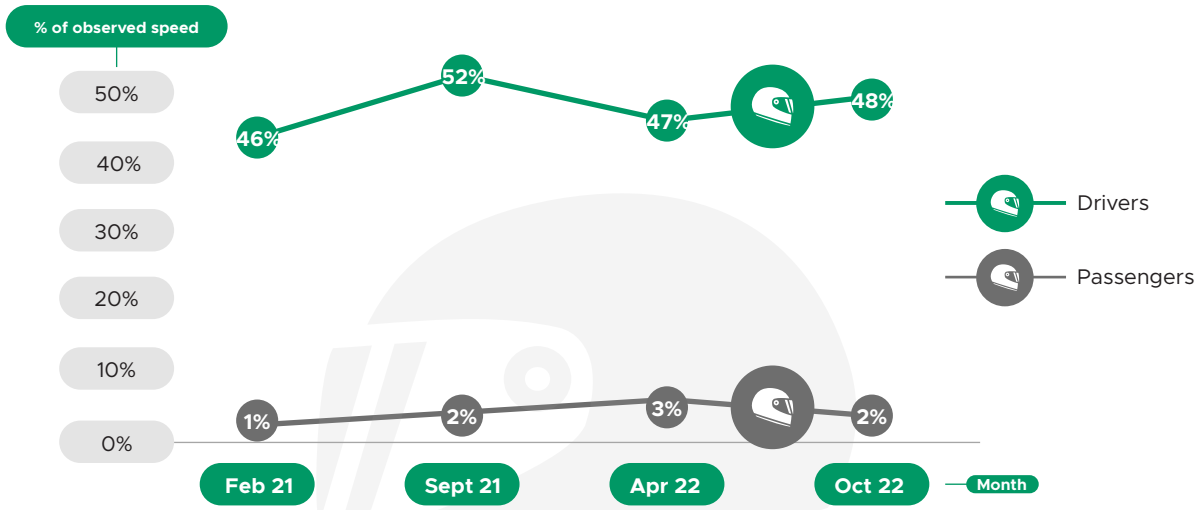
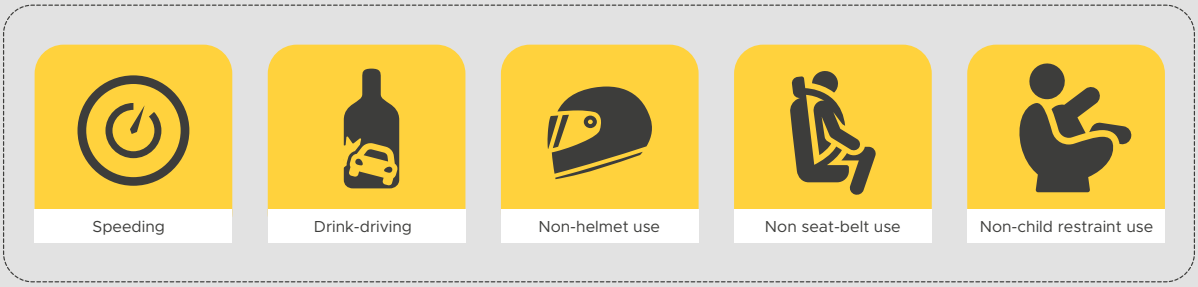


Figure 24

ROAD-CRASH RISK FACTORS



04

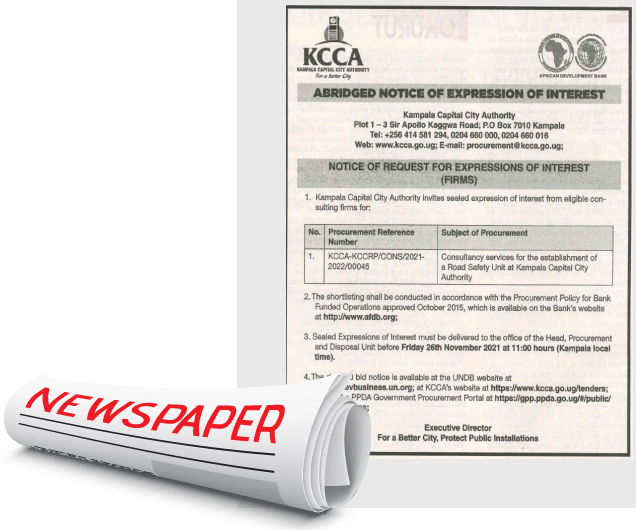
Selected implemented actions to improve road safety in Kampala

ROAD SAFETY MANAGEMENT

The Government of Uganda, through Kampala Capital City Authority and with funding from the African Development Bank (AfDB), began the process of procuring consultancy services for the establishment of a Road Safety Unit at KCCA.

The unit will be responsible for all road-safety issues within the Directorate of Engineering and Technical Services, falling under the Department of Transport Planning and Strategy, and its responsibilities fall into three categories.

RESPONSIBILITIES OF THE ROAD SAFETY UNIT



1. Engineering and Enforcement.
2. Education and Emergency.
3. Road Development Support.

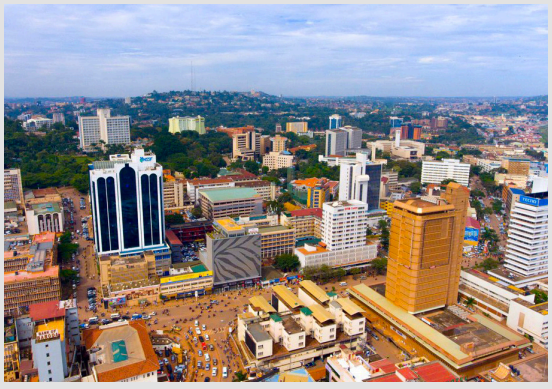
ROAD SAFETY-RELATED SUSTAINABLE DEVELOPMENT GOALS AND TARGETS

SDG GOAL 3

Ensure healthy lives and promote well-being for all at all ages.

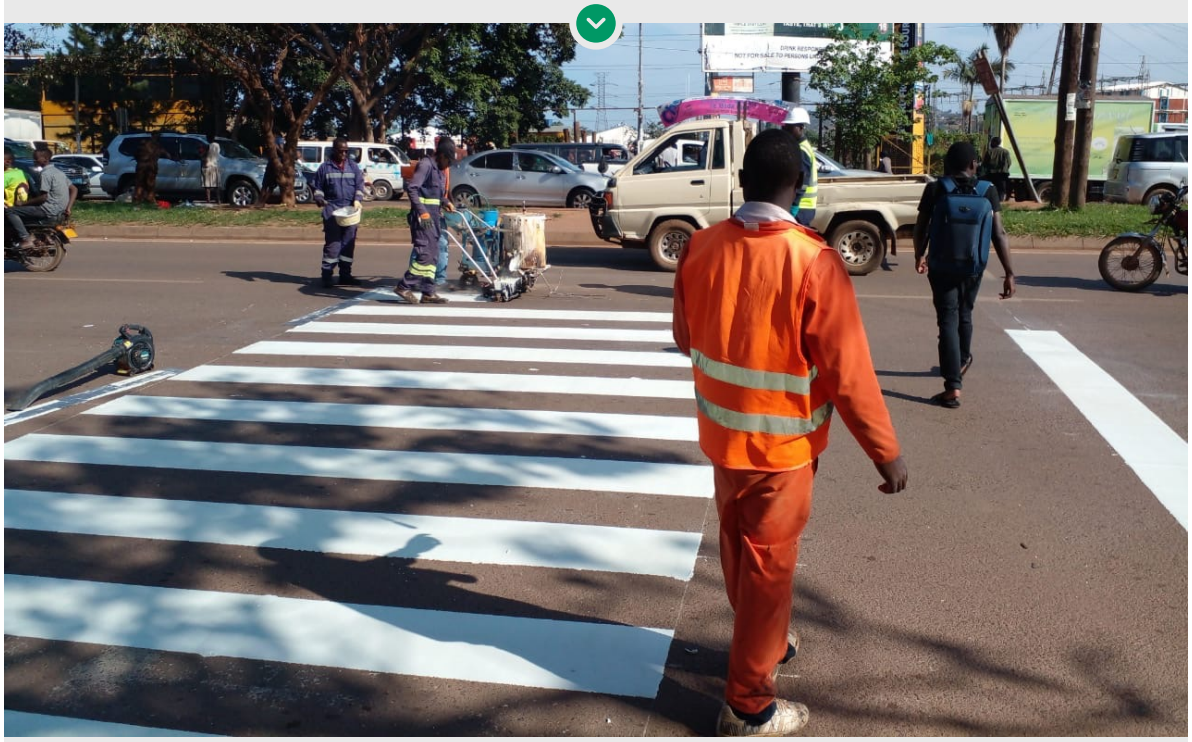
SDG GOAL 11

Make cities and human settlements inclusive, safe, resilient and sustainable.



SAFER STREETS

KCCA continued to ensure Kampala's roads and streets are motorable, free of encumbrances, and safe for use. This was through regular maintenance of the road network, repairing and covering damaged and vandalized manholes on carriageways and sidewalks, and clearing illegal activities that congest the network, among other things.



Repainting of faded zebra crossings in the city
PHOTO KCCA Media

MOBILITY

KCCA, with support from the Central Government, finalized plans to have a company assemble and manufacture buses to ease transport needs in the greater Kampala Metropolitan Area (GKMA).

The main objective is to reduce traffic jams in the Central Business District caused by low-capacity vehicles, as well as providing an affordable means of transportation and facilitating technological advancements in the local automobile industry.

REVIEW AND DEVELOPMENT OF DOCUMENTS AND PROPOSALS

WRI held a series of working sessions with city officials to support KCCA in shaping the content of the road safety implementation plan.

KCCA collaborated with WRI to draft a proposal on more frequent car-free days titled Vibrant Streets, Kampala: Leveraging open streets events to enable an experience of a vibrant, attractive, and smart city. The proposal was approved by KCCA top management, and WRI, together with KCCA, will begin engaging with private-sector and development partners to organize at least two car-free days in 2023.

KCCA collaborated with WRI to review the terms of reference (TORs) for development of the urban design manual and the draft urban roads design manual. For the TORs, WRI recommended the key qualifications and experience of the consultant as well as the international best-practice standards that the consultant should draw on.

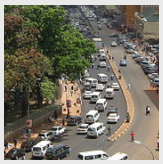
ROAD SAFETY INSPECTIONS AND ASSESSMENTS

In August and September 2022, KCCA worked with WRI on a detailed assessment of a pilot school zone area — the Buganda Road Primary school area. If implemented, proposed recommendations could reduce the risk of serious injury or fatality by 37% to 62%.

In October and November 2022, WRI undertook road-safety inspections of over 10km of the KCCA network. These corridors included:

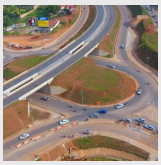
Kinawataka road
1.9km

Ggaba Road
2.7km

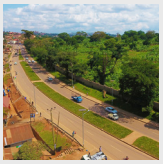


Kampala road
1.45km

Wakaliga road
3km



Kyebando road
1.8km



Kasubi Junction

The inspections focused on pedestrian safety in these areas. Road-safety inspection reports, including recommendations for pedestrian safety improvements, were drafted and submitted to KCCA in December 2022.

HIGHLIGHT

If implemented, proposed recommendations could reduce the risk of serious injury or fatality by 37% to

62%

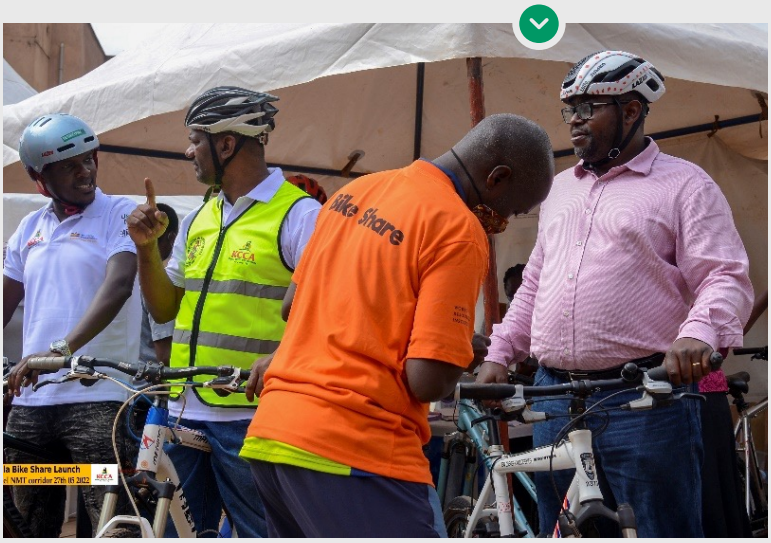
EVENTS PROMOTING SAFER STREETS AND NONMOTORIZED TRANSPORT

From May 23 to June 5, 2022, WRI, a partner of KCCA, piloted a bike share program along the NMT corridor, as the final activity of the phase 2 tactical urbanism interventions.

Data collected through observation and surveys showed that Kampala residents would like to cycle in the city more if services were available, more infrastructure was provided, and the road was shared in a way that was not intimidating to novice cyclists.

As part of this tactical urbanism intervention, WRI also installed bike lane signs along the nonmotorized transport corridor, and a wayfinding sign.

In December 2022, KCCA participated in a panel discussion on Sharing the road: can boda bodas, pedestrians and cyclists coexist? This panel discussion explored how boda bodas, pedestrians, and cyclists contribute to road crashes and how their safety can be promoted.



Kampala NMT Corridor
PHOTO KCCA Media

TRAINING

KCCA in collaboration with WRI undertook the capacity-building of 30 public-sector officials involved in road safety management in Kampala city.

This included facilitating training on traffic analysis and accident data analysis (delivered by PTV Group) and road safety inspection training and field assessments (delivered by WRI).

It attracted a wide range of participants including senior managers, transport planners, transport economists, design engineers, and policy makers from Kampala Capital City Authority, Ministry of Works and Transport, and Uganda National Roads Authority.

HIGHLIGHT

30

Public-Sector officials involved in road safety management were trained.

ENFORCEMENT

The Global Road Safety Partnership in collaboration with KCCA further coordinated enforcement activities that included training sessions for road policing staff.

NAME OF TRAINING	OFFICERS TRAINED	MONTH
Road policing leadership course	38	February
Speed enforcement	40	April
Crash investigations/ TOT session I	20	June
Crash investigations/ TOT session II	20	August
Speed enforcement training	40	August
Crash investigations training	40	September
Road policing executive leadership course	8	October

HIGHLIGHT

198

Road policing staff were trained.

COMMUNICATION

1. Road Crash Victims Remembrance Day 2021

KCCA, with support from BIGRS, joined the Ministry of Works and Transport and other state and non-state actors to commemorate the World Day of Remembrance with interdenominational prayers led by the Inter-Religious Council of Uganda.

Road-crash survivors from the Amputee Self Help Network called on the government to waive taxes on prosthetic limbs to ease affordability.

Road Crash Victims Remembrance Day 2021
PHOTO KCCA Media

2. Message Testing Research

BIGRS, through Ipsos, conducted a pre-test study to assess the comprehension, acceptability, and potential effectiveness of Public Service Announcements (PSAs) under consideration for the 2022 road safety mass media campaign in Kampala.

Evidence-based information was obtained to guide KCCA and other relevant public health authorities in deciding on the most effective PSAs to use in the campaign to help curtail speeding behaviour in Uganda.

IPSOS messege testing report

3. Road Injury Surveillance Systems Strengthening

A temporary electronic crash-data capturing system was developed for the second round of crash-data collection. Twelve people were trained in the extraction of crash data from police paper records to a digital tool in August 2022.

The two-day training was supported by Dr. Raphael Awuah, Regional Technical Advisor (Africa), Vital Strategies. Case reports were retrieved from storerooms and shelves for review. The trained field assistants extracted 2021 data from about 5,000 crash reports from nine police stations in Kampala.

Dr. Awuah addressing field assistants on Day 1 of the crash-data extraction training.

HIGHLIGHT

2021
Data files extracted

5000+
Crash reports

9
Police stations

REFERENCES

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- UPF, U. P. F. (2021). Uganda Police Annual Crime Report.
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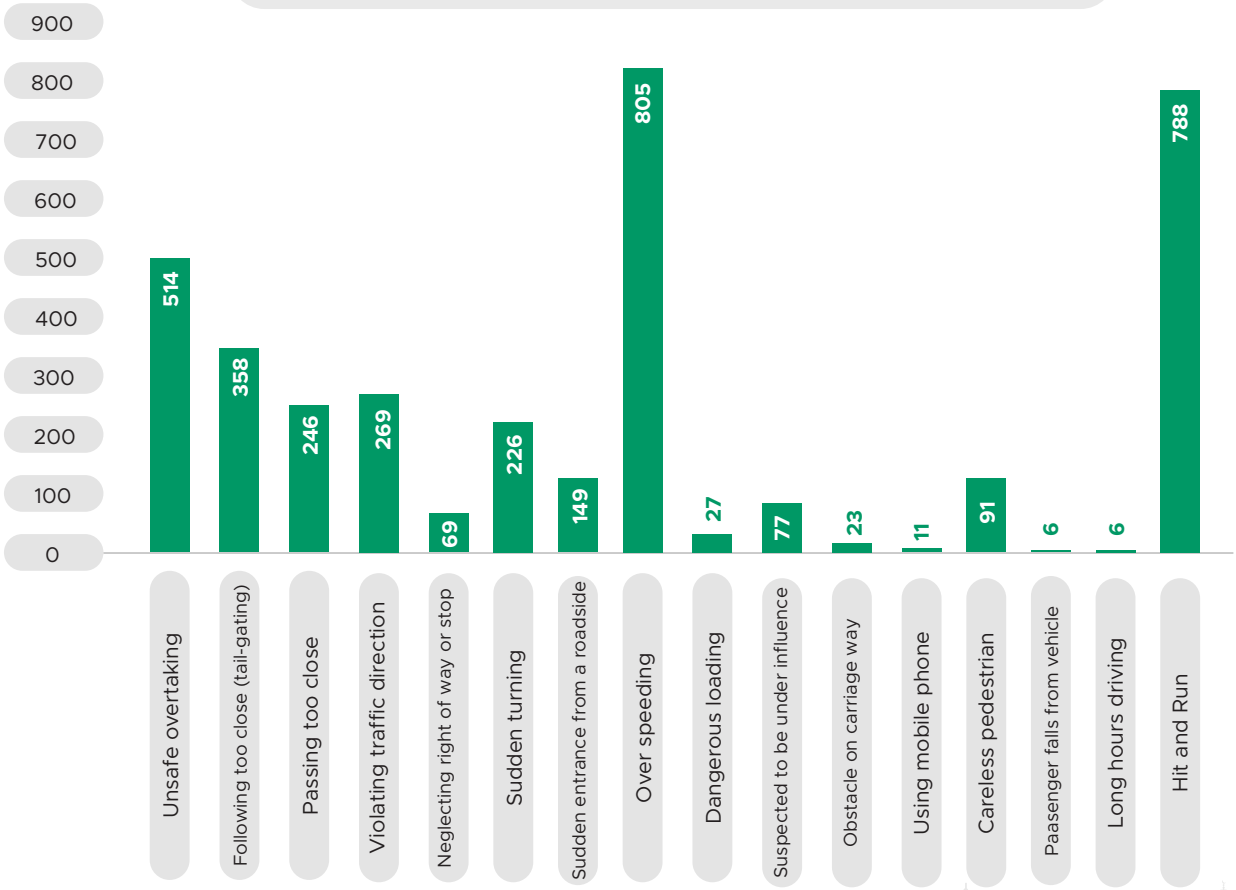
- World Health Organization. (2020). The top 10 causes of death.

APPENDIX 1

Suspected causal factors for crashes

Speeding was the main suspected causal factor followed by hit-and-run and unsafe overtaking. These findings can inform police operational staffing and planning for risk-factor enforcement.

Figure 24 Suspected causal factors for crashes



Note: These suspected causes were not consistently documented in the police case files and there is a need to have a clear definition of each cause.

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