



Kampala

ROAD SAFETY REPORT 2023



Kampala Road Safety Report, 2023



In collaboration with



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Preface



It is my privilege to introduce this report, a snapshot of Kampala city's road safety situation in 2023, a strategic guide that informs our national planning and policy development for the city. As Uganda's capital, Kampala plays a central role in the country's socio-economic fabric, and ensuring its roads are safe for all citizens is a top priority.

The findings in this report underscore some of the progress we have made in the city but most importantly, the significant challenges we must address. The increase in reported crashes, alongside deaths among vulnerable road users – especially pedestrians and motorcyclists – calls for a more robust, coordinated approach to road safety management. Motorcyclists alone accounted for nearly half of all deaths, emphasizing the urgent need for tailored interventions for this group.

At the national level, road safety is intricately linked to our broader development goals. Unsafe roads impede economic growth, place a burden on our healthcare system, and disproportionately affect the most vulnerable segments of our population. This is why the government, through the Ministry for Kampala Capital City and Metropolitan Affairs, remains committed to integrating road safety into our long-term urban development strategies. As we continue to implement the National Development Plan (NDP III), road safety and traffic management are key on the agenda, and we are prioritizing the creation of safe, efficient, and inclusive transport systems.

The high-risk crash locations identified in this report provide us with key insights for targeted action. The concentration of severe crashes along major corridors, such as the Northern Bypass, demands immediate attention in our urban infrastructure planning. As part of our ongoing collaboration with sister agencies and ministries, we will ensure that these findings are used to inform infrastructure upgrades, enhanced traffic management, and enforcement measures across the city.

Looking ahead, the government is committed to scaling up investments in road safety through stronger partnerships, innovative solutions, and the integration of technology. By continuing to invest in road safety, we are not only saving lives but also fostering a more resilient and sustainable urban environment for future generations.

I extend my gratitude to the KCCA technical team, the Uganda Police Force, and all stakeholders involved in the preparation of this report. Together, we will continue working towards a safer, more livable Kampala for all.

For God and my Country.

Hon. Hajjatti Minsa Kabanda
Minister for Kampala Capital City & Metropolitan Affairs



I am enthused by the fact that the Authority has consistently produced the Kampala City Annual Road Safety Report, this fourth edition is a documented account of the progress we have made and the challenges we continue to face in ensuring the safety of our City's residents on the roads. Road Safety is not just a technical issue but a matter of public policy, justice, and equity that affects the lives of all who live, work, and move within Kampala.

While the report reveals a small reduction in road traffic fatalities, it also stresses a growing concern: the increase in reported crashes by 7% in the past year. This tells us that while fewer lives are being lost, the risk of serious injury and suffering remains unacceptably high. Behind these statistics are families who have lost loved ones, people whose livelihoods have been disrupted, and communities that continue to bear the brunt of unsafe roads.

Our city's most vulnerable — pedestrians, cyclists, and motorcyclists — continue to account for the majority of fatalities, especially with motorcyclists, the *boda bodas*. This is a social justice issue. The people most affected by road traffic injuries are often those with the least access to healthcare, financial resources, and safe transportation options.

Kampala is a vibrant and dynamic city, and the safety of its citizens is paramount. Together, we can create a city where everyone, regardless of how they travel, can do so without fear of injury or death on our roads; and I am committed to working with all of you to make it a reality.

As a political leader, it is my responsibility to ensure that these findings translate into tangible improvements on the ground—through better enforcement of traffic laws, increased investment in road safety infrastructure, and a renewed commitment to holding all stakeholders accountable. It is our duty as leaders to prioritize the needs of these vulnerable road users in our policies and infrastructure planning.

I call upon all stakeholders—government agencies, civil society, and the private sector—to join us in the fight to make our roads safer. This is not a task for KCCA alone; it is a shared responsibility that requires political will, resources, and a people-centered approach to City planning.

I thank everyone who contributed to this report and the Bloomberg Philanthropies Initiative for Global Road Safety for its continued support to the city.

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



I am pleased to present the Kampala City Annual Road Safety Report 2023, a vital tool in our ongoing efforts to understand the dynamics of road safety in our city; and develop evidence-based strategies to mitigate fatalities and serious injuries on our roads.

From this report, in 2023, Kampala saw a 3% reduction in reported road traffic deaths compared to the previous year, with the fatality rate per 100,000 population also showing a marginal decrease. While this is an encouraging development, we are far from complacent.

What stands out from the report's findings is the continued vulnerability of pedestrians, cyclists, and motorcyclists, who accounted for the biggest percentage of all the road crash deaths. Motorcyclists alone represent nearly half of all fatalities. This is a critical issue that emphasizes the need for a more targeted approach to improving road safety, especially for these high-risk groups.

The report identifies key high-risk locations across the city—specifically along the Northern Bypass and other major corridors—where fatal crashes have been concentrated. These findings are a call to action. By leveraging geolocation data and past crash reports, we can better inform road safety audits and implement engineering solutions that will enhance safety in these critical areas.

KCCA is committed to collaborating with other authorities, civil society, and the private sector to ensure the successful implementation of road safety interventions. Our road safety challenges are complex, but through data-driven insights and continued investment in road infrastructure, we aim to create a safer, more efficient transport system for all road users. We will build on these findings to advance reduction of the risk of road crashes and ensure that the City's roads become safer for everyone.

I extend my gratitude to all the stakeholders, especially the Uganda Police Force Traffic and Road Safety Directorate, who have continuously granted us access to this crash data and furthermore to the Bloomberg Philanthropies Initiative for Global Road Safety for their technical support to KCCA in making this, and previous city annual road safety reports possible.

Mr. Frank N. Rusa
Ag. Executive Director
Kampala Capital City Authority



Road traffic injuries and fatalities have remained one of the most significant public health and safety challenges in Uganda, particularly in Kampala. This report provides analysis of road traffic crash data collected from police records for the year 2023. It highlights the patterns, trends, and behavioral risk factors associated with road traffic injuries and fatalities in Kampala, offering key insights into the most vulnerable groups on our roads.

While we note a slight reduction in the number of reported deaths—a decrease of 3% from 2022, the report highlights the urgency of addressing the rising crash numbers and high mortality among motorcyclists, pedestrians, and bicyclists. This category of vulnerable road users accounts for 96% of all fatalities. The males continue to bear the brunt of road traffic deaths, particularly those in the 30 to 39 age group. This emphasizes the need for targeted interventions to promote road safety.

The identification of high-risk crash locations across Kampala, on the Northern Bypass and other major roads, provides valuable information for future enforcement planning.

The findings of this report call for continued collaboration between the Uganda Traffic Police, City Authorities, and Road Safety Stakeholders. Together, we should improve our efforts to ensure that the roads in Kampala, and Uganda as a whole, are safer for all users.

I commend the team behind this report for their dedication and thorough work, which will serve as a foundation for shaping future road safety interventions in the country.

Assistant Inspector General of Police (AIGP), Lawrence Niwabiine
Director, Traffic and Road Safety
Uganda Police Force

Acknowledgements

This annual road safety report, the fourth edition for Kampala, uses 2023 police crash data as the main source. These annual reports are developed to provide continuous insights into road traffic crash outcomes in the city and to support the planning and implementation of road safety interventions.

The Directorate of Traffic and Road Safety, Uganda Police Force, provided access to 2023 road crash records. Data were collected from nine police stations across the five divisions of Kampala: Nakawa, Central, Makindye, Kawempe, and Lubaga.

Vital Strategies provided technical support for the production of this report, while the Johns Hopkins International Injury Research Unit (JH-IIRU) contributed data on the behavioral risk factors for road injuries presented in the report.

Stellah Namatovu, the BIGRS Road Injury Surveillance Coordinator in Kampala, coordinated data collection, conducted data analysis, and drafted the report. Dr Raphael Awuah, Regional Technical Advisor for Africa on Road Injury Surveillance at Vital Strategies supervised data collection, analysis, review and publication of the report.

The BIGRS team in Kampala also contributed to the content of this report. Special thanks to Jemima Nalumansi (Initiative Coordinator), Leah Kahunde (Communications Officer), Caleb Katwebaze (Enforcement Coordinator), and Emmerentian Mbabazi (Project Specialist, WRI Africa's Cities Program).

Special thanks to the KCCA GIS team, Flavia Zabali Musisi (GIS supervisor) and Jean Ssekabira (GIS officer) for their invaluable support.

Recognition also goes to Eng. Jacob Byamukama, the BIGRS City Technical Lead and Deputy Director of Transport and Traffic Management, and Eng. Justus Akankwasa, the Director of Engineering and Technical Services, for their overall supervision and support.

Executive summary

Comprehending the magnitude and pattern of road traffic fatalities and injuries is crucial for executing evidence-based. This report presents findings from police records for 2023 to present data on road traffic crash deaths and injuries in Kampala. This report also provides information on behavioral risk factors for road injuries.

The findings show a 3% decrease in the reported number of deaths in 2022, from 425 in 2022 to 411 in 2023. The death rate also marginally dropped, from 11.6 per 100,000 population in 2022 to 10.6 in 2023. However, there was a 7% increase in reported crashes in 2023 compared to the previous year.

In 2023, vulnerable road users – pedestrians, bicyclists, and motorcyclists – accounted for 96% of deaths. Motorcyclists alone accounted for half (50%) of all deaths in 2023. Males accounted for 77% of the reported deaths. In addition, those aged 30 to 39 years accounted for highest proportion of deaths (22%).

High-risk fatal crash locations, based on three years of geolocation data, were concentrated along high-capacity roads in the city. Notable locations included the approach to Kyebando Police Station from Nsooba (Northern Bypass), the Mbogo-Najjera Road junction (Northern Bypass), Sentema roundabout (Northern Bypass), the approach to the Kisaasi-Kyanja Road junction (Northern Bypass), and the Busega roundabout connecting to the Northern Bypass.

The city authorities have utilized previous crash data reports to identify high-risk corridors with severe road traffic crash outcomes. The city has also worked with other partners like the World Resources Institute (WRI) to implement evidence-based interventions. Some of the interventions have been expounded in the “Selected Implemented Actions to Improve Road Safety in Kampala” section of this report.

List of abbreviations

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

Introduction

The recent Global Status Report on Road Safety shows a slight decrease in road traffic deaths of approximately 1.2 million globally [1]. Road traffic injuries are a primary cause of mortality and disability, with an estimated economic cost of 1–3% of GDP and up to 6% in some countries[2].

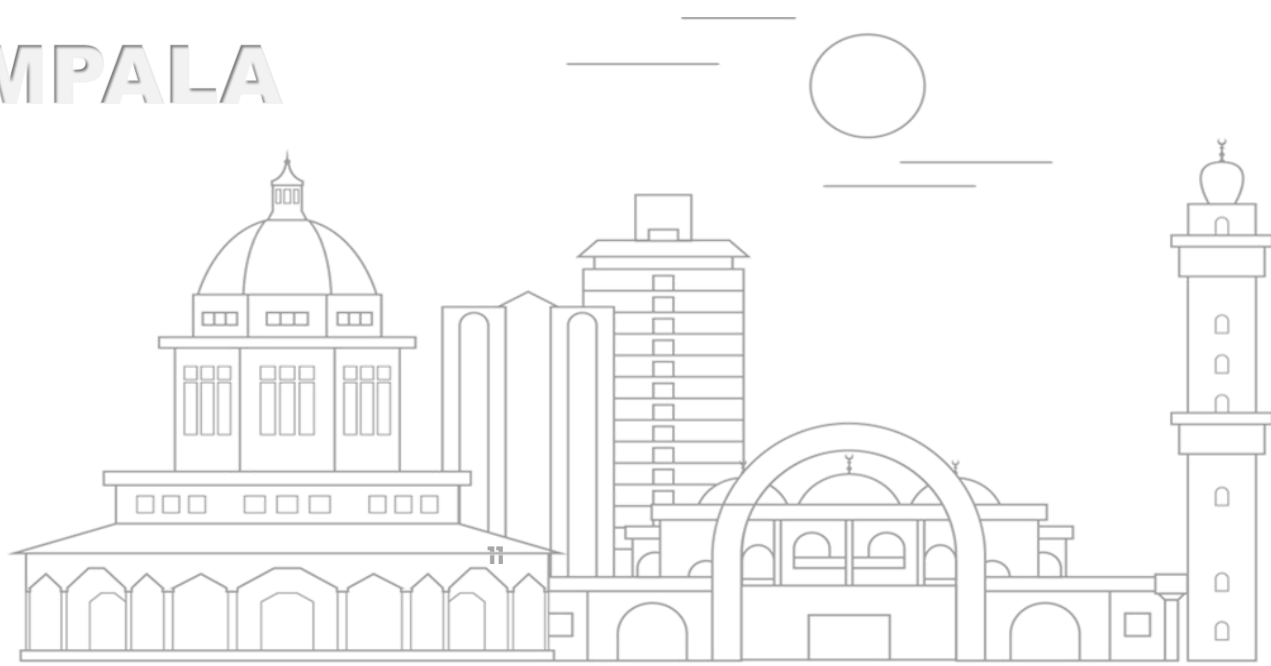
Low- and middle-income countries account for 90% of deaths and have the greatest mortality rate per population. Africa has the highest road traffic fatality rate compared to other world regions, at 19 deaths per 100,000 population[1].

According to the 2023 Annual Crime Report, the number of reported cases of traffic road crashes increased by 16 percent, from 20,394 in 2022 to 23,608 in 2023[3]. Road crashes are predicted to cost UGX 4.4 trillion (\$1.2 billion) annually, accounting for 5% of Uganda's GDP[4].

About Kampala

Kampala is Uganda's capital city. Its night population of more than 1.5 million increases to almost 3.5 million during the day as people commute to work[5]. The city is divided into five administrative areas: Central, Nakawa, Makindye, Kawempe, and Lubaga. The majority of Kampala's population walks, uses boda bodas, commercial motorcycles, and taxis for mobility.

KAMPALA



Purpose of Report

This report provides information on road traffic crashes, deaths, and injuries in Kampala. It also presents information on the spatial distribution of fatal and serious injury crash locations. In addition, information on road-user risk behaviours and activities taken to promote road safety in the city is presented.

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 2023. 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. These limitations have implications on data quality and completeness and underreporting of outcomes. However, the limitations did not significantly affect the outcomes of the results as the analysis was based on police records that were reviewed.

Narrative descriptions and sketches of crash locations in police reports were used to generate crash coordinates.

Data on risk factors for road injuries — helmet use and speeding — were assessed through observation by Johns Hopkins University International Injury Research Unit 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.

1

Trend of road crashes,
deaths, and injuries

Road traffic deaths and injuries

The number of reported fatalities in Kampala decreased by 3%, from 425 in 2022 to 411 in 2023. However, the number of reported serious injuries increased by 23%, from 2,234 in 2022 to 2,756 in 2023. (Figure 1).

The death rate in dropped from 11.6 per 100,000 population in 2022 to 10.1 in 2023. On the other hand, the serious injury rate increased from 61 per 100,000 population in 2022 to 68 in 2023 (Figure 2).

Figure 1. Road traffic deaths and injuries, 2018–2023

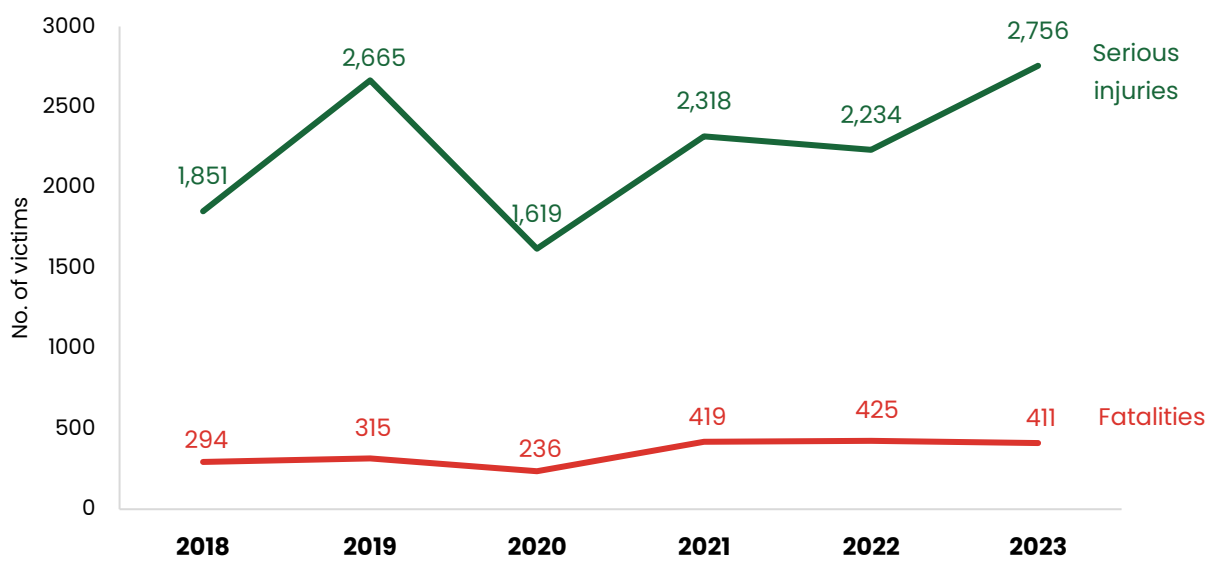
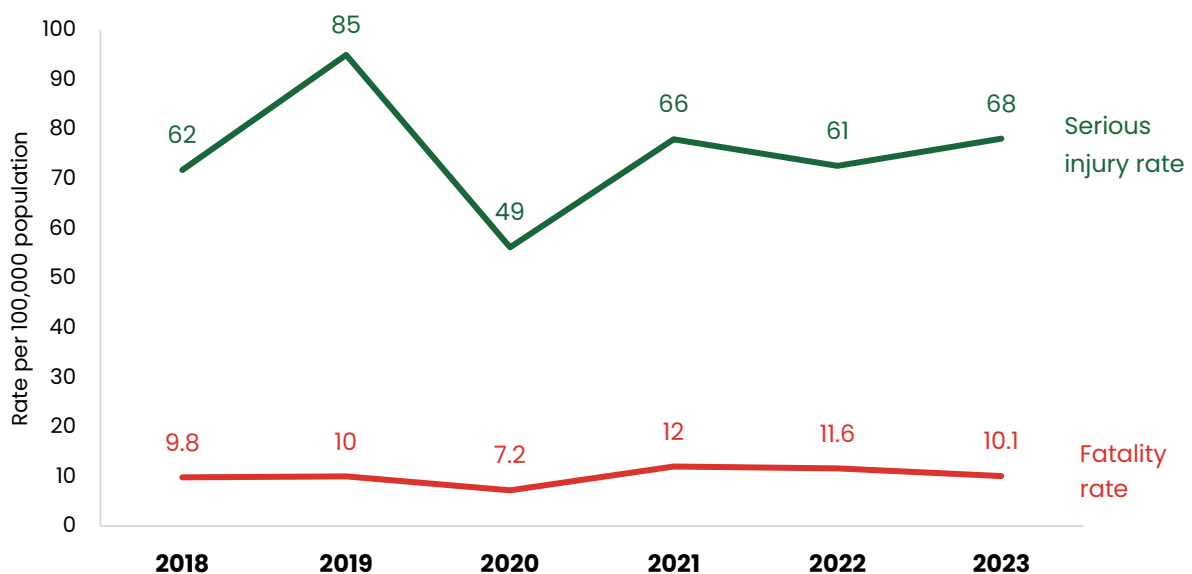


Figure 2. Death and serious injury rates, 2018–2023



Deaths and serious injuries by road user type

Pedestrian deaths decreased by 4%, from 185 in 2022 to 177 in 2023. Similarly, motorcyclist deaths saw a reduction of 4% in 2023 compared to the previous year (Figure 3).

Vulnerable road users – pedestrians, motorcyclists, and bicyclists – comprised 96% of the reported deaths in 2023 (Figure 4). Similarly, Motorcyclists alone accounted for 50% of the total deaths. These findings highlight the urgent need to prioritize the safety of motorcyclists and pedestrians in Kampala.

Figure 3. Trend of deaths by road user type, 2019–2023

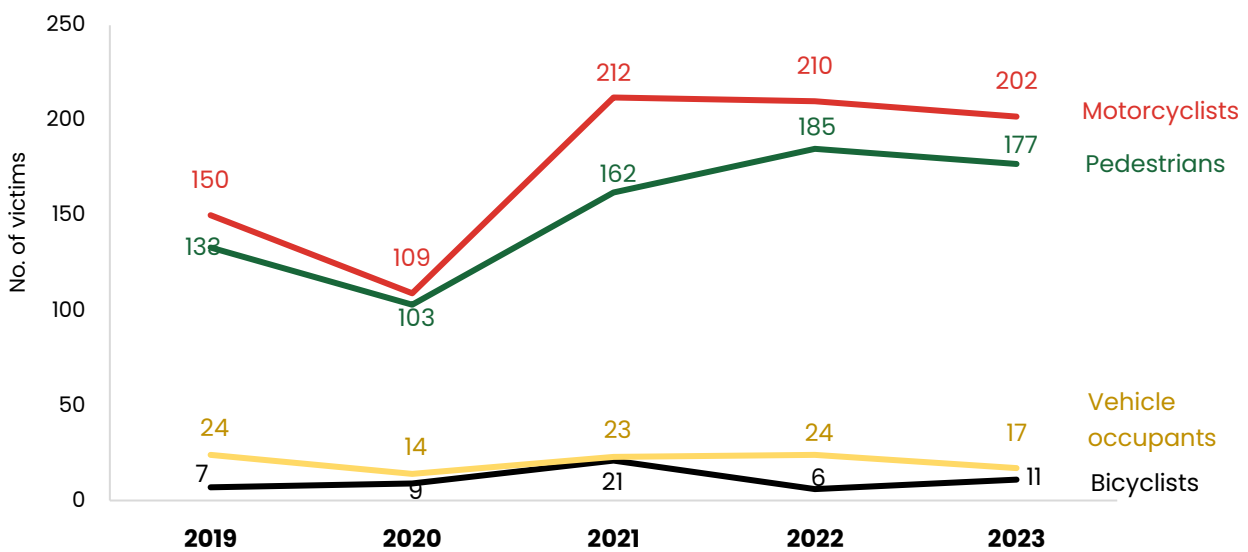
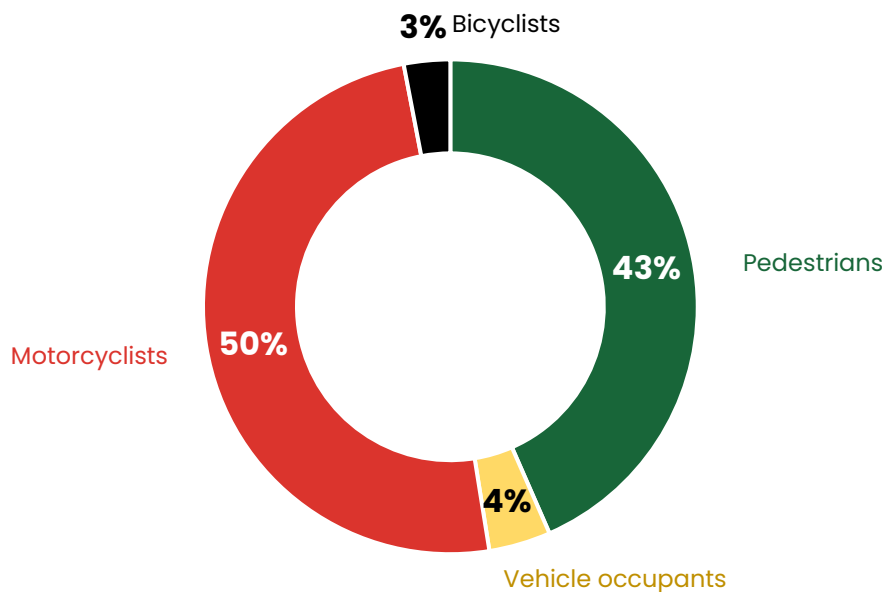
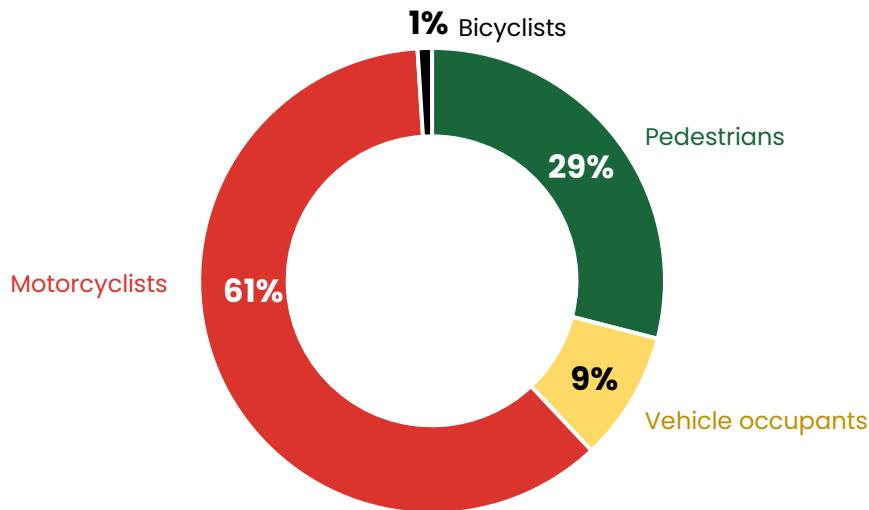


Figure 4. Percentage distribution of deaths by road user type, 2023



Motorcyclists accounted for the largest proportion (61%) of seriously injured victims in 2023 (Figure 5).

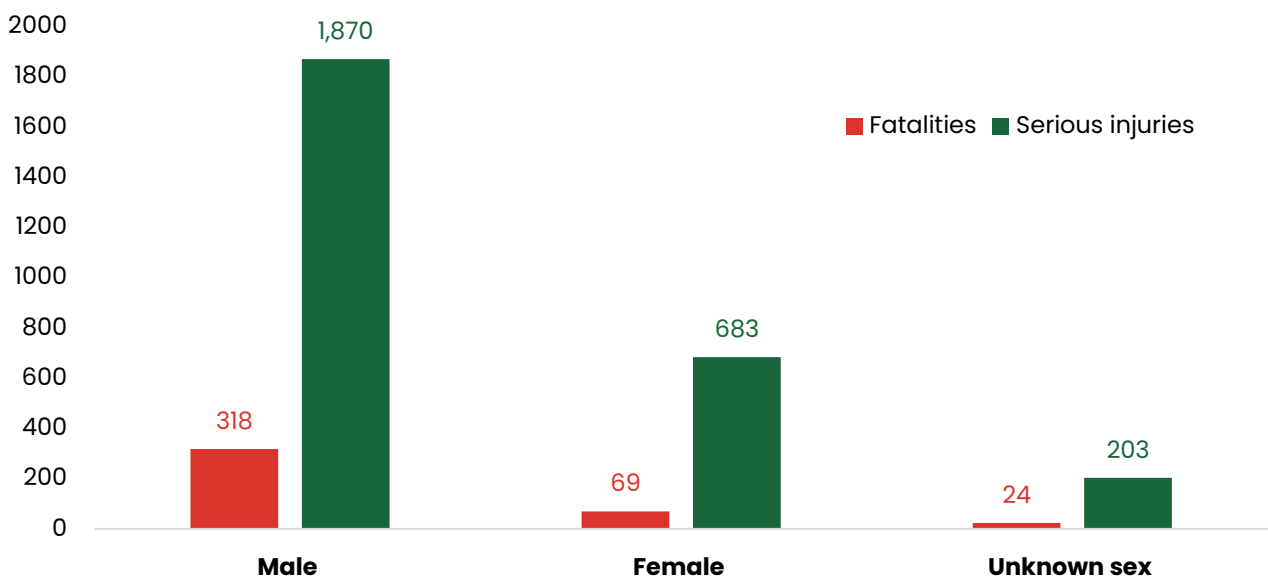
Figure 5. Percentage distribution of serious injuries by road user type, 2023



Deaths and serious injuries by gender

Males accounted for 77% of deaths and 68% of serious injuries in 2023 (Figure 6). This trend has remained consistent over the past four years. Globally, road traffic deaths continue to disproportionately affect men, with a fatality ratio of 1 female to 3 males[1].

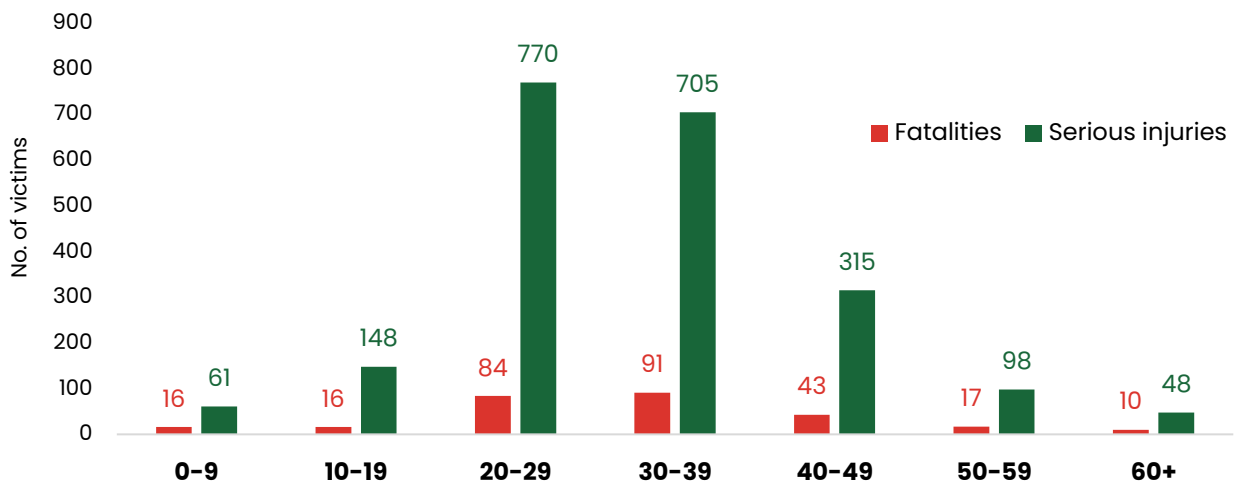
Figure 6. Deaths and serious injuries by gender, 2023



Deaths and serious injuries by age

The highest number of reported deaths in 2023 occurred among individuals aged 30 to 39, while serious injuries were commonly reported among those aged 20 to 29 (Figure 7).

Figure 7. Deaths and serious injuries by age group, 2023



Crashes and deaths by time of day

The highest number of crashes occurred between 6 and 8 p.m. in 2023 (Figure 8), while fatal crashes peaked between 8 and 10 p.m. (Figure 9). These trends mirrored those of the previous year. These insights can help guide traffic enforcement deployment in the city.

Figure 8. Crashes by time of day, 2023

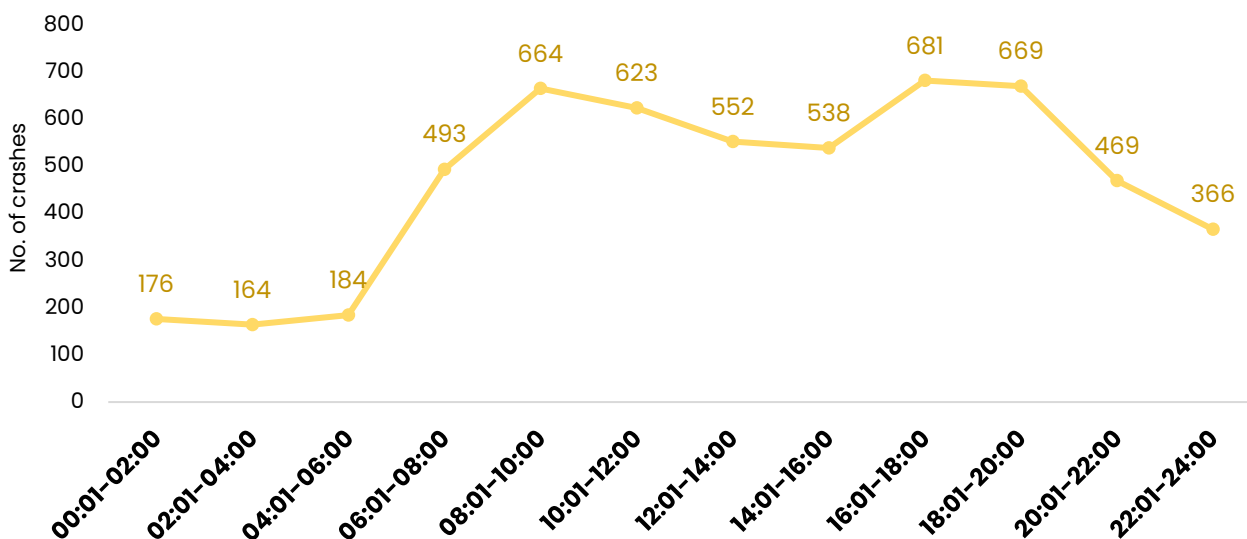
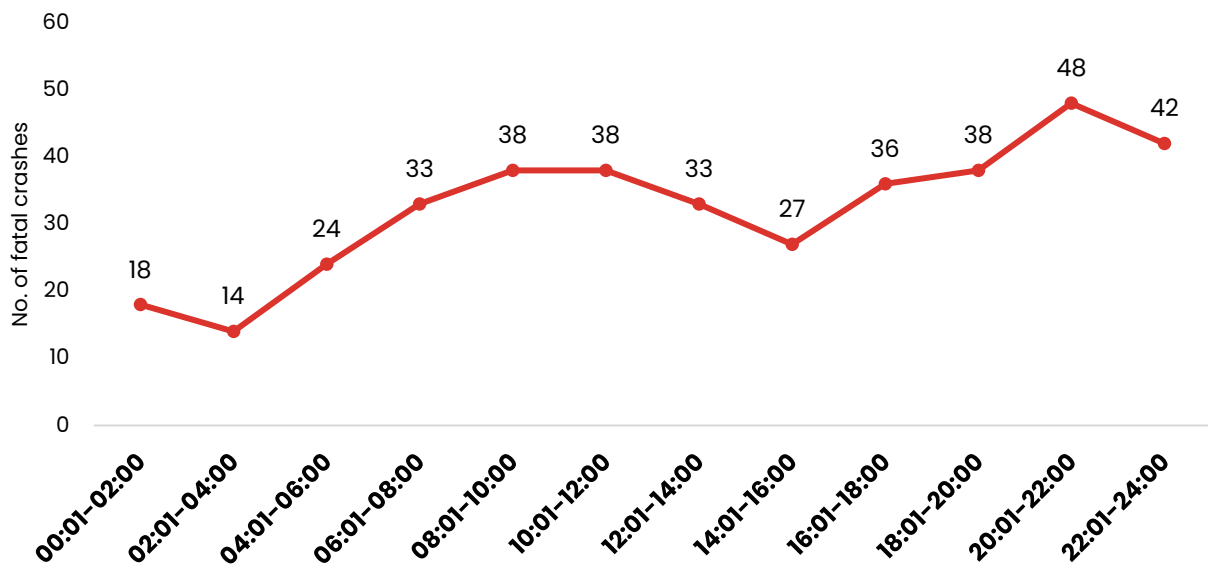


Figure 9. Fatal crashes by the time of day, 2023



Crashes and deaths by day of week

No clear pattern was observed for crashes by day of the week in 2023 (Figure 10). However, deaths were most commonly associated with crashes occurring on Fridays, Saturdays, and Sundays (Figure 11). These insights can guide traffic police in operational staffing and strategic planning for risk-factor enforcement.

Figure 10. Crashes by day of the week, 2023

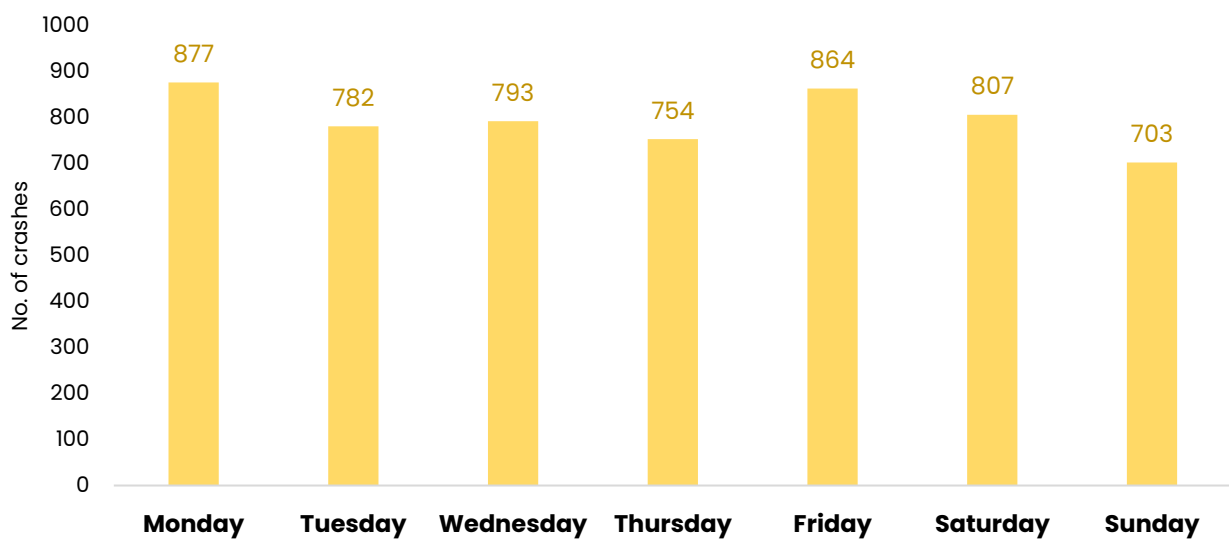
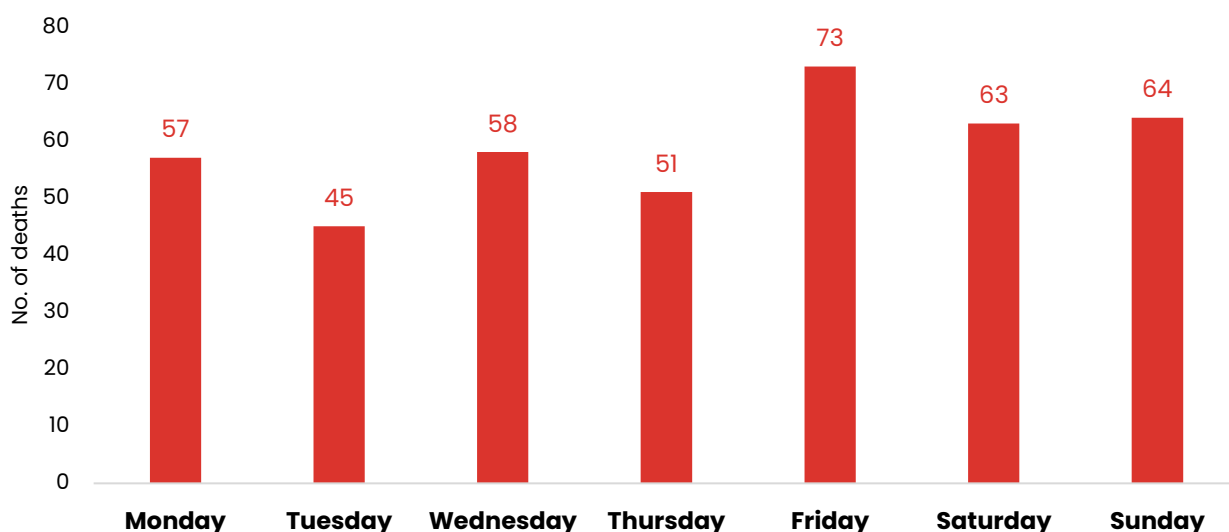


Figure 11. Deaths by day of the week, 2023



Deaths by day of week and time of day

From 2021 to 2023, road crash fatalities were most commonly reported on Mondays from 4 to 8 p.m.; Saturdays from 8 a.m. to 12 noon and from 8 p.m. to midnight; and Sundays from 4 p.m. to midnight (Table 1). These findings highlight the need for enhanced enforcement of key road safety measures, such as controlling speeding, preventing drink driving, and promoting the use of helmets, seat belts, and child restraints, particularly during these high-risk days and times.

Table 1. Deaths by day of week and time, 2021–2023

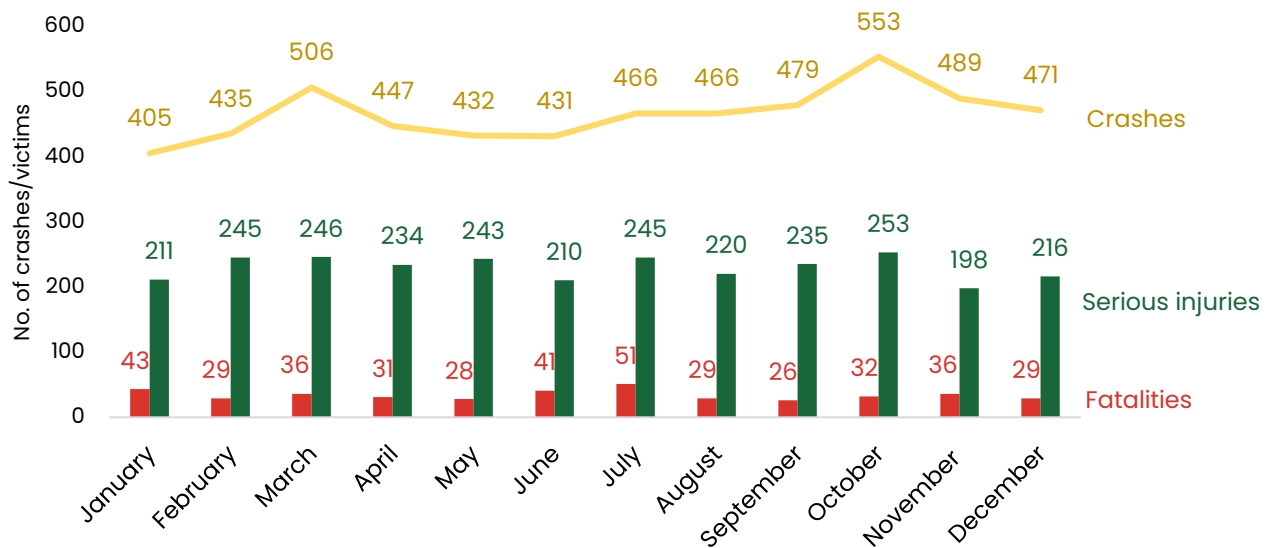
Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun
00:01–04:00	20	7	14	9	11	20	14
04:01–08:00	30	30	16	18	24	36	36
08:01–12:00	36	31	30	37	46	39	28
12:01–16:00	30	28	28	34	23	27	22
16:01–20:00	46	34	28	29	36	46	47
20:01–00:00	36	26	32	27	45	47	47
TOTAL	198	156	148	154	185	215	194

< 20 deaths
 30–39 deaths
 40+ deaths

Crashes, deaths and serious injuries by month

The distribution of crashes, fatalities, and serious injuries by month in 2023 showed no clear seasonal pattern (Figure 12). However, July recorded the highest number of reported fatalities (51) from crashes during the year.

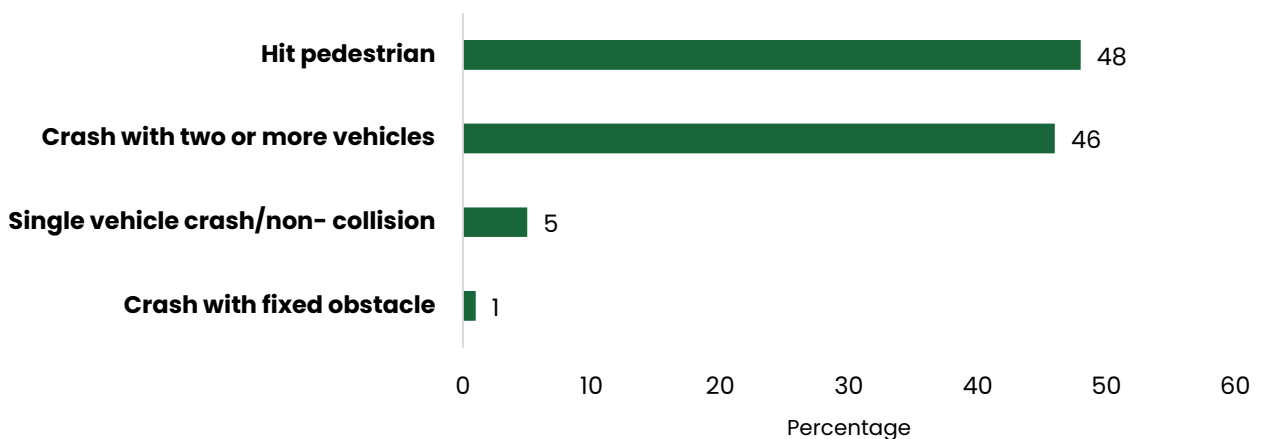
Figure 12. Crashes, deaths, and serious injuries by month, 2023



Deaths by collision type, 2023

Crashes involving two or more vehicles constituted half of the reported deaths 2023. Collisions with pedestrians made up 48% of deaths (Figure 13).

Figure 13. Percentage of deaths by collision type, 2023



Deaths by road user and causal vehicle type

Table 2 presents the correlation between road user fatalities and the types of colliding vehicles. In 2023, cars and pickups were responsible for 40% of pedestrian deaths, while goods vehicles and buses/minibuses accounted for 15% and 11% of pedestrian fatalities, respectively. Motorcyclist deaths most commonly resulted from crashes involving other motorcycles, comprising 47% of the fatalities.

Table 2. Deaths by road user and causal vehicle type, 2023

Victim/Vehicle	Colliding vehicle							Total
	Car/ pickup	Bus /minibus	Goods vehicle	Motor-cycle /tricycle	Bicycle	Single Vehicle Crash	Unknown	
Pedestrians	70	20	26	19	1	0	41	177
Car and pick up occupants	5	0	1	0	0	2	0	8
Bus and minibus occupants	0	4	1	0	0	1	0	6
Vehicle carrying goods	0	0	2	0	0	1	0	3
Motorcycle & tricycle occupants	33	22	22	95	1	15	14	202
Cyclist	2	0	3	2	2	2	0	11
Others/Unknown	0	0	0	0	0	0	4	4
TOTAL	110	46	55	116	4	21	59	411

High-risk crash locations

Using four years (2021–2023) of geolocation crash data, the top ten high-risk fatal crash spots and corridors are presented in tables 3 and 4 respectively. Heat maps show the spatial distribution of all crash locations (Figure 14), fatal crash locations (Figure 15), serious injury crash locations (Figure 16), pedestrian fatal and serious crash locations (Figure 17) and motorcyclist fatal and serious injury crash locations (Figure 18). These locations should inform plans for road infrastructure maintenance, intersection design interventions and enforcement operations.

Table 3. Top ten high-risk fatal crash spots, 2021–2023

No	Name of intersection/junction/roundabout	No. of deaths
1.	Kyebando Police station from Nsooba (Northern Bypass)	21
2.	Mbogo-Najjera road junction (Northern Bypass)	17
3.	Sentema roundabout (Northern Bypass)	15
4.	Kisaasi-Kyanja road junction (Northern Bypass)	13
5.	The Busega roundabout joining Northern Bypass	11
6.	Bwaise roundabout (Northern Bypass)	11
7.	Nsooba-Kyebando road flyover (Northern Bypass)	10
8.	Butikiro-Rubaga Road junction	8
9.	Nakulabye intersection (Balintuma and Hoima Road)	7
10.	Access Road and Jinja Road junction	7

Table 4. Top ten high-risk fatal crash corridors, 2021–2023

No	Name of corridor	Number of deaths	Length of corridor (km)	Deaths per km
1.	Gayaza roundabout (Kalerwe)–Kyebando Police Post (Northern Bypass)	49	2.0	24
2.	Entebbe Road	48	1.8	26
3.	Kissasi–Naalya roundabout (Northern Bypass)	43	3.5	12
4.	Bombo Road	39	3.9	10
5.	Busega–Namugoona roundabout (Northern Bypass)	34	5.1	6
6.	Masaka Road	31	1.9	16
7.	Jinja Road	31	6.5	4
8.	Kibuye– Natete Road	21	4.5	4
9.	Hoima Road	19	3.2	5
10.	Queens way	11	1.6	6

Figure 14. Distribution of all road crash locations, 2021-2023

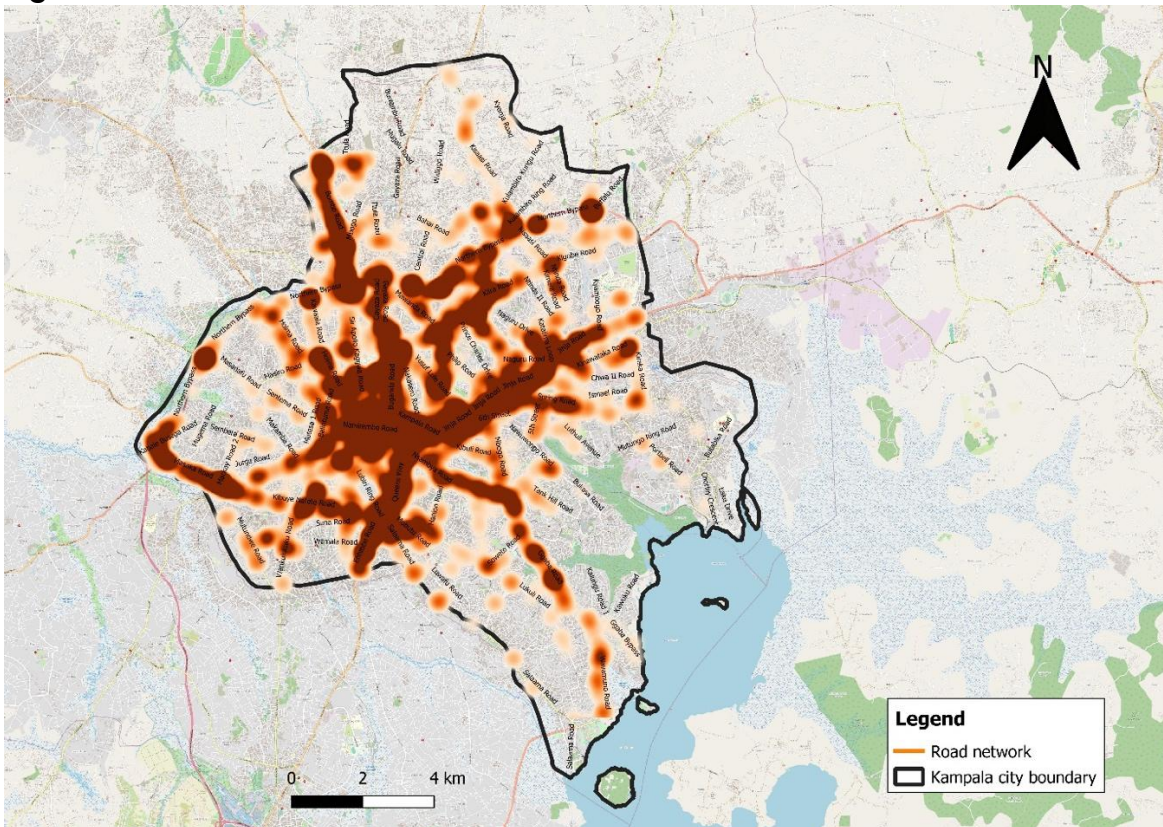


Figure 15. Distribution of fatal crash locations, 2021-2023

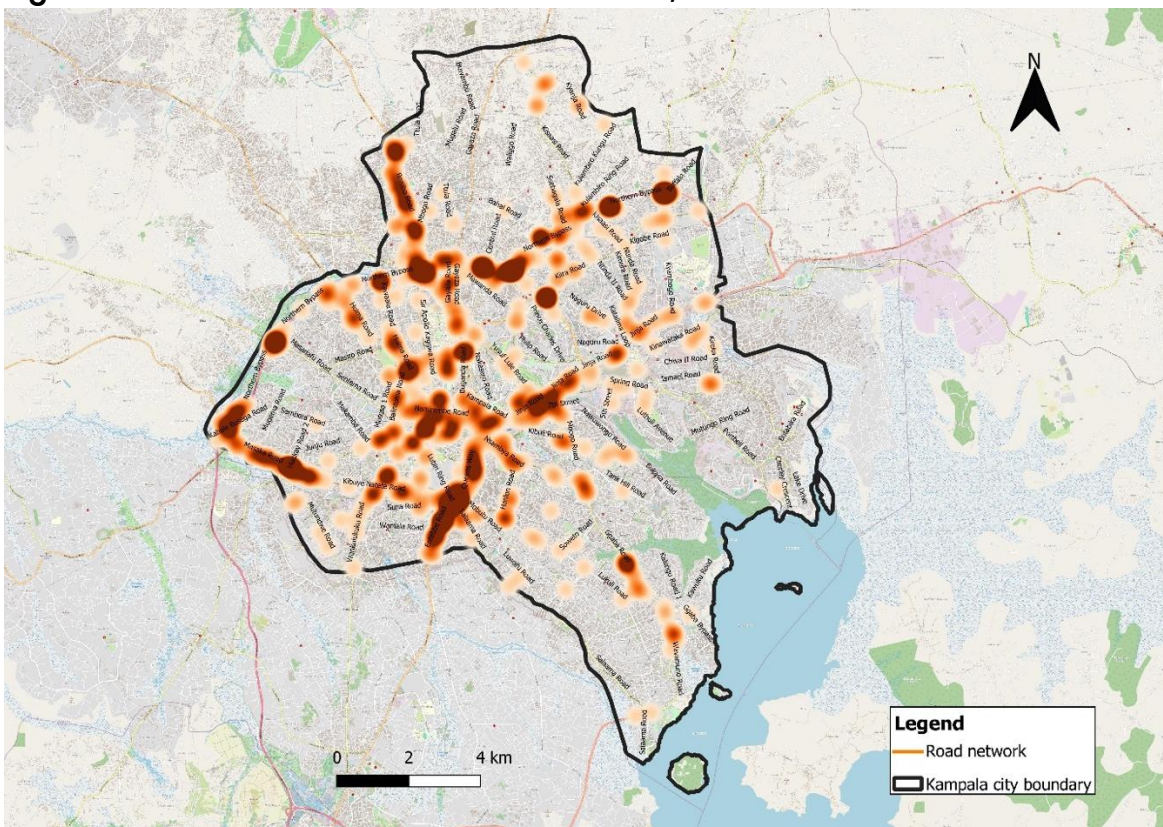


Figure 16. Distribution of serious injury crash locations, 2021-2023

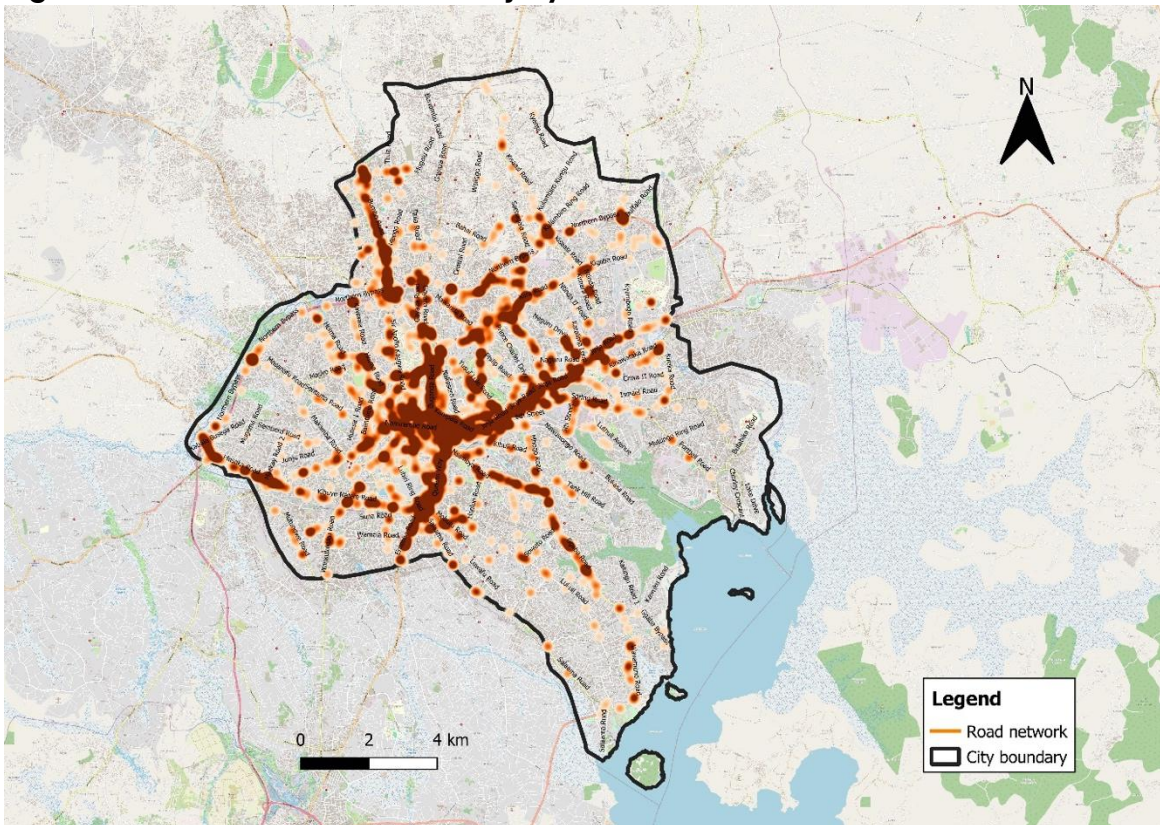


Figure 17. Pedestrian fatal and serious injury crashes, 2021-2023

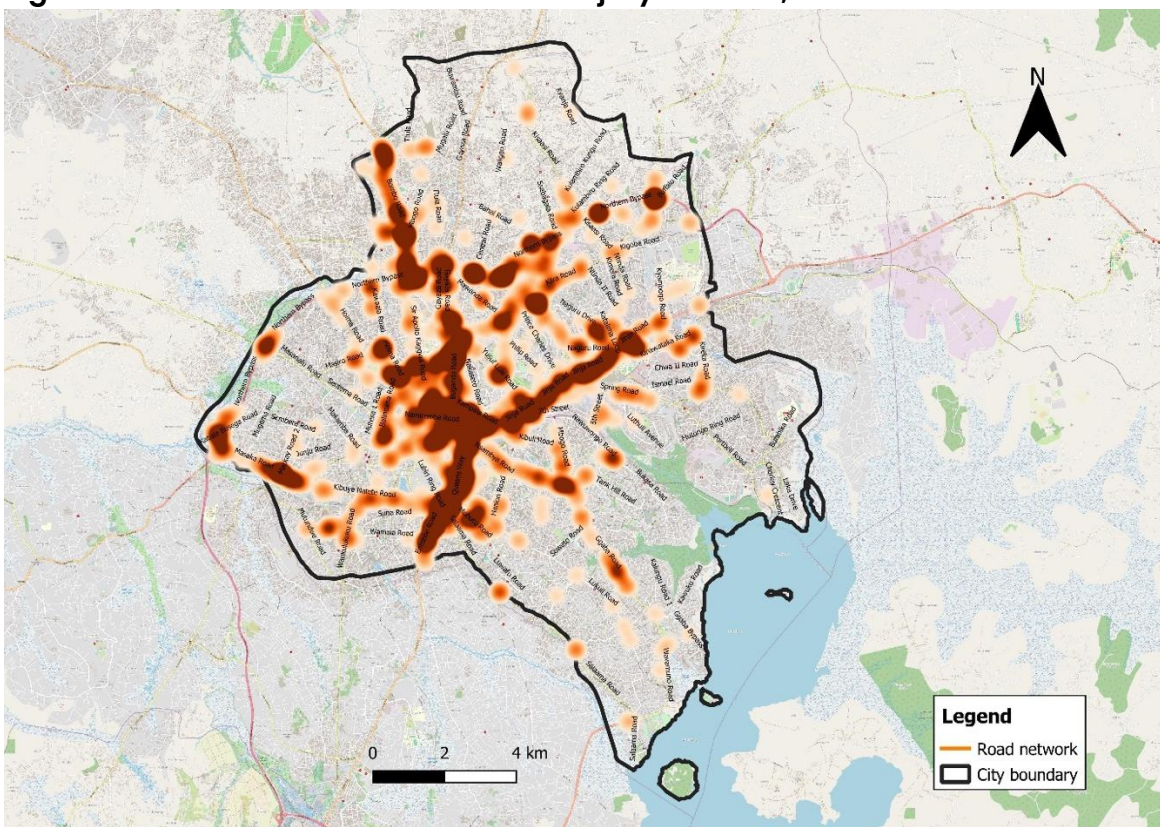
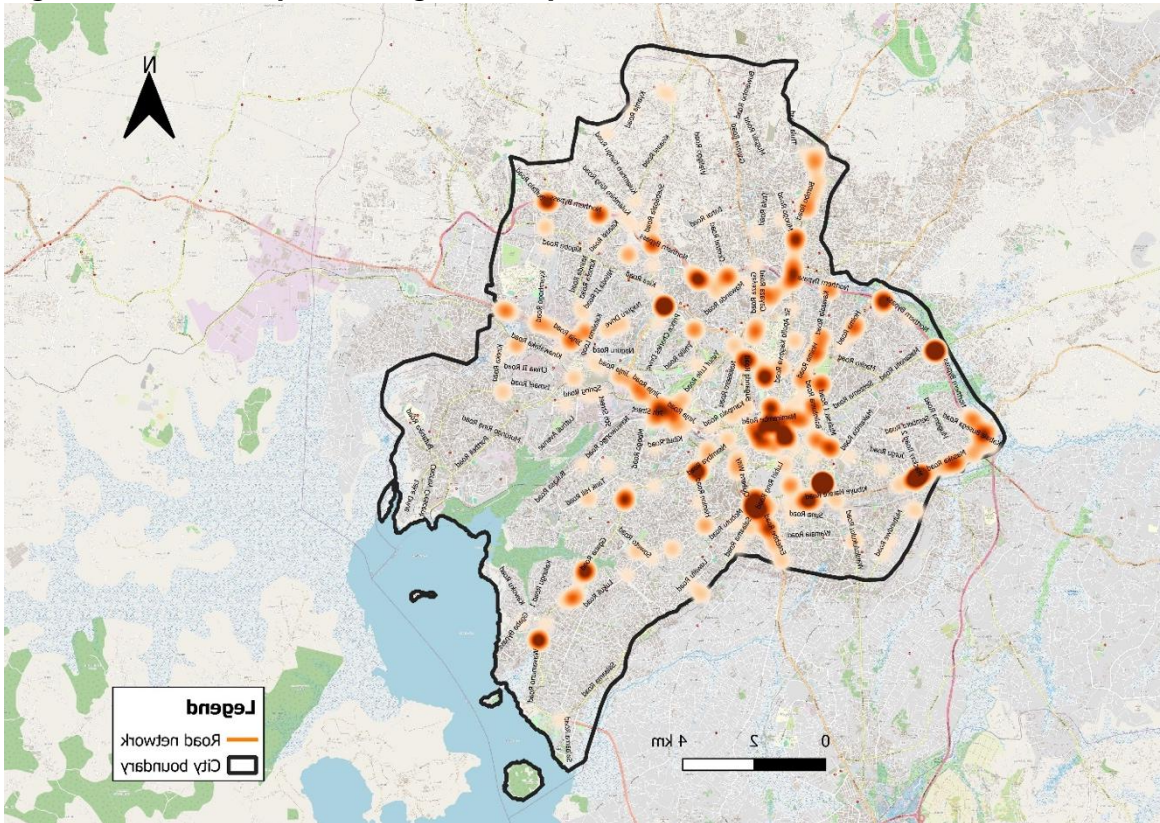


Figure 18. Heat map showing motorcycle fatal crashes, 2021-2023



2

Road injury behavioural
risk factors for road
crashes

Background

Key behavioral risk factors contributing to road injuries include speeding, drink driving, failure to use safety equipment such as seatbelts and helmets.

As part of the Bloomberg Initiative for Global Road Safety (BIGRS), the Johns Hopkins International Injury Research Unit collaborates with Makerere University School of Public Health to conduct observational surveys on key road safety risk factors focussing on speeding and helmet use. To date, eight rounds of speed observation surveys and six rounds of helmet use observation have been completed.

Speeding

In August 2024, the overall prevalence of speeding above the limit in Kampala was 7% (Figure 19). Buses were the most frequently observed vehicles exceeding the posted speed limit (Figure 20).

Figure 19. Trends in speeding prevalence

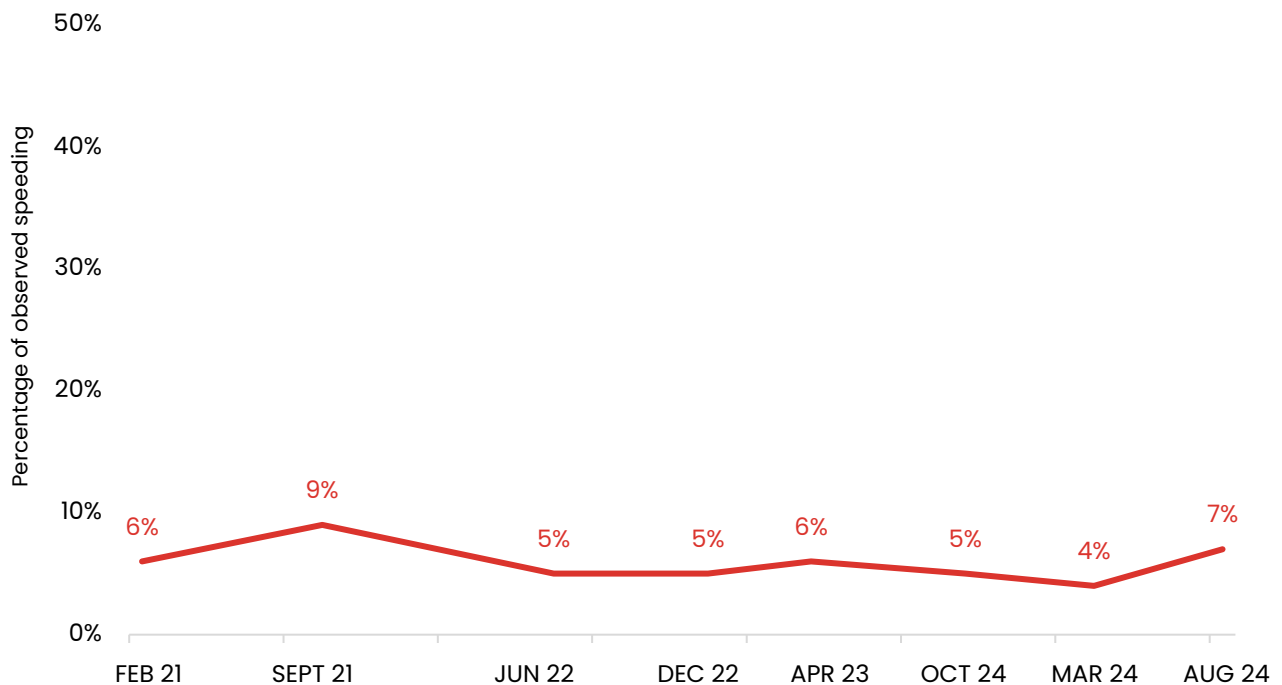
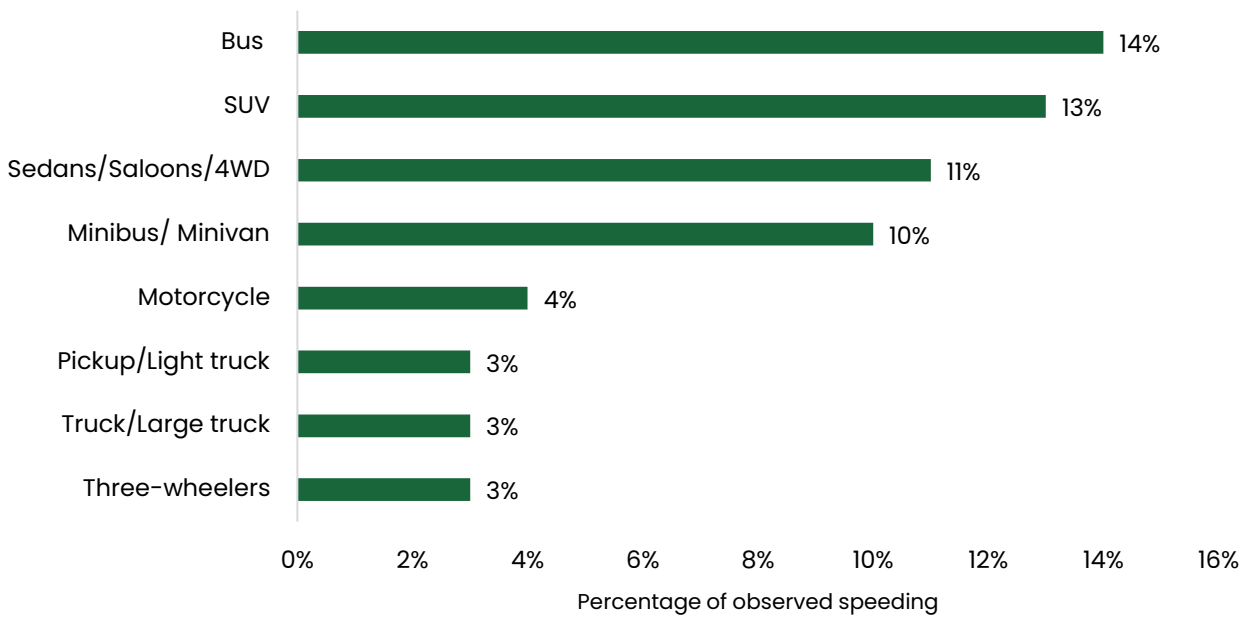


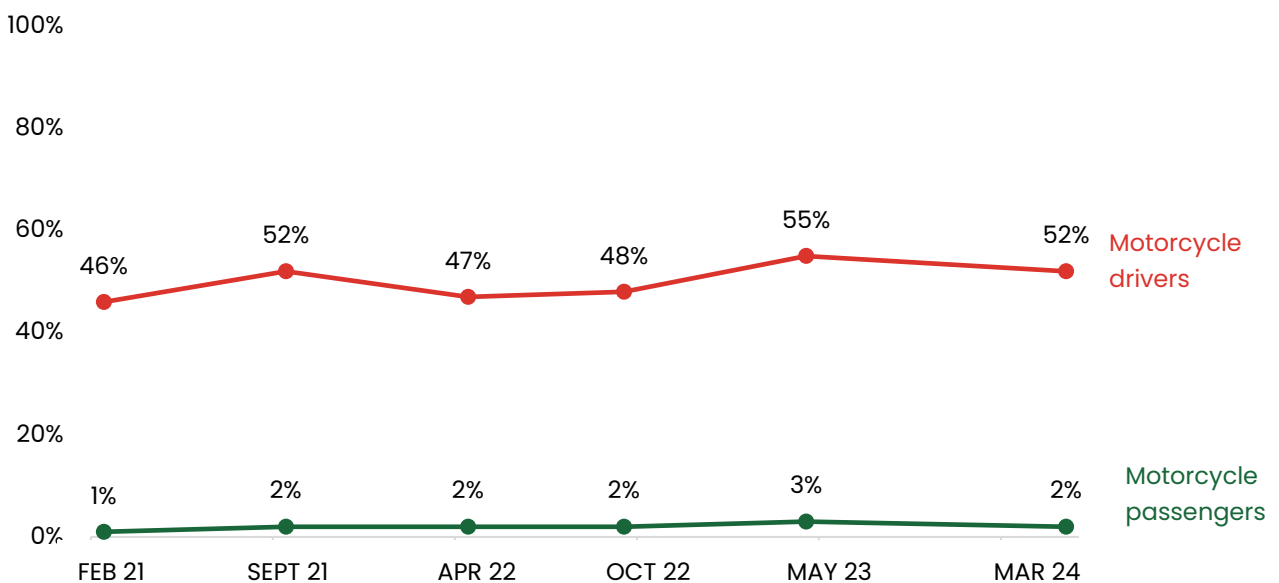
Figure 20. Prevalence of speeding by vehicle type, August 2024



Helmet use

Drivers correctly wore helmets more frequently than passengers (52% and 2% respectively) (Figure 21). The increase in the correct use of helmets among drivers can be attributed to enhanced police enforcement on helmet use which started in October 2022.

Figure 21. Correct helmet use among motorcycle drivers and passengers




3


Selected Implemented Actions to Improve Road Safety in Kampala

Road safety management, safer streets and mobility

Kampala Capital City Authority with support of the African Development Bank (AfDB) under the Kampala City Roads Rehabilitation Project (KCRRP) procured and contracted a consultant, TIMCON Associates Inc. in JV with TES Information Technologies and in association with KOM Consult Limited, to set up a road safety unit for the institution.



KCCA
KAMPALA CAPITAL CITY AUTHORITY
For a better City



AFRICAN DEVELOPMENT BANK

ABRIDGED NOTICE OF EXPRESSION OF INTEREST

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Web: www.kcca.go.ug; E-mail: procurement@kcca.go.ug;

NOTICE OF REQUEST FOR EXPRESSIONS OF INTEREST (FIRMS)

1. Kampala Capital City Authority invites sealed expression of interest from eligible consulting firms for:

No.	Procurement Reference Number	Subject of Procurement
1.	KCCA-KCCRP/CONS/2021-2022/00045	Consultancy services for the establishment of a Road Safety Unit at Kampala Capital City Authority

2. The shortlisting shall be conducted in accordance with the Procurement Policy for Bank Funded Operations approved October 2015, which is available on the Bank's website at <http://www.afdb.org>;
3. Sealed Expressions of Interest must be delivered to the office of the Head, Procurement and Disposal Unit before **Friday 26th November 2021 at 11:00 hours (Kampala local time)**.
4. The detailed bid notice is available at the UNDB website at <https://devbusiness.un.org>; at KCCA's website at <https://www.kcca.go.ug/tenders>; and at the PPDA Government Procurement Portal at <https://gpp.ppda.go.ug/#/public/bid-invitations>;

Executive Director
For a Better City, Protect Public Installations

The consultant was tasked with defining functions, responsibilities and personnel, as well as providing working guidelines and operating procedures for the road safety unit. The project duration is 30 months having commenced in May 2024 and completion expected in November 2026.

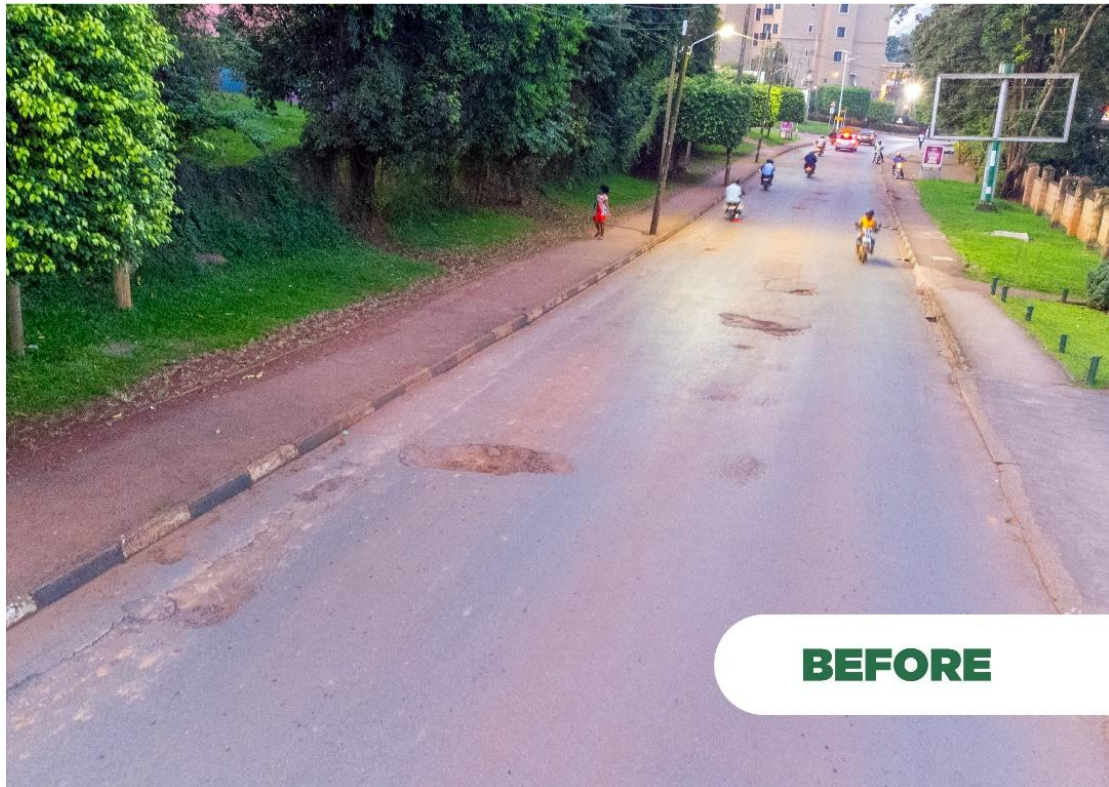
KCCA Adopted the use of asphalt marking to complement signage in the city in a bid to emphasize the messaging and also as a solution to the signage vandalism challenge.



KCCA undertook kerb painting along selected city roads in a bid to improve visibility of road extents for drivers.



KCCA rehabilitated several sections of its road network including drainage improvement at problematic sections along the network.



Sezibwa Road – Nakasero



Cape Road Ggaba – Drainage Improvement

Capacity Building

Staff from the KCCA's transport and traffic and roads departments alongside the Ministry of Works and Transport (MoWT) and Uganda National Roads Authority (UNRA) underwent a professional road safety auditor's course by the International Road Federation (IRF) in August 2024. The training objective was to have the team qualified and certified to undertake audits of the city's existing and new roads to ensure that the road networks in the country are fit for use by the intended road-users.

Speed Management Efforts

Following analysis based on crash, speed and road user behavior data, WRI together with partners supported KCCA to develop a first draft of a speed management plan. KCCA is exploring designation of a speed management zone- a low speed zone in the central business district and immediate surroundings as part of its speed management actions, arising from the draft plan. KCCA with support from WRI has also scaled the mapping of road safety infrastructure conducted in 2023 around selected schools to the transition corridors into the proposed low-speed zone and the arterial roads traversing the zone. This mapping is a baseline for road inventory to support the planning for more road safety infrastructure for the proposed speed management zone.

WRI is also supporting KCCA with deep dive assessment of 8 intersections to propose improvements, especially for vulnerable road users. The intersections were selected based on their level of risk for pedestrians. Five of the intersections are in the proposed speed management zone- Kira Road- Lugogo bypass junction; Kira Road- John Babiha Road junction; Wandegeya intersection; Kampala Road- Dastur Street junction; and Jinja Road- Access Road Junction. Three intersections are outside the proposed speed management zone: Nakulabye Junction; Makerere Hill Road near Makerere University main gate; and Ntinda town center junction. Road safety inspections of these 8 intersections were undertaken before any interventions. 3 of the intersections have been improved with speed and lane direction road markings. 2 intersections are under improvement to introduce or enhance the traffic signals. These interventions will be monitored through inspections and analysis of road user behavior following the interventions.

KCCA led its 2nd car free day on 7th September 2024 with support from WRI, AirQo, eBee Uganda, Fun Cycling, ITDP, Academic programs such as CityMove and CAMA from Makerere University, Ministry of Works and Transport, and other public and private sector

partners. This is an important awareness-raising effort for the importance of better infrastructure for walking and cycling in speed management, as well as highlighting the public health benefits of a safe and green urban transport system. The planning for this car-free day demonstrated more collaboration among partners from government, international NGOs, civil society organizations, academia and the business community, highlighting the call for road safety and sustainable mobility as a “shared responsibility”.

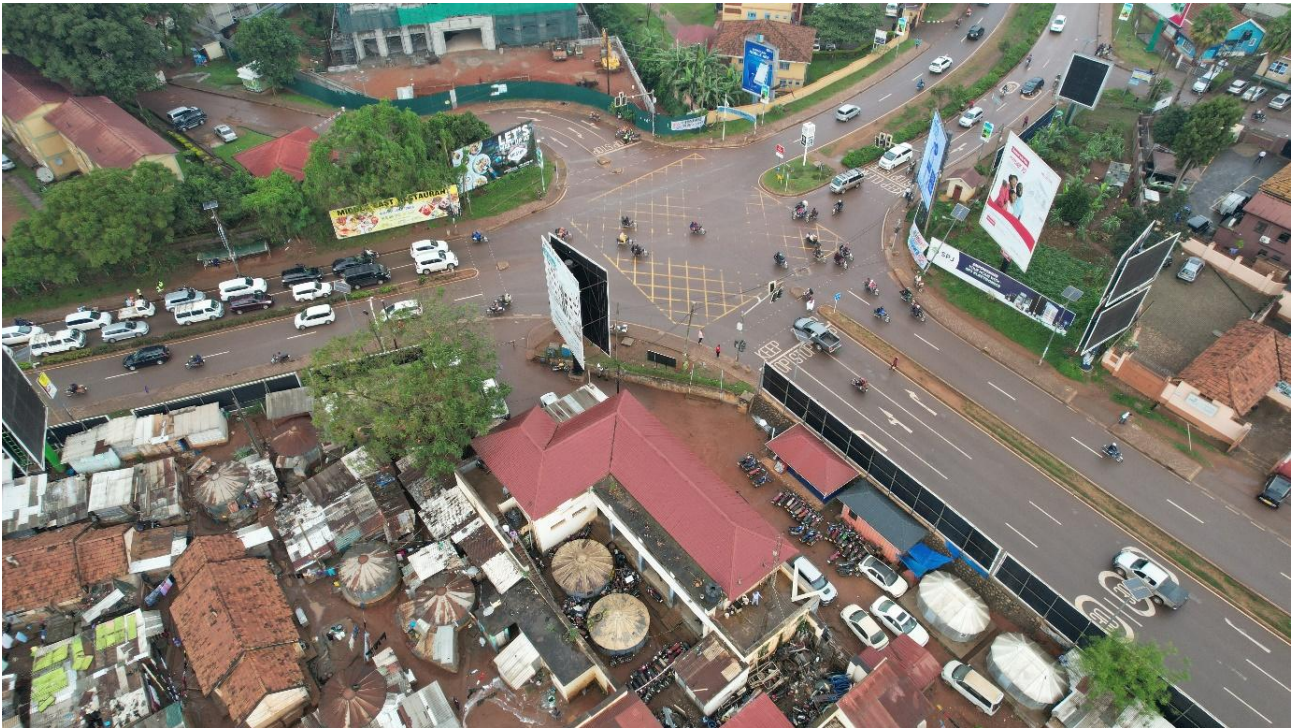


Photo credit: WRI/ Ndani Africa Films

Enforcement

Road Safety and Policing Activities Report – 2024

This report highlights key road safety and policing activities carried out in 2024 aimed at improving traffic management, speed enforcement, and crash investigations in Kampala City.

Completed Activities:

1. Road Policing Leadership Training – March 2024: A total of 20 participants underwent training aimed at strengthening leadership capabilities in road policing. The training focused on equipping police officers with the necessary skills to lead and manage road traffic enforcement operations effectively.



2. Speed Enforcement Training – March 2024: In March 2024, 34 participants completed specialized training on speed enforcement techniques. The training covered best practices for monitoring and controlling vehicle speeds, with the goal of reducing speed-related crashes.

Communications

Kampala held her second City-level speeding campaign in a joint event with the release of the Kampala Annual Road Safety Report 2022 strategically targeted ahead of the high-risk festive season.



Kampala Mayor Erias Lukwago during a media interview at Press Launch in Kampala, Uganda.



The “Speeding Kills, Slow Down” campaign, in collaboration with GRSP grantee Safe Way, Right Way, features a trauma doctor who tells of the severity of injuries largely attributed to Speeding.

Out-of-home (OOH) billboards were strategically placed at locations identified as crash hotspots in the Kampala Annual Road Safety Report 2022. Also to support the campaign, the city conducted outreaches to motorcyclists and used earned media through media interviews led by the City.



Road injury surveillance systems strengthening

Implementation of the electronic road crash data system update

In October 2023, the BIGRS Road Injury Surveillance technical team, in collaboration with the KCCA GIS team, supported the Directorate of Traffic and Road Safety, Uganda Police Force, in implementing an electronic road crash data system. The Directorate has successfully deployed the system in the following police stations: CPS Kampala, Katwe Main Station, Natete, Kabalagala, Jinja Road, Kiira Road, Kawempe, Wandegeya, Old Kampala, Kanyanya, Kitintale, and Ntinda.

The BIGRS surveillance team has been working closely with assigned officers SSP Bettinah Nalugo, SP. Emmanuel Mmwesiga, and SP. Ainembabazi Angel on monitoring and evaluation.



SP. Emmanuel Mmwesiga, and SP. Ainembabazi Angel reviewing the crash data input form.

Together, they produced an evaluation report assessing the impact of the electronic database on the quality of crash data collected and identifying challenges encountered during implementation. The evaluation revealed significant improvements in the completeness and accuracy of crash data, with more than 95% of GPS coordinates of crash locations accurately recorded by investigating officers.



Dr. Raphael Awuah, SSP. Bettinah Nalugo, SP. Mmwesiga Emmanuel and SP. Ainembabazi Angel after a discussion regarding the progress of the implementation of the electronic road crash data system

However, several challenges were identified during the implementation process:

- a) Limited Internet Access:** Some stations face unreliable internet connectivity, leading to intermittent access to the system.
- b) Manpower Gaps:** Most stations experience staff shortages, forcing officers to multitask, which affects efficiency.
- c) Lack of Equipment:** Essential data collection tools, such as GPS readers, are not readily available, requiring field officers to use personal mobile phones for coordinate tracking.

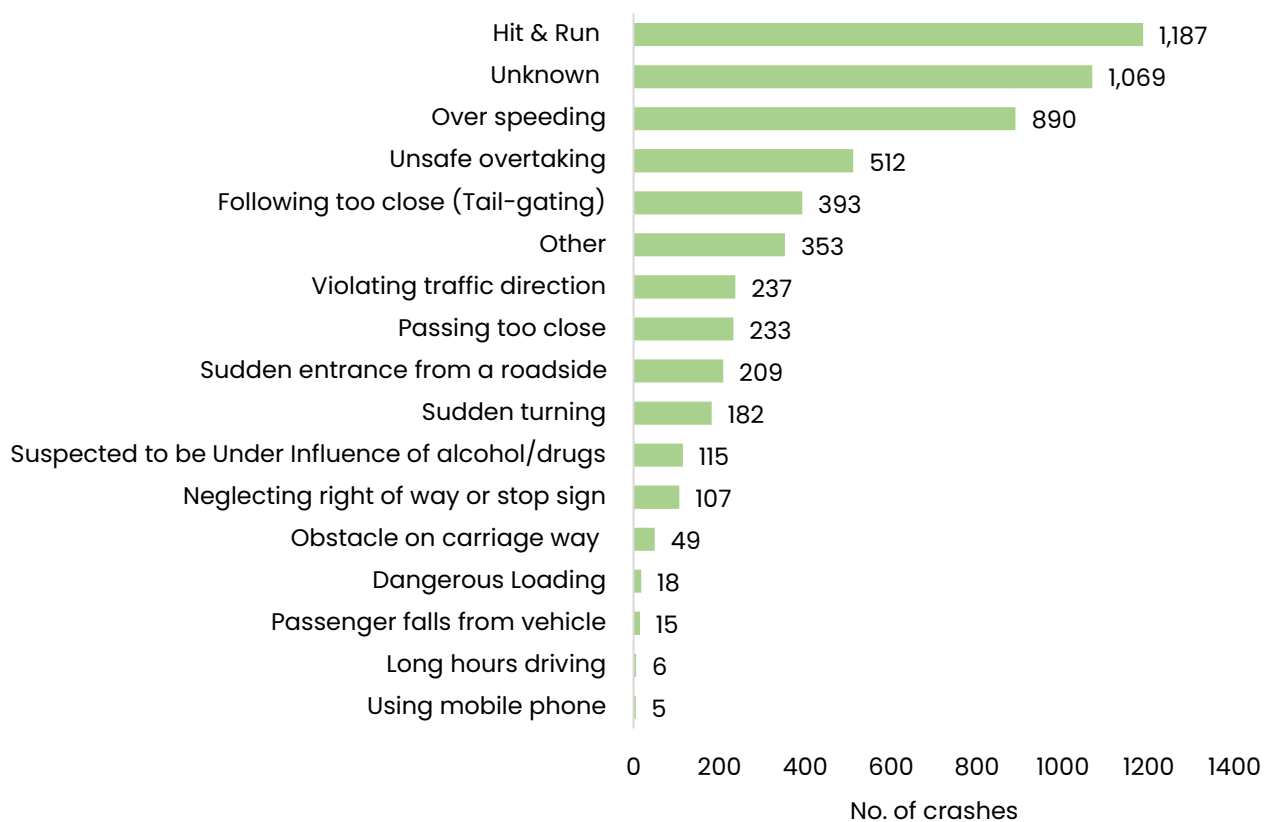
The Directorate of Traffic and Road Safety is working towards addressing these mentioned challenges to ensure the continued success and sustainability of the electronic road crash data system.

References

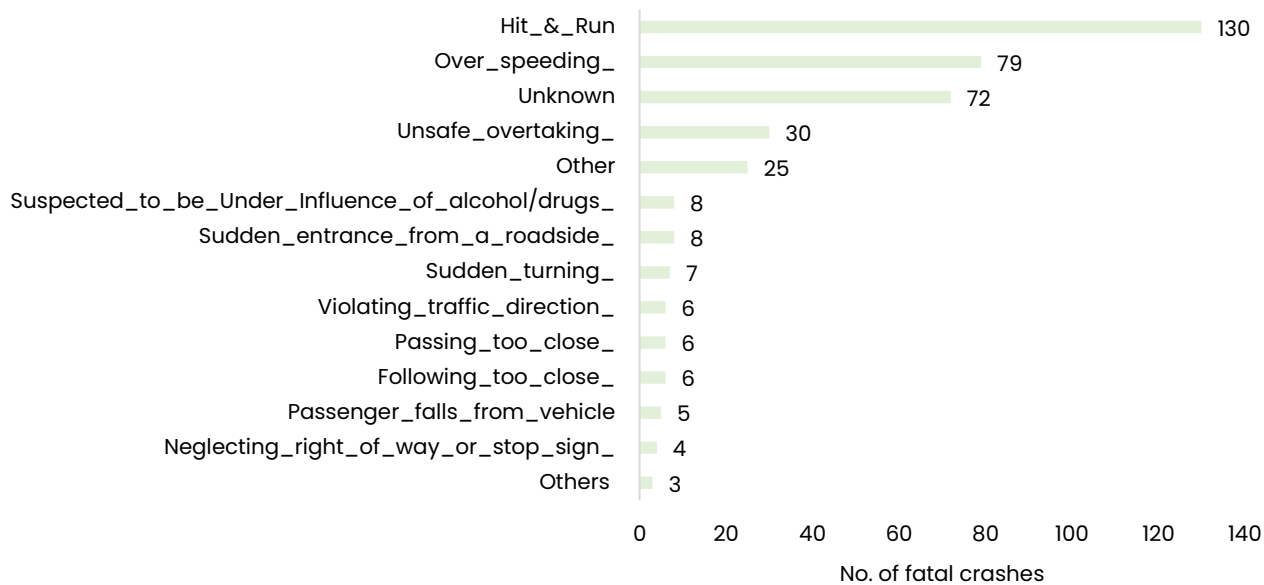
1. WHO, World Health Organization. Global status report on road safety 2023. 2023.
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Appendix

Suspected causal factors for all crashes, 2023



Suspected causes of fatal crashes, 2023



Top ten high-risk fatal crash corridors, 2021–2023 per division in Kampala City

No	Name of corridor	Number of deaths	Length of corridor (km)	Deaths per km
Rubaga Division				
1.	Busega–Namugoona roundabout (Northern Bypass)	34	5.1	6
2.	Masaka Road	31	1.9	16
3.	Kibuye- Natete Road	21	4.5	4
4.	Hoima Road	19	3.2	5
5.	Queens way	11	1.6	6
Kawempe division				
6.	Gayaza roundabout (Kalerwe)–Kyebando Police Post (Northern Bypass)	49	2.0	24
7.	Bombo Road	39	3.9	10
Central Division				
8.	Entebbe Road	48	1.8	26
9.	Jinja Road	31	6.5	4
Nakawa Division				
10.	Kissasi–Naalya roundabout (Northern Bypass)	43	3.5	12



Kampala Road Safety Report, 2023
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