



ROAD SAFETY NEWS

The Quarterly News Bulletin for Safe Way Right Way Uganda

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The commemoration of the 3rd year in the UN'S Decade of Action for Road Safety. Pupils from Lohana Academy (L), Sarah Opendi, the State Minister for Health (C), with officials from WHO, other stakeholders, and pupils from Bukasa Primary School at the WHO National Headquarters in Kampala, Uganda.



Editorial: A recap of events

We are pleased to present the fifth edition of our newsletter which will now become a quarterly publication.

The year thus far has been filled with various advocacy actions as we reflect on best practices from the finalised Kampala-Busia Highway and fine tune our work plan for the next round of interventions.

An extensive session of awareness-raising interviews was conducted by our Project Manager, with most media platforms covered including radio, television, newspapers and social media.

In April, key strategic stakeholders were invited to a well-attended meeting hosted by Safe Way Right Way to deliberate on the formation of a National Road Safety Authority. The impact that the formation of such a body would have on the national road safety agenda is enormous. The Chief Guest, Stephen Chebrot, the Minister of State for Roads, made a commitment to take the cause to Cabinet and have a more advanced conversation on its formation. Also in attendance were the Chairman of the Parliamentary Committee for Physical Infrastructure, Hon. Ehphraim Biraaro and Hon. Alex Ruhunda, Treasurer to the Parliamentary Forum for Road Safety who communicated that further steps would be taken by Parliament to conclude this issue. Our advocacy will continue alongside these commitments.

An event organised by Civil Society Coalition on Transport (CISCOT) and hosted by the World Health Organisation was held to mark the UN Decade of Action for Road Safety. With a focus on safety for kids this year, Safe Way Right Way was proud to be in attendance and show solidarity with this noble cause.

A workshop organised by the Ministry of Works and Transport was held at Protea Hotel, Kampala. Safe Way Right Way was honoured to be among the panelists discussing the future for road safety in Uganda and highlighting urgent interventions needed going forward.

Mr. Amar Moussa, HSEQ Manager at Total E&P, was elected Chairperson of the Board for 2015/2016. He joins Antonio Delgado, Barbara Mwanje and James Karama whose respective positions as Alternate Chairperson, Secretary and Treasurer were reaffirmed. We wish them all the best as they go on to fulfill their duties.

Following a successful pilot on the Kampala-Busia highway, the next phase of the project is the Kampala-Hoima highway. The baseline survey/road safety inspection and assessment of the route has been completed. The project team have been on site to deliberate on the most appropriate and effective interventions.

Have a wonderful read and please comment or share your stories!

Joe Erem Eyoko
Project Coordinator





SUSTAINABLE DEVELOPMENT GOALS



World leaders gathered in New York, U.S.A. from 25th–27th September 2015 to adopt a new development agenda. The Sustainable Development Goals (SDGs) replace the Millennium Development Goals (MDGs) which ran their course from 2000–2015.

The MDGs helped to gain a more focused and quantifiable development plan, broadly aimed at improving global standards of living by eradicating poverty. The UN has called it the most successful anti-poverty movement in history.

The 17 SDGs are now here to widen this agenda by focusing on the need for development that works for all. With regard to road safety, SDG 3.6 aims “by 2020 to halve global deaths and injuries from road traffic accidents”.

This target would mean reducing the current level of road fatalities worldwide by 50%, to just over 600,000 a year by 2020. This is very ambitious, especially compared with previous targets. In 2011, the UN launched a decade of action for road safety, which aimed to first stabilise and then reduce the projected increase of fatalities to around 1m a year by 2020 – a 16% reduction. With five years left to deadline, more than half of all countries have not met this more manageable target. In many low- and middle-income countries death rates have actually increased. So there’s still much work to be done.

More ambitious new targets laid out in the SDGs raise the bar, but this shouldn’t overshadow the fact that progress can be made. The ways by which

countries improve road safety have been well-developed, tried and tested. Achieving the target would mean adopting a five-pillar plan comprising safer roads, safer vehicles, safer road users, post-crash response and improved management capacity among national agencies. Measures can be targeted, as in most countries half the casualties occur on just 10% of the road network.

Key activities include: institutional improvements; police training; better data collection; infrastructure safety, road-user awareness and enforcement in pilot “safety corridors”; strengthening of civil society to run campaigns; road-safety education in schools and post-crash interventions, including improved emergency response systems.

It is now widely acknowledged that road crashes are the number one killer of young people over the age of 15, claim more lives than malaria, and injure tens of millions a year. It is now time for these facts to be translated into more tangible actions from policy makers. A safe system can be designed so that a mistake does not mean a death sentence.

<http://www.worldbank.org/mdgs/>
<http://www.undp.org/content/undp/en/home/mdgoverview/post-2015-development-agenda.html>
<http://www.theguardian.com/global-development-professionals-network/2015/may/07/road-fatalities-deaths-safety-sustainable-development-goals>
<http://www.theguardian.com/global-development/datablog/2015/jul/06/what-millennium-development-goals-achieved-mdgs>



A National Road Safety Authority: The solution to our road safety questions

A recent study found that more Ugandans are likely to be killed on the road than citizens of other East African countries (See graph 1.1). This trend can be attributed to a number of key factors, including lack of ownership and accountability with regard to road safety management, failure to consistently enforce the existing traffic laws and regulations, absence of targets or results for road safety interventions and ad hoc management of road safety programmes with no sustainable system in place.

The designated organs within government that are meant to oversee road safety have failed to rise to the demanding challenge. The National Road Safety Council, housed within the Ministry of Works is one example of a body with a road safety mandate which has failed to function mainly due to lack of sufficient funding and inadequate manpower.

In November 2014, Cabinet approved a more comprehensive policy to guide the national road safety agenda but fell short of providing for an independent road safety authority to implement the policy.

The policy sets out to improve standards of vehicles through mandatory fitness testing for road worthiness. This would go a long way towards addressing the present situation where cars are churned onto the market without viable tests being carried out. As a result, the lives of all road users are endangered.

Another key policy component would be establishment of a victim rescue, care and compensation scheme. The unsettling sight of road

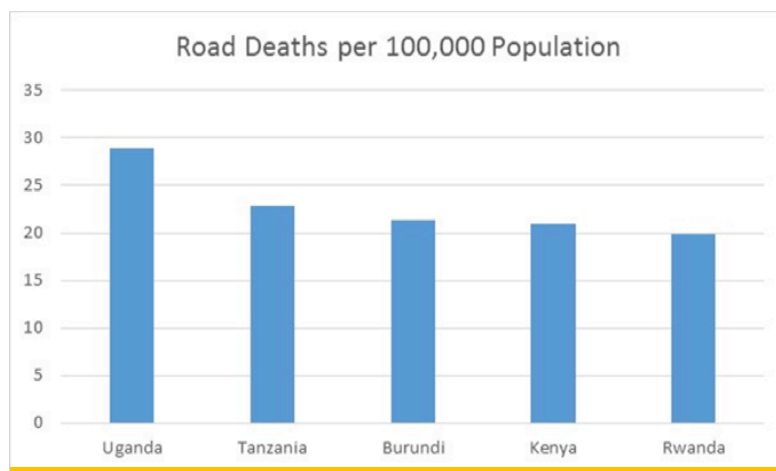
accident victims being bundled into police pick-ups would become a relic of the past. An insurance scheme would ensure that victims can access adequate healthcare, and in the event that they are unable to return to work, compensation would allow them to settle back into society. This would ease pressure on hospitals like Mulago where 62% of surgery budgets are used on victims of traffic incidents.

The policy goes ahead to highlight the need to frequently review the existing traffic and road safety laws and regulations to address deficiencies and cater for emerging issues.

Furthermore, the policy brings to light an urgent need to establish and maintain sustainable funding and strategic planning mechanisms to adequately address the needs of road safety activities and programmes. A systemic approach with more effective long-term goals would compare more favourably to the current piece-meal approach, where areas of improvement like zebra crossings are normally addressed after disaster has struck.

While Cabinet approved this crucial road safety policy which would provide a more comprehensive and guided approach on the subject, failure to put in place an independent authority to oversee its implementation leads to the frustration of urgently needed interventions.

Because of the critical role an established lead agency would play in a continued drive for safer roads and with development partners like the World Bank willing to fund its formation, Safe Way Right Way will enhance calls to policy makers for its establishment in the coming months.



Picture 1.1
Adapted from a presentation by Dr. Sion Haworth, Former Senior Policy Advisor, Ministry of Works and Transport, Uganda.

Child Declaration for Road Safety #SaveKidsLives

Why are thousands of children killed and injured on the roads around the world every single day? Because not enough is being done for our safety and our rights. You, our leaders, need to listen and act by joining our call for action to make sure all children can travel in safety.

We all deserve a safe journey to and from school. Roads must be made safe to allow girls and boys to walk safely to school. We ask for safe footpaths and cycle paths, we ask for road bumps to slow the traffic, and we ask for safe crossings so that we can get an education without fear or injury.

We call for all vehicles carrying children, anywhere and everywhere in the world, to be safe. All cars and buses should have seatbelts.

When children ride with adults on motorcycles and scooters, they must have helmets that can protect them. We know that wearing a helmet or putting on a seatbelt can save lives.

Drinking and driving is dangerous. Speeding is dangerous. People who care about children should not do these things, no one should. The police should do more to stop people speeding or drinking and driving. We have a right to be safe all the time - when we're out with our families, when we're going to play or to school. Laws must be made, our voices must be heard, and there must be action to make sure roads are safe for all children, all over the world.



So we call on you, the world's leaders, to include action against road deaths in the new Sustainable Development Goals. Wherever we live, we have the right to road safety for our friends, our families and ourselves.

As children, our voices are not always heard. That is why we are calling on you to amplify our voices and take action to provide us with safe roads now. Please listen and act.

Save Kids Lives.
www.SaveKidsLives2015.org

**Celebrations to mark the 3rd year of the UN's
Decade of Action around the world.**

China



New York, U.S.A.

**Safe Way tips for Pedestrians/
School Children**

1. When walking, choose the right hand side of the road, facing oncoming traffic.
2. When walking with others, walk in single file, one behind the other.
3. When crossing the road, always look out for a traffic light, zebra crossing, a traffic officer or warden to assist you.

Cuba



The project team on a field trip to Hoima, July 2015.

Identified Blackspots through Field Inspection along Kampala-Hoima Road

Name of Trading Centre	Hazard Description	Distance from Northern Bypass (km)
Northern Bypass roundabout		0
Nansana	High pedestrian and motorcycle traffic on both sides of the road.	5
Wamala Junction		7
Kayunga		8
Wakiso	Kayunga Trading Center is located in a double horizontal vertical curve and vertical crest. The trading centre is not visible from a distance to the driver in two directions.	11
Kavumba Junction		14
Nkowe Junction		17
Kakiri		21
Kakoboza		26
Magongo		30
Nampunge		32
Katikamu Light College Junction	This junction is located in double sharp horizontal curves. The area is high speed with no warning signs. There is a high presence of pedestrians and parked vehicles on the roadside market. It is a known blackspot for loss-of-control accidents.	33
Lukoma	High pedestrian and motorcycle traffic on both sides of the road.	40
Namayumba		42
Busunju		48
Namagavu		56
Matte Roadside Market		59
Kikandwa		62
Junction to Nakaseke and Luweero Districts	Luweero Junction located in a sharp horizontal curve and sag vertical curve. The section is built on both sides of the road. This area is also a known blackspot according to Uganda Police. The approach to this section is a downward slope in two directions. This increases speeding beyond the safe limit to negotiate the curve increasing the risk of loss-of-control accidents.	67
Bukomero	High pedestrian and motorcycle traffic on both sides of the road.	74
Kanzira		75
Kateera		78
Buswabulongo		93
Lwamata		99
Kiboga		117
Masode		122
Mutuba		133
Mukyenda		138
Lwamagaali		141
Bukwiri		147
Katanabirwa		153
Karagi		159
Kyakabuga		162
Munsambya		163
Kikonda	169	
River Kafu Bridge	Double horizontal curves on a level terrain approaching the bridge. The last curve to the bridge is too sharp requiring the driver to significantly reduce approach speeds.	173
Butema	High pedestrian and motorcycle traffic on both sides of the road.	179
Hoima-Masindi Junction	Y-junction for the road to Kampala, Masindi and main Hoima Town. High pedestrian presence and motorcycles.	190



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