



Republic of Uganda



# INTEGRATING CHILD ROAD SAFETY INTO NATIONAL POLICY

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By

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# Problem Statement



## Road Safety Crisis in Uganda:

### Fatalities

- Daily Average : 15+
- Total (2025) : 5,385

### Injuries (2025)

- Severe : 18,400
- Slight : 3,668



# Problem Statement



Table 27: Comparison of Fatalities by Age Group 2024 and 2025

S/No.	Age group	2024	2025	Percent change
1	Less than 5yrs	234	233	-0.4
2	5-11	247	227	-8.1
3	12-17	221	219	-0.9
4	18-24	731	875	19.7
5	25-34	1,434	1,469	2.4
6	35-44	918	984	7.2
7	45-54	543	555	2.2
8	55-64	265	266	0.4
9	65-74	163	148	-9.2
10	Above 74yrs	71	58	-18.3
11	Unknown	317	349	10.1
	<b>Total</b>	<b>5,144</b>	<b>5,383</b>	<b>4.6</b>

**Yr - 2024: 1,433**  
**Yr - 2025: 1,554**

Total Deaths  
(0-24 years)

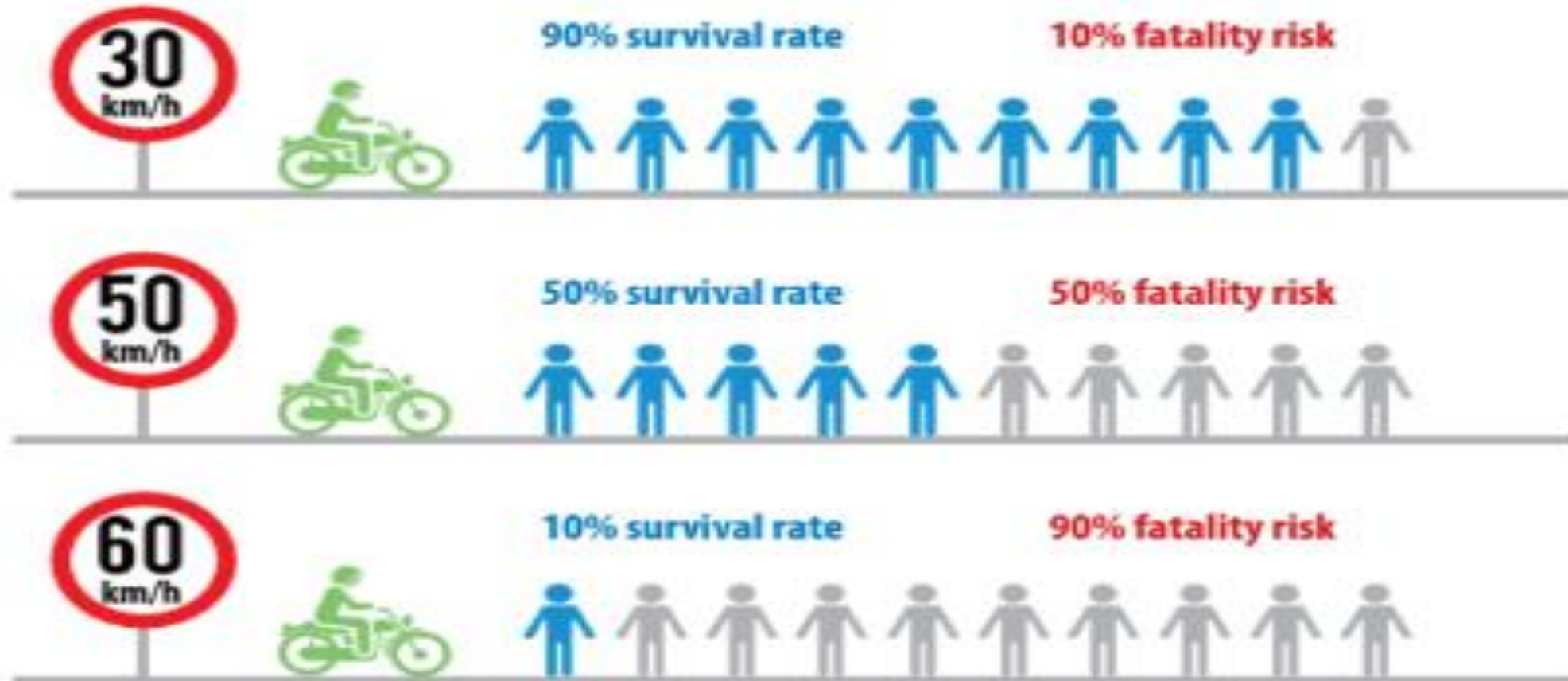
Source; Annual Crime Report by Uganda Police, 2025



# Risk Factors in School Zones



## Vehicle Speed



# Risk Factors in School Zones



- **Shared lanes for motorized and non-motorized traffic.**
- **Visibility of school children (Students have a small physique, which limits their visibility).**
- **Road safety awareness and skills inadequate**



# The Policy Gap



## Before 2025

- No standardized school zone design.
- Limited coordination (education, transport, police)
- Reactive safety measures





# Policy response

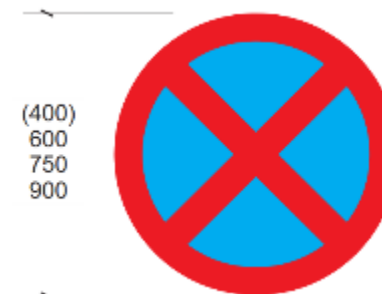
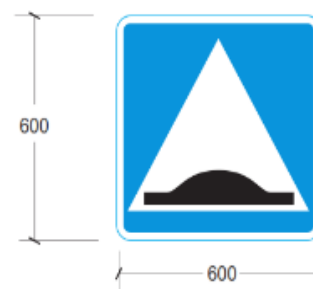
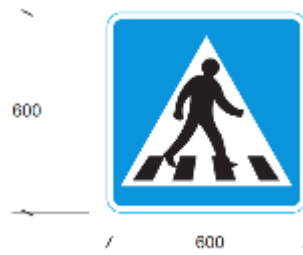
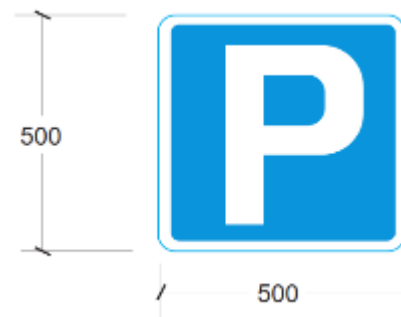
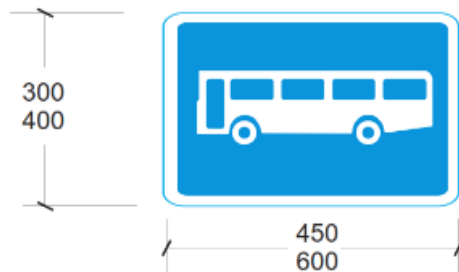
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The Uganda's 2025 National Guide  
for Establishment of Safe School Zones



## Key Components of the Guide

# Signage



# Speed Limits





## **Raised crossings** – Crossing enforced by raised Hump





**Level crossing/  
Zebra  
enforced by  
Traffic Warden**



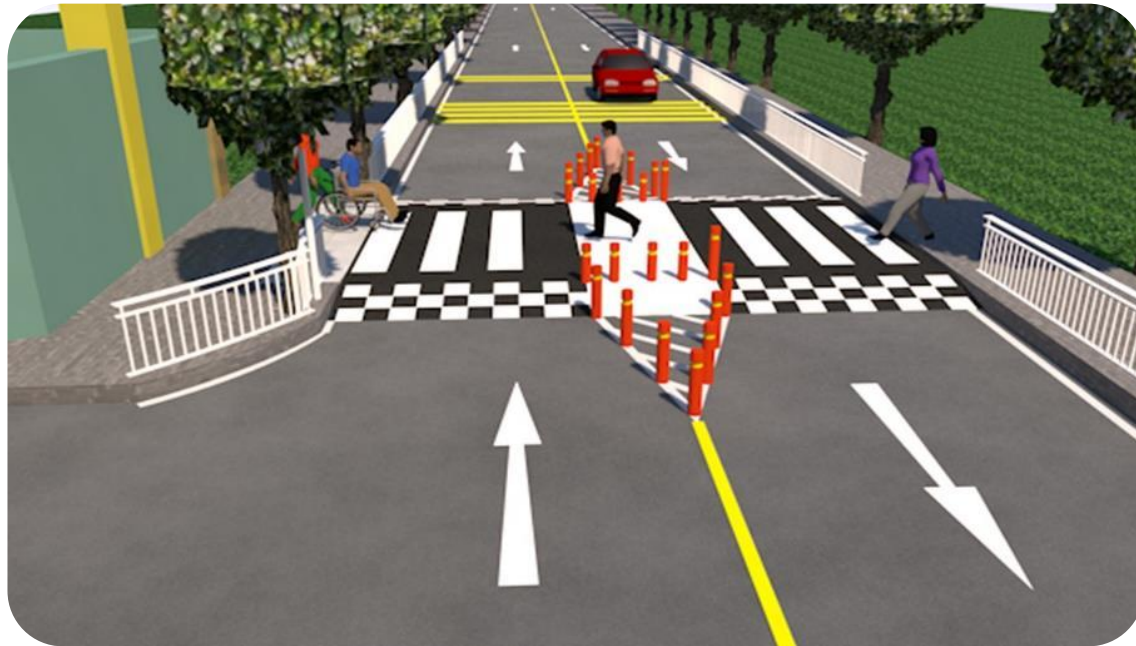
# Rumble & humps strip markings



# Basic Infrastructure – Sidewalks



# Refuge Islands



# Bicycle lanes



# Lighting to enhance dark time visibility



# Smart traffic management solutions



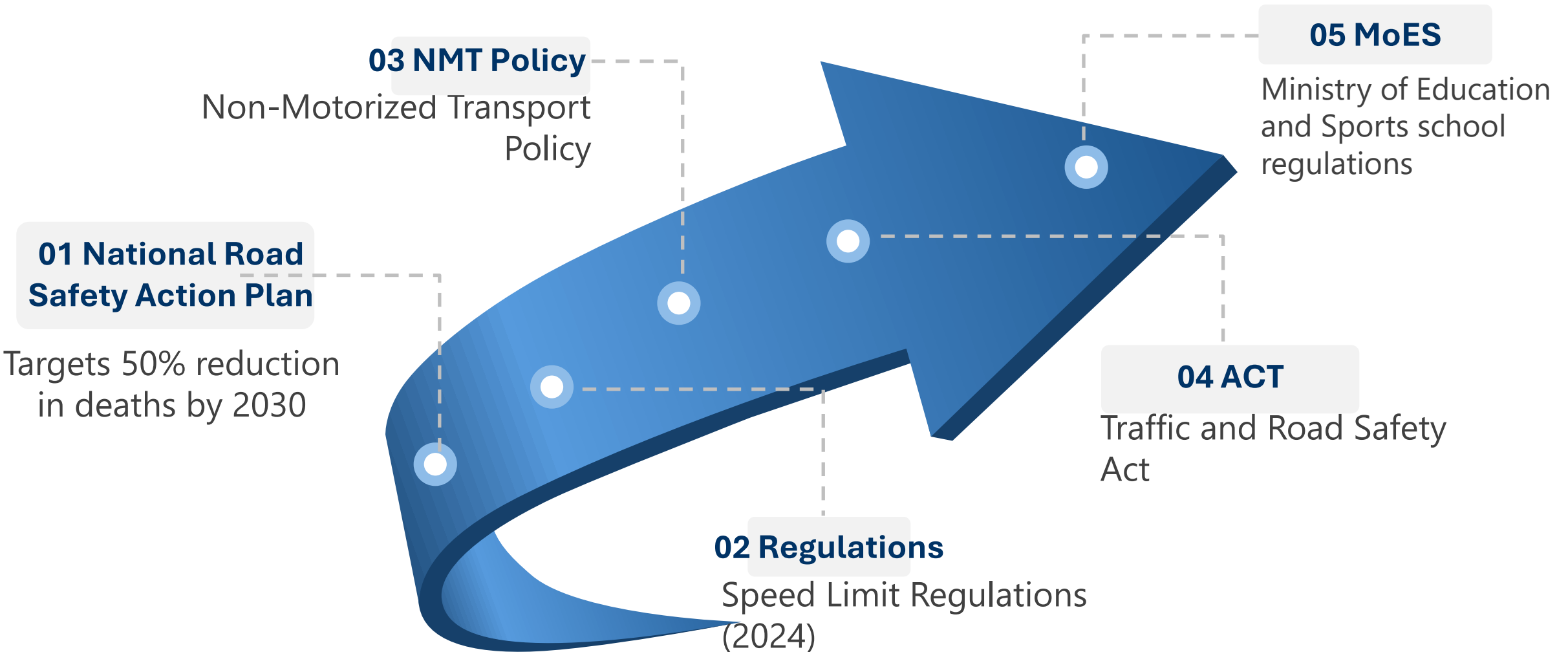
# Key Features



- Defines school zones and safety standards
- Introduces a Safe System Approach (humans make mistakes, they are weak & no death is acceptable)
- Provides guidance on:
  - Infrastructure design
  - Speed management

- Road safety audits
- Community engagement
- 30 km/h speed limit in school zone
- Gradual Reduction of posted speed limit (80 → 50 → 30 km/h)
- Safe pedestrian crossings and walkways

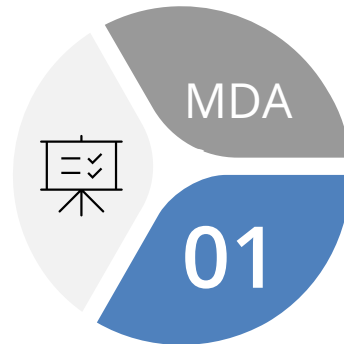
# Integration into National, regional and international Strategies



# Multi-Sectoral Collaboration



**Government ministries and Agencies, MOWT**  
as lead & Ministry of Education & Sports



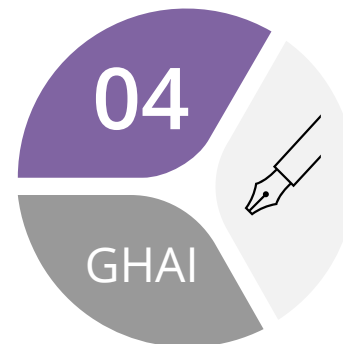
**Civil society**  
( STASSU)

**Multi-Sectoral  
Collaboration**



**International  
partners**

**Global Road Safety  
Partnership**

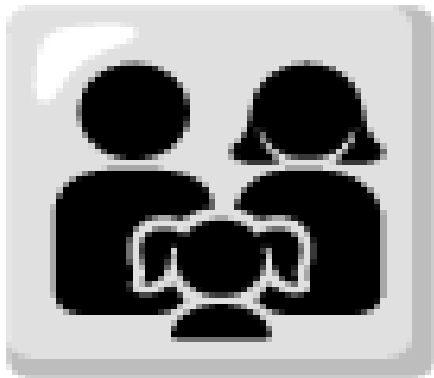


**Global Health  
Advocacy Incubator**

# Integration into National, Regional and International Strategies



- **Ministry of Works & Transport**
- **Ministry of Education**
- **Local Governments**



- **Community Engagement**
- **School administrations**
- **Parents & local leaders**

# Implementation Approach

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## ❖ How Uganda is Rolling It Out

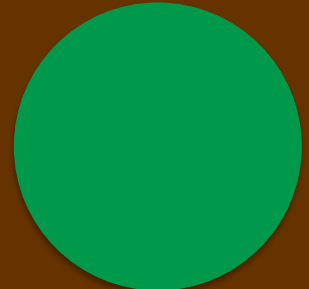
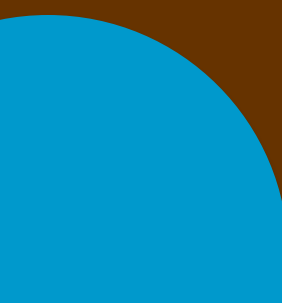
- **Pilot school zones**
- **Integration into road projects**
- **Capacity building for local authorities**
- **Partnerships with development partners**

# Key Challenges

- **Funding constraints**
- **Enforcement consistency**
- **Rapid urbanization**
- **Informal transport systems**



**CALL to  
ACTION**





# Call to Action

## 1 Guidelines

Adopt national school zone guidelines

## 2 Coordination

Strengthen cross-sector coordination



## 3 Funding

Prioritize funding for child safety

## 4 Best Practices

Share best practices across countries

# Thank you For Listening



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For God and My Country