



### **Road Safety Initiative (U)**

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*Generation of new ideas*

## **Solution to Traffic Jam and Road Safety in Kampala City**

### **Highlights of the Plan:**

'Traffic Jam' is a serious problem; but the solution is pretty simple and cheap, requiring a minimal investment of more paint and public sensitization.

#### **Causes of Traffic Jam in Kampala:**

Traffic Jam in Kampala mainly originates at road-junctions and roundabouts which in turn extend to the corresponding roads and lanes.

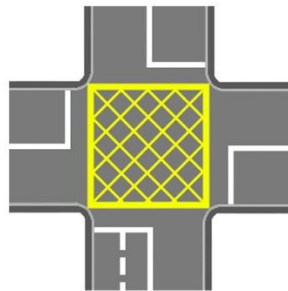
This is due to competitive driving as taxis, couriers, delivery trucks, Buses, private vehicles, Boda-bodas and pedestrians all competing for the available road-space in order to manoeuvre.

Motorists have to compete in order to manoeuvre because road-junctions in Kampala are **NOT** marked with “**Priority Restriction Road Markings**”.

#### **SOLUTION:**

To prevent traffic congestion at road junctions, the intersection areas of the road-junction surface is marked with a “**Junction Box**” also known as “Keep Clear” or “Priority Restriction Road Markings”.

A Junction-Box is a road traffic control measure designed to prevent traffic congestion and gridlocks at road junctions, large roundabouts and railway crossings.



**JUNCTION BOX**

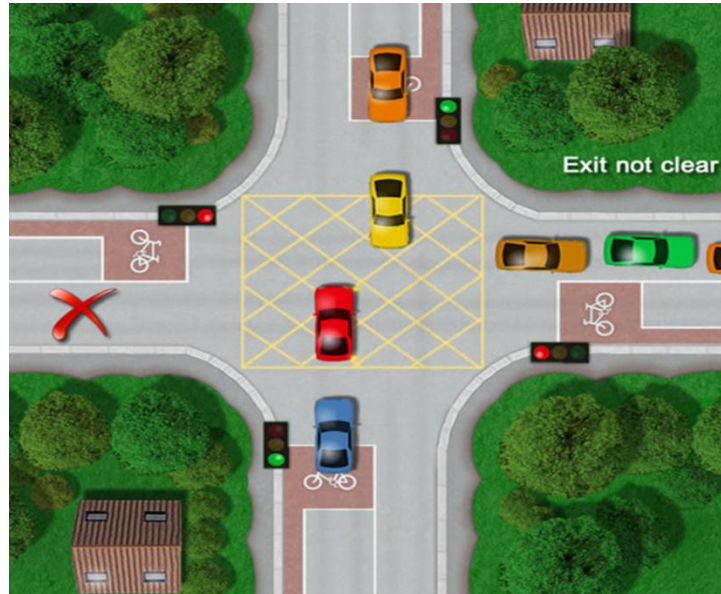
A Junction-Box has criss-cross yellow lines painted on the road-surface; they are cheap to mark but extremely effective in preventing traffic jam and gridlocks.

#### **WHY THE JUNCTION BOX IS SUCH A POWERFUL TOOL**

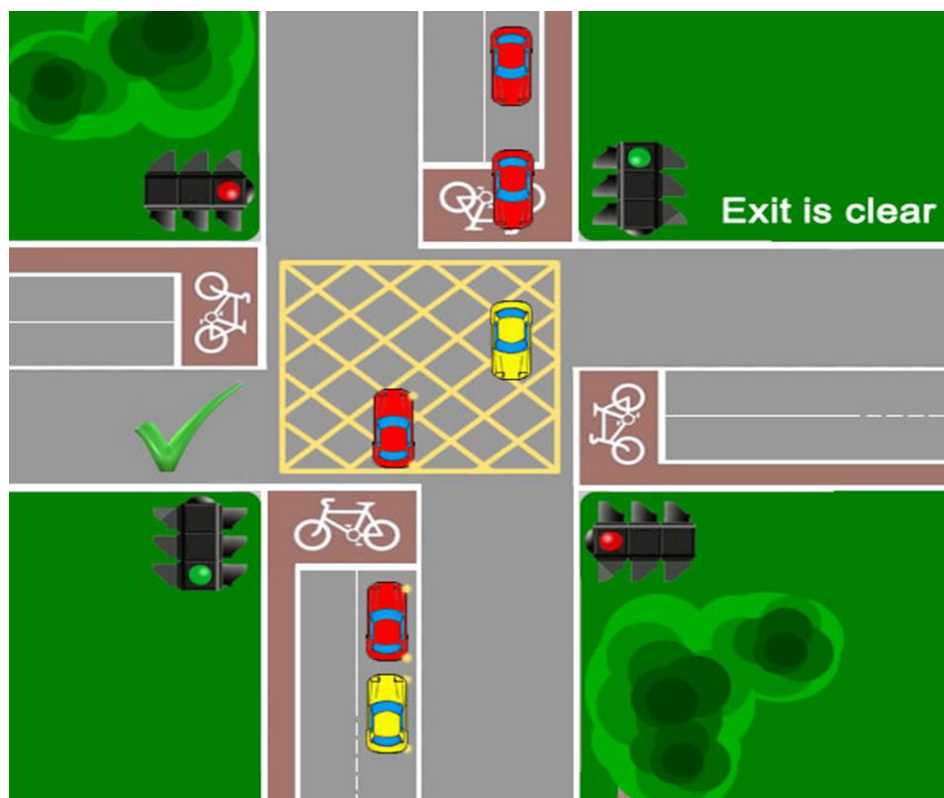
Because of the three cardinal rules:

1. You **MUST KEEP** to the correct lane as you enter a junction-box;
2. You **MUST NOT** enter the Junction-Box unless your exit road, lane or railway crossing is clear;
3. **YOU MUST NOT STOP IN THE BOX** unless waiting to turn right when your exit is clear but being prevented by an oncoming traffic.

## EXAMPLES



The driver of the red car is waiting in the junction Box to turn right; his **EXIT IS NOT CLEAR**. The driver deserves an automatic fine for causing **"unnecessary obstruction" (Source of revenue to KCCA).**



The driver of the red car is waiting in the junction Box to turn right because his **EXIT IS CLEAR** but being prevented by an oncoming traffic.

### NOTE:

One "junction Box" generates up-to **1 million pounds** a year to London City Council.  
There could be hundreds of these in Kampala.

**[See attached media extracts pages 6,7 & 8:](#)**

### Parking Restrictions:

On-street parking downtown is on high demand with taxis, couriers, delivery trucks, private vehicles, motorcyclists (Boda-bodas) and pedestrians all competing for the available curb space.

In addition, streets and junctions in these areas are often narrowed with illegal parking.

**NOTE:** The minimum parking distance from a junction is **10 metres (32 feet)**. This allows vehicles to manoeuvre quickly and safely.

### Kerbside-side Stand-signs:

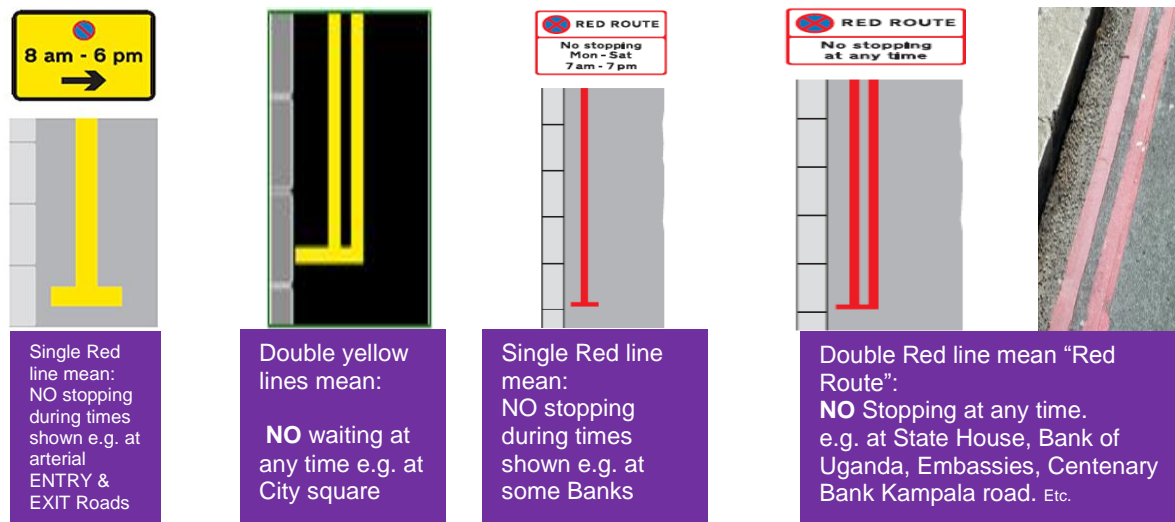


These signs cause unnecessary-obstruction along streets narrowing the road capacity, deny pedestrians a walk space putting their lives at risk; they include the following:

- No stopping (Police Notice);
- No stopping (KCCA Notice)
- Reserved Parking notices, blockages and obstruction etc.

The above restrictions should be replaced with on road-surface-restriction-markings.

## EXAMPLES OF ON ROAD-SURFACE-RESTRICTION-MARKINGS:



### Advantages of on road surface restriction markings:

Road-Markings are the modern way of displaying road-restriction messages to traffic. They are painted on the road surface, giving a clearer message than **kerbside-stand-signs** which reduce road-width and capacity.

- On road surface restriction markings **DO NOT** affect or reduce the road capacity;
- They indicate exactly where the restriction starts and where it ends;
- They indicate the times and days of the restriction.
- They give the Driver a chance to concentrate on safety on the road thereby reducing the risk of collisions.

**NOTE:** Some roads in Kampala may **NOT** be **tarmacked** but we have a cheap solution.

### ALTERNATING PARKING:

This approach requires that parking on parallel arterial roads alternate at peak hours of traffic.

This means that during the morning peak hours of traffic thus from **7am to 9:30am**, parking, loading off-loading (waiting) is restricted on **ENTRY** arterial parallel roads and allowed on the corresponding exit parallel arterial roads.

During the evening peak hours of traffic (**from 4:30pm to 8pm**), parking, loading and off-loading (waiting) is restricted on **EXIT** parallel arterial roads and allowed on the corresponding entry arterial parallel roads.

### Required markings:

- Alternating Parking signage on parallel arterial roads;
- No waiting at any time markings;
- No waiting during times given;
- No stopping at any time (Red route) e.g. at Bank of Uganda;
- No loading/Off-loading (**especially Taxis**) etc.

## ENFORCEMENT METHODS:

### 1. The Traditional-enforcement method:

In the current traditional-enforcement method, a number of groups are deployed to control Traffic at the expense of a **Tax-PAYER**.

#### These include:

- The Traffic Police;
- Traffic Guides;
- Traffic wardens etc.

Though doing a good job, these groups risk their lives by standing in front of the flowing traffic to **MANAGE** vehicles from obstructing other Traffic when their **EXIT IS NOT CLEAR**. This is because roads in Kampala are **NOT** marked with restriction markings.

### 2. Modern-enforcement method:

The enforcement is done by the **"MESS system"** (Mobile Electronic Surveillance System). This system does not require the hectic traditional method of man power but uses **GPS** (Global Positioning System). This system can **NOT** be corrupted.

It **pin-points** the offender's position on the road and vehicle registration number plate from the comfort of offices.

## REVENUE-SOURCE (Penalties)

Our Solution to Traffic Congestion targets that, traffic offenders instead become a **Revenue-source** to the Government other than a burden to a Tax-payer as it is today. People don't fear the Law but **finer** and **loses** so, to effectively enforce the restrictions, offenders pay fines.

#### There are two ranges of traffic offences that lead to a fine:

- Moving offences;
- Unnecessary obstructions.

This innovation targets **"Unnecessary obstructions"** and it does not interfere with normal duties of the Traffic Police of "Moving offences".

## REVENUE COLLECTED:

The revenue collected as **obstruction penalties** is instead used to improve the **safety** of road-users as follows:

- Sustain and improve the system;
- Build computerised Test Centres to test novice (learner) drivers and those already having driving permits on **Theory and Hazard perception**.

The aim is to train and reinforce the basic skills required of drivers before getting on the road.

## Counterpart driving licence:

Successful drivers are given **Certificates** and **Counterpart-driving-licences**. When a driver commits a traffic offence, **Penalty-points** are deducted from his Counterpart-licence until such a time that his/her Driving licence is cancelled and one has to redo the Tests.