

PROJECT PROPOSAL

Project Name/Title: Train 1,000 Children to Reduce Crashes in Kampala, Uganda

Project Location: Kampala Schools

Applicant's Postal and Physical Address: P.O Box 237 Kampala, Uganda
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Project Duration: 5 years

Total Project Budget: \$24,983

LRSI Contribution: \$ 2,776

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1.0 PROJECT SUMMARY

The project site is going to be within Kampala district, starting with 25 schools initially in all the five divisions but will eventually extend throughout the country gradually. Uganda has more than 20,000 government aided and private own primary and secondary schools. The project was identified to be the most effective way to advocate for road safety among the school children and the community around who are the most vulnerable road users. The School Road Safety Club (SRSC) offers a long and sustainable way of communicating repeated message to young children from pre-school to adulthood and beyond. Children travel to and from school by walking or cycling, by school bus or in private vehicle. This project is aimed at helping children understand fundamentals of road safety through establishment SRSC, simulating complex road situations where children shall recreate their school's surrounding area. Furthermore, the children shall understand the Highway Code and learn the best behaviors for use of the road. This shall be done through different activities such as debates, quizzes, poems, camps, distribution of high way code, TVs and radio talk show, marking of Zebra crossing in front of schools, communality sensitization and public awareness

Uganda's current population is estimated at 44 million. 77% of the population is under 30 years of age. This means the majority of the population is young and vulnerable road users. Furthermore, road traffic death injury is one of the highest in East Africa. On average, Uganda loses 10 people per day in road traffic crashes and spends approximately UGX 4.4 trillion (\$ 1.2 billion) annually on road crashes, representing 5% of Uganda's gross domestic product (GDP) (UN Report 2016).

Within this challenging context, road safety culture and attitude among the people is declining to the detriment of the safety of road users. This is largely due to weak leadership for road safety, declining priority of allocation of resources and diminishing capacity for road safety intervention, mainly driven by low communication to road safety matters, reduced interest of developing partners in road safety, non- participation of crucial stakeholders in road safety, private sector, and civil society reduced interest and lack of community involvements. The main objective of the project is to address the impacts of road traffic injuries among children, create road safety awareness in schools through School Road Safety Club (SRSC) activities such as debate, poems, TV and radio talk shows, play/skits among others. The project will promote road safety knowledge among school going children and youth, ensure cultural and behavioral change, inculcate safe usage of road and reduce road traffic injuries to the vulnerable road users, and promote health discussions among youth through debate. The project will start with 10 schools initially, in Kampala district and by end of first year of the project 50% of the schools within Kampala District would have been covered. Additional 5% and 20% of schools in Kampala and upcountry school will be covered in the second and third year of the project respectively. The total budget of the project is \$27,759 and 10% (\$ 2,776) of the budget will be contributed by LRSI. LRSI therefore requests a grant of \$ 24,983 from people who have passion for road safety and organizations of good will. Road safety concerns all of us and requires concerted effort. With this project, road safety crashes among children and community will be reduced by 50% and children, teaches, school guides, parents will be fully aware and sensitized directly and indirectly considering the benefits that it would create such as improvement on knowledge base sharing of

information on road safety; and an area or venue for different programs and activities from the different government agencies and non-government organizations.

2.0 ORGANIZATIONAL PROFILE

LRSI was first registered as a company limited by guarantee and later registered as an NGO on 2018. It is located in Kampala, Uganda. The main aim of its establishment is to work with government and other stake holders to promote road safety standards by educating road users, protecting traffic environment, and advocating for proper vehicle maintenance'. The major activities of the organization are to advocate for child safety, road policing capacity building and user empowerment, rescue & psycho-social support to crash victims, research and road safety advocacy. The project will be implemented by the management team of the LRSI. The General Secretary will be the overall coordinator of the project (Young Richard Owere).

3.0 PROJECT DESCRIPTION

3.1 Problem Statement

Road safety situation in Uganda has deteriorated rapidly over the last years, mainly due to a number of reasons, which include growing vehicle population, the lack of appropriate road safety interventions, weak enforcement law among others. The number of road crash fatalities in Uganda rose from 2,597 to 3,503 in 2016 representing a growth of 25.9% . The accident severity index is 24 people killed per 100 road crashes. On average, Uganda loses 10 people per day in road traffic crashes (United Nation Development Report 2018). The overall annual cost of road crashes is currently estimated at approximately UGX 4.4 trillion (\$1.2 billion), representing 5% of Uganda's gross domestic product (GDP) (United Nation Development Report 2018). The main casualties are the pedestrians 39%, followed by passengers 28%, 2-wheel occupants boda – boda/cyclists 28% and motor vehicles 5% respectively (Annual Traffic Report 2018). Unless some action is taken, road traffic deaths are going to become more severe.

3.2 Rationale

The project is very important as it will create awareness and appreciate action as major risk mitigation in road safety among the school going children and youth under 30 years of age, aggressively and constantly cause change behavior toward use of road by the drivers and road users, enhance and promote road safety campaign and associated activities. It helps in taking action to build safety and resilience, and reduce future hazard impacts. The project will ensure that there is continuous flow of road safety activities in all schools. The project will further improve issues of lack of community sensitization as the children will be the road safety

ambassadors to their parents and community they live in. With the implementation of the project, government will save the money being used on road safety injuries for other equally important development issues such as improving of social services and providing quality services to schools and hospitals. LRSI is best suited organization to implement this project, we have capacity and have done similar activity, as well as working with other NGOs in road safety.

3.3 Project Goal and Objectives

The main goal of the project is to work with the teachers and school administration to instill road safety discipline and knowledge, to school children and youth below 30 years of age by providing support to teachers who interact with these children on daily basis. Provide opportunity to reach out to thousands of school children and youth with positive message about safe use of roads. Children are the future leaders and change agent. The specific objectives of the project include:

- To provide healthy discussions and talks among the young people on issue of road safety.
- To help in setting up a culture and behavior of road usage through these young generation.
- To instill road safety discipline and knowledge to school children that will transform community at large
- To reduce road traffic injuries among the school children.
- To create a healthy road safety environment to children and surrounding community.

3.4 Training modules

1) Road Safety Education for School Children

Primary going pupils will be categorized into 3 broad age groups; Early Childhood (age 4-6yrs), Lower Primary (Age 7-11yrs), and Upper Primary (Roughly Age 12-15yrs).

Secondary student are to be categorized as adolescents/teens (15-18yrs)

3.5 Project outcomes/Results

- The primary outcome is that the school children and youth and communities will have gain knowledge on road safety which will help to save lives and properties.
- Better and safe generation will promote sanity on the usage of road and other facilities which will reduce increasing number of road traffic crashes among the vulnerable road users.

- Create an open venue for free discussion on topics of road safety which will facilitate change of culture and behavior on usage of roads and facilities.
- The project success will be measured with the following indicators: number of clubs initiated, number of teaches and guides trained, number of school visited, activities planned and executed.

3.6 Project outputs

- School clubs initiated
- Teaches and guides trained
- 50% of schools clubs initiated and operational by end of year three
- At least 50 zebra crossing marked
- Community sensitized and awareness created
- 50% of road accident injuries reduced among the vulnerable road users

3.7 Target Beneficiaries

The project will be implemented in all schools but done in phases. The direct or primary beneficiaries are school children from Pre School to high schools and beyond and secondary beneficiaries are the teachers, surrounding community members and parents. It is expected that over 20,000 schools will benefit directly. The indirect beneficiaries are people within communities and public at large

3.8 Project Activities – Year One (Revolving)

TERM	Month	Focus	Activity	Significance
Term I	January 2019	Holidays (children/students)	- Identification of schools	
	February 2019	Training & Club launch	- Training of children/students, teachers and school guides - Launching of the Club	
	March 2019	Sensitisation	- Community sensitization and public awareness	
	April 2019	Exams		
Term II	May 2019	UN Global Road Safety Week	- Community sensitisation - partnerships, - TV talk show, - Marking of Zebra crossing in front of 10 schools,	Road Safety Week
	June 2019	Mid-year M&E	-	
	July 2019	Training & Club launch	- Training of children/students, teachers and school guides - Launching of the Club	
	August 2019	Exams		
Term III	September 2019	Sensitisation & Distribution of materials	- Distribution of high way code, Community sensitization and public awareness	
	October 2019	SRSCs Convention	- Drama, Quiz, Plays, Poems	
	November	M&E	- Monitoring of clubs Initiatives/ planning meetings with teachers	
	December	Exams		

Note: Since the project is revolving, the above program activities will be carried out in the upcoming years across the country.

3.9 Project Budget

Sn	Description	No of Activities	Year 1 (USD)	Year 2 (USD)	Year 3 (USD)
1	Stakeholders engagement (Ministry of Education & Sports, Ministry of Local Government , Police, Ministry of Transport & Works) Done on quarterly basis	2	200	200	200
2	Hire of Transport	3	390	390	390
3	Identification of schools done every term		nil	nil	nil
4	Visiting schools done every term	5	800	800	800
5	Training of 50 teachers/ Club patrons done at least twice every year	2	1,600	1,600	1,600
6	Training of 50 school guides done at least twice every year	2	1,600	1,600	1,600
7	Training of 1,000 children to be done twice a year	2	3,378	3,378	3,378
8	Launching the program (Clubs) in schools is done twice a year as new schools come on board	2	1,900	1,900	1,900
9	Review of the program quarterly	3	450	450	450
10	TV and radio talk shows every quarter	3	1,800	1,800	1,800
11	School competition once a year	1	2,200	2,200	2,200
12	Printing of Highway codes	5,000	3,000	3,000	3,000
13	Printing of posters	5,000	1,500	1,500	1,500
14	SRSCs Convention annually	1	4,635	4,635	4,635
15	Visiting of schools to identify zebra crossings	25	800	800	800
16	Marking of zebra crossing	10	1,000	1,000	1,000
17	Training materials and tools	25	1,351	1,351	1,351
18	Monitoring & Evaluation is done thrice a year (termly)		405	405	405
19	Community sensitization and engagement	3	750	750	750
	Total		27,759	27,759	27,759

3.10 Risk and Assumptions

The project will be a failure if the schools do not buy in the idea. However, LRSI has already started mobilizing schools and engaging key stakeholders like Ministry of Education and Sports, Local Government, Ministry of Works & Transport, Uganda Police to partner with.

We assume that the schools and surrounding communities know their problem and that initiative comes from within the school and community. This will contribute to the success of the project.

3.11 Project Sustainability

The project will be managed by teachers who will be given some facilitation with support from LRSI. To ensure sustainability of the project, there will be quarterly competitions among the schools; on selected topics on road safety and best performing schools shall be given trophies and certificates for all schools. There will be continuous debate, poems presentation, TV and radio talk shows, and camps among other activities to create awareness to the children and communities around and annual SRSAS Convention.

3.12 Consideration of Crosscutting Issues

- This project will assist in instilling discipline in school children, youth and public at large through children and youth who are change agent in our society. This will help in preventing the youth from road traffic injuries.
- This project will cater for all school children, including those with disability so that the right to access is granted to every child and individual.
- These young children we're training today are the future drivers, vehicle owners, administrators/ leaders in the future.

3.13 Monitoring and Evaluation

The project will be monitored by LRSI on quarterly basis. Implementation will be done by schools. The LRSI will monitor every activity of project throughout the project life.