



# **ROAD SAFETY IN LUSAKA CITY AND COMMUNITY APPROCACHES TO ROAD SAFETY**

**PRESENTATION BY: LUSAKA CITY COUNCIL**

**Ms Mainza Simoonga  
Senior Civil Engineer  
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# INTRODUCTION

- The primary concern of road safety is to protect the lives of all road users and their property through: -
  1. Appropriate road safety engineering measures
  2. Education
  3. Publicity
  4. Enforcement of the road traffic regulations



# TRAFFIC ACCIDENTS IN ZAMBIA

- Zambia has a history of high traffic accident incidence
- Road Traffic Accidents have been ranked the third highest cause of death in Zambia after HIV/AIDS and Malaria
- Lusaka Province counts for half the road accidents and a third of the fatalities! At a huge cost to society

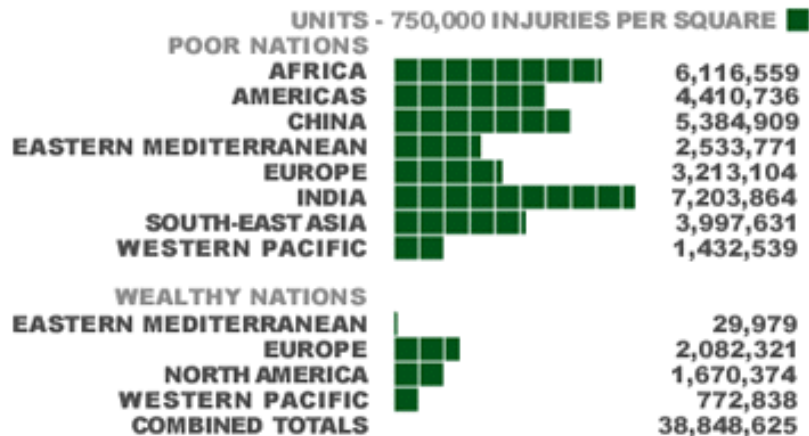


# STATISTICS OF REPORTED ROAD TRAFFIC ACCIDENTS

## WORLDWIDE ROAD TRAFFIC FATALITIES - 1998



## WORLDWIDE ROAD TRAFFIC INJURIES - 1998



SOURCE - WORLD HEALTH ORGANIZATION WHOHSCP/V/99.111 SOURCE - WORLD HEALTH ORGANIZATION WHOHSCP/V/99.111



# STATISTICS OF REPORTED ROAD TRAFFIC ACCIDENTS

Road Traffic Accidents: 2004 - 2007				
Province	2004	2005	2006	2007
Lusaka	6,222	6,646	10,513	10,889
Copper Belt	3,173	3,530	4,105	5,400
Central	918	937	1,047	1,382
Southern	1,130	1,010	1,279	1,431
North Western	537	171	549	693
Eastern	293	1,267	632	401
Western	314	260	342	735
Northern	254	101	443	569
Luapula	164	153	185	190
<b>TOTALS</b>	<b>13,005</b>	<b>14,075</b>	<b>19,095</b>	<b>21,690</b>



# STATISTICS OF FATALITIES FROM REPORTED ROAD TRAFFIC ACCIDENTS

Province	2004	2005	2006	2007
Lusaka	204	219	335	413
C/Belt	140	204	265	301
Central	165	166	191	158
Southern	108	83	100	105
N/Western	65	20	32	85
Eastern	68	58	79	26
Western	35	18	25	56
Northern	70	7	89	71
Luapula	37	101	54	51
<b>TOTAL</b>	<b>892</b>	<b>876</b>	<b>1,170</b>	<b>1,266</b>

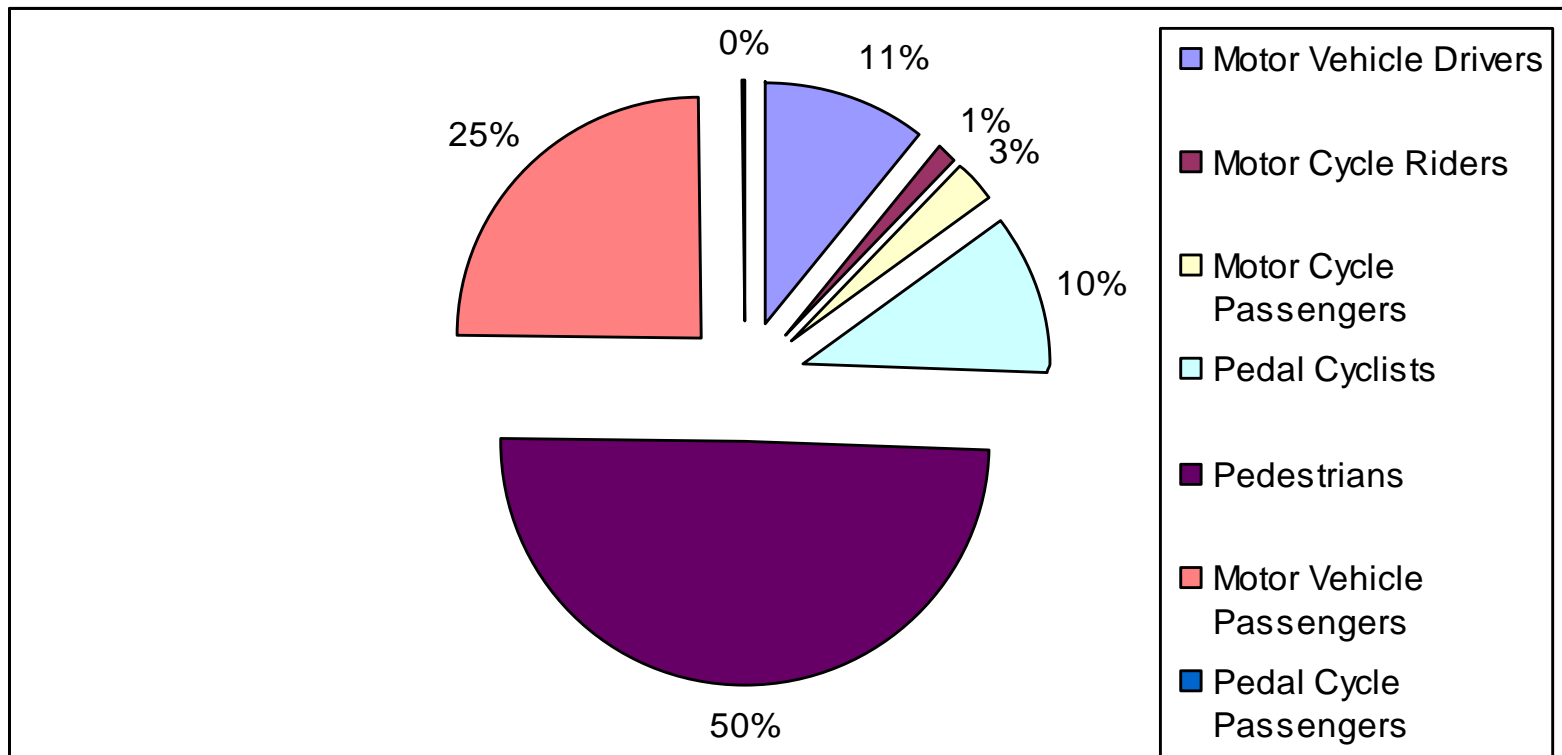


# STATISTICS OF REPORTED ROAD TRAFFIC ACCIDENTS

Accidents and Fatalities per 10,000 Vehicles: 2004 - 2007		
Year	Accidents per 10,000 Vehicles	Fatalities per 10,000 Vehicles
2004	1,167	80
2005	1,004	62
2006	1,039	64
2007	951	56



# CLASSIFICATION OF FATALITIES FOR THE WHOLE ZAMBIA





# LUSAKA CITY TRAFFIC SCENARIO

Arising from the high population growth and increased socio-economic activities, the City of Lusaka has been experiencing a tremendous increase in the volume of traffic especially during the last one and half decades. This increase is mainly attributed to the increased economic activities within the City and which has lead to influx of cheap used vehicles imported mainly from Japan as transport to support these economic activities.

Total Road Length approximately	2300Km
Paved	
Recently rehabilitated	300Km
Dilapidated	1500Km
Gravel	
Maintained	100Km
Un-surveyed	400Km
Number of vehicles in Lusaka	
Up to second quarter entered	5148
Total Registered	294,316



# TRAFFIC ACCIDENTS IN LUSAKA CITY

- The main road user groups are mainly: -
  - Pedestrians
  - School children
  - Elderly
  - Physically impaired
  - Cyclists
  - Motorists
- Dangerous locations/ accident prone points
  - Intersections
  - Pedestrian crossings
  - Railway crossings
  - Highways
  - Blind spots



# TRAFFIC ACCIDENTS IN LUSAKA CITY

- Increased frequency occurrence of RTA
  - Weekends
  - Public Holidays
  - Peak hours
  - During bad weather conditions
    - Rain season
- Risk factors
  - Driver behaviour
    - Disobeying traffic rules/ signs
    - Unlicensed drivers
    - Over speeding
    - Non usage of seat belts
    - Driving under the influence of drugs and alcohol
    - Disregard of pedestrians
    - Over loading



# TRAFFIC ACCIDENTS IN LUSAKA CITY

- Risk factors (cont.)
  - Engineering Safety features
    - Road signs
    - Road markings
    - Pedestrian crossings
    - Road design
    - Potholes
    - Walkways/ cycle paths
  - Vehicle defects
    - Not roadworthy
    - Tyre bursts



# LUSAKA CITY COUNCIL'S INTERVENTION

- Installation of traffic/ street lights
- installation/ replacement of road signs
- Separation of traffic by introducing median islands
- Restriction of right turns
- Introduction of one way traffic streets/ roads
- Redesign of the bus bays
- Road marking
- Erection of speed humps
- Post crash attendance by the Fire brigade



# LUSAKA CITY COUNCIL'S INTERVENTION

- Construction of walkways/ cycle paths to separate non motorised traffic from motorised



- Barrier free design

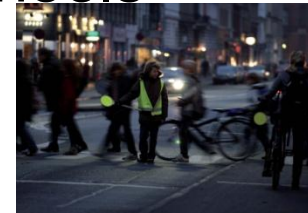
- To allow for physically challenged and the elderly to manoeuvre easily



- Enforcing the use of traffic wardens by schools

- Conduct Road safety audits

- Construction of Footbridges/ Flyover bridges



# BARRIER FREE DESIGN

BEVELLING OF KERBSTONE AS WELL AS GUIDING SURFACE AND WARNING SURFACE BEFORE KERB

BEFORE

AFTER



# BARRIER FREE DESIGN

CYCLE TRACKS/ WALKWAYS

ELEVATED CYCLE TRACK



SEPARATION OF TRAFFIC





# BARRIER FREE DESIGN

DESIGNATED CYCLE TRACK



VISIBILITY OF THE CYCLISTS AT INTERSECTIONS



# BARRIER FREE DESIGN

## KAFUE ROAD FLYOVER BRIDGES - PROFILE



# BARRIER FREE DESIGN

## KAFUE ROAD FLYOVER BRIDGES - PROFILE



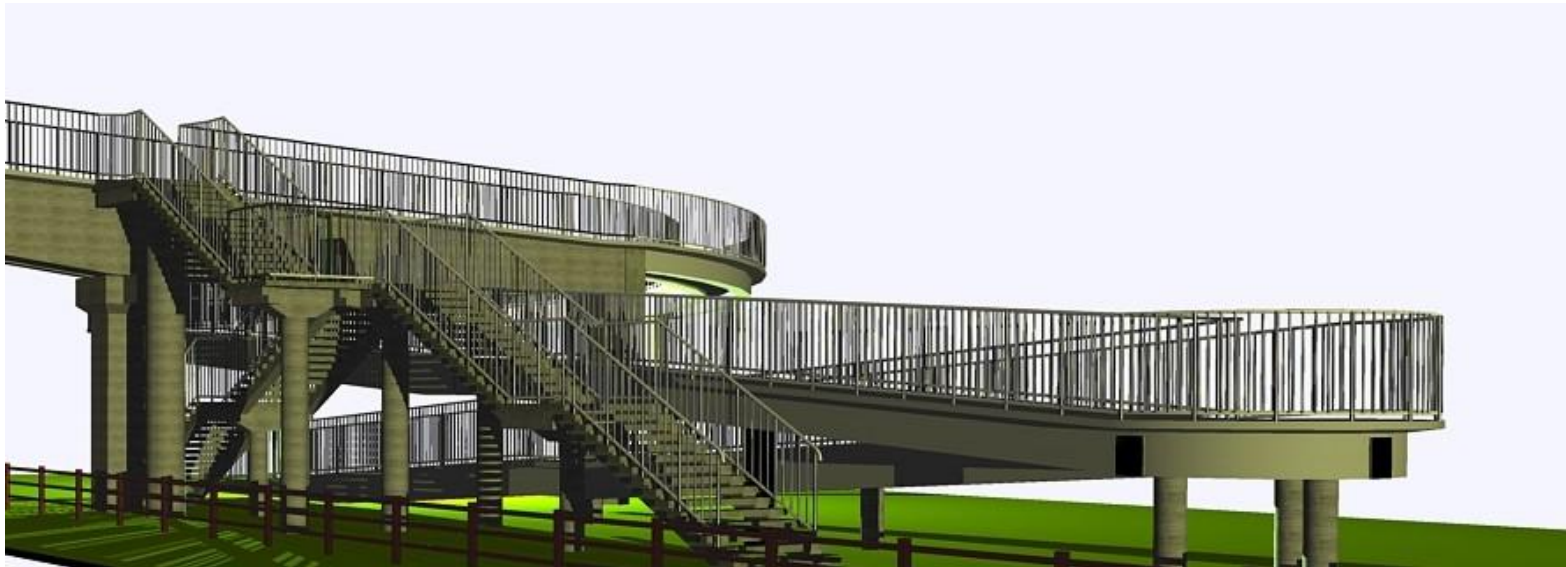
# BARRIER FREE DESIGN

KAFUE ROAD FLYOVER BRIDGES - RAMP



# BARRIER FREE DESIGN

KAFUE ROAD FLYOVER BRIDGES - STAIRS



# STREETS for EVERYBODY



**LUSAKA CITY – A BARRIER FREE CITY FOR  
EASE OF MOBILITY FOR ALL FORMS OF TRAFFIC  
AND TRANSPORT, DISREGARD TO AGE,  
IMPAIRED MOBILITY, IMPAIRED VISION AND  
SOCIAL BACKGROUND**

