Road safety in Lusaka City and community approaches to road safety

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by

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Road safety is about:

- Engineering
- Education and publicity
- Enforcement/legislation
- Emergency medical services

Overall responsibility lies with government in different department, like NRSC, roads departments, local government, schools, police, health service etc.

Organizations, communities and partnerships can complement public action plans and provide input and assistance.

Benefits of involving the community (gTKP):

- Ownership/empowerment

- Management input

- Technical input

- Advocacy/awareness

To be able to target interventions and put a proposal together we as a community/partnership need to know what the problem is.

Today is about focusing on our collective minds.

Community assistance to government

- Used methodology in several countries
- Input in development/implementation plans
- Very successful, especially in areas with less known data
- Most successful if lead by government
- Needs to involve all concerned sectors and
- Use of a structured approach of the 4 E's
- Focus on vulnerable groups

Data Collection

- **To identify hazardous locations**
  - Crash data essential
- **Other sources of information:**
  - Community committees/groups
  - Hospital data
  - Insurance data
  - Emergency Services
  - Local knowledge (traffic engineers)
  - Radio/media
  - Traffic wardens....

Data analysis

- The road safety analysis starts by mapping dangerous locations from local knowledge on maps.
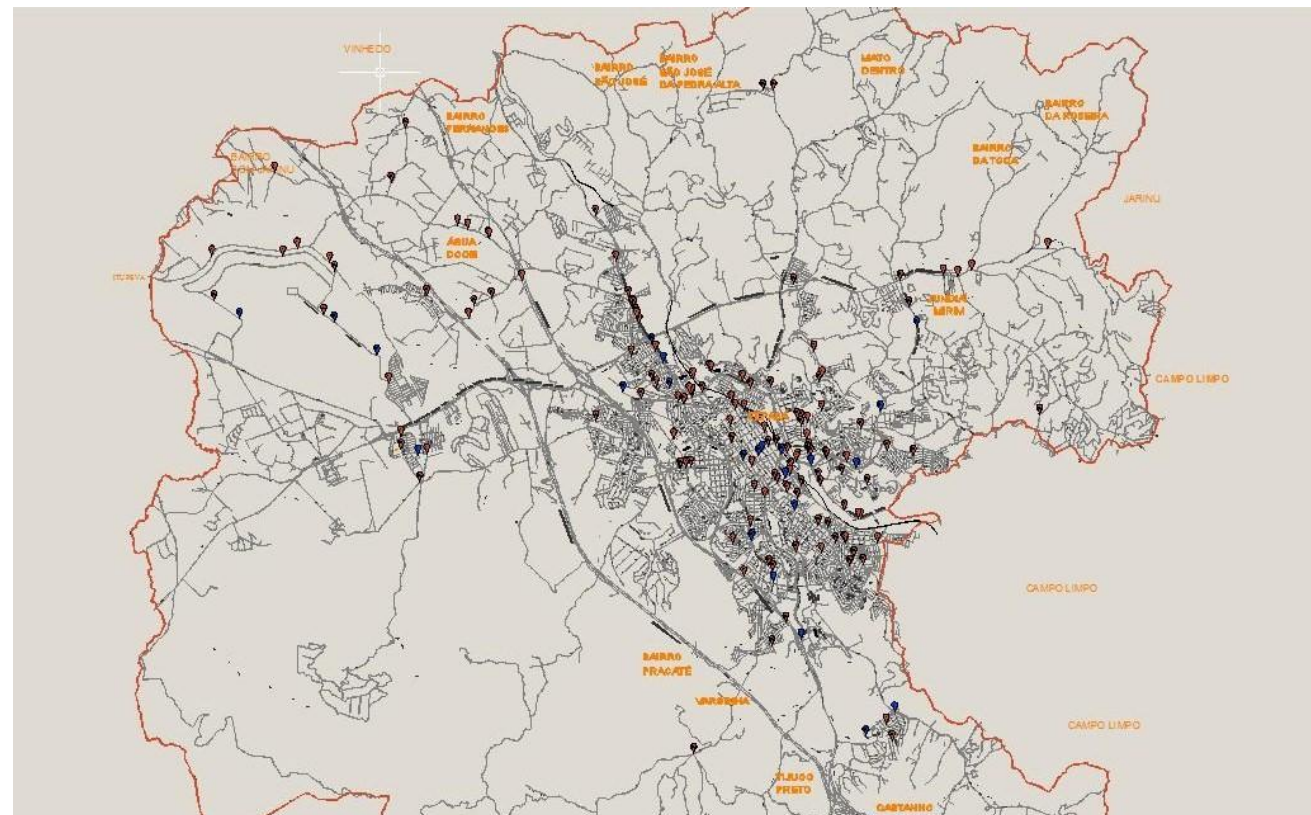
- After community input and mapping of dangerous spots – additional data is needed:

  - Traffic counts (link, intersection, classified)
  - Pedestrian counts (street crossings and walkways)
  - Speed observations and measurement
  - Existing safety measures, including speed humps, walkways, safety barriers, road condition, street lighting, road signs and markings
  - Accident data (where available)

Decide on target groups/measures

Vulnerable groups are:

- Pedestrians
- Youth, elderly, physically impaired
- Passenger, cyclists, motorcyclist

Next steps

- The data collection and mapping have identified a number of potential initiatives.

- The projects should be costed and prioritized

- Finalise list for inclusion and approval from local authorities

- Allocate funds

- Agree on team, roles and responsibilities

- Determine project plans and implement

LEGEND

SAFETY MEASURES

PEDESTRIAN WALKWAY

PEDESTRIAN BRIDGE

SPEED HUMPS

TAXI & BUS LAY BAY

4 WAY STOP

WARD 20

Education and Awareness

- Education and awareness campaigns
- Youth and Road Safety Campaigns at schools
- Scholar patrols
- Media reports and articles

- **Law enforcement plan should focus on** Accident and pedestrian hazardous locations and key risk factors:

  - Speed management

  - Drinking and driving

  - Seatbelts

  - Helmets

  - Driver and vehicle fitness

- **Today:**

  - Presentation from different sectors and organisations on road casualties
  - Map exercise to:
    - Map hazardous locations
    - Discuss reasons for the crashes
    - Note down solutions (4E's)
  - Input for project proposal