



# ZRST EVIDENCE PACK

Practical Road Safety Delivery, Evidence and Partnership Opportunities in  
Zambia

Zambia Road Safety Trust  
Lusaka, Zambia  
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## Document purpose

This evidence pack summarises who ZRST is, what it does, what partners can fund, and which independent sources can be used to review ZRST road safety work in Zambia.

## A Zambian road safety NGO focused on practical delivery

Zambia Road Safety Trust is a registered Zambian road safety organisation working to reduce road deaths and serious injuries through practical programmes, policy support, training, advocacy, research and partnerships. ZRST works with government institutions, councils, companies, donors, schools, universities, transport operators, insurers, media and communities to make road safety a visible and measurable part of national development.

<b>Founded</b>	2014
<b>Registration</b>	101/0503/15
<b>Base</b>	Lusaka, Zambia
<b>Core role</b>	Road safety implementation partner for government, companies, donors and communities
<b>Working areas</b>	Safe school zones, pedestrian and cycling safety, motorcycle safety, fleet safety, policy, research and advocacy, safer streets and corridors
<b>Partner types</b>	Government ministries, councils, corporates, insurers, mines, logistics companies, schools, embassies, foundations, technical partners and development agencies

### 2. WHY ROAD SAFETY REQUIRES PRACTICAL ACTION

## Road safety is a public health, education and economic issue

Road crashes affect families, schools, companies, insurers, transport operators and public systems. They create deaths, serious injuries, business disruption, claims, trauma and pressure on emergency and health services. ZRST focuses on practical action where risk can be seen and addressed: school gates, walking routes, public transport corridors, fleet operations, motorcycle activity areas and high-risk urban streets.

<b>2,163</b> Reported road traffic fatalities in Zambia in 2021, using Police/RTSA reported data referenced in the WHO country profile.	<b>3,338</b> WHO estimated road traffic fatalities for Zambia in 2021, reflecting modelled estimate methodology.
<b>ZMW 16.7bn</b> UNDP estimated annual economic cost of road traffic accidents in Zambia.	<b>4.7% of GDP</b> UNDP estimated annual crash cost as a share of national GDP.
<b>47%</b> Pedestrian share of fatalities recorded in the RTSA 2018 Annual Traffic Accident Report.	<b>65%</b> Walking share of trips in Lusaka recorded in the Lusaka Non-Motorized Transport Guide.

### 3. WHAT ZRST DOES

## Programme areas that turn road safety concern into field action

<b>Safe School Zones</b> ZRST supports safer journeys for children through school-zone crossings, signs, traffic calming, 30 km/h support, school safety clubs, teacher engagement, wardens and community awareness.	<b>Pedestrian and Cycling Safety</b> ZRST works on walking, cycling, public transport access, NMT planning, corridor assessment, safer crossings, active mobility and local authority engagement.
<b>Motorcycle Safety</b> ZRST supports rider training, helmet promotion, visibility, delivery-rider safety and behaviour change for a growing high-risk road user group.	<b>Fleet Safety</b> ZRST supports work-related road safety, driver behaviour, route risk, company fleet systems, logistics risk and insurance-relevant prevention.
<b>Policy, Research and Advocacy</b>	<b>Safer Streets and Corridors</b>

ZRST contributes to data use, Safe System policy learning, 30 km/h school-zone advocacy, public accountability, EU research participation and evidence-led road safety debate.

ZRST supports corridor risk assessment, school and market access safety, pedestrian exposure review, public transport access and practical road environment improvements.

**Field evidence**



Learners using a marked crossing at Northmead Primary and Secondary Schools, a ZRST-supported school-zone intervention.



Lusaka active mobility environment documented through the LCC, Vital Strategies and ZRST NMT work.

**4. EVIDENCE OF DELIVERY**

**Documented work and independently reviewable evidence**

ZRST’s strongest public evidence is where the work can be linked to named sites, partner records, field photos, published external sources and measured project outcomes. The following summary separates partner-funded delivery, consortium work, council-supported work and research participation.

Area	Type	Evidence summary
<b>UNDP / UN Road Safety Fund</b>	Partner-funded delivery	Safe-school infrastructure at Kabanana, Kalingalinga, Lusakakasa and Jacaranda, including raised crossings, rumble strips, footpaths, bollards and signage.
<b>TRANS-SAFE</b>	EU Horizon consortium work	Safe System school-zone work across 15 high-risk Lusaka school zones, with reported speed, behaviour, knowledge and iRAP pedestrian star rating results.
<b>AfroSAFE</b>	EU Horizon research participation	Safe System research and policy learning in African road safety, with ZRST participating in the Zambia work and conference ecosystem.
<b>Lusaka City Council / Vital Strategies</b>	Council and technical partner work	Lusaka Non-Motorized Transport Guide and active mobility evidence work, including 88 km audit coverage, 1,006 user interviews and 10 major corridors assessed.
<b>Puma Energy</b>	Corporate road safety partnership	Public reporting confirms partnership with ZRST on the Child Road Safety Programme, including schoolchildren reached and reflector-enhanced schoolbags.
<b>Yango Zambia</b>	Corporate school-zone partnership	Safer Journeys to School work in Lusaka, combining school-zone works, learner education and community engagement across partner-supported schools.
<b>Global Designing Cities Initiative</b>	City street design partnership	Child-focused street improvements around schools in Lusaka with Lusaka City Council and ZRST involvement.
<b>30 km/h school-zone support</b>	Policy implementation support	ZRST has advocated for lower speeds around schools and supported school-by-school implementation through signage, traffic calming and community engagement.

## External sources that help verify ZRST's work

The sources below are hosted by external organisations. They are useful for donor, embassy, corporate and technical review because they do not rely only on ZRST self-reporting.

Source organisation	What it confirms	Relevance to ZRST	Link
<b>UNDP Zambia</b>	School-zone improvements at selected Lusaka schools and ZRST's role as implementer.	Safe school infrastructure, UNDP and UNRSF delivery	<a href="#">Open source</a>
<b>UN Road Safety Fund</b>	ZRST organisation record and Safe Roads Zambia project references.	UNRSF-financed school-zone and NMT work	<a href="#">Open source</a>
<b>UN Road Safety Fund</b>	Safe Roads Zambia project for non-motorised transport users.	Vulnerable road user and city safety work	<a href="#">Open source</a>
<b>European Commission / CORDIS</b>	AfroSAFE Horizon Europe project record.	EU Horizon Safe System research participation	<a href="#">Open source</a>
<b>European Commission / CORDIS</b>	TRANS-SAFE Horizon Europe project record.	EU Horizon road safety research participation	<a href="#">Open source</a>
<b>TRANS-SAFE</b>	Lusaka Safer Journeys to School deep-dive.	Reported school-zone evidence and Safe System learning	<a href="#">Open source</a>
<b>iRAP / Star Rating for Schools</b>	Safer school infrastructure around Zambian schools.	School-zone infrastructure and SR4S methodology	<a href="#">Open source</a>
<b>iRAP / Star Rating for Schools</b>	ZRST-supported improvements at Kamanga Primary and Matero Secondary.	Sustainable mobility and school access improvements	<a href="#">Open source</a>
<b>Global Alliance of NGOs for Road Safety</b>	ZRST support for implementation of 30 km/h school-zone work.	Advocacy and lower-speed implementation	<a href="#">Open source</a>
<b>FIA Foundation</b>	Step Change report referencing ZRST's road safety role.	Early advocacy and child road safety context	<a href="#">Open source</a>
<b>Puma Energy</b>	Child Road Safety Programme partnership with ZRST.	Corporate child road safety partnership	<a href="#">Open source</a>
<b>Global Designing Cities Initiative</b>	Streets for Kids work in Lusaka.	Child-focused street improvements with LCC and ZRST	<a href="#">Open source</a>
<b>WHO</b>	Zambia road safety country profile, including reported and estimated fatalities.	National data interpretation and global comparison	<a href="#">Open source</a>
<b>UNDP Zambia</b>	Road Safety in Zambia, Investment Case.	Economic cost of crashes and investment case	<a href="#">Open source</a>

## Selected independently traceable indicators

This snapshot uses only cautious numbers linked to external or project evidence. ZRST does not claim that it has reduced national road deaths. The strongest current evidence concerns school-zone delivery, Safe System demonstration work, active mobility research and external partner recognition.

<p><b>4 schools</b></p> <p>Safe-school infrastructure delivered with UNDP / UNRSF at Kabanana, Kalingalinga, Lusakakasa and Jacaranda.</p>	<p><b>15 school zones</b></p> <p>TRANS-SAFE-linked Safe System work across high-risk Lusaka school zones.</p>
<p><b>24,000+ pupils</b></p> <p>Reported reach of the TRANS-SAFE-linked school-zone curriculum and safer journeys work.</p>	<p><b>&gt;30% speed reduction</b></p> <p>Reported vehicle speed reduction in designated school zones under TRANS-SAFE-linked monitoring.</p>
<p><b>20% reduction</b></p> <p>Reported reduction in unsafe crossing behaviour under TRANS-SAFE-linked monitoring.</p>	<p><b>15/15 zones</b></p> <p>Reported minimum 3-star iRAP pedestrian rating across all 15 TRANS-SAFE zones.</p>
<p><b>88 km audit coverage</b></p> <p>NMT infrastructure audit coverage in the LCC, Vital Strategies and ZRST NMT Guide, including streets and a railway corridor greenway.</p>	<p><b>1,006 interviews</b></p> <p>NMT user interviews conducted along key Lusaka corridors in the NMT Guide process.</p>
<p><b>10 corridors</b></p> <p>Major Lusaka corridors assessed for NMT conditions and safety challenges.</p>	<p><b>2 EU Horizon projects</b></p> <p>ZRST participates in AfroSAFE and TRANS-SAFE, supporting Safe System research and learning in Africa.</p>

Accounts are audited annually by P Ponta and Associates. ZRST also meets the financial reporting requirements of the UN and European Commission as an EU Horizon beneficiary, including personnel cost declarations and timesheet records.

## 7. MONITORING AND ACCOUNTABILITY

### How ZRST documents funded road safety work

ZRST’s evidence discipline is central to donor confidence. The organisation separates delivered outputs from outcome claims and uses project records, photos, partner confirmation and field monitoring to show what changed at specific locations.

<p><b>Site evidence</b></p> <p>School or location name, GPS or clear location reference, intervention type, completion date, before-and-after photos and partner record.</p>	<p><b>Training evidence</b></p> <p>Attendance sheets, training module, trainer names, participant institution, photographs and evaluation records where applicable.</p>
<p><b>Financial and partner records</b></p> <p>Approved budget, funding received, procurement or supplier records, partner confirmation and completion report.</p>	<p><b>Outcome evidence</b></p> <p>Speed observations, crossing behaviour observations, road safety knowledge checks, iRAP/SR4S assessment and crash data where reliable.</p>
<p><b>Reporting discipline</b></p> <p>ZRST reports infrastructure, training and awareness as outputs, and only uses outcome language where before-and-after data or external monitoring supports it.</p>	<p><b>Evidence pack materials</b></p> <p>Partner-hosted links, project photos, source tables, programme summaries, school lists and records that can be reviewed by donors and partners.</p>

## 8. PARTNERSHIP OPPORTUNITIES

## Practical routes for funders and technical partners

Partner route	What can be funded	What ZRST can deliver	Evidence partner receives
<b>Corporates and CSR partners</b>	Sponsor a Safe School Zone, support motorcycle safety, fund reflective materials, support fleet safety, fund road safety education and clubs.	Named site, infrastructure or training delivery, field engagement and partner recognition.	Photos, site list, completion report, participant records and agreed visibility outputs.
<b>Embassies, donors and foundations</b>	Support Safe System demonstrations, school-zone safety, vulnerable road user safety, data, research, advocacy, corridor safety or post-crash response.	Project concept, implementation plan, stakeholder engagement, monitoring framework and reporting.	Project logic, budget, quarterly updates, source documentation and evidence pack.
<b>Councils, government and technical partners</b>	30 km/h implementation support, NMT planning and audits, school-zone assessments, corridor risk assessments, training and public engagement.	Technical support, data collection, community engagement, training and implementation support.	Assessment report, field photos, consultation records, technical documentation and handover records.

### 9. WHY WORK WITH ZRST

## A local implementation partner with evidence-led road safety focus

- Local implementation knowledge rooted in Zambian roads, schools, councils and communities.
- Road safety specialisation across children, pedestrians, cyclists, riders, fleets and corridors.
- National advocacy experience combined with practical field delivery.
- Experience working with government institutions, councils, corporates, donors, universities and technical partners.
- Participation in EU Horizon road safety research through AfroSAFE and TRANS-SAFE.
- Ability to convert road safety concern into named projects, documented outputs and evidence packs.
- A partnership model that values risk reduction, accountability and practical reporting.

### 10. CONTACT AND NEXT STEPS

## Request a partnership discussion or project concept note

To request a partnership discussion, evidence pack briefing or project concept note, contact:

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