Transforming Streets in Lusaka to Prioritise Pedestrians and Cyclists

INSTITUTIONAL CAPACITY TO IMPLEMENT NMT AND PT PROJECTS

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Outline

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Introduction

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Zambia NMT Strategy - Behind Schedule

Launched in 2019, the NMT strategy outlines key issues related to NMT provision & outlines an action-oriented plan for enhaning NMT in Zambia;

This action plan includes **several initiatives** including construction of footpaths, cycle lanes & traffic calming measures e.g. speed humps; improvement of school zones; street lights; development of pedestrian zones; greater access to bicycles; etc.

However, progress towards its goals has been sluggish, making it necessary to conduct an assessment of the gaps and challenges faced in the implementation process



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The safety of pedestrians & cyclists remains a real concern in Zambia

Road fatalities in Zambia are high

Over 2000 Zambians die due to road traffic accidents in Zambia

Pedestrians are at high risk

At least half of these fatalities are pedestrians

Cyclists are also at risk

Although not as many as pedestrians, one out of 10 cyclists is killed in Zambia

2000+

50%

10%



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Approach - PESTEL Analysis

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The Approach...

We use **PESTEL Analysis** to consider some of the factors that could impact Zambia's capacity to implement NMT and PT projects



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Key Findings

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Political Factors...

Key factors considered - govt. policies & regulations related to NMT/PT; general government support for enhancing NMT/PT

Milestones/gaps - National Transport Policy; 2019 NMT Strategy; transport sector included in NDC; inclusion of NMT/PT projects/goals in integrated development plans for cities/municipalities, etc.



Opportunities/threats - Sluggish implementation of the NMT Strategy; fragmented institutional framework; lack of dedicated authority to focus on urban mobility

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Economic factors...



Key factors considered - funding and budget allocations for NMT/PT projects

Milestones/gaps - in the last 10 or more years, around 8% of the country's total budget has been earmarked for road infrastructure development e.g. Link Zambia 8000, L-400, Lusaka Decongestion Project, etc.

Opportunities/threats - Use existing road fund for NMT/PT improvements; LAs yet to meet the 33% funding requirement for NMT projects; Fiscal challenges imply fewer resources for NMT/PT improvement in general.

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Social factors...

Key factors considered - cultural acceptance of NMT modes in communities; public awareness and willingness to adopt NMT

Milestones/gaps - Greater efforts to sensitise the public on NMT and road safety through key government agencies including Zambia Police (Community radio), Road Transport and Safety Agency, Local Authorities, CSOs, etc.

Opportunities/threats - A significant number of people already walk and use public transport; unsafe walking and cycling environments can limit prospects for increasing these numbers further; general lack of awareness of pedestrian and cyclists rights, etc.



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Technological factors...

Key factors considered - availability of technologies for designing & constructing NMT infrastructure; digital communication & smart mobility solutions; smart traffic management solutions, etc.

Milestones/gaps - NMT infrastructure designs do not meet international standards; Cameras for speed management; online hailing solutions; etc.

Opportunities/threats - digital platforms for online hailing solutions present an opportunity for integrating PT; limited deployment of ITS; enforce NMT Strategy design standards, etc.



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Environmental factors...

Key factors considered - Environmental impact and sustainability of NMT strategies; climate change mitigation and adaptation goals of Zambia

Milestones/gaps - Inclusion of the transport sector in NDCs; reliance on walking aligns with our decarbonisation goals, etc.

Opportunities/threats - Rapid rise in motorisation could derail efforts to improve NMT and sustainable PT; NMT has zero emissions.T



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Legal factors...

Key factors considered - Existing laws and regulations governing transportation; legal framework supporting NMT

Milestones/gaps - Public Roads Act; Local Government Act; SI No. 76 of 2022 (road rules e.g. pedestrians are not allowed to cross the road with mobile phones, etc.;

Opportunities/threats - Consistent enforcement of road regulations could improve; there is need for greater enforcement of maintenance of roads and especially NMT infrastructure.



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Key Takeaway

Zambia's development of the strategy on NMT demostrates the country's commitment to improve NMT

However, implementation of the strategy has been slow as seen in the challenges NMT users continue to experience

Zambia has the capacity to implement NMT and PT but some things need to change:

- Safegaurd funds for NMT and PT projects;
- Enforce the maintenance and construction of NMT infrastructure;
- Establish an Authority to harmonise the different mobility functions to oversee urban mobility;



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Thank You!



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