ZAMBIA ROAD SAFETY TRUST

Fund safer school journeys in Zambia

Ten proposed school routes. One programme for Lusaka.

The proposed shortlist starts with Nyumba Yanga Secondary, Arthur Wina Primary and Woodlands B Primary. Seven further schools will be selected through risk assessments with schools and the council.



Pupils use a marked crossing outside Northmead Primary and Secondary Schools. This photograph shows earlier ZRST work, not a photograph of the proposed sites.

Ten-school budget | To be finalised

Planning scope: approximately 5 km
An indicative 500 metres per school, subject to survey and final alignments. Works may include footways, crossings, speed management, shade and drainage, alongside school engagement and monitoring.

Costing the expanded scope
The budget will cover site works, design and supervision, safeguards, monitoring, maintenance and programme costs. Funders can support the full programme or a separately costed group of schools.

Planned period: March 2027 to February 2029
A proposed 24-month period, subject to the ten-site workplan and funding. Confirm sites, permissions and baselines first, then deliver works in agreed groups and monitor each site after handover.

Site selection and costing will be agreed with schools and the council, alongside road permissions and maintenance duties.

Intended change: continuous accessible walking space, safer crossing points and lower vehicle speeds at the ten school approaches. Shade and drainage treatments depend on the site design. Results will be measured against each site baseline.

A delivery record a funder can check

Four Lusaka schools, 2023
UNDP names ZRST as implementer of improvements at Kabanana, Kalingalinga, Lusakakasa and Jacaranda. Its account records crossings, footpaths, bollards, rumble strips and signs. UNDP delivery record.

Kizito Primary School, Lusaka
VTI Report 1226A records average observed speeds of 32.7 km/h before and 17.7 km/h after school-zone works. Samples were 40 and 27 vehicles. Small samples and different weather limit interpretation; this is not proof of fewer injuries. Study details and source.

Two Kitwe schools, 2022
FIA Foundation documents the initiative with ZRST and Zambia Motor Sport Association at Chimwemwe Secondary and Kamitondo Combined School, including the launch of infrastructure changes. FIA Foundation record.

What your funding buys and how it is checked

Before work: a named school, risk assessment, baseline plan, itemised budget, delivery responsibilities, authority permissions and a maintenance owner.
During delivery: approved works, school and adult-supervisor preparation, expenditure records and safeguarding controls.
At handover: completion record, photographs, school-verified reach figures, financial summary and a funded follow-up schedule.

Speed measurements use comparable locations, periods and methods before and after work. Reports distinguish delivery, observed change and any remaining risk. Injury reduction is claimed only where the data and evaluation design support it.

Deliver ten sites, build the next phase

Deliver the ten sites in agreed groups, with engineering supervision and maintenance duties set out for each. Publish actual unit costs and measured results to guide later school programmes through council workplans, corporate support or larger road projects.

Accountability and next step

ZRST coordinates delivery; the responsible public authority approves road works. Board oversight, audited accounts and safeguards support funder review. Partner roles and reporting dates are recorded in the funding agreement.

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Funding offer | Accounts and governance | Policies and safeguards