

Theme	Response
Political Interference in Traffic Law Enforcement	<ul style="list-style-type: none"> Respondent two (2) lamented that, “the cyclists are considered as voters by politicians while chiefs regard them as their subjects as such, politicians and chiefs interfere in police operations in instances where cyclists are impounded, citing victimization and poverty among them.” Respondent six (6) stated that “Attempts to enforce the traffic laws among cyclists always bring conflicts between the police and politicians as well as chiefs”.
Road and Traffic Signs and Absence of cycle tracks	<ul style="list-style-type: none"> Respondent three (3) argued that, “in the absence of cycle tracks, bicycles.” Respondent four (4) stressed that, “cyclists think traffic signs are meant for motorists alone, when vehicles stop, mostly, it’s the bicycles that collide with pedestrians at the traffic signs”. Respondent fifteen (15) said, “sharing of the roads with motorists contribute to bicycle accidents in Chipata district.” Respondent twenty one (21) lamented that, “most of the traffic signs are faded in the district, this causes accidents”. Respondent twenty four (24) stated that, “cyclists did not observe the Highway Code in Chipata District because they tended to cycle at the centre of the road, when there was no provision for pedestrians and cyclists to do so.
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Bicycles overloading	<ul style="list-style-type: none"> Respondent one (1) lamented that, “bicycle overload is real in Chipata District and it is a cause of bicycle accidents in the district. Respondent one (1) added that, “Since i started my bicycle taxi business, there has not been any one time when the law enforcers have questioned me at the check point, even if I have overloaded my bicycle, I just pass while the overloaded taxi vehicle will be caught.” Respondent nine (9) said, “a cyclist might carry three elderly people on one bicycle to make quick money: a child and a couple (wife and husband) on one bicycle with some luggage on it, such that it becomes overloaded to an extent where he fails to easily stop in case of emergency”.
Speed Competition.	<ul style="list-style-type: none"> Respondent twelve (12) stated that, “cyclists like overtaking motorists as they compete for customers to make more money, which is practically not workable because if a motorist realizes this, he also speeds to show off to a cyclist. This competition sometimes results in unnecessary accidents”. Respondent thirteen said, “Cyclists do not know how to join the roads, they change sides while speeding”. Majority of the respondents stressed that over-speeding of bicycles was one of the causes of bicycle accidents in Chipata District.
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Perceived Corruption	<ul style="list-style-type: none"> Respondent two (2) mentioned that, “Traffic police and RTSA officers concentrate on vehicles because of corruption; they do not pay attention to motorists”. Respondent eight (8) said, “Corruption was one of the main unethical practices which police and RTSA personnel engage themselves in and was equally contributing to accidents”. Respondent twelve(12) indicated that, “corruption is a bad practice because it puts cyclists at risk of getting involved in accidents, since law enforcers concentrate on vehicles because they get bribes from drivers but a cyclist might not afford what they need, hence, gets endangered by using a defective bicycle.”
Use of reflectors	<ul style="list-style-type: none"> By law, cyclists were expected to put on reflectors. However, Respondent three (3) mentioned that, “cyclists do not put on reflectors, while others put on dark clothes especially at night the practice which is contrarily to the Highway Code and causes accidents.” Respondent twenty one (21) stated that, “cyclists are also supposed to have the blue light at night which the majority of them do not have, this contributes to accidents”.
Theme	Response
Non-Utilization of Helmets	<ul style="list-style-type: none"> Respondent one (1) indicated that, “since i began attending to accident victims, there was no time when I found a cyclist with a helmet at a scene of accident.” Respondent two (2) said, “for our own safety we must start using helmets even before a piece of legislation is not yet enacted because it can help to prevent deaths and serious injuries”. Respondent sixteen (16) indicated that, “there is no piece of legislation in Zambia which compels cyclists to put on helmets.” Respondent eighteen (18) stated that, “there is need for the government to review the high way code to embrace helmet use.” Respondent twenty three (23) indicated that, “there was need to enact a piece of legislation to make usage of helmets compulsory”.
Theme	Response
Weather	<ul style="list-style-type: none"> Respondent seventeen (17) mentioned that, “bad weather also contributes to bicycle accidents in Chipata District especially during the rainy season.”
Beliefs Values and Attitudes and tradition	<ul style="list-style-type: none"> Respondent seven (7) mentioned that, “In Africa, accidents are also believed to be caused by witchcraft.” Respondent sixteen (16) stressed that, “witchcraft and Satanism were strongly suspected as causes of bicycle accidents”. Respondents two (2) stated that, “Spiritual beliefs regarding the ancestors and the dead not being happy are suspected to be behind fatal bicycle accidents in Chipata district”.

- Respondent twenty one (21) said, "Personal values of cyclists and principles they live with might help them in avoiding accidents."
- Respondent seven(7) indicated that, "if a person values his life, he has personal care, then he would mind what he does on the roads"
- Respondent twelve (12) remarked that, "negative attitudes that some cyclists hold toward other road users influence their conduct on the roads."

(Source: Field data, 2014)

4. Recommendations

Based on the findings, the following recommendations were proposed for consideration: Road Transport and Safety Agency (RTSA) to introduce compulsory use of bicycle helmets, cycle lights and reflectors for cyclists. Road Development Agency (RDA) to introduce mandatory cycle tracks for all public roads. Zama Environmental management Agency (ZEMA) to conduct capacity building among RTSA and police officers on Environmental Education. Traffic police and RTSA officers to scale up Law Enforcement among Chipata cyclists. RTSA to conduct awareness campaigns among cyclists on causes of bicycle accidents. RTSA to introduce bicycle certifying training institutions, bicycle fitness tests, number plates and a data base for easy bicycle tracking. Police training schools to include in the curriculum Environmental Education as a complementary strategy in addressing bicycle accidents. Zambian Government to establish a unit within Zambia Police Service and RTSA to offer Environmental Education in line with the Policy on Environment. RTSA to translate the Traffic Highway Code into Local Languages such as Chewa and Ngoni.

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