

Examining the Contribution of Public Transport on Economic Development in the Urban Suburbs of Lusaka City

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ABSTRACT

This paper examines the contribution of public transport on economic development in the urban suburbs of Lusaka city. Interviews were conducted on 50 participants who were sampled using simple random sampling method from SOS and Kabangwe compounds and the results have been analyzed by a qualitative and quantitative content analysis. Results showed that public transport is regarded as an important factor towards achieving other goals and other public values, particularly those related to economic and environmental issues; and that the social dimension is not as prioritized as it should be. Public transport is inevitable in the life of all citizens and it is important to provide a good road network and accessible mode of transport within the compounds, country and worldwide that will help usher all residents into their respective businesses and working places within the expected time frame. It should be a priority in Zambia's main steering documents to treat public transport consistently and give it the same priority as other societal function since it contributes to the economic development in the nation. Furthermore, it is recommended that the government should improve on the public transport system by

constructing dual courage way, employ more private firms to run the public transport business, train traffic officers and construct a reasonable number of bus terminals.

The conclusions addressed the issue of public transportation as a means for sustainable development. Transportation in Lusaka was seen to be an issue that needs to be addressed because it has two deleterious effects on the environment. One is the effect of vehicle carbon dioxide, CO₂, emissions on climate change and the second stems from other vehicle emissions that cause air pollution leading to negative health effects. These two issues warrant the conclusion that transportation needs to be monitored. Policies can be instituted to mitigate these negative consequences. This report focused its policy recommendations on promoting public transportation as a means for environmental sustainability. The idea is that increased use of public transportation will lessen the demand for private transportation thereby lowering the number of vehicles on the road and thus reducing global vehicle emissions.

Keywords: Public transport; public values; qualitative and quantitative content analysis

CHAPTER ONE: INTRODUCTION

1.0 Overview

Public transport is also known as public transportation or mass transit and it refers to the transport of passengers by group travel systems available for use by the general public, typically managed on a schedule, operated on established routes and they charge a posted fee for each trip. Examples of public transport include city buses, trolleybuses and passenger trains. Public transport between cities is dominated by airlines, coaches, and intercity rail. Most public transport systems run along fixed routes with set embarkation/disembarkation points to a prearranged timetable, with the most frequent services running to a headway (e.g. "every 30 minutes" as opposed to being scheduled for any specific time of the day). However, most public transport trips include other modes of travel, such as passengers walking or catching bus services to access train stations. Share taxis offer on-demand services in many parts of the world, which may compete with fixed public transport lines, or compliment them, by bringing passengers to interchanges (Muth, 2016).

Therefore, Zambia public transport service should be an important factor towards increased welfare, not least because it is both subsidized and publicly controlled. One of the most important welfare effects of a well-functioning public transport system is the creation of a fair and publicly accessible transport system. Sustainability issues are a crucial component in growth and development. Sustainability practices in public sector organizations have been a focus of academic attention for some time. For instance, national transport policy objectives are mainly focused on a long-term sustainable transport system, related to several challenges. Givoni et al. (p. 10) describe the situation as follows: There is clearly a

new agenda for transport policy. In the face of anthropogenic climate change and rising emissions from transport; peak oil uncertainty and oil prices variability; urban sprawl, car dependency and the associated sedentary life style; and the long-standing concern with accessibility and safety, current transport policy efforts must address and account for numerous challenges. Transport system challenges can be economic, environmental or social in character. Within the last decades, society has witnessed a fundamental change, as urbanization progresses faster than ever before (Maunder, 2006).

Transport system helps to raise the production of raw materials, fuels and machineries etc. by providing market to it. Transport system widens the size of the market. Due to selling of commodities in an extensive manner in large areas, it leads to large-scale production. As a result, industry of firm gets the advantages of large-scale production.

A developed transport system reduces regional industrial disparity by facilitating establishment of industries in backward areas, because the backward area is brought nearer to developed area with the help of a developed transport system by sending raw-materials to the backward industrial centre and by selling the products of industries in different areas. Transport system helps to solve the problem of unemployment in rural areas by sending surplus laborers to the industries and it also solves the needs of industries. Development of transport system also leads to development of industries because transport system utilizes the product of industries.

1.1 Background

Lusaka lies on a gently rolling plateau, 1,300m above sea level. The flat terrain and hard lithography make drainage a problem and accentuate susceptibility to flooding during the rainy season, which runs from November to April. Hydrologically, the city can be divided into three drainage basins: The Chongwe, Chunga-Mwembeshi and Kafue Basins. (Lusaka City Council, 2014).

A transport system is one of the components of urban development which integrates the economic, social and environmental needs of a city and is also considered as a major tool available to the public sector for shaping urban development pattern and controlling growth. Urban development and Public transport are two processes that influence each other and therefore they must be coordinated as both answer to the needs of humankind and affects economic activities (Cervero, 2013).

Approximately 34% of Lusaka's population lives below the national poverty line and less than 20% of the population is in formal employment. The national poverty line is calculated by the Central Statistics Office (CSO, 2010) using the cost of basic needs approach. This includes the cost of a basic food basket in addition to an allowance of non-food needs. In 2010, the total poverty line was 146,009 Kwacha.¹⁵ (Associated with these high levels of poverty is housing insecurity, with studies from 2010 suggesting 94% of those living in rented accommodation lacked a formal written lease/rental agreement. This reflects a broader inadequacy with respect to land registration and ownership definitions in Zambia.

Transport can generate growth by facilitating trade both nationally and internationally and increase

access to social services like health and education. At the macroeconomic level, investment in transport raises growth by increasing the social return to private investment. Similarly, at the microeconomic level, improvements in transport often lower agricultural input prices hence, the costs of production. In addition, access to markets generally improves and facilitates the development of the non-agricultural rural economy and tourism. In urban areas, the quality of transport service influences the location of firms and individuals.

The cost of labour and the efficiency of the labour market are also influenced by transport. Without an efficient transport and communication system, it is harder and more costly to move goods, resulting in loss of market competitiveness and lower economic growth. Further, Zambia can benefit from its central location by serving as a hub of economic development in the region as a transit route. In the rural areas where poverty is more widespread, inadequate transport is one of the factors that deepen the poor's deprivation.

The overall focus of this project on Economic Development and Transport is on Zambian economic development, viewed through a transport policy lens. The Zambian and international literature reviewed in this document sheds light on transport challenges and on the links between transport and economic growth and development.

Historically, improved transport technology and transport networks, through effects on transport costs, access and connectivity, have been major factors underpinning economic growth and opening up formerly isolated areas to people and economic activity. But for a country like Zambia, with a developing transport system, the relative gains from

further transport investments are likely to be much smaller than in earlier years. From a regional perspective, a key question is whether transport investments can be an effective catalyst for economic growth. The consensus from the international literature is probably not at least in the absence of other factors that can support economic growth in the region. Indeed, better transport can be a two-way road, by exposing relatively remote localities to greater competition from imports of goods and services produced elsewhere and intensifying the pressures for movements of labor out of the area.

Therefore, it is imperative to note that the proper planning and management of public transportation qualifies the public to mobility with a range of benefits that include but are not limited to, choice of movement, movement of goods, and overall ability to access services. Cities and urban areas are centers of diverse activities which require efficient and convenient public transportation such as bus, railway, metro due to their cost effective and more energy efficient characters and requires much less space than private motor vehicles of goods and human being, contributing to decongestion acceptable travel times and costs, physical health and the wellbeing of the environment, (Jones et al, 2014).

1.2 Statement of the Problem

The main modes of transport in Zambia are rail, road, air, and inland waterways. The road sub-sector has taken a larger share in the cargo haulage business, which has resulted in increased pressure on the roads, contributing to rapid deterioration of the road network.

At present, over 60 percent of cargo is hauled by road, whose extent covers the remotest areas of the country where other modes do not operate. Zambia has a gazetted road network of approximately 37,000

km of which 6,476 km are bituminous and surfaced to Class 1 standard. The gravel and earth roads account for 8,478 km and 21,967 km respectively. In addition, there are about 30,000 km of ungazetted community road network comprising tracks, trails, and footpaths. A large part of the main road network was constructed between 1965 and 1975. Over the years, the state of the road infrastructure in the country has deteriorated as a result of lack of maintenance. The main problems have been institutional and financial, which relate to inadequate and erratic flow of funding; the inadequacy of the institutional framework within which roads were managed; poor terms and conditions of employment; lack of clearly defined responsibilities among road management actors; and lack of managerial accountability.

The inadequate institutional framework to coordinate management and financing of roads, as well as overlapping responsibilities, are manifested in the present arrangement. The responsibilities for planning, preparing design standards, construction, and maintenance of roads are fragmented among the various government institutions. These are the Ministry of Communications and Transport; the Roads Department in the Ministry of Works and Supply; the Department of Infrastructure and Support Services in the Ministry of Local Government and Housing; Zambia Wildlife Authority in the Ministry of Tourism, Environment and Natural Resources and to some extent the Ministry of Agriculture and Cooperatives; and the Ministry of Finance and National Planning for the Zambia Social Investment Fund (dealing with rehabilitation of community roads).

The poor state of rural feeder roads inhibits mobility and accessibility. As a result, access to farm inputs

and other social amenities and marketing of farm produce are also made very difficult and, thus, deepen poverty in rural areas where the only form of access is by road. Due to lack of transport, a considerable part of the rural population walks long distances to the health centers, schools, and other social amenities.

According to (Un-Habitat, 2013) transport plays a key role in the sprawl of cities. Lusaka City keeps growing horizontally to accommodate the rapid increase of population because of in-migration from all corners of the country and growth in economic activities, a situation that creates enormous pressure on the public transport requirements. Public transport refers to the modality upon which most of the urban inhabitants access distant locations within the physical urban setting to receive work, goods and services for their sustenance, although it may also be taken to mean transport services made available to the public (Glover, 2011). It is a means of mobility where people and goods can travel from one place to another for purposes of manufacturing, nurturing new forms of economic production, social amenities, working places and distribution of urban activities. The city of Lusaka has no metro systems, trams or dedicated bus lanes that offer alternative means of mobility for mass transit and safe movements, alternative and better access to more efficient public transport services create a new demand for settlement space and can completely change the character of an entire neighborhood, hence the need for a study.

1.3.1 General Objectives

To examine the influence of public transport on area development in the two selected suburbs of Lusaka City, namely SOS and KABANGWE area along great North road.

1.3.2 Specific Objectives

- i. To determine the accessibility of public transport weigh for the resident's area development goals
- ii. To describe the current public transport governance and the requirement for transport planning support.
- iii. To make recommendations that will influence modal shift in urban transportation as demanded by current area development trends.

1.5 Significance of Study

According to Ajay Kumar et al, 2008, "effective urban public transport coordinated attention to urban planning towards the construction and maintenance of infrastructure, and to the organization of transport services". The availability or lack of Public transport availability seems to shape the direction and speed with which the city is spreading, and it plays an important role in the provision movement of vast populations across the world (Munzilah, Wijeyesekera, et al., 2012). This does not exclude the less wealthy from developing their own area trends, since they constantly "push" the boundaries of the city through unplanned settlements, commonly known as compounds. Below is a forecast of the growth and land use in Lusaka City for the next 13 years, exhibiting the growth of the "Urban Development Promotion Zone and Boundary" but showing little or no increment in the "Major Built-up Area". Therefore, this justifies the reason why the study is being carried out to investigate how public transport has contributed in the development of the two areas under the study.

1.7 Theoretical Framework

One of the themes of the Agribusiness and Economics Research Unit (AERU) paper (A) was that countries can enhance their capabilities and outputs in three main ways, that is, by investment in:

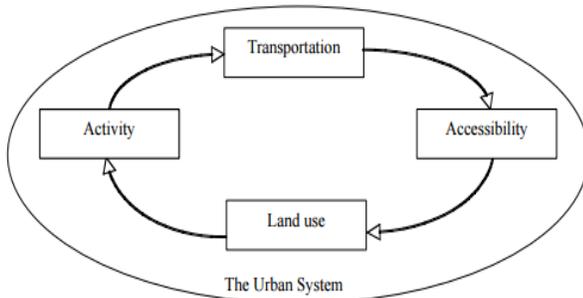
Physical capital, human capital (through education), new knowledge creation and application.

Economic output is a function of the capital and labor inputs used in the economy together with the efficiency with which these inputs are applied. Economic growth therefore depends on increases in these inputs and in total factor productivity (TFP).

Transport can be seen to have an obvious role here both directly through investment in transport infrastructure, vehicles, and logistics systems, increasing physical capital; and indirectly through the impact that more efficient transport can have by inducing greater efficiency in the way that other sectors use their own inputs.

Eddington (2006) included detailed studies of the historical significance of transport developments for economic growth and productivity.

The Urban System, Source (El-Geneidy and Levinson, 2006)



It is imperative to note that the proper planning and management of public transportation qualifies the public to mobility with a range of benefits that include but are not limited to, choice of movement, movement of goods, and overall ability to access services. Cities and urban areas are centers of diverse activities which require efficient and convenient public transportation such as bus, railway, metro due to their cost effective and more energy efficient

characters and requires much less space than private motor vehicles of goods and human being, contributing to decongestion acceptable travel times and costs, physical health and the wellbeing of the environment, (Jones, Clench, et al., 2014).

CHAPTER TWO: LITERATURE REVIEW

2.1 Background

Worldwide, Urban public transport accessibility refers to rights for all persons to ensuring accessibility in the delivery of transport infrastructure and services. Geurs and Van Wee, (2004), refer to it as the ease with which any land-use activity can be reached from a location using a particular transport system. and the benefits provided by a transport/land-use system. Therefore, urban public transport should be implemented to meet needs of all kind of people including those with disorders across all components of travel chain including the pedestrian environment, building and public transport. Making decisions on transportation planning has an indirect effect on the relative accessibility of transportation, (Litman, 2005a), more especially the lives of the vulnerable population including that of students, the unemployed, the disabled, the elderly and the young, hence improving the public transport accessibility should involve authorities of the different fields so that the results reached this interaction improves the lack of access to transportation.

2.2 Public transport accessibility and affordability

Research analyses reveal that the density of public transport stops available appeared to be important, in that there was a high correlation between bus and rail stops with the nearest public transport variables, suggesting it be considered for future studies in public transport accessibility measures (Badland,

Hickey, et al., 2014, Banister, 2008) and it has also shown that people are willing to travel longer distances from the place of domicile to access public transport provided it takes to the proximity of their destinations, warranting an array of socio-environmental and structural interventions to lend support to this phenomenon (Badland, Hickey, et al., 2014).

Affordability refers to the monetary load exerted by costs pertaining to transportation charges, especially when demand is for accessing essential goods and services (Litman, 2017); (Fan and Huang, 2011). According to (Sohail, Maunder, et al., 2004) transportation systems are intended to move people and goods to where the need to go- safely, quickly and affordably. (Fan and Huang, 2011) states that transportation affordability is affected by the built environment which comprises urban design, land-use, and the transportation system. Factors that can affect affordability include but may not be limited to travel demands, quality and cost of options in transportation, accesses to land-use and ability to housing (Litman, 2017) with the car culture playing an even bigger role in making transportation unaffordable, (Fan and Huang, 2011

2.3 Public transport planning support

The incorporation of public transportation options and considerations into broader economic and land use planning can also help a community expand business opportunities, reduce sprawl, and create a sense of community through transit-oriented development. By creating a locus for public activities, such development contributes to a sense of community and can enhance neighborhood safety and security. For these reasons, areas with good public transit systems are economically thriving communities and offer location advantages to

businesses and individuals choosing to work or live in them. And in times of emergency, public transportation is critical to safe and efficient evacuation, providing the resiliency American needs in its emergency transportation network

Regionally, according to the World Bank (2001), the size of the informal economy as a percentage of gross national income ranges from under 30 percent in South Africa to about 60 percent in Nigeria, Tanzania and Zimbabwe. The size and role of the informal sector in the economy increase during economic recessions and periods of economic adjustment and transition. In the case of Zimbabwe, the informal economy has overshadowed the formal economy due to a combination of economic and political crises and unfavorable weather conditions in the form of recurrent droughts which forced a number of companies to close down.

2.4 Public transport governance

Good governance in urban public transport is critically important to sustain the development of the sector and contribute to sustainable economic growth. As recent as the 1980's, a new world order took root and the wave of economic liberalization and privatization swept the globe to rejuvenate a failing world economy. Policies changed and a new era of public private partnership came into life. It is at this point that major policy shifts were exercised, but not until the inclusion process took hold, was the impact of these policy changes felt. As a concept, governance may be an interpretation of regulations and assigned rules to formulated mechanisms construed to strike harmony among various interested actors involved in organizational management, of paramount being the options availed in the delivery of the said services which can manifest in jurisdictions and interrelations among

and between public and private entities as represented by institutions of firms (Canonico, De Nito, et al., 2012).

The Minister encouraged the members to be vigilant, work hard and serve the public in an efficient and effective manner, and urged the Board and management to uphold the highest integrity and execute their roles well, adding that “country must come first”. Mr. Kafwaya hailed RTSA for doing a great job, highlighting how the Agency is implementing Government policies on road transport, road safety and traffic management. The minister encouraged RTSA to harness the implementation of the Transport Policy and the Seventh National Development Plan (7NDP) in order provide a sustainable road transport system and reduce road traffic accidents in the country. And the RTSA Board Chairperson Dr. Chipoma appreciated the Minister for putting trust in them, promising to do the very best to boost the operation of RTSA and contribute to the social and economic development of the country. As many definitions have attempted to describe what the urban fringe is, many meanings and references have come to fashion the urban fringe in manners that have made it a nomenclature, with no single definition. According to Gallent, Shoard, et al., (2004) describes the fringe as the last frontier of planning. The urban fringe, seen as a distant development area that is far from the city center, has a mixed structure with a perpetual metamorphosis whose form differs according to place, and as a result it does not describe the uniqueness of the urban fringe. To give it a belonging in this research, it may be termed simply as a transitional location found at the outskirts or edges of a city where city’s urban character and countryside seamlessly overlap. A location which delivers strong local economies, enhanced social benefits and connected to nature.

Therefore, literature review illustrates the diversity in terminology of urban fringe. Velibeyoglu (2004) studied urban fringe concept and defined it “as built up area outside the corporate limits of the city and a sub zone of the rural urban fringe exhibiting a density of occupied dwelling lower than medium density of the urban fringe, a high proportion of farm, as distinct from non-farm and vacant land, and a lower rate of increase in population”.

2.5 Productivity of public transport systems

Transport system expansion is associated with population growth, urban area expansion, land use changes and economic growth. This is reflected in area distribution of different human activities that leads to the need for travel and transportation of goods. Also, with every change in land use of a certain location there is a corresponding change in flow of people and goods due to its attractiveness for potential use and mobility that promotes interaction between different activities by providing accessibility. According to (Watson, 2013), many other cities (such as Nairobi) are responding to the very real problem of traffic congestion by planning new systems of freeways and fly-overs that carve their way through older and poorer urban areas. These cater directly for the still small, car-owning middle class, but are of little help to most people who travel on foot. The key factor for understanding the impact of land use patterns on transport is the concept of accessibility. Therefore, land use patterns affect transport activity similarly transport planning decisions affect land use development in the basis of mobility, enabling people to reach their desired services activities and destinations.

With growing economies, incomes increase and wealth is abounding, inadvertently allowing people to develop tastes and preferences other than those of

yesteryears that range from accommodation, to transportation to communication, a phenomenon that generates real estate booms that demand new land use patterns (Heimlich, 2001). The influence of effluence manifests readily in the choice of transportation more than any other way, in this case in the private use of the automobile where planning displays a more dispersed type of development also known as sprawl, increasing the amount of land consumed as it increases accessibility towards the urban fringe with an adverse effect on the environment (Litman, 2016), a fact observed by (Burchfield, Overman, et al., 2006), where the commute to the city center also plays a role, with cities built around public transportation more compact than cities around the automobile. (Litman, 2005b) noted that transportation planning decisions affect land use, both directly by determining which land is devoted to transport facilities such as roads, parking lots, and ports, and indirectly by affecting the relative accessibility and development costs in different locations, but (Litman, 2016) argues that sprawl is a land use issue rather than a transportation issue, since it can be controlled by land use policies such as development restrictions and zoning codes. This is yet another unambiguous evidence of the interplay and interrelation between these two aspects of urban development, hence the fact that transportation planning decision making having indirect and direct impacts on land- use (Litman, 2016). Urban mobility is thus an outcome and a shaping factor of how cities take form, and in (Heimlich, 2001), changes in land use are the result of many forces that drive millions of separate choices made by homeowners, farmers, businesses, and government.

2.6 Wider indirect effects of public transport

The liberalization and privatization of the economy in 1994 (Fundanga and Mwaba, 1997), saw a remarkable transformation of state owned urban bus company of Zambia (UBZ) to private sector companies owned second hand mini buses with carrying capacity of 12-24 passengers and taxis which are the major modes of public transport aimed at achieving greater supply of transport through free enterprises and competition. Bus terminals that are mostly concentrated in the CBD are controlled irregularly by private system, congested due to lack of route time schedule, departure is not time dependent, and the inability to expand space needed for the ever-growing population of commuters and poor condition to which are operated on first come first loading basis (Comprehensive Study JICA.pdf, 2009). Organization of urban public transportation services in Zambia is regulated by the central government level. For the case of Lusaka City, Lusaka city council has functions in planning, regulating, licensing and monitoring urban transport.

According to Kumar et al (2008), states that effective urban public transportation requires coordinated attention to urban planning to construction and maintenance of infrastructure, and to the organization of transport services. Public transport availability or lack thereof seems to shape the direction and speed with which the city is sprawling, and it plays an important role in the provision movement of vast populations across the world (Munzilah, Wijeyesekera, et al., 2012a). This however, does not exclude the less affluent from developing their own area trends, since they continually “push” the boundaries of the city through unplanned settlements, commonly known as compounds. Below is a forecast of the growth and land use in Lusaka City for the next 13 years, note

the growth of the “Urban Development Promotion Zone and Boundary” but showing little or no increment in the “Major Built-up Area”.

Bromley (2000), identifies the location of trade as streets and other related public axes such as alleyways, avenues and boulevards; and Mitullah (2004: 5) describes street trade as an activity which takes place outside enclosed premises or covered workspace on street pavements, sidewalks, but also at bus stops and in other public places. On the other hand, Cross uses legal infringements as the defining principle. He defines street vending as the production and exchange of legal goods and services that involved the lack of appropriate business permits, violation of zoning codes, failure to report tax liability, noncompliance with labor regulations governing contracts, work conditions, and/or legal guarantees in relations with suppliers and clients (Cross 1998: 580). This paper adopts Bhowmik’s definition of street vending because it best describes how street vending is carried out in Zambia. The Lusaka city council defines street vending as an illegal activity, a situation where people have opted to sell their merchandise in non- designated areas (LCC Public Relations Manager, 2011).

2.9 Transport disadvantaged areas and transport disadvantaged groups

To fully understand transport disadvantage, it is necessary to recognise the difference between transport disadvantaged *areas*, and transport disadvantaged *groups* (Hurni, 2007). Some groups within the community are more likely to experience transport disadvantage more than others, for example: young people, women, unemployed people and those on low incomes (Currie & Senbergs, 2007; Currie, Stanley & Stanley, 2007).

In addition to being more prevalent amongst some groups, transport disadvantage is also more prevalent in some *geographical locations*. For example, households in outer-urban areas of Australia typically have less frequent, less available (e.g., nights and weekends) and less accessible (i.e., stops and stations are not in a convenient location) public transport than urban areas. Because of their location, residents living in these areas are often required to travel longer distances to work or access services than residents in inner and middle suburbs. These areas are described as transport disadvantaged areas (Hurni, 2007).

CHAPTER THREE: RESEARCH METHODOLOGY

3.0 Overview

This chapter presents the methodology that was used in the study. It begins with the description of the research design that was used, target population, sample size, sampling technique and research study site. It also describes the data collection tools, the procedure and how this data was analyzed in order to answer the research questions. It further describes the ethical considerations that were made during data collection.

3.1 Research design

This study was a quantitative cross-sectional survey that was conducted in Kabangwe and SOS compounds. A quantitative cross-sectional survey is a type of observational study that analyzes data collected from a population, or a representative subset, at a specific point in time that is, cross-sectional data.

3.2 Procedure

The data gathering procedure was divided into two phases: pretesting the instrument and administration of the instrument.

First phase: Pre-testing the instrument. As described above, the instrument that was used to collect the data for this study is a questionnaire. The probation and verification of the instrument was important so as to eliminate and remake unsatisfactory and irrelevant parameters with accordance to my study. Pre-testing ensured that the translations of the items that are ambiguous are accurate and help identify any possible problems before the study was launched.

Step one. The instrument was pre-tested so as to meet the validation standards in residents that were involved in this study. The residents who participated in the pre-test were conveniently selected from Kabangwe.

Step two. Problems associated with language and translations were identified and necessary adjustments were made to the instrument, this was the formation of the final test version and its reliability and validity was assessed.

Second phase: Administration of the Instrument. Informed consent was obtained from all subjects. Participation was voluntary, and confidentiality was maintained at all times. After potential participants were selected, they were provided with a brief outline of the study's purpose and significance, the lack of risk involved in participation, and their right to withdraw from the study without penalty. The students were instructed to return the consent forms afterwards.

To ensure anonymity and confidentiality, the data was gathered by using a pre-coded and self-administered questionnaire. As such, no one was able

to identify the residents who completed the questionnaire. The questionnaire was administered using paper and pencil in the houses at the selected house. Questionnaires were filled by participants on their own free time and later, a blind person went to collect on the same day.

3.3 Sampling techniques

Owing to differences in compounds household streaming and number of years across the residents, stratified sampling was used. The population was divided into the sub groups with respect to the compounds which were our strata and simple random sampling was done from the strata.

A total of 50 residents were selected from all the compounds using simple random sampling. House numbers representing each compound was written on the piece of papers which were fold and then mixed in a large box. 10 pieces of paper were then drawn at random from the box without replacement; the researcher then visited the selected rooms with the questionnaire and the information sheet.

3.4 Population and Sample

The targeted population of interest in this study was the residents of Kabangwe and SOS compounds.

The sample size was 197 residents, which was calculated using the following formula:

$$n = \frac{Z^2 \cdot 1 - \frac{\alpha}{2} \cdot p \cdot (1-p)}{d^2}$$

Therefore, a ratio of 50% ($P = 0.5$) is assumed with an accuracy of 10% ($d = 0.01$), where:

a) P: Expected proportion in the population, $P=0.50$

b) $100(1-\alpha) \%$: Confidence Level = 95%

c) d: Absolute accuracy required, $d=0.07$ (7%) simulates a normal distribution graph

However, only 50 participants were used in this study due to limited time and resources that were available.

3.5 Sampling Tools

In this study, various procedures for data collections were conducted using a questionnaire, face to face interviews and observation. However, before data could be collected, the researcher considered validity, explicitly and reliability of the data. According to M Zohrabi, (2013) “the main data collection instrument to be used in this research comprises closed – ended questionnaires, interviews and observations”. These instruments complement each other to enhance the validity and reliability of the data.

The primary data for quantitative data was obtained through closed ended questionnaire to gather, analyze and interpret data from policy makers, urban planners, commuters, residents and bus service providers. Direct observation which is preplanned research tool was also conducted on roads and public transport infrastructure to observe the natural occurrence and interaction of land use development with economic activities as they correspond to public transportation system. Thus, the two instruments were combined to gather comparatively objective and direct information.

The secondary data for quantitative data was mostly obtained from sources such as the Lusaka City Council for published and unpublished documents on new survey plots, build application, approvals, completed buildings and ongoing construction; Bus Owner’s Associations on daily bus count, schedule, Government ministries such as Ministry of Lands

and Environmental Protection, Local Government and Housing and the Ministry of Works, Transport and Communication obtained data on planning and policies. Data was also collected from the Central Statistics Office (CSO) to establish statistics of population in the study areas. In addition, the study used data from published academic articles and journals and books relating to public transportation and area development in the suburbs.

Inclusion Criteria. Any resident aged between 18-35 years who was available at the sampled house during the time of the survey was selected.

Exclusion Criteria. All the residents who were not available at home during the time of the survey were not included in the study. This study also did not include residents where available but didn’t sign the consent form.

Independent Variables

Demographics. Sex, age, marital status and year education level.

Dependent Variables

Two dependent variables were explored, both related to contribution of public transport to area development.

Usage of public transport/area development. The general usage of public transport and its availability was assessed by five items used within the presented questionnaire. Area development was also assessed using same questionnaire (Benthin, Slovic, Severson, 1993).

3.7 Data analysis

The data was collected using the questionnaires and was checked for uniformity, consistency and accuracy. Data was analyzed using descriptive and

inferential statistics. Descriptive statistics was primarily used to describe demographic data and address research questions on prevalence; and inferential analyses was used to explore relationships. The main descriptive statistical procedures that were used were frequencies and percentages, and the main inferential statistics was a t-test.

The table below shows how the data was analyzed for each objective.

Table 3. 1 Statistics used by each objective

Objectives	Statistics
To describe the current public transport governance and the requirement for transport planning support.	Descriptive statistics: Frequencies Percentages Central tendency measures
To make recommendations that will influence modal shift in urban transportation as demanded by current area development trends	Descriptive Statistics: Frequencies Percentages Central tendency measures
To determine the accessibility of public transport weigh for the resident's area development goals	Correlations: <ul style="list-style-type: none"> • T-Test • Crosstabs (By demographics factors and other variables)

3.8 Ethical Consideration

The study put into account all possible and potential ethical issues: Listed below are all ethical issues and how they will be satisfied:

Obtaining research approval; before the study is launched the researcher will get the research approval from the department at the university.

Obtaining active informed consent: An information sheet describing the purpose and the objective of the study will be given to all participants, once they read they will asked if they can participate in the study or not, the participants who will agree will then asked to sign an informed consent.

Voluntary participation; each participant will be informed that participation is voluntary (with no incentives), and your refusal will not affect any relationship that is there.

Evaluating the risks to participants; to the best knowledge of the researcher, this study will not evoke any emotional or psychological harm.

Conflicts of interest; to the best knowledge of the researcher there are no conflicts of interest involved in this study.

Ensuring privacy and confidentiality at all stages of the research; the questionnaires will be sealed in a big brown envelope and a blind person will collect them on behalf of the researcher after they are answered to ensure anonymity of the source of information.

Reporting scientific quality results. The results published from this research will not cause any emotional or psychological distress as the results will not be subjective but rather referred to the whole population.

CHAPTER FOUR: RESULTS AND DISCUSSION

4.1 Respondent's Demographic Information

This part shall cover the distribution of respondents according to their personal characteristics of sex, age, marital status, education level and occupation. The demographic variables are a primary basis for demographic classification in vital statistics, censuses and surveys (URT, 2005b).

Table 4. 1 Distribution of respondents to age, gender, education level, marital status and residential area

Variable	Frequency	Percentage (%)
Gender		
Male	21	42
Female	29	58
Total	50	100
Age		
15-20	2	4
21-26	9	18
27-31	12	24
32-37	11	22
38-43	16	32
Total	50	100
Marital Status		
Single	20	40
Married	13	26
Widowed	17	34
Total	50	100
Education		
Primary	13	26
Secondary	27	54
Tertiary	10	20
Total	50	100

Residential Area		
Kabangwe	21	42
SOS	26	52
Others	3	6
Total	50	100

Source: Author, 2019

Differences were noticed in the studied documents regarding the space given to public transport; in most cases, there was a higher focus on public transport in the two compounds. However, in general, a relatively consistent picture of public transport was presented. Public transport was typically described as important for regional development and reduction on the environmental impacts. Other benefits of public transport that were mentioned included its role in linking destinations, its promotion of a polycentric urban structure, and its contribution to increased accessibility, both within the two compounds and the rest of Lusaka, as well as for trips across the country. Based on these characteristics, public transport was described many times as being an essential tool for economic growth, in that, it creates opportunities for increased labor markets, thereby strengthening the commercial and industrial life in Lusaka. The Table 4.1 below shows the themes that were distinguished in the texts from SOS and Kabangwe compounds through the content analysis.

4.2 Sex distribution among respondents

The findings of this study as shown in Table 4.1 reveal 58% of the respondents were women and 42% were men.

4.3 Age of the respondents

The age group of the majority of respondents was in the range 38-43 followed by 27-31 then 32-37 and the rest followed with the last being 21-26 and 15-20 respectively.

4.4 Marital status among respondents

The findings of this study (Table 4.1) indicate that, the respondents differed with regards to their marital status, whereby thirteen percent (13%) of respondents were married, twenty percent (20%) were single, and seventeen percent (17%) were widow. These findings are supported by the arguments of different scholars who assert that, marriage is a factor that is closely related to poverty or welfare of households (Maselle, 2009). Furthermore, Katunzi (1999) reports that, marriage patterns play an important role in shaping social organizations as they associate with many socio-economic, cultural and demographic variables. Phillip and Abdillahi (2003) on the other hand observe that, married couples show a high level of participation in community development activities probably due to cooperation amongst them in the marriage institution and in the society.

4.5 Education level of respondents

Education is regarded as a key to better opportunities for employment, accessibility to information, services and independent and correct actions with regard to survival and development (Nkurunziza, 2006). Furthermore, education tends to stimulate self-confidence and self-reliance. Moreover, education is important in adapting to business skills and strategies, which will lead to improve household prospects that lead to economic development. This is precisely because education normally has a significant influence on a household's income strategies, land management and labor use (Nkonya *et al.*, 2004).

From the results in Table 4.1, 27% of respondents had secondary school education, 13% had primary education and 10% of respondents had tertiary education.

The findings suggest that, the majority of the respondents in the study area had modest level of education that is secondary education; nonetheless this can enable them to adopt extension services packages, which could enable them to adopt innovations. These findings are further supported by Handley *et al.*, (2009) who emphasize education is an important parameter in relation to human capital which can be used to reduce inequality and poverty and also for laying the foundations for sustained economic growth, effective institutions and sound governance. On the other hand, Owen *et al.*, (2005) state being knowledgeable of something increases the ability to control one's livelihood.

Distinguishing themes in contribution of public transport to economic development from SOS/Kabangwe

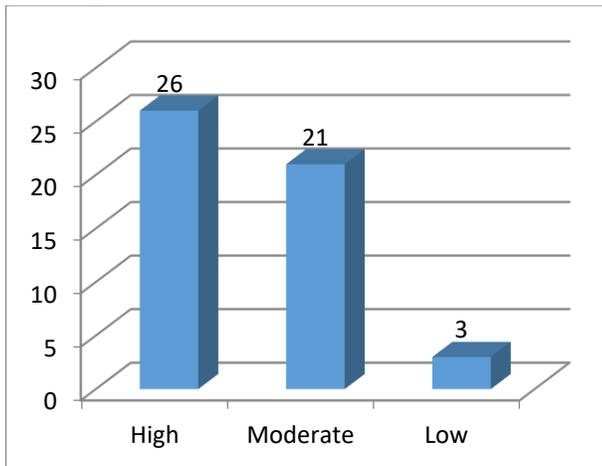
All the respondents were asked whether they considered accessibility as a major factor in their choice of transport. As indicated in figure 4.1 – 4.9. Respondents were from transport operators and users from both the public and private. Forty-nine percent (49.0%) of the respondents were transport users while the rest, 51.0%, were operators on the other hand shows that 32 of the respondents were from the private sector with the remainder, 18 coming from the public sector

4.6 The use of public transport makes your operations more efficient.

This question intended to assess the benefits that citizens accrue from public transport and its efficiencies. The respondents were asked to state whether their operations using public transport were achieved timely. The findings from the field as shown in Figure 4.1 indicate; (50%) respondents said public transport it was effectively and efficient achieving their operations while 42% respondents.

0 bvx3fairly also agreed of public transport making their operations effectively executed and achieved.

Figure 4. 1 The use of public transport makes your operations more efficient

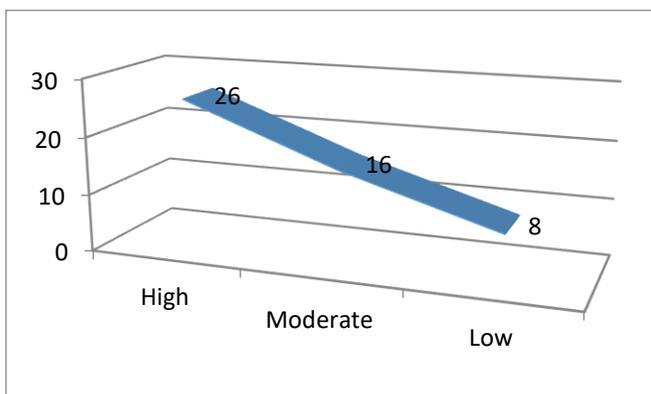


Source: Author, 2019

4.7 Public transport in Zambia is moving its fair share of bulk traffic

Findings from this study Figure 4.2 shows that public transport has its fair share of bulk traffic been moved by this sector, this was evidenced by the 52% and 32% representing high and moderate scores respectively. Backing this finding is the heavy traffic cargos on the roads in Lusaka especially on the great north road near Kabangwa and SOS area.

Figure 4. 2 Public transport in Zambia is moving its fair share of bulk traffic

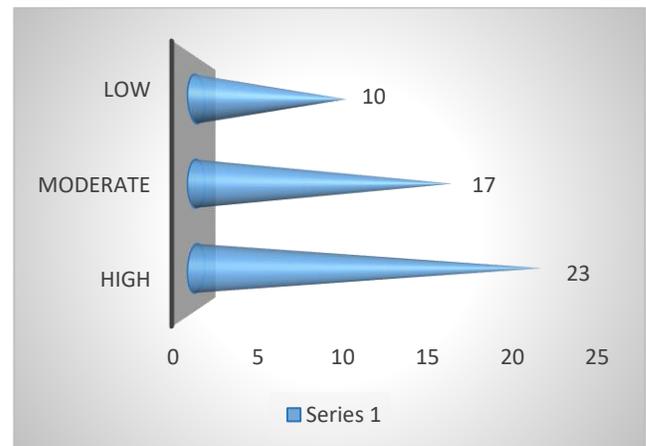


Source: Author, 2019

4.8 It is profitable to use public transport in Zambia

This study wanted to gather information with regards to the opinions of the respondents towards the profitability of using public transport in their local areas. The findings of this study (Figure 4.3) captured the following views which when taken into account shall ensure the sustainability and profitability of public transport. The views indicate that, forty six percent (46%) of respondents indicated that the use of public transport is profitable. Other respondents thirty four percent (34%) also felt that the use of public transport is fairly profitable and 20% of respondents felt otherwise of public transport of been profitable.

Figure 4. 3 It is profitable to use public transport in Zambia



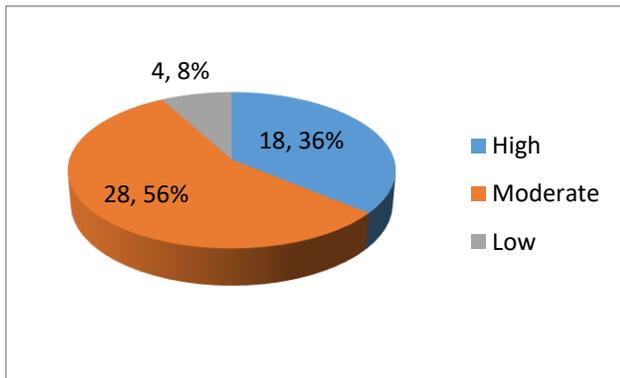
Source: Author, 2019

4.9 You always use public transport for your bulk international traffic

Findings from this study show that exports of goods and services into other nations public transport is a good option or it utilized mostly. Figure 4.4 shows 28 respondents representing 56% response fairly agreeing to use the public transport to transport their merchandizes across borders and 36% strongly

acknowledges of the use of public transport for international transactions.

Figure 4. 4 You always use public transport for your bulk international traffic

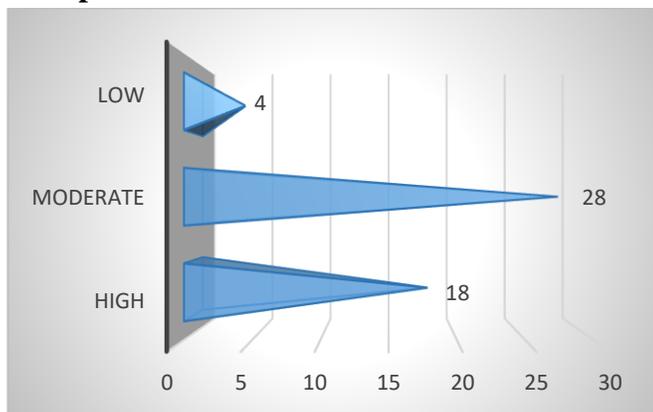


Source: Author, 2019

4.10 More private firms to run public transport business

Zambia is an open economy, and due to liberalized economy, it operates private firms are not exceptional in conducting their businesses in the transportation sector. The findings in Figure 4.5 shows respondents to indicate that private firms are taking up the public transportation sector as many private firms in transportations have mushroomed to provide the same services the public transport does.

Figure 4. 5 More private firms to run public transport business



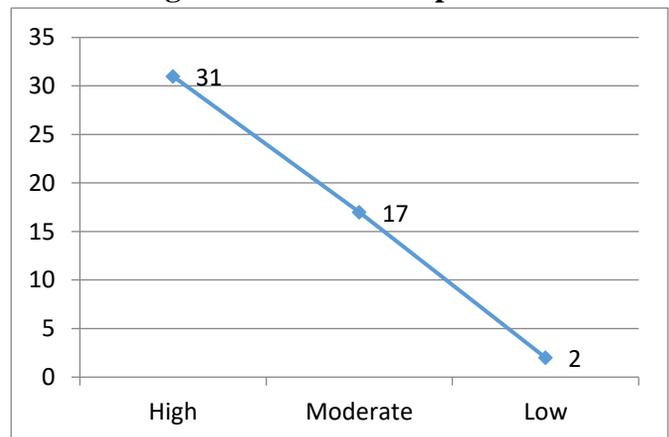
Source: Author, 2019

4.11 Public transport is positively contributing to National development

Figure 4.6 evidently indicates that the public transport is and does positively contributing to national development; this was indicated by 31 and 17 respondents who scored high and moderate scores respectively.

According to William Alonso and Richard Muth (2016), transportation affects development in four ways including locations, intensities, composition and values. Urban development and public transportation are extremely interdependent as this is reflected in the physical location of different activities that influences the needs for travel and choice of transportation modes. (Camagni, Gibelli, et al., 2002) stated that “Land consumption depends directly on the relative compactness of human settlements and on residential density; energy consumption, on the other hand, depends indirectly on the same variables, via their linkage with mobility patterns: trip length and modal choice between private and public means”. Accessible places enjoy locational advantages relative to other parts of a city (Cervero, 2001).

Figure 4. 6 Public transport is positively contributing to National development

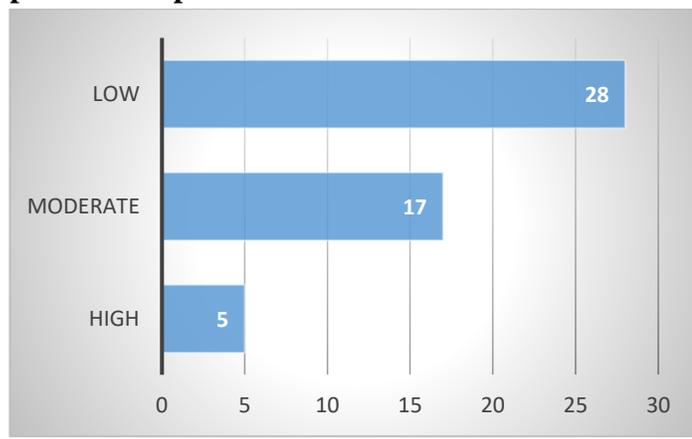


Source: Author, 2019

4.12 You usually suffer losses when you use public transport in Zambia

The findings in Figure 4.7 shows that the public transport in Zambia is of great importance for the economic development both at house level and national level and it can be depicted from the figure below that public users of public transport doesn't suffer losses when using such mode hence improving the welfare of the nation.

Figure 4.7 You usually suffer losses when you use public transport in Zambia



Source: Author, 2019

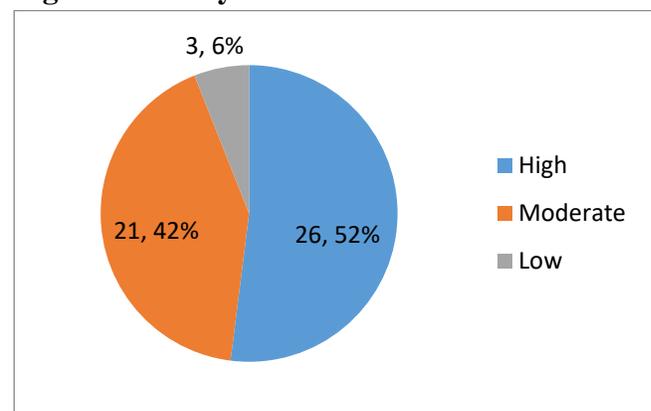
4.13 Easy movement

This question intended to assess whether the respondents' movements are made easier by public transport. Figure 4.8 shows that 52% of respondents' movements are made easier by the introduction of public transportation and 42% also fairly agreed to this while just 6% of the respondents felt otherwise with the public transport.

The findings are in line with the work of (Thompson and Schofield, 2007) it was stated that the performance of transport related attributes such as 'ease of getting around the city', and 'accessibility of the city' have also been measured in other studies of urban destination satisfaction. It can be said that the

efficiency and performance of public transportation services may be gauged by augmented use of the services by travelers, lowered fares, improved service benchmarks that may include traveler information, accessibility by the paraplegic, guarding of subsidized fares, roadworthiness of the vehicle, and client demand responsiveness (Sohail, Maunder, et al., 2006).

Figure 4.8 Easy movement

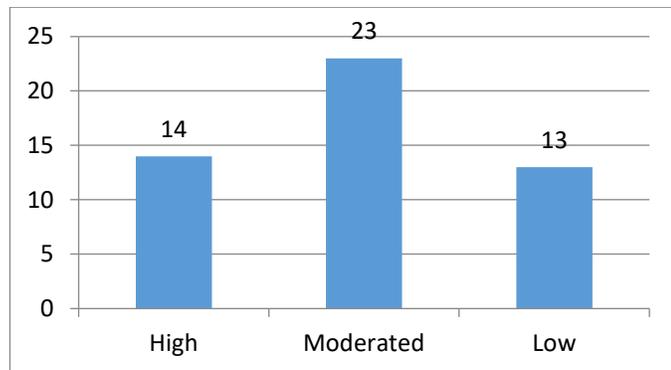


Source: Author, 2019

4.14 Help to connect from one point to the other

This question intended to assess whether the public transport is actually achieving the intended purpose among respondents. The findings showed that forty six percent (46%) of respondents indicated that public transport fairly connect them from one to other point, and when asked why they felt that way and the response was that most areas in the place are in impassable state that discourages public transporters to move from one place to other places. Furthermore it can be seen from Figure 4.9 that 14 and 13 respondents representing 28% and 26% respectively were in favor of public transport to connect them from one point to the other and the later disagreed that it doesn't connect them from one point to other.

Figure 4. 9 Help to connect from one point to the other



Source: Author, 2019

4.15 Conclusion from data analysis

The data obtained in this research are based on case studies conducted on ZRL Kabangwe and SOS where traffic moved by road. It was also based on the personal views of respondents and on their perceptions, and not on any quantitative measures or its causes. The results indicate that:

Road public transport is the main use of transport in Zambia

That in all categories of this traffic, the public transport moves more than private transport.

More than 50% of traditional motor traffic like metals, petroleum products and grain are being moved by road.

Transport users consider cost, accessibility, efficiency and safety, in that order, as the main factors in their choice of transport.

More than 80.0% of public transport users think that accessibility is a major factor for choice of the mode of transport they use.

Road is the most accessible mode of transport in Zambia followed by air, water and rail.

The following, in order of ranking, are the factors which affect accessibility of public transport;

Proximity to loading point; Proximity to offloading point; Speed of delivery of goods; Cost of service;

Adherence to time schedules; Door to door delivery and Tracking of movement of goods. The general perception on the causes of factors contributing to the use of public transport, in order of ranking are: Poor road infrastructure and equipment; Poor government of public transport policies; Poor management of the railways; Very low speeds resulting in long transit times; Limited rail routes; Costly to operate especially in provision of and maintenance of rail infrastructure and equipment; Net cost of rail charges/fees are high; and Safety of goods in transit is very low.

A well-developed public transport system is generally regarded as necessary for well-functioning everyday lives among the residents of a region, in that, it permits residents to easily travel to and from work, school, cultural activities and leisure activities.

A well-developed public transport system is also frequently described as being important for creating an attractive country and compounds. Public transport is generally referred to as environmentally sustainable, and is viewed as a better alternative than the car, both for the environment and for the prevention of congestion. It is a common goal to increase the number of trips by public transport. Another common goal is to replace old buses with new ones that run on renewable fuels.

4.16 Discussion

This study provides a comprehensive view of the role of public transport in Lusaka specifically in SOS and Kabangwe area, also provides the most important conditions required to create capacities to make sustainable public transport solutions a vital factor for local government development. Findings show that residents view public transport positively in all cases and that they describe public transport as

something that contributes to sustainability and to other public values.

When discussed in policy documents in regions and municipalities in SOS. According to (Twobes & Cohen, 1996), public transport is associated with important contributions to the local society and to living conditions, especially from an economic and environmental perspective. In many instances, public transport is further described as vital for the existence of the local community and essential for other public values such as economic growth and environmental sustainability. In other words, it is clear that public transport is highly valued in different ways, both in itself and as a way of reaching other goals (or dealing with challenges), or contributing to other public values. From a national perspective that is, from outside SOS and Kabangwe, public transport is described as a strategic tool by the Zambian government's official investigations (Gadzella, 1991). In the proposition for national transport policy objectives, an effective transport system is described as a prerequisite for reaching general societal goals, for example in relation to economic growth and sustainable development. In general, public transport is described as a tool to gain public values such as enhancing the attractiveness of a region or municipality, and as a necessary factor for development within the country and municipalities; this study confirms these views. From this undertaken research perspective, it is clear that the studied political forums generally consider public transport as an important way to achieve other societal values and goals. Not least from an economic and environmental angle, for example, by creating increased attractiveness through higher density around bus stops and stations and through reduced emissions by a modal shift to public transport from the car, and in form of transformation

to alternative fuel for buses. In other words, economic growth, business climate and employment are placed in the foreground as crucial components for development in local visions in combination with environmental issues. Overall, literature shows that growth is an important factor for local decision makers, and that finding is confirmed by this study. Increased economic activity generally requires increased movement and transport.

A well-functioning public transport supply is crucial to meet the demands of increased mobility for several reasons. In comparison to the study done by Chen, Wong, Ran and Gilson (2009). Local decision makers must set priorities and do trade-offs of different societal needs. Available space in central locations, available financial resources and sustainability issues are all crucial prerequisites to the public transport that is required for sustainable development and other public values at the local level.

Depending on local conditions, different aspects of public transport are emphasized. Big cities experience complex matters of sustainability and connect many objectives and public values to public transport issues. More remote communities or municipalities that depend on major urban areas accept their role as residential areas and therefore emphasize and focus primarily on public values of public transport related to attractiveness and living conditions. However, even though there is increasing interest in research into the social challenges of transport and into issues of social exclusion, transport poverty and transport disadvantage, this study found the social dimension to be almost absent from policy documents (Gulberts, 2004). Aside from brief mention of the words, "integration" or "segregation" in a few cases and only among larger

counties and municipalities social challenges of transport were more or less ignored, which can be a question of priorities. Social issues related to transport and transport poverty are difficult to define and are often handled with inconsistency, which is a problem “that requires urgent attention given the continuing trends for mass migration, urbanization and wealth concentration within and between SOS and Kabangwe. At the same time, Lusaka is no exception to the national trend of development with growing income inequality and segregation. Findings did show that the public value of public transport in form of accessibility for people with functional limitations and for older people was discussed in many of the areas and at least in the larger municipalities. Although, the discussions of this value were more or less absent in the smaller municipalities.

The probable reason for accessibility for people with functional limitations and for older people being brought up as a public value of public transport in many of these two compounds. In many of the studied cases, documents explicitly stated that rail-bound public transport should be prioritized to support a sustainable development. A focus on rail-bound public transport is a trend in many different parts of the world. Another recurrent theme was that public transport planning should be considered in relation to residential planning; this point is advocated by the OECD, among others. In addition, on, collaboration is highly promoted in the studied documents, in line with (Hreljac et al. 1984p. 1) who point out that “an efficient public transport system requires collaborations”.

Overall, the studied documents varied widely in how they addressed issues of public transport and how public transport is expected to contribute to

sustainability and other public values. Some county documents had only a sentence or two on public transport, and the documents from several municipalities had nothing at all. However, documents from other counties and municipalities had several pages designated for public transport. To some extent, these differing focuses on the role of public transport can be related to the number of residents, in that larger counties and municipalities tend to give a more comprehensive description of public values of public transport (although not in all cases).

It was remarkable, however, that a societal function that was described as vital for sustainability issues for some counties or municipalities was totally ignored by others (at least in the studied documents). This finding is even more notable considering the importance of planning and overseeing outcomes in public organizations (Jacksons, 1991). It should be a priority to treat public transport with consistency and give it the same priority as other societal functions in main steering documents, especially since the long-term focus in Zambia has been to shift more people into using public transport not least because public transport reflects society in general and can influence how prioritizations and considerations are made in counties and municipalities in Zambia according to the findings. Economic and environmental sustainability issues are seen as superior, and guide other activities. However, methods of dealing with these challenges may differ. Politicians set visions and aspirations in relation to actual conditions, either to offer services or to solve problems. This study indicates that abilities differ between individuals and that the overall strategic capacity consists of a combination of the external environment and internal resources. Each individual makes choices based on its specific situation. Based on these choices, local

government organizations build up their capacity to deliver to citizens. The specific conditions for the organizations show that the individuals are forced to take action in different areas.

In terms of practical implications, our results suggest that the importance of public transport is generally well known and is taken into consideration at the local government level. However, the studied vision statements do not cover distinct public transport priorities for some activities, although such priorities are often generally appreciated. The argument made by Svenson and Cambell, (1992), since public transport is regarded as a means to achieve other goals and other public values, the documents indicate that it is not likely that these ambitions will be given a high priority in relation to other ambition. Once basic services to citizens are established, local governments can look outside their immediate boundaries and work with a more external orientation. It is crucial that there be a correspondence between different factors so that the public transport system contributes to a realization of counties' and compounds' visions, and so that the internal local government organization focuses on these factors. The point is not to carry out the different activities on its own, but instead to make it easier for other actors to act and contribute to realizing the importance of the use of public transport.

CHAPTER FIVE: CONCLUSION AND RECOMMENDATION

5.0. Overview

The purpose of this chapter is to highlight the main findings of this research from the analysis of results presented in Chapter 4. The chapter will also discuss recommendations to various key stakeholders who have interest in the output of this research. This study

was conducted in order to better understand the place and the contribution of public transport on economic development in the urban suburbs of Lusaka city. Finally, the discussion will present proposals for future research based on the identified limitations of the study.

5.1 Conclusion

This paper has focused on examining the contribution of public transport on economic development in the urban suburbs of Lusaka. Although transport investment is often seen as an effective policy available to governments to boost the economies of less economically floating regions, through improving transport links both within SOS and Kabangwe, however, such policies will not necessarily be successful, in particular because of the two-way road problem; they may result in additional private investments and employment opportunities flowing into the region, but may equally result in population and employment opportunities flowing out of the target region because of the improved access to other centers. The evidence indicates that most impacts involve transfer of activity from other places within Lusaka.

The management of the public transport development should include planning activities and implementation of development programs. These activities could be accomplished by one or more entities charged by the government with precise responsibilities. Adequate structures must be created to define the public transport development strategy as part of the national strategy for transport. It should enhance the current office of the government inspector of public transport so that it's more responsive to the demands of the sector. The goal of this component of the regulatory body is to define the conditions for licensing an entity to provide public

transport services, to handle the licensing requests, to issue, monitor, amend, and decide on revocation/suspension of licenses. It can also receive and process complaints from the market, and monitor anticompetitive behavior conducting investigations when necessary.

The economic regulation should be limited as much as possible, avoiding interference in the transport business Safety regulation. However, it needs to be stepped up with more specialists. The scope of this component of the regulatory entity is vital for the development of the public transport sector. It has to manage the technical performance and to ensure the safety of motor traffic. It will have to set up the safety objectives and standards, and will assess the safety management system of each public transport operator licensed to operate public transport activities. Safety certifications of processes and products will be issued by this entity as a condition for operating public transport activities. Audits and inspection activities are instruments that this important component of the regulatory framework will use to achieve its role.

5.2 Recommendations

Public transport is inevitable in the life of all citizens and it is important to provide a good road network and accessible mode of transport within the compounds, country and worldwide that will help usher all residents into their respective businesses and working places within the expected time frame. This research work can also be repeated on public transport especially busses and all other smaller vehicles in Zambia. A separate study could also be made on 85 passenger traffic as this has increased many folds in Zambia. Furthermore, although most developing countries have commonalities in the way

they run affairs of their countries and therefore this Zambian case maybe generalized, it's important that more research could be done in other SADC countries to ascertain the general trend and learn from other countries which could have made improvements in their public transport industry.

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