TRANS-SAFE

TRANSFORMING ROAD SAFETY IN AFRICA

HORIZON-CL5-2021-D6-01-11:
Radical improvement of road safety in low- and medium-income countries in Africa

D6.1: Capacity Building Audit and Plan

Authors: UN-Habitat and Walk21 Foundation

This project has received funding from the European Union's Horizon Europe research and innovation programme under grant agreement No 101069525. The sole responsibility for the content of this publication lies with the authors. It does not necessarily reflect the opinion of the European Union. Neither the CINEA nor the European Commission are responsible for any use that may be made of the information contained therein.

Summary Sheet

Deliverable Number	D6.1
Deliverable Name	Capacity Building Audit and Plan
Full Project Title	TRANS-SAFE – Transforming Road Safety in Africa
Responsible Author(s)	Walk21
Contributing Partner(s)	UN-Habitat
Peer Review	TUB
Contractual Delivery Date	28.02.2026
Actual Delivery Date	31.08.2023
Status	Final
Dissemination level	PU
Version	V1.2
No. of Pages	52
WP/Task related to the deliverable	WP 6 / Task 6.1
WP/Task responsible	Walk21, UN-Habitat
Document ID	TRANS-SAFE_D6.1_Capacity Building Audit and Plan
Abstract	This deliverable highlights the outcomes of the TRANS-SAFE Skill Audit and Training Needs Assessment and outlines the TRANS-SAFE Capacity Building plan.

Table of Contents

Funded by the European Union

LIST OF FIGURES

Funded by
the European Union

LIST OF TABLES

Funded by
the European Union

LIST OF ABBREVIATIONS

Acronyms	Full meaning
NARSA	National Road Safety Agency - Morocco
NGO	Non-Governmental Organisation
SME	Small and Medium Sized Enterprise
TNA	Training Needs Assessment
UNECA	United Nations Economic Commission for Africa
UN-Habitat	United Nations Human Settlements Programme
WHO	World Health Organization
WP	Work Package

EXECUTIVE SUMMARY

TRANS-SAFE is a project that focuses on implementing innovative and integrated safe systems solutions to improve road safety in Africa. The project involves national, regional, and city-level demonstrations, capacity development, policy support, and replication activities.

This capacity building audit and plan provides a structured approach to identify areas of improvement, develop strategies, and implement actions to strengthen the project's capacity. The audit process includes defining objectives, gathering information through interviews and surveys, assessing the current capacity, identifying capacity-building needs, engaging stakeholders, prioritising capacity-building areas, and setting SMART objectives. The capacity plan focuses on strategy development, implementation of actions, training and development opportunities, knowledge sharing, and collaboration.

The Training Needs Assessment (TNA) plays a vital role in identifying the existing technical capacity and areas for skills and knowledge development. The plan also develops a blended learning concept that provides learning activities related to safe mobility, including topics such as innovations, technologies, business models, finance options, and policy frameworks. The learning activities target key stakeholders involved in the management, development, implementation, and operation of the safe system.

Funded by
the European Union

1. INTRODUCTION

The report explains in detail the outcome of a survey of stakeholder across the African region to identify those involved in road safety management in Africa, understand what is required to make the safe system more robust and effective, and clarify the way TRANS-SAFE can guide effort and accelerate progress.

The survey asked 'What to do for Road Safety' citing the WHO Global Action Plan for Road Safety recommendations for actions to implement and strengthen the safe system. Respondents were invited to share their opinions about how likely it is that the WHO recommendations can be delivered in Africa by 2030.

Focused on legislation, enforcement, education and technology solutions respondents were questioned on the 5 pillars of the safe system: safe road users, safe vehicles, safe roads, support for multimodal transport and land-use planning and effective post-crash care response.

In line with the WHO Global Action Plan for Road Safety's suggested requirements for effective implementation of the safe system, respondents were also asked to share their opinions about the 'How to do Road safety'. Respondents shared their opinions about sustainable sources of funding, legal frameworks, speed management and gender perspective considerations to explain how many of these exist, or could, to help realise road safety improvements in the next decade across Africa.

About TRANS-SAFE

The TRANS-SAFE project involves national, regional, and city level demonstrations to test different types of innovative and integrated Safe System solutions, complemented by a comprehensive toolbox, capacity development, policy support and replication activities. To maximize impact, the project brings together in a consortium, highly committed cities, road safety agencies and experts from both Europe and Africa. Building on numerous synergistic projects, networks, and a strong technical experience among partners, the consortium will deliver on project objectives through highly effective and innovative approaches to sustainable road safety development, thereby ensuring that road safety systems and interventions from this project deliver on the recommendations of the Road Safety Cluster of the African-EU Transport Task Force, adopted in 2020. The consortium members have experience and expertise in Africa-related research as well as development-related research in collaboration with local actors in various countries of Africa at many levels. Ultimately, the project will help deliver on the Joint EU-Africa Strategy (JAES) and advance countries' progress towards the 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDGs). TRANS-SAFE leverages on existing partnerships to collaboratively design sustainable interventions that aim to radically transform road safety systems in Africa.

1.1 PURPOSE AND STRUCTURE OF THE DOCUMENT

The purpose of this document is to outline a Capacity Building Audit and Plan to assess and enhance the capabilities and resources within the TRANS-SAFE project. Capacity building is essential for Trans-safe to meet project goals, improve performance, and adapt to changing circumstances. This audit and plan provide a structured approach to identify areas of improvement, develop strategies, and implement actions to strengthen the project's capacity.

The goals and objectives of the audit were clearly established, including the desired outcomes and the scope of the assessment. The main objectives of the survey were to; undertake road safety management capacity review across Africa; develop a comprehensive database of experts; conduct online knowledge and skills survey across Africa; and, to facilitate a needs assessment.

Relevant data was collected through interviews, surveys, document reviews, and observation. Key stakeholders were identified, and their perspectives were collected on capacity needs. The data was collected through a survey, to which 38 African countries responded. The survey was conducted among local, regional NGOs, Government – local, regional, national, International Organizations and NGOs, Academia, Research institutions and researchers, Private sector, industry and individual practitioners, and Stakeholders involved in delivering transport services.

Key stakeholders have been engaged in the audit process and their input, support, and commitment to the capacity building plan is valued. The survey involved various stakeholders from 38 countries who gave their input on many aspects. Some of these stakeholders include academia, governments and international NGO organisations.

The Capacity Building Audit and Plan serves as a roadmap for TRANS-SAFE to assess the project's current capabilities, identify areas for improvement, and implement strategies to enhance capacity. By investing in capacity building initiatives, TRANS-SAFE can strengthen the project's ability to meet challenges, improve performance, and achieve our long-term objectives. Regular monitoring and evaluation are crucial to ensure the effectiveness and relevance of the plan over time.

1.2 CAPACITY-BUILDING APPROACH

The capacity building approach aims to create an all-encompassing capacity building framework for stakeholders of the safe system in Africa. This includes the targeting of government (at national, regional and local levels), transport operators and authorities, the private sector (industry, SMEs and start-ups), civil society (particularly NGOs), research and innovation community (academia, research centres, etc.). The capacity building approach embedded in the next chapters of this document is presented below.

The preparatory phase was finalised with the submission of this deliverable. This phase started with the Kick-off meeting in September 2022. During a dedicated workshop, the first discussion on the

capacity building and the accompanying survey took place from November 2022 to end of January 2023. In the following months, the survey questions were developed by WP6 partners, and the survey was open to the relevant stakeholders in the cities for their contribution. The survey link was also shared in the networks of NARSA, UNECA and UN-Habitat, reaching a wide range of stakeholders from diverse African countries.

The capacity building needs for all partner cities will be described in more detail in Demonstration Implementation Plans. This will create the direct link between the demonstration actions and related training needs, which will also consider aspects related to other Work Packages, such as tools and data (WP1), business models and partnerships (WP3), demonstration actions (WP4) and scale-up and finance (WP5).

The development phase Based on the results of the TNA, the existing capacity building tools and methodologies (deliverable 6.2) are tailored to the needs of the cities participating in the capacity building activities. In this step, thematic areas of courses and sub-modules were identified, and partners indicated their interest and expertise in delivering these. All the tools and methods developed under this phase will be presented in one blended learning approach package at a later stage in the project

The interaction with other WPs, in this and the following phases, is crucial and will be continuously ensured. The outcomes of the tool assessment exercise in WP1 will play an important role during the development of the blended learning approach.

The implementation phase will put into practice the tools and methodologies identified and developed in the previous phases. This is the step in which the capacity building program will be rolled out, and when the targeted audience will have the opportunity to experience all existing tools in practice. Under this phase, attention will be placed on peer-to-peer exchanges as well as the global and regional training.

The evaluation phase: The capacity building framework had two main purposes: (1) to strengthen the knowledge and the skills of the participating city partners and (2) to ensure the transferability and applicability of the capacity building tools and methods to the stakeholders outside of the consortium. By monitoring, evaluating and improving the methods, we will ensure strong and continuously updated capacity building within the project and will leave the legacy to build on after the project is finalised.

2. RESULTS FROM THE SKILLS AND TRAINING AUDIT

2.1. APPROACH TO THE SURVEY

The survey was drafted in October 2022 by Walk21 Foundation. TRANS-SAFE partners and city representatives responded to the initial survey questionnaire and provided feedback. Their inputs were used to refine the questionnaire which was then disseminated from December 2022 to March 2023.

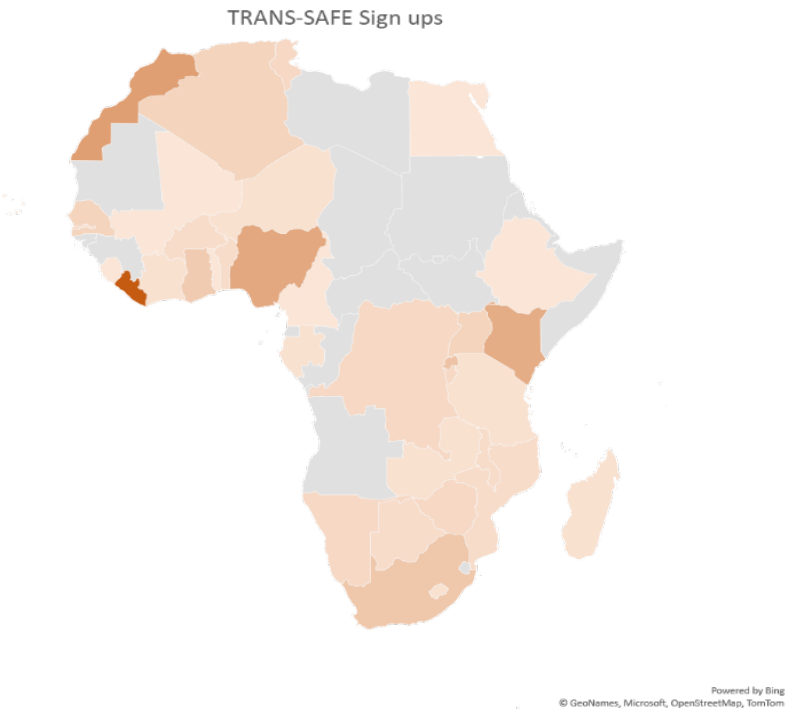
2.2. MAIN FINDINGS/CONCLUSIONS FROM THE SKILLS AND TRAINING AUDIT

By the end of March 2023, 91 people had completed the survey from 38 African countries. In terms of affiliation, a considerable number of respondents are from the local and regional NGOs-including civil society, advocacy groups – 51.6%, government- local, regional, national -22.0% while 9.9% are from international organisations and NGOs. 9.9% of the respondents are in the field of Academia, research institutions, researchers, 5.5% are from private sector, industry and individual practitioners and 1.1% from stakeholders involved in delivering transport services.

Funded by
the European Union

Figure 1: Organisation Sign-up and regional distribution

Value	Percent	Count
Local, regional NGOs - including civil society, advocacy	51.6%	47
Government - national, regional, local	22.0%	20
International organisations and NGOs	9.9%	9
Academia, research institutions and researchers	9.9%	9
Private Sector, industry and individual practitioners	5.5%	5
Stakeholders involved in delivering transport services	1.1%	1
Totals		91



Algeria	5
Benin	3
Botswana	3
Burkina Faso	3
Burundi	4
Cameroon	1
Cape Verde	4
Central Africa Republic	1
Congo DR	4
Egypt	1
Ethiopia	1
Gabon	2
Gambia	3
Ghana	7
Ivory Coast	2
Kenya	14
Lesotho	2
Liberia	33
Madagascar	2
Malawi	3
Mali	1
Mauritus	1
Morocco	17
Mozambique	3
Namibia	4
Niger	2
Nigeria	15
Rwanda	9
Senegal	5
Sierra Leone	1
South Africa	8
Ewswatini	3
Tanzania	2
Togo	1
Tunisia	4
Uganda	5
Zambia	2
Zimbabwe	4

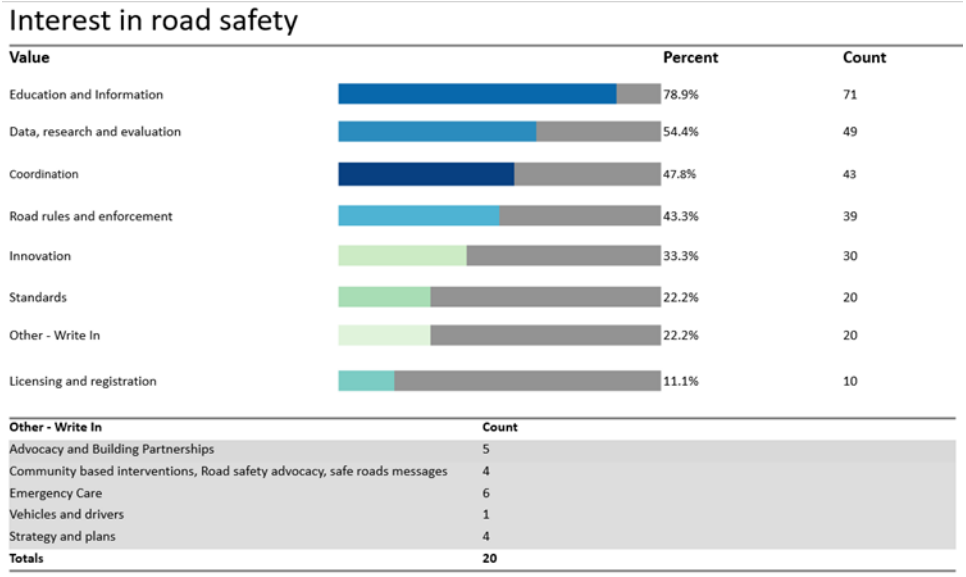
2.2.1 Interest in Road Safety

According to the survey results, a significant majority of respondents, specifically 78.9%, expressed their interest in education and information related to road safety. Additionally, 54.4% of respondents indicated their interest in data, research, and evaluation. Coordination efforts garnered interest from 47.8% of respondents. Road rules and enforcement attracted the interest of 43.3% of respondents. Regarding specific areas of focus, 33.3% of respondents expressed interest in innovation. Standards were of interest to 22.2% of respondents. Licencing and registration garnered the interest of 11.1%

Funded by
the European Union

of respondents. Furthermore, 22.2% of respondents provided other areas of interest, which encompassed a range of topics such as vehicles and drivers, emergency care, strategy and plans, as well as advocacy and building partnerships.

Figure 2: Interest in Road Safety



Other - Write In	Count
Advocacy and Building Partnerships	5
Community based interventions, Road safety advocacy, safe roads messages	4
Emergency Care	6
Vehicles and drivers	1
Strategy and plans	4
Totals	**20**

a) Interest of road safety by stakeholders

Figure 3: Interest in Road Safety by stakeholder

Stakeholders	Coordination	Education and Information	Data, research and evaluation	Road rules and enforcement	Licensing and registration	Standards	Innovation
NGOs (Int'l, Regional, Local)	44.8%	86.2%	48.3%	37.9%	3.4%	15.5%	34.5%
Government	75.0%	70.0%	50.0%	60.0%	35.0%	40.0%	25.0%
Academia	22.2%	77.8%	100.0%	33.3%	11.1%	11.1%	33.3%

44.8% of stakeholders in NGOs (International, Regional, Local) were interested in coordination. Additionally, 86.2% had their interest in education and information. Data, research and evaluation garnered interest from 48.3% of respondents. Road rules and enforcement attracted the interest of 37.9% of respondents. 34.5% of respondents expressed interest in innovation. 3.4% are interested in licencing and innovation and 15.5% in standards.

75.0% of stakeholders in Government were interested in coordination. Additionally, 70.0% had their interest in education and information. Data, research and evaluation garnered interest from 50.0% of respondents. Road rules and enforcement attracted the interest of 60.0% of respondents. 25.0% of

respondents expressed interest in innovation. 35.0% are interested in licencing and innovation and 40.0% in standards.

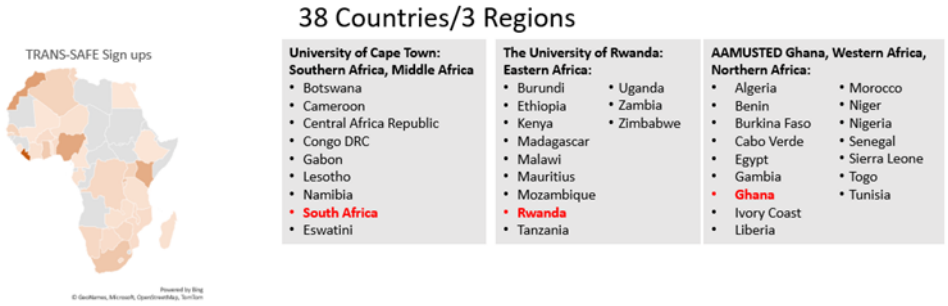
22.2% of stakeholders in Academia were interested in coordination. Additionally, 77.8% had their interest in education and information. Data, research and evaluation garnered interest from 100.0% of respondents. Road rules and enforcement attracted the interest of 33.3% of respondents. 33.3% of respondents expressed interest in innovation. 11.1% are interested in licencing and innovation and 11.1% in standards.

- NGOs have a strong interest in "education and information", Governments in "coordination", and academia in "data, research and evaluation".
- "Licencing and registration" received the least interest, across all stakeholder groups.

b) Interest of road safety by region

In preparation for the capacity building activities of the Regional Centers of Excellence, the respondents were grouped into the following regions as basis for the regional analysis:

Figure 4: Map indicating countries that participated in the Training Needs Assessment



In terms of interest in road safety by region, 51.4% of the respondents from the Eastern African region were interested in coordination. 70.3% were interested in education and information. Additionally, 67.6% were attracted to data, research and evaluation. 37.8 % were interested in road rules and enforcement. Licencing and registration attracted 8.1% of respondents. 10.8% of respondents were interested in standards and innovation attracted 27.0% of the respondents.

In terms of interest in road safety by region, 33.3% of the respondents from the Southern and Central African regions were interested in coordination. 80.0% were interested in education and information. Additionally, 46.7% were attracted to data, research and evaluation. 46.7 % were interested in road rules and enforcement. Licencing and registration attracted 13.3% of respondents. 40.0% of respondents were interested in standards while innovation attracted 53.3% of the respondents.

In terms of interest in road safety by region, 44.9% of the respondents from Northern and Western African regions were interested in coordination. 77.6% were interested in education and information. Additionally, 44.9% were attracted to data, research and evaluation. 46.9 % were interested in road

rules and enforcement. Licencing and registration attracted 14.3% of respondents. 28.6% of respondents were interested in standards while innovation attracted 32.7% of the respondents.

Figure 5: Interest in Road Safety by regions

Regions	Coordination	Education and Information	Data, research and evaluation	Road rules and enforcement	Licensing and registration	Standards	Innovation
Eastern	51.4%	70.3%	67.6%	37.8%	8.1%	10.8%	27.0%
Southern and Ce	33.3%	80.0%	46.7%	46.7%	13.3%	40.0%	53.3%
Northern and W	44.9%	77.6%	44.9%	46.9%	14.3%	28.6%	32.7%

c) Interest in road safety by country

In terms of analysing the interest in road safety by pilot country, the representativeness of the data is limited, as there were only a few respondents per country. The results will be complemented by direct input from the engagement with local governments on demonstration actions under Work Package 4 during the project.

33.3% of the respondents in Rwanda were interested in coordination, 55.6% were interested in education and information. Additionally, 88.9% were attracted to data, research and evaluation. 11.1% were interested in road rules and enforcement. Innovation attracted 33.3% of the respondents.

Figure 6: Interest in Road Safety by country

	Coordination	Education and Information	Data, research and evaluation	Road rules and enforcement	Standards	Innovation	Other - Write In
Rwanda	33.3%	55.6%	88.9%	11.1%	0.0%	33.3%	22.2%
Ghana	33.3%	100.0%	66.7%	66.7%	33.3%	33.3%	0.0%

For Ghana, 33.3% of the respondents were interested in coordination, 100% were interested in education and information. Additionally, 66.7% were attracted to data, research and evaluation. 66.7% were interested in road rules and enforcement. Standards and Innovation attracted 33.3% of the respondents.

- Rwanda's particular interest lies with "Data, research and evaluation", while for Ghana "Education and Information" received the highest marks.
- Both, Zambia and South Africa were interested in "Coordination" and "Education and Information".

2.2.2 Safe Road Users

How likely, in your opinion, is it that by 2030 in the country/countries where you work there will be legislation, enforcement, education and technology for the pillar of "safe road users"? The respondents could choose from the following ratings: Confident will deliver, probably can deliver, need support to deliver, not relevant.

Figure 7: Safe Road Users

	Confident will deliver	Probably can deliver	Need support to deliver	Not relevant	Responses
	Count	Count	Count	Count	Count
LEGISLATION: Traffic rules for drivers, cyclists and pedestrians	30	30	27	1	88
ENFORCEMENT: Lawful behavior ensured by police and inspectors	24	20	41	3	88
EDUCATION: Awareness raising, training and examinations for road users	21	28	36	2	87
TECHNOLOGY: Supportive technology and equipment, rules reminders for safe users	16	13	56	2	87

Regarding Legislation, both 'confident to deliver' and 'probably can deliver' got 30 counts. The 'need support to deliver' received 27 counts while 'not relevant' got 1 count totalling to 88 responses.

Regarding Enforcement, 24 counts were for 'confident to deliver'. 'Probably will deliver' attracted 20 counts. The 'need support to deliver' received the highest count of 41 while 'not relevant' got 3 counts totalling to 88 responses.

In Education, 21 counts were for 'confident to deliver'. 'Probably will deliver' attracted 28 counts. The 'need support to deliver' received the highest count of 36 while 'not relevant' got 2 counts totalling to 87 responses.

In Technology, 16 counts were for 'confident to deliver'. 'Probably will deliver' attracted 13 counts. The 'need support to deliver' received the highest count of 56 while 'not relevant' got 2 counts totalling to 88 responses.

a) Safe Road Users by region

Concerning "Legislation", 33.3% of respondents from the Eastern African region, 6.7% from the Southern and Central African regions, and 40.0% from the Northern and Western African regions expressed confidence that legislation will be in place by 2030. 36.1% of respondents from the Eastern African region, 53.3% from the Southern and Central African regions, and 28.9% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 30.6% from the Eastern African region, 40.0% from the Southern and Central African regions, and 31.1% from the Northern and Western African regions.

With regard to "Enforcement", 20.0% of respondents from the Eastern African region, 13.3% from the Southern and Central African regions, and 36.4% from the Northern and Western African regions expressed confidence that enforcement was to be in place by 2030. 20.0% of respondents from the Eastern African region, 33.3% from the Southern and Central African regions, and 25.0% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 60.0% from the Eastern African region, 53.3% from the Southern and Central African regions, and 38.6% from the Northern and Western African regions.

Figure 8: Safe Road Users by regions

Safe Road Users	Confident will deliver			Probably can deliver			Need support to deliver		
	Eastern	Southern and Central	Northern and	Eastern	Southern and Central	Northern and	Eastern	Southern and Central	Northern and
Legislation	33.3%	6.7%	40.0%	36.1%	53.3%	28.9%	30.6%	40.0%	31.1%
Enforcement	20.0%	13.3%	36.4%	20.0%	33.3%	25.0%	60.0%	53.3%	38.6%
Education	28.6%	13.3%	27.3%	40.0%	40.0%	27.3%	31.4%	46.7%	45.5%
Technology	13.9%	0.0%	26.7%	19.4%	28.6%	15.6%	66.7%	71.4%	57.8%

Regarding "Education", 28.6% of respondents from the Eastern region, 13.3% from the Southern and Central African regions, and 27.3% from the Northern and Western African regions expressed confidence that education will be in place by 2030. 40.0% of respondents from the Eastern African region, 40.0% from the Southern and Central African regions, and 27.3% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 31.4% from the Eastern African region, 46.7% from the Southern and Central African regions, and 45.5% from the Northern and Western African regions.

With reference to "Technology", 13.9% of respondents from the Eastern African region, 0.0% from the Southern and Central African regions, and 26.7% from the Northern and Western African region expressed confidence that technology will be in place by 2030. 19.4% of respondents from the Eastern African region, 28.6% from the Southern and Central African regions, and 15.6% from the Northern and Western African regions were for 'probably will deliver' while those respondents for

'need support to deliver' were 66.7% from the Eastern African region, 71.4% from the Southern and Central African regions, and 57.8% from the Northern and Western African regions.

- The Northern and Western African regions are more confident to deliver on Legislation and Enforcement
- The Southern and Central African regions need the most support to deliver on all the aspects
- Technology support is the aspect with the highest need for capacity building
- Significant support is also needed for the enforcement and legislation aspects respectively.

2.2.3 To support Safe Vehicles

How likely, in your opinion, is it that by 2030 in the country/countries where you work there will be legislation, enforcement, education and technology for the pillar of "safe vehicles"? The respondents could choose from the following ratings: Confident will deliver, probably can deliver, need support to deliver, not relevant.

Figure 9: Safe vehicles stakeholders' responses count

	Confident will deliver	Probably can deliver	Need support to deliver	Not relevant	Responses
	Count	Count	Count	Count	Count
LEGISLATION: Rules and standards for admission of vehicles to traffic	23	34	28	3	88
ENFORCEMENT: Certification and inspections by qualified inspectors for safe vehicles	25	28	30	4	87
EDUCATION: Awareness raising for users, training for inspectors	26	29	29	2	86
TECHNOLOGY: Supportive technology and equipment, compliance reminders	15	19	50	3	87

As to "legislation", 23 counts were 'confident they would deliver'. 'Probably will deliver' attracted 34 counts. The 'need support to deliver' received 28 counts while 'not relevant' got 3 counts totalling to 88 responses.

In relation to "Enforcement", 25 counts were for 'confidence will deliver'. 'Probably will deliver' attracted 28 counts. The 'need support to deliver' received the highest count of 30 while 'not relevant' got 4 counts totalling to 88 responses.

With reference to “Education”, ‘probably can deliver’ and ‘there is need for support to deliver’ each received 29 counts. 26 counts were for ‘confident will deliver’ while ‘not relevant’ got 2 counts totalling to 86 responses.

About “Technology”, 15 counts were for ‘confident will deliver’. ‘Probably will deliver’ attracted 19 counts. The ‘need support to deliver’ received the highest count of 50 while ‘not relevant’ got 3 counts totalling to 87 responses.

a) Safe Vehicles by region

With regards to “Legislation”, 21.2% of respondents from the Eastern African region, 6.7% from the Southern and Central African regions, and 39.1% from the Northern and Western African regions expressed confidence that legislation will be in place by 2030. 39.4% of respondents from the Eastern African region, 33.3% from the Southern and Central African regions, and 34.8% from the Northern and Western African regions were for ‘probably will deliver’ while those respondents for ‘need support to deliver’ were 39.4% from the Eastern African region, 60.0% from the Southern and Central African regions, and 26.1% from the Northern and Western African regions.

Regarding “Enforcement”, 17.6% of respondents from the Eastern African region, 7.1% from the Southern and Central African regions, and 40.9% from the Northern and Western African regions expressed confidence that enforcement will be in place by 2030. 38.2% of respondents from the Eastern African region, 35.7% from the Southern and Central African regions, and 27.3% from the Northern and Western African regions were for ‘probably will deliver’ while those respondents for ‘need support to deliver’ were 44.1% from the Eastern African region, 57.1% from the Southern and Central African regions, and 31.8% from the Northern and Western African regions.

Concerning “Education”, 35.3% of respondents from the Eastern African region, 33.3% from the Southern and Central African regions, and 34.1% from the Northern and Western African regions expressed confidence that education will be in place by 2030. 38.2% of respondents from the Eastern African region, 20.0% from the Southern and Central African regions, and 29.5% from the Northern and Western African regions were for ‘probably will deliver’ while those respondents for ‘need support to deliver’ were 26.5% from the Eastern African region, 46.7% from the Southern and Central African regions, and 36.4% from the Northern and Western African regions.

Figure 10: Safe Vehicles by region

Safe Vehicles	Confident will deliver			Probably can deliver			Need support to deliver		
	Eastern	Southern and Central	Northern and	Eastern	Southern and Central	Northern and	Eastern	Southern and Central	Northern and
Legislation	21.2%	6.7%	39.1%	39.4%	33.3%	34.8%	39.4%	60.0%	26.1%
Enforcement	17.6%	7.1%	40.9%	38.2%	35.7%	27.3%	44.1%	57.1%	31.8%
Education	35.3%	33.3%	34.1%	38.2%	20.0%	29.5%	26.5%	46.7%	36.4%
Technology	11.8%	14.3%	28.3%	14.7%	14.3%	26.1%	73.5%	71.4%	45.7%

In respect of "Technology", 11.8% of respondents from the Eastern African region, 14.3% from the Southern and Central African regions, and 28.3% from the Northern and Western African regions expressed confidence that technology will be in place by 2030. 14.7% of respondents from the Eastern African region, 14.3% from the Southern and Central African regions, and 26.1% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 73.5% from the Eastern African region, 71.4% from the Southern and Central African regions, and 45.7% from the Northern and Western African regions.

- For Safe Vehicles significant support is needed in all regions for the legislation, enforcement, but particularly and technology aspects, which the highest need for capacity building
- The Northern and Western African regions are more confident to deliver especially on Legislation and Enforcement
- The Southern and Central African regions need the most support to deliver on all the aspects

2.2.4 To support Safe Roads

How likely, in your opinion, is it that in the country/countries where you work by 2030 there will Legislation, Enforcement, Education, and Technology for the pillar of "safe roads"? The respondents could choose from the following ratings: Confident will deliver, probably can deliver, need support to deliver, not relevant.

Figure 11: Safe Roads stakeholders' responses count

	Confident will deliver	Probably can deliver	Need support to deliver	Not relevant	Responses
LEGISLATION: Standards for design, construction, maintenance and signage for safe roads	21	23	41	3	88
ENFORCEMENT: Audit, assessment and inspection by qualified teams for safe roads	15	25	44	3	87
EDUCATION: Awareness raising for road managers, and for inspectors	21	26	35	2	84
TECHNOLOGY: Forgiving and self-explaining road design and intelligent road systems	16	15	51	5	87

Concerning "Legislation", 21 counts were for 'confident will deliver'. 'Probably will deliver' attracted 23 counts. The 'need support to deliver' received 41 counts while 'not relevant' got 3 counts totalling to 88 responses.

With regard to "Enforcement", 15 counts were for 'confident will deliver'. 'Probably will deliver' attracted 25 counts. The 'need support to deliver' received the highest count of 35 while 'not relevant' got 3 counts totalling to 87 responses.

In respect to "Education", 21 counts were for 'confident will deliver'. 'Probably will deliver' attracted 26 counts. The 'need support to deliver' received the highest count of 35 while 'not relevant' got 2 counts totalling to 84 responses.

As to "Technology", 16 counts were for 'confident will deliver'. 'Probably will deliver' attracted 15 counts. The 'need support to deliver' received the highest count of 51 while 'not relevant' got 5 counts totalling to 87 responses.

a) Safe Roads by region

In connection to "Legislation", 5.9% of respondents from the Eastern African region, 7.1% from the Southern and Central African regions, and 39.1% from the Northern and Western African regions expressed confidence that legislation will be in place by 2030. 35.3% of respondents from the Eastern African region, 35.7% from the Southern and Central African region, and 21.7% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 58.8% from the Eastern African region, 57.1% from the Southern and Central African regions, and 39.1% from the Northern and Western African regions.

In terms of "Enforcement", 5.9% of respondents from the Eastern African region, 0.0% from the Southern and Central African regions, and 29.5% from the Northern and Western African regions

expressed confidence that enforcement will be in place by 2030. 38.2% of respondents from the Eastern African region, 20.0% from the Southern and Central African regions, and 27.3% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 55.4% from the Eastern African region, 80.0% from the Southern and Central African regions, and 43.2% from the Northern and Western African regions.

Figure 12: Safe Road by region

Safe Roads	Confident will deliver			Probably can deliver			Need support to deliver		
	Eastern	Southern and Central	Northern and	Eastern	Southern and Central	Northern and	Eastern	Southern and Central	Northern and
Legislation	5.9%	7.1%	39.1%	35.3%	35.7%	21.7%	58.8%	57.1%	39.1%
Enforcement	5.9%	0.0%	29.5%	38.2%	20.0%	27.3%	55.9%	80.0%	43.2%
Education	17.6%	14.3%	37.2%	44.1%	42.9%	18.6%	38.2%	42.9%	44.2%
Technology	5.9%	6.7%	32.6%	23.5%	20.0%	18.6%	70.6%	73.3%	48.8%

Regarding "Education", 17.6% of respondents from the Eastern African region, 14.3% from the Southern and Central African regions, and 37.2% from the Northern and Western African regions expressed confidence that education will be in place by 2030. 44.1% of respondents from the Eastern African region, 42.9% from the Southern and Central African regions, and 18.6% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 38.2% from the Eastern African region, 42.9% from the Southern and Central Africa regions, and 44.2% from the Northern and Western African regions.

As for "Technology", 5.9% of respondents from the Eastern African region, 6.7% from the Southern and Central African regions, and 32.6% from the Northern and Western African regions expressed confidence that technology will be in place by 2030. 23.5% of respondents from the Eastern African region, 20.0% from the Southern and Central African regions, and 18.6% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 70.6% from the Eastern African region, 73.3% from the Southern and Central African regions, and 48.8% from the Northern and Western African regions.

- The Northern and Western African regions are more confident to deliver especially on Legislation and Education
- The Southern/Central and Eastern African regions require substantial support to deliver on all the aspects
- Technology support is the aspect with the highest need for capacity building across all regions in the pillar of "safe vehicles"
- For Safe Vehicles significant support is also needed for the enforcement and legislation aspects.

2.2.5 To support Multimodal Transport and Land-use Planning

How likely, in your opinion, is it that in the country/countries where you work, by 2030 there will Legislation, Enforcement, Education, and Technology for the pillar of "Multimodal Transport and Land Use Planning"? The respondents could choose from the following ratings: Confident will deliver, probably can deliver, need support to deliver, not relevant.

Figure 13: Multimodal Transport and Land-use Planning stakeholders' responses count

	Confident will deliver	Probably can deliver	Need support to deliver	Not relevant	Responses
	Count	Count	Count	Count	Count
LEGISLATION: Policies that promote compact urban street and public space design, lower speeds and give priority to pedestrians, cyclists and public transport users.	19	26	40	1	86
ENFORCEMENT: Discourage the use of private vehicles in high density urban areas	13	20	46	8	87
EDUCATION: Promote positive marketing and use of incentives	16	26	40	3	85
TECHNOLOGY: Ensure walking and cycling are as safe as motorised modes and serve the travel needs of all ages and abilities.	16	18	49	3	86

Regarding "Legislation", 19 counts were for 'confident will deliver'. 'Probably will deliver' attracted 26 counts. The 'need support to deliver' received 40 counts while 'not relevant' got 1 count totalling to 86 responses.

With regards to "Enforcement", 13 counts were for 'confident will deliver'. 'Probably will deliver' attracted 20 counts. The 'need support to deliver' received the highest count of 46 while 'not relevant' got 8 counts totalling to 87 responses.

As for "Education", 16 counts were for 'confident will deliver'. 'Probably will deliver' attracted 26 counts. The 'need support to deliver' received the highest count of 40 while 'not relevant' got 3 counts totalling to 85 responses.

Concerning "Technology", 16 counts were for 'confident will deliver'. 'Probably will deliver' attracted 18 counts. The 'need support to deliver' received the highest count of 49 while 'not relevant' got 3 counts totalling to 86 responses.

Funded by
the European Union

a) Multimodal Transport and Land-use Planning by Region

With regards to "Legislation", 8.8% of respondents from the Eastern African region, 6.7% from the Southern and Central African regions, and 35.6% from the Northern and Western African regions expressed confidence that legislation will be in place by 2030. 32.4% of respondents from the Eastern African region, 33.3% from the Southern and Central African regions, and 26.7% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 58.8% from the Eastern African region, 60.0% from the Southern and Central African regions, and 37.8% from the Northern and Western African regions.

As for "Enforcement", 9.7% of respondents from the Eastern African region, 0.0% from the Southern and Central African regions, and 25.0% from the Northern and Western African regions expressed confidence that enforcement will be in place by 2030. 19.4% of respondents from the Eastern African region, 23.1% from the Southern and Central African regions, and 25.0% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 71.0% from the Eastern African region, 76.9% from the Southern and Central African regions, and 50.0% from the Northern and Western African regions.

Figure 14: Multimodal Transport and Land-use Planning responses by region

Multimodal Transport	Confident will deliver			Probably can deliver			Need support to deliver		
	Eastern	Southern and Central	Northern and	Eastern	Southern and Central	Northern and	Eastern	Southern and Central	Northern and
Legislation	8.8%	6.7%	35.6%	32.4%	33.3%	26.7%	58.8%	60.0%	37.8%
Enforcement	9.7%	0.0%	25.0%	19.4%	23.1%	25.0%	71.0%	76.9%	50.0%
Education	14.7%	6.7%	26.2%	41.2%	40.0%	31.0%	44.1%	53.3%	42.9%
Technology	14.3%	7.1%	29.5%	20.0%	28.6%	20.5%	65.7%	64.3%	50.0%

Concerning "Education", 14.7% of respondents from the Eastern African region, 7.1% from the Southern and Central African regions, and 29.5% from the Northern and Western African regions expressed confidence that education will be in place by 2030. 20.0% of respondents from the Eastern African region, 28.6% from the Southern and Central African regions, and 20.5% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 44.1% from the Eastern African region, 53.3% from the Southern and Central African regions, and 42.9% from the Northern and Western African regions.

In terms of "Technology", 14.3% of respondents from the Eastern African region, 7.1% from the Southern and Central African regions, and 29.5% from the Northern and Western African regions expressed confidence that technology will be in place by 2030. 20.0% of respondents from the Eastern African region, 28.6% from the Southern and Central African regions, and 20.5% from the Northern and Western African regions were for 'probably will deliver' while those respondents for

'need support to deliver' were 65.7% from the Eastern African region, 64.3% from the Southern and Central African regions, and 50.0% from the Northern and Western African regions.

2.2.6 To support Effective Post-Crash Response

How likely, in your opinion, is it that in the country/countries where you work by 2030 there will be Legislation, Enforcement, Education, and Technology for the pillar "post-crash response"? The respondents could choose from the following ratings: Confident will deliver, probably can deliver, need support to deliver, not relevant.

Figure 15: Effective post-crash response stakeholders' responses count

	Confident will deliver	Probably can deliver	Need support to deliver	Not relevant	Responses
	Count	Count	Count	Count	Count
LEGISLATION: Standards for data collection post-crash response and investigation	18	23	45	2	88
ENFORCEMENT: Oversight of rescue services, investigators investigating crashes	14	15	54	3	86
EDUCATION: First aid and rescue service training, investigators training	18	25	45	1	89
TECHNOLOGY: Supportive technology and equipment	14	14	55	3	86

Regarding "Legislation", 18 counts were for 'confident will deliver'. 'Probably will deliver' attracted 23 counts. The 'need support to deliver' received 45 counts while 'not relevant' got 2 counts totalling to 88 responses.

In respect to "Enforcement", 14 counts were for 'confident will deliver'. 'Probably will deliver' attracted 15 counts. The 'need support to deliver' received the highest count of 54 while 'not relevant' got 3 counts totalling to 86 responses.

Regarding "Education", 18 counts were for 'confident will deliver'. 'Probably will deliver' attracted 25 counts. The 'need support to deliver' received the highest count of 45 while 'not relevant' got 1 count totalling to 89 responses.

In regard to "Technology", 14 counts were for 'confident will deliver'. 'Probably will deliver' attracted 14 counts. The 'need support to deliver' received the highest count of 55 while 'not relevant' got 3 counts totalling to 86 responses.

a) Effective Post-Crash Response by Region

In terms of Legislation, 13.9% of respondents from the Eastern African region, 6.7% from the Southern and Central African regions, and 27.3% from the Northern and Western African regions expressed confidence that legislation will be in place by 2030. 16.7% of respondents from the Eastern African region, 40.0% from the Southern and Central African regions, and 27.3% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 69.4% from the Eastern African region, 53.3% from the Southern and Central African regions, and 45.5% from the Northern and Western African regions.

Regarding "Enforcement", 13.9% of respondents from the Eastern African region, 0.0% from the Southern and Central African regions, and 21.4% from the Northern and Western African regions expressed confidence that enforcement will be in place by 2030. 8.3% of respondents from the Eastern African region, 21.4% from the Southern and Central African regions, and 23.8% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 77.8% from the Eastern African region, 78.6% from the Southern and Central African regions, and 54.8% from the Northern and Western African regions.

Figure 16: Effective Post-Crash Response by region

Post-Crash Response	Confident will deliver			Probably can deliver			Need support to deliver		
	Eastern	Southern and Central	Northern and	Eastern	Southern and Central	Northern and	Eastern	Southern and Central	Northern and
Legislation	13.9%	6.7%	27.3%	16.7%	40.0%	27.3%	69.4%	53.3%	45.5%
Enforcement	13.9%	0.0%	21.4%	8.3%	21.4%	23.8%	77.8%	78.6%	54.8%
Education	13.9%	6.7%	26.1%	33.3%	26.7%	23.9%	52.8%	66.7%	50.0%
Technology	13.5%	0.0%	21.4%	16.2%	28.6%	19.0%	70.3%	71.4%	59.5%

As for "Education", 13.9% of respondents from the Eastern African region, 6.7% from the Southern and Central African regions, and 26.1% from the Northern and Western African regions expressed confidence that education will be in place by 2030. 33.3% of respondents from the Eastern African region, 26.7% from the Southern and Central African regions, and 23.9% from the Northern and Western African regions were for 'probably will deliver' while those respondents for 'need support to deliver' were 52.8% from the Eastern African region, 66.7% from the Southern and Central African regions, and 50.0% from the Northern and Western African regions.

With respect to “Technology”, 13.5% of respondents from the Eastern African region, 0.0% from the Southern and Central African regions, and 21.4% from the Northern and Western African regions expressed confidence that technology will be in place by 2030. 16.2% of respondents from the Eastern African region, 28.6% from the Southern and Central African regions, and 19.0% from the Northern and Western African regions were for ‘probably will deliver’ while those respondents for ‘need support to deliver’ were 70.3% from the Eastern African region, 71.4% from the Southern and Central African region, and 59.5% from the Northern and Western African region.

2.2.7 Financing

What sustainable sources of funding for road safety are available, or could be, in your opinion? The respondents could choose from the following ratings: Available already, has potential, unlikely, TRANS-SAFE could help.

Figure 17: Financing stakeholders' responses count

	Available already	Has potential	Unlikely	TRANS-SAFE could help	Responses
	Count	Count	Count	Count	Count
Central government allocations	29	24	9	26	88
Local government allocations	16	24	23	22	85
Road user charges	18	25	21	18	82
Levies on private sector insurance	14	36	21	12	83
Surplus from government insurance	8	25	32	15	80
Use of traffic fines	19	43	8	13	83
Social impact bonds	7	24	25	24	80
Short-terrm bridging funds (e.g.. from multilateral lending institutions; private sector sponsorship; merchandise fundraising; international funding agencies; and philanthropic contributions from foundations and individuals)	11	32	7	28	78

Out of the 88 respondents, 29 believe that funding from the **Central government** is ‘already available’. Additionally, 24 respondents think that the ‘central government has the potential to provide funding’. On the other hand, 9 respondents find it ‘unlikely that the central government will provide funding’. However, 26 respondents believe that ‘TRANS-SAFE could be helpful’ in obtaining the necessary funding.

Out of the 85 respondents, 16 believe that funding from the **Local government** is ‘already available’. Additionally, 14 respondents think that the ‘Local government has the potential to provide funding’. On the other hand, 23 respondents find it ‘unlikely that the local government will provide funding’.

However, 22 respondents believe that 'TRANS-SAFE could be helpful' in obtaining the necessary funding.

Out of the 82 respondents, 18 believe that funding from the **Road user charges** is 'already available'. Additionally, 25 respondents think that the 'road user charges have the potential to provide funding'. On the other hand, 21 respondents find it 'unlikely that the road user charges will provide funding'. However, 18 respondents believe that 'TRANS-SAFE could be helpful' in obtaining the necessary funding.

Out of the 83 respondents, 14 believe that funding from the **Levies on private sector insurance** is 'already available'. Additionally, 36 respondents think that the Levies on private sector insurance 'have the potential to provide funding'. On the other hand, 21 respondents find it 'unlikely that the Levies on private sector insurance will provide funding'. However, 12 respondents believe that 'TRANS-SAFE could be helpful' in obtaining the necessary funding.

Out of the 80 respondents, 8 believe that funding from the **Surplus from government insurance** is 'already available'. Additionally, 25 respondents think that the Surplus from government insurance 'has the potential' to provide funding. On the other hand, 32 respondents find it 'unlikely that the Surplus from government insurance will provide funding'. However, 15 respondents believe that 'TRANS-SAFE could be helpful' in obtaining the necessary funding.

Out of the 83 respondents, 19 believe that funding from **Use of traffic fines** is 'already available'. Additionally, 43 respondents think that use of traffic fines 'have the potential' to provide funding. On the other hand, 8 respondents find it 'unlikely that use of traffic fines will provide funding'. However, 13 respondents believe that 'TRANS-SAFE could be helpful' in obtaining the necessary funding.

Out of the 80 respondents, 7 believe that funding from **social impact bonds** is 'already available'. Additionally, 24 respondents think that social impact bonds 'have the potential' to provide funding. On the other hand, 25 respondents find it 'unlikely that social impact bonds will provide funding'. However, 24 respondents believe that 'TRANS-SAFE could be helpful' in obtaining the necessary funding.

Out of the 78 respondents, 11 believe that funding from **Short-term bridging funds** is 'already available'. Additionally, 32 respondents think that short term bridging funds 'have the potential' to provide funding. On the other hand, 6 respondents find it 'unlikely that short term bridging funds will provide funding'. However, 28 respondents believe that 'TRANS-SAFE could be helpful' in obtaining the necessary funding.

a) Financing by Region

Figure 18: Financing by Region

	Eastern				Southern and Central				Northern and Western			
	Available already	Has potential	Unlikely	TRANS-SAFE could help	Available already	Has potential	Unlikely	TRANS-SAFE could help	Available already	Has potential	Unlikely	TRANS-SAFE could help
Central government allocations	27.0%	24.3%	21.6%	27.0%	20.0%	40.0%	6.7%	33.3%	39.1%	26.1%	4.3%	30.4%
Local government allocations	13.5%	18.9%	37.8%	29.7%	16.7%	33.3%	25.0%	25.0%	23.9%	34.8%	17.4%	23.9%
Road user charges	19.4%	36.1%	30.6%	13.9%	20.0%	53.3%	6.7%	20.0%	22.0%	26.8%	24.4%	26.8%
Levies on private sector insurance	8.3%	44.4%	36.1%	11.1%	0.0%	85.7%	0.0%	14.3%	25.6%	39.5%	18.6%	16.3%
Surplus from government insurance	5.4%	29.7%	51.4%	13.5%	0.0%	46.2%	38.5%	15.4%	15.0%	32.5%	30.0%	22.5%
Use of traffic fines	16.7%	55.6%	11.1%	16.7%	13.3%	66.7%	0.0%	20.0%	26.2%	52.4%	9.5%	11.9%
Social impact bonds	5.6%	22.2%	36.1%	36.1%	0.0%	35.7%	28.6%	35.7%	12.5%	40.0%	30.0%	17.5%
Short term bridging funds	14.7%	35.3%	5.9%	44.1%	7.7%	46.2%	7.7%	38.5%	17.5%	40.0%	10.0%	32.5%

- Most people hope that TRANS-SAFE can support Short-term bridging funds, Central government allocations, social impact bonds, and Local government allocations to help fund road safety projects in Africa.
- Road user charges, Levies on private sector insurance, use of traffic fines and surplus from government insurance are considered to have the highest potential as funding sources.

2.2.8 Legal Frameworks

What legal frameworks for road safety are available, or could be, in your opinion? The respondents could choose from the following ratings: Adopted in national or regional legislation, applied effectively, enforced by traffic police and inspection bodies, don't know and TRANS-SAFE could help.

Figure 19: Legal Frameworks stakeholders' responses count

	Adopted in national or regional legislation	Applied effectively	Enforced by traffic police and inspection bodies	Don't know	TRANS-SAFE could help	Responses
	Count	Count	Count	Count	Count	Count
Uniform road traffic rules	41	9	29	3	6	88
Road signs and signals system	29	20	22	2	13	86
Safety and environmental standards for wheeled manufactured vehicles	26	10	17	7	26	86
Cross-border wheeled vehicles inspection certificates	22	13	16	21	12	84
Vehicles safety and environmental performance regulations	24	11	18	7	26	86
Operations, driver training and vehicle construction standards for dangerous goods.	23	10	15	8	28	84

Out of the 88 respondents, 41 suggest that **Uniform Road traffic** rules are 'adopted in national or regional legislation'. Additionally, 9 respondents think that these rules are 'applied effectively'. On the other hand, 29 respondents suggest the rules are 'enforced by traffic police and inspection bodies' and 3 'don't know'. However, 6 respondents believe that 'TRANS-SAFE could be helpful' in developing and delivering more uniform road traffic rules.

Out of the 86 respondents, 29 suggest that **Road signs and signals systems** are 'adopted in national or regional legislation'. Additionally, 20 respondents think that these systems are 'applied effectively'. On the other hand, 22 respondents suggest the system is 'enforced by traffic police and inspection bodies' and 2 'don't know'. However, 13 respondents believe that 'TRANS-SAFE could be helpful' in developing and delivering a better road signs and signals system.

Out of the 86 respondents, 26 suggest that **Safety and environmental standards for wheeled manufactured vehicles** are 'adopted in national or regional legislation'. Additionally, 10 respondents think that these standards are 'applied effectively'. On the other hand, 17 respondents suggest the standards are 'enforced by traffic police and inspection bodies' and 7 'don't know'. However, 26 respondents believe that 'TRANS-SAFE could be helpful' in developing and delivering better safety and environmental standards for wheeled manufactured vehicles.

Out of the 84 respondents, 22 suggest that **Cross-border wheeled vehicles inspection certificates** are 'adopted in national or regional legislation'. Additionally, 13 respondents think that these certificates are 'applied effectively'. On the other hand, 16 respondents suggest the certificates are 'enforced by traffic police and inspection bodies' and 21 'don't know'. However, 12 respondents believe that 'TRANS-SAFE could be helpful' in developing and delivering cross-border wheeled vehicles inspection certificates.

Out of the 86 respondents, 24 suggest that **Vehicles safety and environmental performance regulations** are 'adopted in national or regional legislation'. Additionally, 11 respondents think that these regulations are 'applied effectively'. On the other hand, 18 respondents suggest the regulations are 'enforced by traffic police and inspection bodies' and 7 'don't know'. However, 26 respondents believe that 'TRANS-SAFE could be helpful' in developing and delivering better vehicles safety and environmental performance regulations.

Out of the 84 respondents, 23 suggest that **Operations, driver training and vehicle construction standards for dangerous goods** are 'adopted in national or regional legislation'. Additionally, 10 respondents think that these certificates are 'applied effectively'. On the other hand, 15 respondents suggest the certificates are 'enforced by traffic police and inspection bodies' and 8 'don't know'. However, 28 respondents believe that 'TRANS-SAFE could be helpful' in developing and delivering operations, driver training and vehicle construction standards for dangerous goods.

a) Legal Frameworks in Regions

Figure 20: Legal Frameworks by region

	Eastern					Southern and Central					Northern and Western				
	Adopted in national or regional legislation	Applied effectively	Enforced by traffic police and inspection bodies	Don't know	TRANS-SAFE could help	Adopted in national or regional legislation	Applied effectively	Enforced by traffic police and inspection bodies	Don't know	TRANS-SAFE could help	Adopted in national or regional legislation	Applied effectively	Enforced by traffic police and inspection bodies	Don't know	TRANS-SAFE could help
Uniform road traffic rules	48.6%	8.1%	27.0%	5.4%	10.8%	33.3%	20.0%	26.7%	0.0%	20.0%	43.5%	15.2%	34.8%	2.2%	4.3%
Road signs and signals system	30.6%	16.7%	30.6%	5.6%	16.7%	28.6%	50.0%	14.3%	0.0%	7.1%	34.1%	27.3%	25.0%	0.0%	13.6%
Safety and environmental	21.6%	10.8%	18.9%	13.5%	35.1%	13.3%	26.7%	20.0%	6.7%	33.3%	38.6%	15.9%	13.6%	9.1%	22.7%
Cross-border wheeled vehicles inspection	22.9%	11.4%	14.3%	37.1%	14.3%	0.0%	21.4%	28.6%	21.4%	28.6%	31.8%	22.7%	15.9%	22.7%	6.8%
Vehicles safety and environmental	19.4%	11.1%	13.9%	16.7%	38.9%	14.3%	14.3%	21.4%	7.1%	42.9%	37.8%	20.0%	22.2%	6.7%	13.3%
Operations, driver training and vehicle	20.6%	14.7%	17.6%	8.8%	38.2%	7.7%	15.4%	23.1%	7.7%	46.2%	36.4%	15.9%	15.9%	11.4%	20.5%

- Most people hope that TRANS-SAFE can help support road safety legal operations, vehicle safety and environment legislation.
- Good efforts have been made to adopt road safety into national and regional legislation, especially in the Northern and Western African Regions
- Significant capacity building is needed on effective application and enforcement of legal frameworks.

2.2.9 Speed Management

What speed management for road safety are available, or could be, in your opinion? The respondents could choose from the following ratings: Applied and having effective outcomes, applied but not effective, not applied, don't know, TRANS-SAFE could help.

Figure 21: Speed Management stakeholders' responses count

	Applied and having effective outcomes	Applied but not effective	Not applied	Don't know	TRANS-SAFE could help	Responses
	Count	Count	Count	Count	Count	Count
Road design and engineering (for example, employing speed humps or cushions, raised platform crossings, roundabouts, chicanes, as well as safe speed limits)	29	41	5	0	12	87
Vehicle interventions (speed limiting, Intelligent Speed Assistance or ISA)	18	35	15	0	18	86
Behavior change (legislation, enforcement and promotion to deliver effective general deterrence of speeding)	17	34	16	0	18	85

Out of the 87 respondents, 29 suggest that **Road design and engineering** are 'applied and having effective outcomes. Additionally, 41 respondents think that this is 'applied but not effective'. On the

other hand, 5 respondents suggest these approaches are 'not applied' and none 'don't know'. However, 12 respondents believe that 'TRANS-SAFE could be helpful' in developing and delivering better road design and engineering to manage speed.

Out of the 86 respondents, 18 suggest that **Vehicle interventions** are 'applied and having effective outcomes. Additionally, 35 respondents think that this is 'applied but not effective'. On the other hand, 15 respondents suggest the interventions are 'not applied' and none 'don't know'. However, 18 respondents believe that 'TRANS-SAFE could be helpful' in developing and delivering better vehicle interventions for managing speed.

Out of the 85 respondents, 17 suggest that **Behaviour change** is 'applied and having effective outcomes. Additionally, 34 respondents think that this is 'applied but not effective'. On the other hand, 16 respondents suggest behaviour change is 'not applied' and none 'don't know'. However, 18 respondents believe that 'TRANS-SAFE could be helpful' in developing and delivering better behaviour change to manage speed.

a) Speed Management by Region

Figure 22: Speed Management by region

		Applied and having effective outcomes	Applied but not effective	Not applied	Don't know	TRANS-SAFE could help
Eastern	Road design and engineering	30.6%	52.8%	5.6%	0.0%	11.1%
	Vehicle interventions	22.2%	36.1%	25.0%	0.0%	16.7%
	Behaviour change	16.7%	50.0%	22.2%	0.0%	11.1%
Southern and Central	Road design and engineering	14.3%	57.1%	7.1%	0.0%	21.4%
	Vehicle interventions	7.1%	42.9%	14.3%	0.0%	35.7%
	Behaviour change	7.7%	46.2%	15.4%	0.0%	30.8%
Northern and Western	Road design and engineering	32.6%	47.8%	8.7%	0.0%	10.9%
	Vehicle interventions	20.0%	51.1%	15.6%	0.0%	13.3%
	Behaviour change	17.8%	42.2%	20.0%	0.0%	20.0%

In all regions, speed management interventions are applied but not effective.

- TRANS-SAFE support is needed on vehicle intervention and behaviour change in particular
- Road designs and engineering in all three regions is where most success in speed management is happening.

2.2.10 Gender Perspective

How is the gender perspective for road safety included, or could be, in your opinion? The respondents could choose from the following ratings: Implemented fully, implemented partly, not implemented, don't know and trans-safe could help.

Out of the 86 respondents, 15 suggest that **Transport policy frameworks that provide an enabling environment for both men and women to share safe, secure, accessible, reliable and sustainable mobility, and non-discriminatory participation in transport** are 'implemented fully'. Additionally, 30 respondents think that these are 'implemented partly'. On the other hand, 21 respondents suggest these policy frameworks are 'not implemented' and 5 'don't know'. However, 15 respondents believe that 'TRANS-SAFE could be helpful' in developing and delivering better gender inclusive policy frameworks for road safety.

Out of the 85 respondents, 17 suggest that **Women are involved in the transport sector and its processes – as operators in transport systems, as decision-makers in the development of regulatory and policy systems, as engineers and designers, and everywhere in between** and that this is 'implemented fully'. Additionally, 35 respondents think that this is 'implemented partly'. On the other hand, 13 respondents suggest these approaches are 'not implemented' and 6 'don't know'. However, 14 respondents believe that 'TRANS-SAFE could be helpful' in developing and delivering better involvement of women in the transport sectors processes.

Out of the 84 respondents, 8 suggest that **Gender differences are a focus of the design and construction of all aspects of transport infrastructure** and are 'implemented fully'. Additionally, 24 respondents think that this is 'implemented partly'. On the other hand, 28 respondents suggest these approaches are 'not implemented' and 5 'don't know'. However, 19 respondents believe that 'TRANS-SAFE could be helpful in developing and delivering better gender differences in the design and construction of transport infrastructure.

a) Gender Perspective by Regions

Figure 23: Gender Perspective by region

		Implemented fully	Implemented partly	Not implemented	Don't know	TRANS-SAFE could help
Eastern	Transport policy frameworks provide an enabling environment for both men and women to share safe, secure, accessible, reliable and sustainable mobility, and non-discriminatory participation in transport	16.7%	30.6%	30.6%	5.6%	16.7%
	Women are involved in the transport sector and its processes as operators in transport systems, as decision-makers in the development of regulatory and policy systems, as engineers and designers, and everywhere in between	22.9%	48.6%	17.1%	2.9%	8.6%
	Gender differences are a focus of the design and construction of all aspects of transport infrastructure	5.6%	30.6%	38.9%	11.1%	13.9%
Southern and Central	Transport policy frameworks provide an enabling environment for both men and women to share safe, secure, accessible, reliable and sustainable mobility, and non-discriminatory participation in transport	7.1%	28.6%	28.6%	14.3%	21.4%
	Women are involved in the transport sector and its processes as operators in transport systems, as decision-makers in the development of regulatory and policy systems, as engineers and designers, and everywhere in between	7.1%	35.7%	14.3%	14.3%	28.6%
	Gender differences are a focus of the design and construction of all aspects of transport infrastructure	0.0%	28.6%	35.7%	0.0%	35.7%
Northern and Western	Transport policy frameworks provide an enabling environment for both men and women to share safe, secure, accessible, reliable and sustainable mobility, and non-discriminatory participation in transport	15.6%	44.4%	24.4%	2.2%	13.3%
	Women are involved in the transport sector and its processes as operators in transport systems, as decision-makers in the development of regulatory and policy systems, as engineers and designers, and everywhere in between	22.2%	37.8%	17.8%	6.7%	15.6%
	Gender differences are a focus of the design and construction of all aspects of transport infrastructure	9.3%	32.6%	30.2%	7.0%	20.9%

- Gender perspectives in road safety are poorly implemented in all 3 regions
- There is no region that has fully implemented gender perspectives
- Northern and Western regions lead among those which have fully or partially implemented gender perspectives.

More women 22.9% are involved in transport sector in Eastern region as compared to 22.2% and 7.1% in Northern and Western and Southern and Central regions respectively. This can largely be explained by the fact that more women in Eastern region are exposed to formal education up to higher levels of learning where they can specialize in matters concerning transport planning, governance and even policy implementation. This is opposite to their counterparts in other regions who in many ways are disadvantage in terms of accessing formal education up to university levels.

2.2.11 Required support from TRANS SAFE for the development of capacity for better road safety outcomes

Stakeholders groups (Government, Academia, NGOs) share a similar view that TRANS-SAFE's support is particularly desired ("yes answer") for building "political and societal support to tackle road safety at the national level" (89.5%), followed by "Commitment to the African Road Safety Charter of the UN Road Safety Conventions" (89.4%) and "training and technical building to integrate road safety in public space design and transport planning strategies" (88.4%).

Figure 24: TRANS-SAFE support required for the development of capacity for better road safety outcomes

Select the TRANS-SAFE project support required for the development of capacity for better road safety outcomes.

	Yes please		Maybe		No thanks		Responses
	Count	Row %	Count	Row %	Count	Row %	Count
1. Data collection, tools, and databases for the African Road Safety Observatory	74	87.1%	11	12.9%	0	%	85
2. Commitment to the African Road Safety Charter and the UN Road Safety Conventions	76	89.4%	7	8.2%	2	2.4%	85
3. Political and societal support to tackle road safety at the national level	77	89.5%	7	8.1%	2	2.3%	86
4. Tailored road safety strategies, set targets and key performance indicators	73	85.9%	12	14.1%	0	%	85
5. Regional Centres of Excellence for Road Safety	62	75.6%	18	22.0%	2	2.4%	82
6. Road safety assessment capacity and more extensive road safety ratings	69	80.2%	13	15.1%	4	4.7%	86
7. Capacity to assess and evaluate infrastructure for road safety	67	78.8%	16	18.8%	2	2.4%	85
8. Application of vehicle standards across the continent	55	65.5%	25	29.8%	4	4.8%	84
9. Knowledge of vehicle safety regulation and testing techniques	64	75.3%	20	23.5%	1	1.2%	85
10. Empowering road users with road safety advocacy tools and principles, especially for people walking and cycling.	70	81.4%	13	15.1%	3	3.5%	86
11. Speed limit and traffic violation enforcement	64	74.4%	16	18.6%	6	7.0%	86
12. Training for professional drivers in road safety risks and mitigation actions	71	83.5%	13	15.3%	1	1.2%	85
13. Training and technical capacity building to integrate road safety in public space design and transport planning strategies.	76	88.4%	10	11.6%	0	%	86
14. Training in post-crash care for healthcare providers	61	84.7%	8	11.1%	3	4.2%	72
15. Training in very simple post-crash care for lay person responders	59	79.7%	14	18.9%	1	1.4%	74
16. Resiliency training for healthcare providers and citizens with frequent exposure to road traffic injuries	54	76.1%	13	18.3%	4	5.6%	71
17. Comprehensive support for overall emergency care systems, building post-crash care resources from the ground up	57	79.2%	13	18.1%	2	2.8%	72

Breaking down the analysis by stakeholder groups (Government, Academia, NGOs), figure 25 shows that NGOs would appreciate particular support with regards to “Commitment to the African Road Safety Charter of the UN Road Safety Conventions” (93.1%), Governments are interested in support on “political and societal support to tackle road safety at the national level” and “training and technical building to integrate road safety in public space design and transport planning strategies” (both at 85%), and Academia is indicating priority for support on “Data collection, tools and databases for the African Road Safety Observatory” and “political and societal support to tackle road safety at the national level” (both at 88.9%).

Figure 25: Analysis of TRANS-SAFE support by stakeholder group

Select the TRANS-SAFE project support required for the development of capacity for better road safety outcomes.

By Stakeholder	TOTAL	NGOs (Int'l, Regional, Local)	Government	Academia
1. Data collection, tools, and databases for the African Road Safety Observatory	81.5%	86.2%	65.0%	88.9%
2. Commitment to the African Road Safety Charter and the UN Road Safety Conventions	84.8%	93.1%	75.0%	55.6%
3. Political and societal support to tackle road safety at the national level	85.9%	86.2%	85.0%	88.9%
4. Tailored road safety strategies, set targets and key performance indicators	81.5%	81.0%	80.0%	77.8%
5. Regional Centres of Excellence for Road Safety	69.6%	74.1%	70.0%	44.4%
6. Road safety assessment capacity and more extensive road safety ratings	77.2%	81.0%	80.0%	44.4%
7. Capacity to assess and evaluate infrastructure for road safety	73.9%	75.9%	75.0%	55.6%
8. Application of vehicle standards across the continent	60.9%	63.8%	65.0%	33.3%
9. Knowledge of vehicle safety regulation and testing techniques	71.7%	75.9%	75.0%	44.4%
10. Empowering road users with road safety advocacy tools and principles, especially for people walking and cycling.	78.3%	84.5%	70.0%	66.7%
11. Speed limit and traffic violation enforcement	70.7%	74.1%	70.0%	44.4%
12. Training for professional drivers in road safety risks and mitigation actions	78.3%	82.8%	75.0%	55.6%
13. Training and technical capacity building to integrate road safety in public space design and transport planning strategies.	84.8%	87.9%	85.0%	77.8%
14. Training in post-crash care for healthcare providers	68.5%	69.0%	70.0%	55.6%
15. Training in very simple post-crash care for lay person responders	66.3%	67.2%	70.0%	55.6%
16. Resiliency training for healthcare providers and citizens with frequent exposure to road traffic injuries	60.9%	65.5%	60.0%	22.2%
17. Comprehensive support for overall emergency care systems, building post-crash care resources from the ground up	63.0%	63.8%	75.0%	22.2%

Across all three **regions**, there is a general agreement that TRANS-SAFE can support the development of capacity for better road safety outcomes. For the Eastern African Region, particular support is desired on "Data collection, tools and databases for the African Road Safety Observatory" (94.6%), while for the Southern and Central African Region, as well as the Northern and Western African region, priority lies on "political and societal support to tackle road safety at the national level" (93.3% and 83.7% respectively).

Figure 26: Analysis of TRANS-SAFE support by region

Select the TRANS-SAFE project support required for the development of capacity for better road safety outcomes.

By Region	TOTAL	Eastern	Southern and Central	Northern and Western
1. Data collection, tools, and databases for the African Road Safety Observatory	81.5%	94.6%	66.7%	77.6%
2. Commitment to the African Road Safety Charter and the UN Road Safety Conventions	84.8%	91.9%	86.7%	75.5%
3. Political and societal support to tackle road safety at the national level	85.9%	86.5%	93.3%	83.7%
4. Tailored road safety strategies, set targets and key performance indicators	81.5%	86.5%	66.7%	75.5%
5. Regional Centres of Excellence for Road Safety	69.6%	73.0%	73.3%	59.2%
6. Road safety assessment capacity and more extensive road safety ratings	77.2%	78.4%	73.3%	69.4%
7. Capacity to assess and evaluate infrastructure for road safety	73.9%	78.4%	80.0%	67.3%
8. Application of vehicle standards across the continent	60.9%	70.3%	73.3%	51.0%
9. Knowledge of vehicle safety regulation and testing techniques	71.7%	83.8%	73.3%	55.1%
10. Empowering road users with road safety advocacy tools and principles, especially for people walking and cycling.	78.3%	81.1%	73.3%	69.4%
11. Speed limit and traffic violation enforcement	70.7%	75.7%	80.0%	65.3%
12. Training for professional drivers in road safety risks and mitigation actions	78.3%	86.5%	80.0%	69.4%
13. Training and technical capacity building to integrate road safety in public space design and transport planning strategies.	84.8%	89.2%	80.0%	77.6%
14. Training in post-crash care for healthcare providers	68.5%	64.9%	73.3%	63.3%
15. Training in very simple post-crash care for lay person responders	66.3%	64.9%	73.3%	59.2%
16. Resiliency training for healthcare providers and citizens with frequent exposure to road traffic injuries	60.9%	56.8%	60.0%	57.1%
17. Comprehensive support for overall emergency care systems, building post-crash care resources from the ground up	63.0%	54.1%	73.3%	63.3%

2.3. SUMMARY OF TRAINING NEEDS ASSESSMENT (TNA)

The survey was drafted in October 2022 by the Walk21 Foundation. By the end of March 2023, 91 people had completed the survey from 38 African countries.

In terms of affiliation, a considerable number of respondents are from the local and regional NGOs-including civil society, advocacy groups – 51.6%, government- local, regional, national -22.0% while 9.9% are from international organisations and NGOs. 9.9% of the respondents are in the field of Academia, research institutions, researchers, 5.5% are from private sector, industry and individual practitioners and 1.1% from stakeholders involved in delivering transport services. The following bullet points summarize the main findings:

General Findings:

- Majority of stakeholders had their interest in road safety in education and research (78.9%), while innovations, standards and licensing and registration had the lowest percentage (33.3%, 22.2% and 11.1%) respectively.
- Stakeholders share the view that there is "Need for support to deliver" on road safety along all five pillars of the Safe Systems Approach, but also in relation to the "requirements for implementation" (legislation; enforcement; education; technology
- Highest capacity building need on the Safe Systems pillar on Post Crash Response (199 responses), followed by Multimodal Transport and Land Use Planning (175 responses), Safe Roads (171 responses), Safe Road User (160 responses), Safe Vehicle (137 responses).
- Particular support needed on "Requirements for Implementation" of Technology (261 responses), followed by Enforcement (215 responses), Education (185 responses) and Legislation (181 responses)
- Stakeholders share a similar view that TRANS-SAFE's support is particularly desired for building "political and societal support to tackle road safety at the national level" (89.5%), followed by "Commitment to the African Road Safety Charter of the UN Road Safety Conventions" (89.4%) and "training and technical building to integrate road safety in public space design and transport planning strategies" (88.4%).

Findings regarding "Enablers" (financing, legal frameworks, speed management, gender):

- On sustainable sources of **funding** for road safety, the majority of stakeholders (43 responses) are in a view that use of traffic fines has more potential than the other sources such as central government allocations (24 responses), or road user charges (25 responses). Stakeholders share the view that TRANS SAFE could particularly assist in accessing central government allocation and short-term bridging funds (e.g., from multilateral lending institutions; private

sector sponsorship; merchandise fundraising; international funding agencies; and philanthropic contributions from foundations and individuals).

- With regards to **legal frameworks**, most stakeholders (41 responses) agreed that uniform road traffic rules were to be adopted in national or regional legislation, followed by the need for road signs and signal systems (29 responses). Stakeholders responded that "Operations, driver training and vehicle construction standards for dangerous goods" required intervention from TRANS SAFE (28 responses), followed closely by "Safety and environmental standards for wheeled manufactured vehicles" and "vehicle safety and environmental performance regulations" (both with 26 responses).

- On the topic of **Speed Management**, "road design and engineering" (for example, employing speed humps or cushions, raised platform crossings, roundabouts, chicanes, as well as safe speed limits) have been generally applied but not effectively according to most of responses (41), both "Vehicle interventions" (speed limiting, Intelligent Speed Assistance or ISA) and "Behaviour change" (legislation, enforcement and promotion to deliver effective general deterrence of speeding) requires help from TRANS-SAFE (both with 18 responses).

- With regards to **gender perspective** considerations, the stakeholder's general view is that partial measures are in place. Womens' involvement in the transport sector and its processes (as operators in transport systems, as decision-makers in the development of regulatory and policy systems, as engineers and designers, and everywhere in between) is ensured partly (35 responses) while "gender differences as a focus of the design and construction of all aspects of transport infrastructure" have not been implemented according to majority stakeholders (28 responses).

Regional findings:

- In terms of interest in road safety, all regions share the view that "education and information" is their highest priority. This is followed by "data, research and evaluation" in the Eastern African Region, by "Innovation" in the Southern and Central African Region, and by "road rules and enforcement" in Northern and Western Africa.

- Across all three **regions**, there is a general agreement that TRANS-SAFE can support the development of capacity for better road safety outcomes. For the Eastern African Region, particular support is desired on "Data collection, tools and databases for the African Road Safety Observatory" (94.6%), while for the Southern and Central African Region, as well sa the Northern and Western African region, priority lies on "political and societal support to tackle road safety at the national level" (93.3% and 83.7% respectively).

Main findings per stakeholder groups:

- In terms of interest in road safety, academic stakeholders are particularly interested in "data, research and evaluation", while NGOs' main interest lies with "education and information". Government stakeholders are particularly interested in "coordination".
- All stakeholders' groups (Government, Academia, NGOs) share a similar view that TRANS-SAFE can support on a diversity of aspects. NGOs would appreciate particular support with regards to "Commitment to the African Road Safety Charter of the UN Road Safety Conventions" (93.1%), Governments are interested in support on "political and societal support to tackle road safety at the national level" and "training and technical building to integrate road safety in public space design and transport planning strategies" (both at 85%), and Academia is indicating priority on "Data collection, tools and databases for the African Road Safety Observatory" and "political and societal support to tackle road safety at the national level" (both at 88.9%).

3. A BLENDED LEARNING APPROACH

3.1. THE BLENDED LEARNING CONCEPT

Capacity building can enable all key actors to manage and deploy safety in transportation, as well as to adapt to changing conditions in their own local contexts. TRANS-SAFE's capacity building Work Package is developing a series of learning activities that are aimed to equip local and national policy makers, practitioners, entrepreneurs, and operators with the skills and knowledge required to develop, implement and operate successfully innovative road safety measures. The objective is to establish long-lasting capacities and capabilities at all levels and for all key stakeholders to successfully support the transition to safe mobility.

Topics are related to the demonstration projects, vehicle safety, user safety and technologies, business models, finance options, foresight, emerging ecosystems, policy frameworks, among other topics.

The learning activities are targeted to those key stakeholders who are involved in the management, development, implementation and operation of the transport sector in partner cities. This includes technical staff working in the city administration, policy makers (from different departments, such as planning, operations, implementation), advisors, practitioners, entrepreneurs, subcontractors, consultants, operators as well as the political level. The groups can be extended to include groups from different government levels (local, metropolitan, provincial, national), as well as universities and knowledge organisations.

The aim is to provide an open, friendly and flexible learning environment with a **combination of online components and offline activities – blended learning**. We do this by:

- providing clear, concise, easy to understand **information on road safety topics** as well as links to relevant case studies, examples and other resources;
- helping participants to look at their **local context critically, identify challenges and opportunities** and apply information gained through course participation;
- **gain knowledge not only on the technicalities** of different road safety measures, but also on the policy frameworks and enabling contexts required for a successful deployment of such innovations;
- offering **face-to-face learning** opportunities, which will take place in the form of trainings, workshops and other interactive formats with content tailored to the regional, national and local context of the target city partner and complementing the e-learning components (e-courses, webinars);
- offering **online courses** (e-courses) with a moderated discussion forum where participants can share, exchange and learn from one another (peer-to-peer learning);
- providing **tasks throughout the e-courses**, which are designed to create a win-win situation for individual learning as well as for the application of new innovations in road safety.
- Offering research opportunities for Master and PhD students and exploring internship placements in partner institutions, such as UN-Habitat;
- providing **follow-up, feedback and a certificate** to participants to strengthen learning and keep motivation up along learning activities;
- **building networks** that sustain after a course has ended;
- including **'practice sessions'** which could be online or offline, serving as a platform for lively exchange on case studies, examples and good practices;
- providing **supporting material as preparation** for online or offline activities (pre-event surveys, evaluation forms etc), and to summarise key content in the form of factsheets;
- developing a **concept that can be used for regular replication** in the future, incorporating the lessons learned from the first courses.

3.2. APPROACH AND COMPONENTS

The approach combined different learning formats, methods and activities to ensure a flexible, open and friendly capacity building framework that suits the needs of the different key stakeholders, at all levels and in different regions. This approach is similar to an 'Open University' that integrates a whole suite of learning activities in a Blended Learning Programme for the course of the three years that the capacity building project is running. This approach also enables the incorporation of new training needs, demands, feedback and lessons learned in an ongoing basis.

A **summary of the various learning components** and exchange opportunities can be seen in the list below:

- **E-learning opportunities** to be held virtually by TRANS-SAFE consortium partners and external experts based on a database of expert trainers.
- **Peer-to-peer exchange**, including secondment and staff-exchange programme between partner cities, site visits and on-the-job training;
- **City-Specific Trainings in Living Labs** with targeted content to support city level demo implementation
- **Regional trainings and events**, in collaboration with Regional Centers of Excellence (Rwanda, Ghana, South Africa)
- **Global training events**, for global synergies with other road safety projects including Afro-safe, and the Alliance of Cities for Road Safety (ACROS) in alignment with conferences such as the Walk21 Conference in Kigali, Rwanda (October 2023), the World Cities Day in Istanbul in October 2023, among others.
- **Research programmes for Master and PhD students** & development of knowledge products.

One of the most interesting features of the Blended Learning Programme is the flexibility that it offers to build upon components and adjust to the specific local / regional needs. Some learning activities such as e-courses will already have a proposed structure of components with the objective to exploit as much as possible the synergies, yet there is room for flexibility to include further components if required. Other learning components are also flexible to adapt to the specific local context. Besides, the capacity building will provide an initial input on the topics on which learning activities will focus and the preferred formats. Additionally, a regular interaction with the target audience (with the main focus on the government representatives) will provide feedback to adjust the Blended Learning Programme based on the demands and training needs along the 3-year program.

4. INTEGRATED E-LEARNING PROGRAMME

4.1. OVERVIEW OF GLOBAL E-LEARNING PROGRAMME

All courses will be developed to be innovative, high-quality and with up-to-date content. The Capacity Building e-learning courses will also be made available through other relevant portals. This will ensure consistency among different materials to be developed as well as the inclusion of all relevant partners.

Courses are to be designed in a way that ensures high user interactivity. Specific tasks are to be given to course participants in each module to ensure that users reflect on the course contents and relate this to their own situation. A forum will allow for course participants interacting with each other and reacting to other's questions and inputs. This ensured the project's community building.

Courses are to be developed in an interoperable format, which means that, after completion, courses can be easily integrated into other platforms. The Centres of Excellence will act as a repository for collecting the courses that have been completed. The eLearning courses will be also made available through the platform of e.g., UN-Habitat, UITP.

The courses are to be provided for free as online courses and webinars to urban practitioners. Storing the learning material, produced in the framework capacity building, will enable the courses to be available even after the completion of the project and be reached by cities and other stakeholders outside the project scope. Similarly, the project will make use of eLearning platforms of partners. All partners, associated partners and interested parties are welcome to use, reuse and build upon the eLearning courses developed by trans-safe partners.

4.2. OUTLINE OF E-COURSES & WEBINARS

The following is a first outline of thematic areas, that are planned to be taken up by e-learning activities, in combination with other training formats. Some of these sessions will be recorded and made available on e-learning platforms such as the NUA Campus, the TRANS-SAFE website, as well as the Urban Living Lab Centre website, others will be organised as live webinars and made available to a large audience as recorded material.

Table 1: Thematic areas (tentative) identified for capacity building programme based on results of TNA

No.	Module Title
Introductory Course	
0.1	Intro to TRANS SAFE
0.2	Introduction to the Safe Systems Approach

0.3	The Five Pillars and Recommended Actions for Africa
0.4	Introduction to the pilot project initiatives under TRANS SAFE & their contribution to the Safe Systems approach
0.5	Overview of the Learning Programme
Course 1: Road Safety Data	
1.1	The need for Scientific Research in Road Safety (needs, impacts, benefits…)
1.2	Different theories and approaches to traffic accident analysis (Causal accident theory, Accident as a random event, Accident proneness theory);
1.3	Road Safety Audits and Crash Risk mapping
1.4	Setting up and Maintaining Road Safety Data Observatories
1.5	Methods for Road Safety Data Collection and Analysis (data collection methods, Identification of potential road safety problems, Selection of intervention areas)
1.6	Using scientific methods to measure the effectiveness and the impact of road safety interventions (developing indicators for measuring progress)
1.7	Using data for evidence-based decision-making
Course 2: Road Safety Management	
2.1	A multi-sectoral (co-benefits) and multi-stakeholder approach to road safety management
2.2	Institutional frameworks & roles of lead agencies for road safety
2.3	Ensuring a gender perspective in road safety management
Practice session	A gendered perspective on road safety with two cases: Access to markets in Lusaka, Zambia; cycling mobility for women in Africa (ICLEI WS and guest contributors from Charter cities institute, Zambia)
Course 3: Road Safety Policy & Legislation	
3.1	Development of a Road Safety Strategy & Implementation Plan
3.2	Traffic rules and licensing requirements:
3.3	Road Design Standards (complete streets, signage etc.)
3.4	Vehicle safety standards

3.5	Traffic & Speed Management Measures to Improve Road Safety (impact of congestion, traffic management measures incl. traffic calming & access control, intelligent traffic management i.e. for speed)
3.6	Transport planning & Policies that encourage multimodal transport and land-use planning
3.7	Helmet standards
Practice Session 1	UNEP Ghana course "Road Safety and Walking and Cycling" – UNEP
Practice Session 2	Settlement upgrading through street-led transformation in African cities (UN-Habitat Walk 21 event)
Course 4: Enforcement	
4.1	Traffic offenses and the need for law enforcement & compliance
4.2	Key stakeholders and their roles in enforcement (government, road gencies, police, community based policing etc.)
4.3	Use of technology in law enforcement
Course 5: New Technologies and Innovation	
5.1	Innovations on Safety Equipment
5.2	Use of new technologies to improve road safety enforcement (Smart Cities); Could this include innovative infrastructure designs?
5.3	Technology of Road accident reconstruction
5.4	Intelligent road traffic and speed management & ITS
5.5	Innovation and Post-Crash Response
5.6	Innovative vehicle design and safety technology
Practice Session 1	Stop the Bleed Trainings (HPR) – Post Crash Response Courses
Course 6: Education and Information	
6.1	Driver and Road User Behaviour & Strategies to influence behaviour
6.2	Road crash prevention through Communication, awareness and education

6.3	Road Safety Education in schools (zone 30s, safe route to school)
6.4	Physiological and psychological constraints of drivers (perception, reaction time, stress, alcohol level ...)
6.5	First aid for road users
Course 7: Financing	
7.1	Government Allocations (national / local), Own municipal revenues
7.2	Public private partnerships
7.3	tapping into private sector funding (car manufacturers, insurance companies Corporate Social Responsibility
7.4	Road Users charges and fees
7.5	Community led initiatives through citizen contributions
7.6	International cooperation and funding opportunities
7.7	Road Safety Project Assessment Tools

Various of these topics will be taken up in a deep-dive format (practice sessions, case studies, regional or city level trainings, peer to peer exchange or direct on-demand technical assistance – see next chapters) based on the demand of the partner cities – to ensure highest impact of the blended learning approach.

5. PEER-TO-PEER EXCHANGE PROGRAMME FOR CITIES

5.1. SUMMARY AND APPROACH

The peer-to-peer learning network brings together peers from different national, subnational administrations as well as local, regional and international organizations within the TRANS-SAFE network to exchange knowledge and good practise on road safety.

The objective peer-to-peer programmes is to facilitate a knowledge and skills sharing opportunity between key relevant stakeholders including officials from local authorities, technical experts and other professionals from selected cities in Europe and Africa.

The knowledge and skills sharing as part of the peer-to-peer learning, would take part along three main phases where phase one would entail an inbound trip which would enable local demo implementing partners, city officials and professionals be upskilled on skills, use of tools and knowledge that is relevant to addressing their specific needs from experts and institutions from Europe to support in mainstreaming the SSA within the demo implementation actions and beyond.

Phase two will plan for logistics for an out bound staff exchange programme aimed at knowledge and skills sharing where selected key officials and professionals in selected African cities will have the opportunity to travel and gather better understanding of solutions and innovations tested out in the European context. This would involve components that have a capacity building aspect to upskill participants on SSA that can be adapted and tested in the African context. This would also provide a platform to learn among other SSAs, other aspects dealing with financing, vision building and governance arrangements.

Phase three would include establishing a virtual city to city exchange webinar session to share experiences and learnings from the learnings from the inbound and outbound activities as well as the implementation of the demos that would have been completed. This is aimed to foster south to south learning among African cities and partners to consider opportunities for scaling and replication of the actions to other cities in Africa.

5.2. OVERALL OBJECTIVES

Objective 1: Set up matric to match capacity needs from African city counterparts with European institutions having specific relevant expertise that may contribute to addressing the capacity challenges gathered from the skills audit in Task 6.1: skills and training audit.

Objective 2: Facilitate a staff exchange programme between city officials and professionals and relevant thematic experts between Europe and Africa to establish a staff exchange programme. This would occur whereby city officials and professionals from Africa can visit selected partner countries in Europe to get upskilled on innovative implementation practices and solutions from city officials, technical experts and professionals relating to the safe systems approach among other key thematic areas.

Objective 3: Facilitate targeted capacity building whereby selected representatives from key institutions from Europe would travel to a selected city in Africa to carry out training aimed at improving local planning and implementation of innovative approaches in the demonstration actions.

Objective 4: facilitate city to city exchanges to foster experience sharing from the demo actions in the demo cities to foster ongoing cooperation and scaling

6. CITY SPECIFIC TRAINING IN THE LIVING LABS

The active involvement of road users and safety providers in the demonstration actions will foster a collaborative environment, allowing for the co-creation of solutions and rigorous testing of technologies and services. Ultimately, this inclusive approach will ensure that the proposed interventions not only meet user needs but are also viable and seamlessly integrated into the local context, fostering safer and more efficient road systems across various national, regional, city, and local levels. See more details in deliverable 6.2.

7. REGIONAL AND GLOBAL TRAINING

7.1. REGIONAL TRAINING

Regional training and exchange will link the capacity building directly with the needs of the regions. The Regional Centers of Excellence – that will be established at the African Universities – will facilitate the regional capacity building activities and link them directly to the demonstration actions in cities/ countries.

The Regional Centers of Excellence have their unique expertise and skillset, representing the following diverse disciplines in alignment with the safe systems approach:

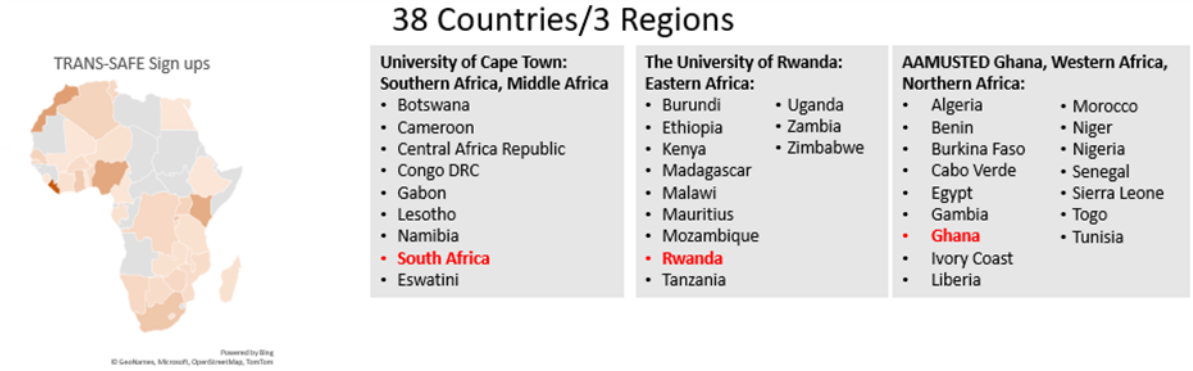
1) **University of Rwanda – Eastern African Regional Center of Excellence**. In the TRANS-SAFE project, the University of Rwanda will be focusing on data, technology and post-crash responses.

2) **University of Cape Town, Southern and Middle African Regional Center of Excellence**. In the TRANS-SAFE project, the University of Cape Town will be focusing on safe infrastructure, active mobility, complete street and cost-benefit analysis.

3) **Akenten-Appiah Menka University of Skills Training and Entrepreneurial Development (AAMUSTED Ghana) - Western and Northern African Regional Center of Excellence**. In the

TRANS-SAFE project, AAMUSTED Ghana will be focusing on using new technology (such as smart traffic lights and traffic control systems, artificial intelligence) to improve road safety, safe infrastructure and post-crash care.

Figure 27: Regional Training Centres



The Regional Centres of Excellence will be working side by side in coordinating the following tasks of the regional platforms – in collaboration with other project partners:

- Dissemination of knowledge developed in Working Groups
- Trainings and Capacity Building
- Exchange between partners and local level actors in the region
- On-demand technical assistance: Regional teams will create links between projects and thematic experts
- Matching financers with projects (African Development Bank, World Bank etc.)
- Support to Living Labs
- Replication

Various events are being planned for the regional platforms, each providing an opportunity to link a training or capacity building activity to it. The Centres of Excellence will act as "helpdesks" for the regional partners and stakeholders – being a central point where projects can ask for support for the implementation of their road safety transformations/ Living Labs.

More details on the regional Centres of Excellence can be found in the WP6.4 deliverable.

7.2. GLOBAL TRAINING LINKED WITH INTERNATIONAL CONFERENCES

In close cooperation with the Afro-safe sister project and other global road safety initiatives such as the Alliance of Cities for Road Safety, global capacity building opportunities are to be identified in conjunction with selected global conferences, in which partners members are active.

A global dissemination program is to be developed as part of WP7 activities. Selected conferences, in which TRANS-SAFE partners are active, are to be targeted as platforms for regional and global trainings, such as ITF/OECD's International Transport Forum (ITF), SLoCaT's Transport and Climate Change Week, UN Environment and UN Habitat Assemblies, World Urban Forum, UITP's Global Public Transport Summit, Transport Research Arena, Transport Research Board, ITS congresses, Walk21's International conference on walking and liveable cities, the VeloCity conference among others. A complete list is developed jointly by WP 7 and available for all partners' inputs.

Through joint development of capacity building activities and training with other initiatives, the TRANS-SAFE project is expected to achieve increased impact and country coverage, efficient use of funds, and fulfil a gap in the existing resources available to support transformation.

8. RESEARCH PROGRAMMES FOR MASTER AND PHD STUDENTS & DEVELOPMENT OF KNOWLEDGE PRODUCTS

Senior faculty members from the African Universities (Regional Centers of Excellence) and EU University partners will lead candidate recruitment and collaborative development of appropriate curricula and pathways to completion, with support from UN-Habitat that leads the capacity building project task. Specific research topics for master's and PhD levels are described in deliverable 6.2.

Objectives:

- To cultivate an expert body of African traffic safety professionals and engage community networks with skills to investigate, document, and reduce the burden of road traffic injury across Africa.
- To be a repository and generator of knowledge regarding road traffic safety in the planning, design, construction, and maintenance of transport infrastructure and Transport Safety Management. (Embed this in the regional centre via an existing online platform.

9. CONCLUSION

The skill audit was an essential task that revealed that there is a great thirst of African countries and cities in accessing capacity development. The results will help tailor content to local needs and inform the capacity building tools (as detailed out in deliverable 6.2).

As detailed in previous sections, the overall approach to the capacity building framework is built following a blended learning approach. The implementation of a blended learning approach allows for the full potential of different resources and learning methodologies, providing a 360-degree overview scope for each of the training modules, within the pre-defined thematic issues and clusters.

However, the suitability and full potential of the blended learning approach, particularly for capacity building, is further co-substantiated by the ecosystem around which it was conceptualised and deployed. Specifically, the richness of resources, knowledge, and networks at the disposal of the consortium, which in itself, allows for the capacity building ecosystem to ensure that the most pressing challenges related to the transformation of road safety in Africa are addressed, alongside the most thought-provoking contents for the learning process. In other words, the capacity building plan relies on, and is capitalised by, the exploitation of synergies and resources within (and beyond) the partner members' and their networks.