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

D6.3: Peer-to-Peer Capacity Building on Sustainable Road Safety Innovation

Author(s): ICLEI- Local Governments for Sustainability- Africa

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Summary Sheet

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Abstract	The deliverable highlights the peer-to-peer capacity building processes, activities to be undertaken, timelines and outlines for the city exchanges.

Table of Contents

LIST OF TABLES

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LIST OF ABBREVIATIONS

Acronyms	Full meaning
JAES	Joint EU-Africa Strategy
NGO	Non-Governmental Organizations
SDGs	Sustainable Development Goals
WP	Work Package

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EXECUTIVE SUMMARY

The Deliverable 6.3 “Report on Peer-to-peer capacity building on sustainable road safety innovation” outlines the proposed approach and activities for peer-to-peer exchange involving the city partners of the TRANS-SAFE demonstration actions. It forms part of the overall capacity building plan detailed out in Deliverable 6.1 “Capacity Building Audit and Plan” and Deliverable 6.2 “Capacity Building Tools and Updates”.

1. INTRODUCTION

The report highlights the concept guiding the peer-to-peer exchange detailing the proposed approach and activities intended to be undertaken as part of TRANS-SAFE’s peer-to-peer learning programme. The report also highlights the engagements with other work packages in refining the concept note.

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.

2. PEER TO PEER EXCHANGE CONCEPT

2.1 SUMMARY AND APPROACH

The objective of the task is to facilitate 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

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learning, would take part along three main phases where phase one would entail establishing regular virtual engagement sessions to align and match city specific needs with European institutions that have specific expertise in addressing the city needs. This is aimed to ensure that the city officials and professionals receive skills and knowledge that is relevant to addressing their specific needs. The scheduled virtual engagement sessions will include presentations which are hoped to better match needs and expertise. In doing so, the partners would have a better understanding of each other's contexts.

The first step would include creating an excel spread sheet to input relevant information that would support in the preparation of the peer exchange activities. Developing the matrix will entail having engagements with work package partners as well as other relevant partners involved in Work Package 2, T2.2 which focused on setting up the peer learning network. It is important to align to the task to build up on the network for the peer exchange. Additionally, strategic engagements with stakeholders in WP4 is crucial as the work package features the demo actions which the peer exchange primarily hopes to support in terms of ensuring that expertise from partners within the consortium offer some capacity to the implementation of the Demos. Additionally, the exchange hopes to provide inside insight into other contexts where the pillars within the safe systems approach have been tested out to guide the Demo cities when implementing the actions within the African context. The link to the matrix document can be found here and it is an on-going process to match skills, needs and expertise from within the consortium.

Phase one will pick up from the completion of the matching of skills needs and expertise above through inputting into the matrix to further shape the inbound and outbound activities to ensure that the relevant participating institutions and cities are selected and that communication between the partners and pairing between the city officials and the expert institutions is undertaken. Phase one, inbound trip, is aimed at facilitating European experts to travel to a selected TRANS-SAFE partner city (or cities dependent on budget allocation) to offer capacity building on aspects relating to the safe systems approach among other key topics to support in the implementation of the demo actions and to broadly mainstream a safe systems approach within African cities. It will involve a day of site visits in the selected TRANS-SAFE city (or cities dependent on budget allocation). The inbound trip will also incorporate aspects of training, knowledge sharing and peer exchange between various institutions and professionals.

Phase two, outbound trip, will plan for logistics for an in-person 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 is hoped to inform implementation strategies that may be adaptable and undertaken in the African context. Phase two is hoped to synergize with the other on-going activities in work package 2 (WP2) specifically Task 2.2: establish peer learning networks with relevant stakeholders to ensure that relevant institutions are included in the exchange programme so as to enhance and not duplicate efforts.

Phase three would include establishing a virtual city to city exchange webinar session to share experiences and learning's 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.

2.2 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 up skilled 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 on-going cooperation and scaling

2.3. INBOUND TRIP IN AFRICAN CITY (PHASE 1)

The first phase will facilitate European experts to travel to TRANS-SAFE partner cities to offer coaching and support in the implementation of the demo actions in African cities. It will involve a day of site visits in a selected TRANS-SAFE city where demonstration actions are taking place. Additionally, the visit will comprise capacity building sessions and debrief between various institutions and partners. It is aimed that the selection of the city as well as the timeline for phase one should coincide with the demonstration projects in the selected city /cities (dependent on the budget).

2.3.1 Target groups:

- Relevant stakeholders to participate in the inbound trip include;
    - Officials from the local authorities
    - Professionals in the partner cities.
    - Research and academic institutions
    - Relevant private sector actors
    - Other regional TRANS-SAFE partners

2.3.2 Potential Focus areas:

- Technical aspects related to;
    - Demonstration projects
    - Safe system approaches
    - Financing options

- Vision building
- Emerging ecosystems
- Policy frameworks

2.3.3 Potential City/Cities Selection

Potential cities and countries to undertake phase one:

- Lusaka, Zambia
- Cape Town, South Africa
- Kigali, Rwanda
- Kumasi, Ghana

2.3.4 Rationale for selection of cities:

Kigali, Rwanda, Cape Town, South Africa, Kumasi, Ghana and Lusaka, Zambia are considered as potential cities that may be chosen for the inbound trip since these cities, have been chosen for the demonstration actions- living labs. Additionally, these cities are also proposed as partners for the regional centres of excellence. Therefore, in order to maximize synergies between *WP 6, Task 6.3 Peer to peer exchange* and *WP4, Task 4.2: demonstration actions- living labs it would be beneficial to select cities where the demonstration actions are taking place to host phase one of the peer learning exchange.*

Table 1: Rationale for selection of cities for inbound trip

Work package African Partner Cities:	Demo cities:	Notes
Rwanda	Kigali, Rwanda	Chosen as a demo city and includes a partner for Regional Centres of Excellence
Ghana	Kumasi, Ghana	Chosen as a demo city and includes a partner for Regional Centers of Excellence
Zambia	Lusaka, Zambia	Chosen as a demo city and includes a work package partner
Cape Town	Cape Town, South Africa	Chosen as a demo city and includes a partner for Regional Centers of Excellence

2.3.5 Alignment with TRANS-SAFE WPs and activities

The inbound trip aims to align with other on-going WPs and activities to ensure that synergies are leveraged on. The upcoming Walk 21 conference in October 2023 in Kigali, Rwanda which will have a potential capacity building aspect where T6.3 can contribute to facilitating some capacity building sessions as part of the inbound activities to support in the implementation of the demo actions. On-going working sessions with partners from WP2 are on-going to this effect.

2.3.6 Activities:

- Coordinate travel for partners from key European institutions to a city/cities chosen for demonstration activities (living labs) to offer job coaching and capacity building aimed at influencing implementation of the safe system approach in African cities (budget dependent).
- Liaise with key stakeholders based in the demo cities to assist in logistical arrangements to support the capacity building and peer exchange in the chosen city/cities.
- Develop travel budget and itinerary to share for input and consideration by work package lead and project coordinator

2.4 OUTBOUND SITE VISIT IN SELECTED EUROPEAN CITIES (PHASE 2)

Phase two builds up from the analysis of the peer-to-peer exchange master sheet here as well as the various engagements with various stakeholders including implementing partners in the demo cities to have a better understanding of potential participants to be involved in the peer exchange activities. Phase two also aims to synergize with outputs from WP2, Task 2.2: establish peer learning networks with relevant stakeholders). Phase two will provide an opportunity for a staff exchange programme to Europe where city officials and key selected professionals from TRANS-SAFE cities participating in the demonstration actions in Africa will have an opportunity to visit a European city which showcases innovation in one or more of the safe systems pillars (length of time is budget dependent). It is hoped that through this trip, there can be fostering of engagements with relevant stakeholders and institutions to learn first-hand about innovative solutions that have been employed in implementing the safe systems approach as well as promoting networking opportunities during the visit. Additionally, there will be an opportunity for stakeholders to receive capacity building offered by selected European institutions in the chosen city (or cities depending on budget allocation) to be based on technical aspects relating to the demonstration projects, finance options, vision building, emerging ecosystems, and policy frameworks. These activities are aimed to promote knowledge and skill sharing.

2.4.1 Objective:

City officials to first-hand experience and learn and explore implementation solutions and approaches undertaken in European cities with the aim of adapting and replicating these approaches and solutions within their specific African context to initiate local sustainable road safety innovation deployment in African cities.

2.4.2 Target groups:

- Relevant stakeholders in selected European city (or cities depending on the budget) including;
    - Officials from the local authorities
    - Professionals in the partner cities.
    - Research and academic institutions
    - Relevant private sector actors
    - potentially other regional TRANS-SAFE partners
- Relevant stakeholders from African city (or cities depending on the budget) including;
    - Officials from the local authorities
    - Technical experts
    - Representatives from research and academic institutions

2.4.3 Potential Focus areas:

- Technical aspects related to;
    - Demonstration projects
    - Safe system approaches
    - Financing options
    - Vision building
    - Emerging ecosystems
    - Policy frameworks

2.4.4 Potential scenarios

An outbound site-visit A by a selected group of participants from identified cities would travel to Europe for a selected period dependent on the budget. The following two scenarios are proposed:

Table 2: Outbound trip Scenario A

Scenario A: Potentially plan for five days if **one city** is selected
Day 1: Briefing by host institution and job shadowing for the day to the municipality
Day 2: Site visits to an intervention where on-site learning will occur
Day 3: Debrief with host institution and capacity building day one
Day 4: Capacity building day two
Day 5: City tour

Table 3: Outbound trip Scenario B

Scenario B: Potentially over a period of 10 days with two days per city if three cities are chosen with an additional day for travel and settling into the new city. (Dependent on budget allocation).
City 1: (To be selected in consultation with partners) Day 1: Site Visit and job shadowing Day 2: Debrief from site visit and capacity building Day 3: Travel and settle down
City 2: (To be selected in consultation with partners) Day 4: Site Visit and job shadowing Day 5: Debrief from site visit and capacity building Day 6: Travel and settle down
City 3: (To be selected in consultation with partners) Day 7: Site Visit and job shadowing Day 8: Debrief from site visit and capacity building Day 9: Travel and settle down Day 10: Travel back

Note: The modality and number of participants will depend on budget availability.

Notes:
The first day in each city will involve a site visit to a specific site chosen to serve as a learning platform to showcase innovative solutions in addressing a particular element in the safe system approach. The site visit could be coordinated by a partner in the identified city where local authorities will also share innovative solutions during the site visit. The first day in each city is also hoped to have a brief networking session to encourage interaction with local government officials in European cities to share experiences relating to governance, practice and implementation of safe systems approaches at the city scale.

The second day in each city will entail training from selected institutions in the city on specific aspects regarding the safe systems approach. The second day in each city will also feature a debrief session to discuss the innovative solutions showcased in the site visit a day earlier.

2.4.5 Potential city/cities selection

Potential countries to undertake phase two:

- Germany,
- Belgium,
- Switzerland or Czech Republic

2.4.6 Rationale for selection of cities:

Germany and Belgium can be chosen as potential countries as there are work package partners in these countries who would support in facilitating the site visits, training and debrief sessions. Switzerland and Czech Republic are being proposed since there are Participating organizations in these countries. Switzerland and Czech Republic are also close to Germany and Belgium. There are two work package partners based in Spain however Spain is further from the potential countries for consideration. Thus, adding Spain on the list is dependent on timeline and budget allocation. The table below shows a compilation of work package partners as well as participating organizations within the consortium to map out countries with the most partners.

Table 4: Rationale for selection of outbound trip

Name of institution	Type of partner	Country	Participating /WP partner
Technische Universität Berlin (Coordinator)	Research	Germany	Project Coordinator
Technische Hochschule Ingolstadt,THI,	Research	Germany	WP partner
Urban Electric Mobility Initiative, UEMI,	Network	Germany	WP partner
Wuppertal Institut Fur Klima, Umwelt, Energie Ggmbh, WI,	Research	Germany	WP partner
The International Association Of Public Transport | UITP	Network	Belgium	WP partner
Universiteit Hasselt, Hasselt	Research	Belgium	Participating organization
Global Alliance Of NGOs For Road Safety	Network	Switzerland	Participating organization
University of West Bohemia	Research	Czech Republic	Participating organization

Table 5: Potential countries and cities for the outbound trip

Potential Countries for Site Visits
1: Germany
2: Belgium
3: Switzerland or Czech Republic

2.4.7 Activities:

- Link to outputs from WP2, Task 2.2: establish peer learning networks with relevant stakeholders
- Select key relevant stakeholders from selected African cities to participate in the site visit / job shadowing from analysis of the peer exchange matrix (see Annex 1)
- Set up logistics teams with in-country partners in the selected European and African cities.
- Liaise with institutions and representatives from local authorities in selected city/cities to facilitate the site visit/ capacity building
- Develop travel budget and itinerary to share for input and consideration by work package lead and project coordinator

2.5 VIRTUAL CITY TO CITY EXCHANGE (PHASE 3)

This phase would follow from phase one and two which include the inbound and outbound activities. This phase would include creating a virtual learning platform to enable knowledge sharing between demo cities and other institutions and agencies. This would entail a virtual meeting session which would centre around exploring the reflections and learning's from the different demo cities regarding the implementation of the pillars within the safe systems approach. The virtual engagement will create opportunities for networking, expert presentations and city presentations from various stakeholders.

2.5.1 Target groups:

- Relevant stakeholders from key African cities including but not limited to:
    - Professionals from local authorities (Urban planners, public health officials, transport engineers and civil engineers among others)

- Representatives from the NGO sectors, road safety agencies and national highway authorities among others
- Demo city implementing partners

- Relevant stakeholders from selected European context including but not limited to:
  - Technical expert institutions
  - Implementation stakeholders
  - Relevant city officials
  - Research and academic institutions

2.5.2 Objective:

Share learning's and innovations from the inbound, outbound and demo implementation activities to build capacity from a south-to-south perspective.

2.5.3 Activities:

- Engage in country partners, inbound and outbound participants in the selected cities to establish contacts of relevant stakeholders to be involved in sharing experiences from the various activities.
- Set up virtual capacity building session/webinar to facilitate engagement and knowledge sharing between city officials and expert institutions to consider the implementation of the pillars within the safe systems approach.

3. TIMELINE

- **Phase 1 Inbound trip to African city:** (Tentative, October 2023)
- **Phase 2: Outbound trip in European city:** (Tentative, early 2024)
- **Phase 3: Virtual City to City engagement:** (Tentative, mid 2024)

4. BUDGET

Develop and confirm a budget to cover costs of the inbound and outbound trips for the officials from TRANS-SAFE cities and European experts linked to various cities.

5. CONCLUSION

The report will continuously be refined as the activities in the inbound, outbound and city to city exchange activities take shape. On-going engagements with consortium partners, demo implementation partners and the project coordinator will provide more clarity on how to refine the activities further.

6. ANNEXES

6.1 ANNEX 1 – PEER TO PEER EXCHANGE MATRIX

The peer-to-peer exchange matrix provides more insight on the matching and analysis taking place to identifying needs, capacity gaps and expertise needed to shape the implementation phases. Below is a screenshot of the coordination matrix, showcasing the status of planning for each pilot city.

Kumasi, Ghana

Demo City	Demo Country	Safe systems approach	Identified challenges/ needs	Objectives	Demo Action Name	limitations	Lead	Contact person	Email	Local Supporting partners	Institution	Name of focal person
					Component 2.2 Train MTTU on the use and operation of the platform.							
		Safe Speeds	Drink driving Non usage of crash helmets – No use of safety belts Excessive speeding Distracted driving such as driving while using phones Inadequate enforcement- high level of corruption by law enforcement agencies Improper application of the nation's motorway code	Objective 3: Support relevant authorities to implement the developed user mapping app in selected high roads within Greater Kumasi.	Component 3.1: Police dynamic crash data mapping						"AMUSTED (Research partner - Ghana), ITDP (Knowledge partner – Street design and intervention Alliance of NGOs for Road Safety (expert partner – safe systems),	
					Component 3.2 Users' safety mapping app along the top 5 high risk pedestrian fatal crash							
				Objective 4: Implement 2 intersections with smart traffic control technology to reduce speed and collisions.	Component 4.1 :Implementation of smart traffic technologies in two high-risk traffic junctions in Kumasi						UN Environment (expert partner – sustainable mobility) ITDP (Knowledge partner – Street design and	- Ondrej Vaculin (THI) - Aditya Haryanto (THI)
		SAFE USERS	"Advocacy, kind of active and passive mobility modes... Dangerous driving practises such as impatience and no observance of traffic regulations Inadequate understanding of traffic regulations and road safety Ineffective dissemination of road safety	Objective 5: Provide Post-license training to xxx private commercial (trotro) drivers in Ghana to improve drivers' knowledge of road safety	Component 5.1: Selection of drivers							
					Component 5.2: Training of selected drivers							
					Component 5.3 : Assessment and evaluation							

Lusaka, Zambia

Demo City	Demo Country	Safe systems approach	Identified challenges/ needs	Objectives	Demo Action Name	limitations	Lead	Contact person	Email	Local Supporting partners	Institution	Name of focal person
		SAFE SPEEDS	Insufficient planned enforcement Lack of Road Safety sensitisation and public awareness Qualification and training for new drivers seem too relaxed and need to be made more stringent. Penalties for violating traffic rules should be stiffened in order to preclude driver delinquency There's a strong belief that corruption does impede traffic rule compliance	Analyze the collected speed-related data using GIS software and identify at least 10 high-risk areas for speeding, and propose targeted interventions such as speed humps, road signage, and traffic calming measures, in order to reduce the number of crashes and fatalities on the roads. Work with the Police and the Safety regulatory agencies to develop Automated Speed Enforcement technology in order to address matters of on-street bribery Assist and support the Zambian Police to evolve the paper recording and mapping of speed related data into a digital system.	Component 3.1: Crash hotspot sites to have digitally captured and recorded accident data by the Zambia Police force as a start and to be rolled out as part of recording RTCs.						ITDP (Knowledge partner – Street design and intervention implementation)" "Alliance of NGOs for Road Safety (expert partner – safe systems), Technical Hochschule Ingolstadt (Research partner – safe systems), "UN Environment (expert partner – sustainable mobility) ITDP (Knowledge partner – Street design and intervention implementation)"	
		SAFE ROADS	Lack of coordinated road maintenance by agencies Potholes which are a danger to road users are usually left unmaintained for months as agencies grapple with who should do it Road markings and signage are usually badly implemented in some instances	Implement low-cost road safety interventions in 10 hotspot areas identified through the analysis of crash data and user safety mapping, in order to reduce the number of crashes and fatalities on the roads. Introduction of mandatory	Component 4.1.Develop citizen mapped and influenced missing infrastructure database in selected neighborhoods of Lusaka.					Zambia Road Safety Trust (local partner - Zambia),	AMUSTED's Regional Center of Excellence "UNEP - (Expert partner - pedestrians, cyclists, policy, technical assistance)." UN Habitat (Expert partner – Capacity building and policy support)	

TRANS SAFE
TRANSFORMING ROAD SAFETY IN AFRICA

Cape Town, South Africa

Demo City	Demo Country	Safe systems approach	Identified challenges/ needs	Objectives	Demo Action Name	limitations	Lead	Contact person	Email	Local Supporting partners	Institution	Name of focal person
											Alliance of NGOs for Road Safety (expert partner – safe systems),	
					5.2: Test RS-PAT on at least fifteen interventions across the TRANS-SAFE cities		UCT				**UN Environment (expert partner – sustainable**	
					5.3: Develop a guide for the use of RS-PAT in economically evaluating road safety interventions in African cities. Train practitioners in the use of RS-PAT		UCT				**ITDP (Knowledge partner – Street design and intervention implementation)**	
		Safe Users	Improve road user behaviour& involve communities in road safety education and awareness programmes. Developing a cross-agency program to develop classroom and safe route programmes reaching all schools. Driver licensing, map the regulatory path to a safer Graduated Licensing System. Increase protection for Vulnerable Road Users, for example, preparation of a national	Objective 6: Safe routes to schools for children	6.1: Adapt the Route2School app to the local context, led by UHasselt and UR.	Limitation 6: Gaining access to schools and the data that children could provide may be difficult as there are many ethical concerns related to privacy and consent	UCT	led by UHasselt and UR. Nthabiseng Gumede	gmdnth001@myuct.ac.za	Sean Glass -City of Cape Town UHasselt: Demo 6 implementation UR: Demo 4 implementation Western Cape Province: Demo 6 partner, evaluation Kaltsha Cycles Mzikhona Mgedle - Langa Bicycle Hub	**UHasselt** **UR**	
					6.2: Data collection from children who walk to school in Cape Town, with UHasselt		UCT					
					6.3: Interventions proposed based on output of Route2School app		UCT					
				Objective 7: Improve the communication of road safety best practice	7.1: Host a design competition among the UCT film, design, and art students to come up with the best way to communicate the Safe Systems approach	Limitation 7: A design competition may not result in the type of communication materials that stakeholders are asking for.	UCT	Owen Mwaura	Mwrowe001@myuct.ac.za	ICLEI Africa and ICLEI - World: Demo 7 implementation, evaluation,	**ICLEI Africa** **ICLEI - World**	
		Safe Road Users		**Show safety systems meassures outcome**	Road safety demonstrators	• Limited access of local partners to simulation tools. • The implementation cost exceeds the planned budget.	**UWB**	Luděk Hynčík	hyncik@ntc.zcu.cz		University of West Bohemia	

Kigali, Rwanda

Demo City	Demo Country	Safe systems approach	Identified challenges/ needs	Objectives	Demo Action Name	limitations	Lead	Contact person	Email	Local Supporting partners	Institution	Name of focal person
	RWANDA: The living lab in Kigali aims to identify and map high risk areas by developing a road safety dashboard/hotspot dynamic crash map. The tool will provide real time data which will inform evidence-based solutions. The living lab will also be deploying applications that provide information related to safe routes for non-motorized transport (NMT) users and school children.											
		Multimodal Planning:			1.1 Road safety dashboard/hotspot dynamic crash map	• Limited local expertise will require to work with sister university partners in the project • The implementation cost may exceed the planned budget.	University of Rwanda (Lead) MINICT, Mininfra, RTDA, RISA,CoK,RNP	Alphonse Nkurunziza	nzizaalphonse@gmail.com +250 78830041	The Ministry of Infrastructure (MININFRA) Rwanda National Police- Traffic		
					~~**1.2 ISO 39001/2 Road Safety Management Implementation Capacity Building**~~	~~• All concerned people will not benefit from the capacity building due to limited budget.~~ ~~• The implementation of the standard may encounter some delays due to late responce.~~						
		Safe Users			2.1 Walkability Mapping App	• Limited local expertise will require to work with sister universities and consortium partners	University of Rwanda (Lead) RSB, Mininfra, HPR	Classio Joao Mendiate	classiomendiate@gmail.com +2588440		**An Neven, UHASSELT- Demo 2 Implementation partner**	
					2.2. Route to School (R2S) app and student road safety educational modules	• Limited local expertise will require to work with sister universities in the consortium						
					~~2.3 Adaptation and feasibility study of iDreams to African drivers, feedback system to nudge behavior change and early warnings (Buses/trucks/motos).~~	~~• Limited local expertise will be required to work with sister universities in the consortium.~~						
		Safe roads			3.1 Implement the international road assessment platform in Rwanda (Rwanda RAP) Setup Rwanda RAP road audit training system and assess 3 school zones	• Budgeting the implementation of Rwanda RAP will rely on the TRANS-SAFE budget, which may not be sufficient for the activities required for successful implementation. • The proposed timeline for the implementation of Rwanda RAP may exceed the TRANS-SAFE project's Demo implementation deadline. • Despite having seen the design and success with the RAP methodology in	University of Rwanda (Lead) CoK, MININFRA,RNP	Francois Zirikana	zirifra95@gmail.com +250783524676	Healthy People Rwanda (local partner - Rwanda),	**"UNEP - (Expert partner - pedestrians, cyclists, policy, technical assistance),"** **UN Habitat (Expert partner – Capacity building and policy support)** **ITDP (Knowledge partner – Street**	