



ENGINEERING A WORLD WHERE EVERY CHILD IS SAFE

Version 4, May 2026



**SAFE
SCHOOLS
AFRICA**



Watch a video about Safe Schools Africa [here](#).

Safe Schools Africa delivers the only proven intervention that effectively mitigates the leading cause of death for children and young people in Africa – road traffic injuries – by creating **safer journeys to school**.

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Acronyms

AFD	Agence Française de Développement
BRT	Bus Rapid Transit
ECRDP	Eastern Corridor Road Development Programme (Ghana)
EPP	Ecole Primaire Publique (public primary school)
FIAF	Fédération Internationale de l'Automobile Foundation
GDP	Gross Domestic Product
km/h	Kilometers per hour
IFRDP	Integrated Feeder Roads Development Project (Mozambique)
iRAP	International Road Assessment Programme
IRCP	Improved Rural Connectivity Project (Zambia)
MAMBO	Mobilité et Aménagements Urbains à Bouaké (Côte d'Ivoire)
MOVE	Maputo Metropolitan Area Urban Mobility Project (Mozambique)
OECD	Organisation for Economic Cooperation and Development
RISE	Roads to Inclusion and Socioeconomic Opportunities (Tanzania)
RTI	Road Traffic Injury
SARSAI	School Area Road Safety Assessments and Improvements
SADC	Southern Africa Development Community
TSCP	Tanzania Strategic Cities Project
USD	United States Dollar

FOREWORD

Every year over 225,000 people die from road traffic injuries (RTIs) in Africa. The region accounts for nearly 20% of global road deaths, despite having 15% of the world's population, and just 3% of its vehicles. With rapid urbanization and motorization, the trend is getting worse: between 2010 and 2021, there was a 17% increase in road-related fatalities.¹

Roads are a cornerstone of any country's development – the OECD calculates that improved infrastructure, especially roads, can increase an African nation's GDP by 4% to 6%.² But the construction of new and improved roads can have unintended consequences – with increased traffic volumes and increased speeds, poorly designed roads result in injuries and deaths among the most vulnerable road users, child pedestrians. Millions of children in Africa have no choice other than to use dangerous roads to walk to and from school, putting them at risk, hampering their ability to learn, and reducing their chances to achieve their full potential.

This is preventable. Safe pedestrian infrastructure separates children from traffic and reduces speeds in areas where children and vehicles interact. By committing to designing safe roads for children, governments and development banks can dramatically reduce the numbers of injuries and deaths from RTIs, and the suffering they bring.

Through the Safe Schools Africa program, an effective, proven, and scalable model that leverages road project budgets to ensure the construction of safe pedestrian infrastructure has been developed. The Safe Schools Africa team works directly with governments and development banks, providing technical assistance to the teams that deliver multi-million dollar road projects to ensure that children get to school safely, and so also improving safety for wider communities. We create Safe School Zones, with pedestrian footpaths, safe crossing places, 30 km/h speed limits, traffic calming, and more.

To date, our work has led to the provision of safe infrastructure around hundreds of schools across 12 countries in Africa, benefiting hundreds of thousands of school children and millions of local community members. Our assistance to governments has resulted in over US\$7.5 million being committed to safe school infrastructure since 2022, with over US\$19 million in the pipeline for future commitments.

Safe Schools Africa is fundamentally changing how the continent builds its future, embedding life-saving principles into road projects to ensure that road infrastructure protects Africa's greatest asset: its children.



A handwritten signature in black ink, appearing to read 'ACP' with a stylized flourish underneath.

AYIKAI POSWAYO

Project Director, Safe Schools Africa

¹ Road safety in the WHO African Region 2023. Geneva: World Health Organization; 2023.

² AUC/OECD (2025), *Africa's Development Dynamics 2025: Infrastructure, Growth and Transformation*, AUC, Addis Ababa/OECD Publishing, Paris, <https://doi.org/10.1787/c2b40285-en>.



CASE STUDY

Musa Hussein, 14 years old, Dar es Salaam, Tanzania

Musa Hussein was just five years old when he was hit by a truck while he was walking to school. He was rushed to hospital, where his crushed leg was amputated just below the knee.

His mother had to seek help from their wider family and local community to pay for the treatment, which cost well over USD 1,000 – almost a year's income in Tanzania.

Musa missed two years of school as a result of his injuries, pushing him back in class and limiting his future prospects. Now 14 years old, he does his best to help around the house, but struggles to do any more than the most basic chores.

Musa is still affected psychologically by the day he was injured. He is scared of walking alongside the road, especially when a big truck – like the one that hit him – goes past. But he has no choice – he wants to continue with his education, and the only way to school is along a busy road, with no pedestrian footpaths and no traffic calming measures to slow vehicles down. Sometimes he is so frightened when a truck goes past, that he throws himself into the roadside ditch.

THE CHALLENGE: DANGEROUS ROADS ARE STILL BEING BUILT

No government or development bank wants people – above all children – to be injured or killed on the roads they build or finance. Making roads safe is not a controversial proposition. The challenge lies in changing the existing practices that allow high-risk roads to be built.

There are two immediate reasons why dangerous roads are still being designed and built in Africa: a lack of capacity to design for safety and the existence of conflicting priorities within road projects.

Lack of capacity

Designs unfit for purpose

Road development projects in Africa are usually financed by governments or by loans from development institutions such as the World Bank and the African Development Bank. The projects are managed by road project teams, typically made up of government road agencies, the engineering firms procured to undertake the design and construction of the roads, and sometimes development bank staff. Implementation standards depend heavily on the capacity of the road agencies and their consultants and contractors.

Historically, engineering courses and design manuals in many African countries have focused on vehicles, with little or no guidance for engineers on designing for pedestrians and other vulnerable road users – despite the fact that only a minority of people own vehicles. As a result, many road engineers do not prioritize the vast majority of road users on African roads – those who walk, take public minibusses and motorcycle taxis, and perhaps cycle – in their designs.

Overstretched staff

Additionally, at the design phase, many road engineers in Africa are overstretched and can only focus on the “high level” task of ensuring workable road designs within the constraints of land ownership issues, and budgets. They often do not have the capacity to approach designs with an eye to accommodating specific road users like children. Similar issues are also seen at the construction phase.



THE CHALLENGE: DANGEROUS ROADS ARE STILL BEING BUILT

With little protection of non-motorized users from motorized vehicles, and often ineffective control of vehicle speeds where people and vehicles interact, pedestrians in particular find themselves at great risk.

Conflicting priorities

Prioritizing speed over safety

The construction of roads facilitates economic development by reducing journey times. Roads often drive future prosperity, making them understandably popular. As such, politicians from the local level to the national and regional level use road improvements to win votes. The priority is to enable people and goods to get from point A to point B in the shortest possible time – at the highest possible speed – even if roads pass through communities with schools, child pedestrians, and other vulnerable road users.

Prioritizing roads over children

Project managers in road agencies and development banks face a constant balancing act between politics, budgets, and the urgent need to expand under developed road networks. Faced with these conflicting priorities, they often find that safe design and construction can only be pushed as far as local politics and timelines allow, without risking the failure of the project.

Even if road safety is a project requirement on paper – for example as part of the government loan agreement or within the contractor's terms of reference – there is no guarantee that safe roads will be built. So, while stakeholders at all levels in Africa want safe infrastructure for children, the ability to deliver on that demand is severely limited without dedicated focus on child pedestrian safety.

It is these challenges that Safe Schools Africa is solving. By providing assistance to road projects teams and installing Safe School Zones, we provide the capacity to focus on safety, develop the capability of officials and engineers, and change the minds of politicians – all with the aim of saving children's lives on Africa's roads.

The priority is to enable people and goods to get from point A to point B in the shortest possible time – at the highest possible speed – even if these roads pass through communities with schools, child pedestrians, and other vulnerable road users.



Why Does Child Road Safety Need Special Attention?

Special attention must be given to children because traditional road safety approaches – such as standard road safety audits – often fail to examine the specific routes and challenges unique to school journeys. Crucially, these traditional methods typically exclude direct consultation with teachers, children, and their families. Consequently, roads are typically designed without the tailored infrastructure required to effectively mitigate the real-world risks faced by child pedestrians.

Furthermore, **children are disproportionately affected by road traffic injuries**, which remain **the leading cause of death for children and young adults aged 5-29 years globally**. This reality warrants a dedicated, child-centric focus. While our methodology is designed for schools, it is highly adaptable and can be applied to any area of pedestrian movement where vulnerable road users are at risk, such as markets, hospitals and places of worship, ensuring safety is built into design.

And **making roads safer for children makes them safer for everybody**.



The Safe Schools Africa implementation team provided excellent mapping of needs and good technical knowledge about safety. We are adjusting our designs to incorporate Safe Schools Africa's recommendations. The team is professional, very helpful and ready to support us. Congratulations and thank you!

*Maria de Fatima S R Arthur,
Project Implementation Unit
Coordinator, World Bank-financed
MOVE Project – Mozambique*

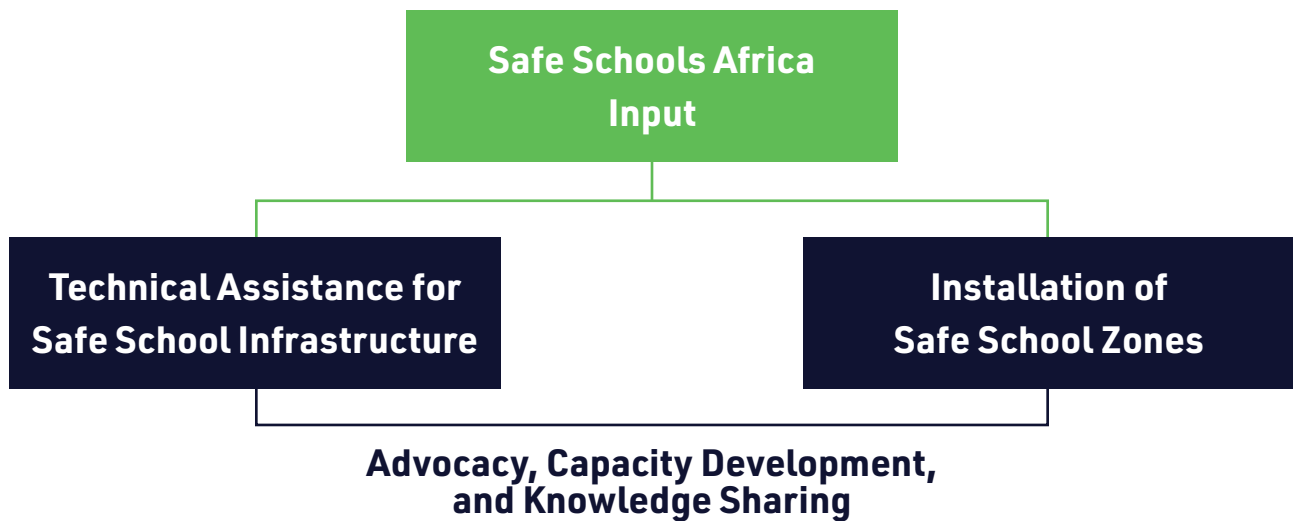
THE SOLUTION: SAFE SCHOOLS AFRICA

Safe Schools Africa is a program with a clear focus: improving the safety of school journeys for all children across the continent. The implementing partner is the road safety not-for-profit, Amend. Funding for Safe Schools Africa activities is provided by the FIA Foundation (FIAF), the French Development Agency (Agence Française de Développement (AFD)), Bloomberg Philanthropies and the TYP SA Foundation. Other partners provide implementation support, global advocacy, and more.



THE SOLUTION: SAFE SCHOOLS AFRICA

The Safe Schools Africa program has two core components, which are enhanced by additional complementary elements.



The components of Safe Schools Africa

COMPONENT 1 Technical Assistance for Safe School Infrastructure

Safe Schools Africa works directly with the project teams responsible for undertaking road projects. These teams are typically made up of government road agencies, their consultants and contractors, as well as technical in-country staff of the development banks financing the projects. Our engineers and social experts – all of whom are African with considerable experience working across the continent – work with the project teams daily over the course of the years it takes road projects to reach completion.

We provide the capacity to focus on the safety of children and other vulnerable road users, ensuring that their needs are understood, the risks they face are mitigated in the designs, and the infrastructure they need is built.

THE SOLUTION: SAFE SCHOOLS AFRICA



Stages of Safe Schools Africa assistance on road projects

Our comprehensive 11-stage approach ensures that road projects are designed based on strong evidence from data collection, and are implemented with detailed oversight to ensure that safety considerations are appropriately incorporated.

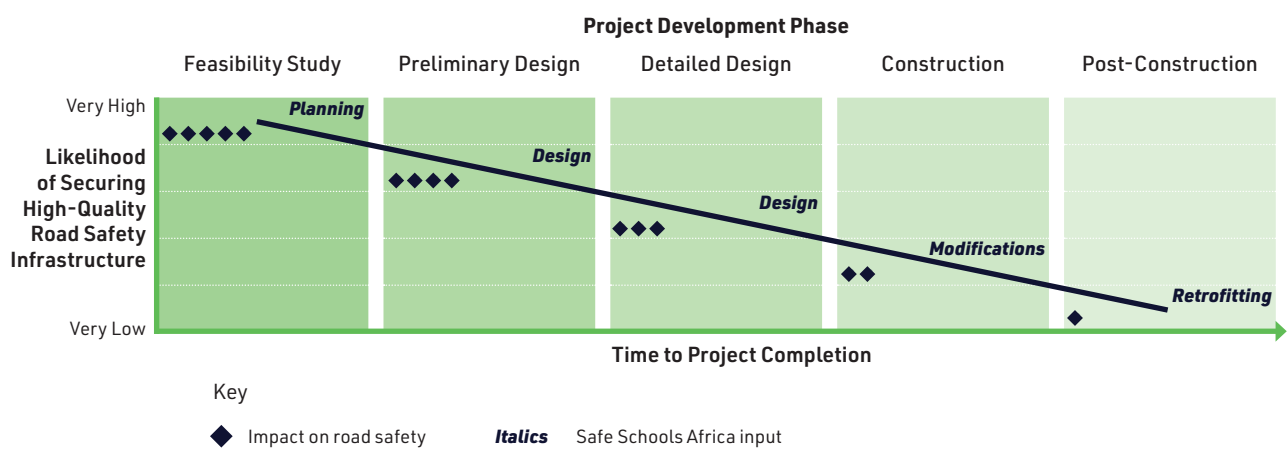
We deliver our assistance in three main parts:

1. Road safety situation assessment (stages 1 to 5)
2. Safe infrastructure design (stages 6 to 8)
3. Implementation and monitoring support (stages 9 to 11).

THE SOLUTION: SAFE SCHOOLS AFRICA

A road project timeline can last anywhere from a few years to more than a decade, from feasibility to construction. Ideally Safe Schools Africa provides technical assistance in a project's feasibility stage, when the greatest impact and cost effectiveness can be achieved. However, we also provide input during other phases of road projects, from recommendations for detailed designs to support during construction.

The graphic below shows the typical phases of a road project, together with the timeframes, likelihood of securing high-quality road safety infrastructure, and impact.



THE SOLUTION: SAFE SCHOOLS AFRICA

COMPONENT 2 Installation of Safe School Zones

Safe Schools Africa also works directly to install Safe School Zones around schools where children are at high risk of RTI. We use Amend's proven-effective, award-winning *School Area Road Safety Assessments and Improvements (SARSAI)* methodology to identify high-risk schools, design, and install lifesaving pedestrian infrastructure ourselves, coordinating with government authorities and supervising construction.

The SARSAI methodology is a seven-stage process, illustrated in the following diagram.



The SARSAI methodology, as implemented through Safe Schools Africa

The installation of a Safe School Zone, together with a ribbon-cutting event to inaugurate the new infrastructure, provides a powerful demonstration to stakeholders, supporting advocacy to governments, the media, and other stakeholders for such work on a wider scale.

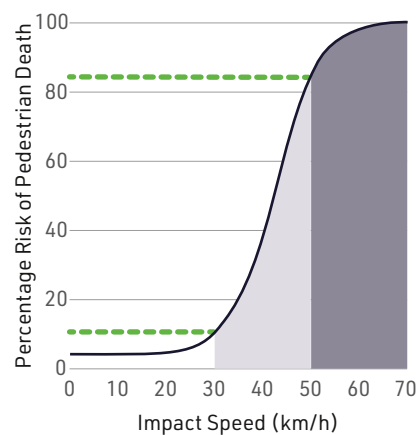
Implementation of SARSAI at a single school, from identification of the school to installation of the Safe School Zone and holding the ribbon-cutting event, typically takes between three and four months.

Scientifically proven

The overarching principle of Safe Schools Africa's work is "people-centered design" – ensuring that in areas with high levels of child pedestrian movement, road design prioritizes people over vehicles. Key aims are to (i) separate pedestrians from vehicles and (ii) reduce speeds to 30 km/h or less in areas where pedestrians and vehicles interact. At above 30 km/h the risk of death or serious injury rises exponentially: a vehicle-pedestrian collision at 30 km/h has an approximately 10% chance of resulting in the pedestrian's death, while at 50 km/h that figure rises to over 80%.³

This approach has been proven effective through a multi-year population-based impact evaluation of the SARSAI program, designed by the United States' Centers for Disease Control and Prevention. The study found that the program results in an over **26% reduction in the number of injuries among children as well as a reduction in the severity of injuries that do occur.**⁴ SARSAI is, to our knowledge, the only road safety program of any type to be proven to reduce RTI rates in Africa via such a control study.

In short, Safe Schools Africa is taking the rigorously evaluated, proven-effective principles contained in SARSAI to scale across the continent. Embedding these principles in large-scale road projects ensures that thousands of kilometers of roads that would normally be built with inadequate consideration for the safety of vulnerable road users such as children, can be built safely for all.



The relationship between pedestrian safety and the impact speed of vehicles

³ Tingvall C, Haworth N. Vision Zero – An ethical approach to safety and mobility. 6th ITE International Conference Road Safety & Traffic Enforcement: Beyond 2000; Melbourne. 1999

⁴ Poswayo A, Kalolo S, Rabonovitz K, et al, *School Area Road Safety Assessment and Improvements (SARSAI) program reduces road traffic injuries among children in Tanzania*, Injury Prevention 2019; 25:414-420

THE SOLUTION: SAFE SCHOOLS AFRICA

COMPLEMENTARY COMPONENTS

Advocacy, Capacity Development, and Knowledge Sharing

To strengthen the assistance that we provide to road project teams, Safe Schools Africa is continuously advocating for improved safety for vulnerable road users and working to build the capacity of government officials and their consultants and contractors. Activities include:

- **Infrastructure ribbon-cutting events.** To generate demand for child pedestrian safety, we organize ribbon-cutting events at schools where Safe School Zones have been built. We invite government officials, media and other stakeholders to these events to inaugurate the new infrastructure and advocate for broader implementation.
- **Regional Forums.** We host 6-monthly forums, bringing together project teams from different countries to share experience, building a community of practice.
- **Supporting the development of manuals and guidelines.** We work with governments, development banks and international experts to develop documents such as Urban Roads Manuals and Safe School Zone Guidelines.
- **Presentations at international conferences.** We produce scientific papers for publication in peer-reviewed journals and give presentations at international conferences.



Amend's input into the designs of road improvements in Tanzania has helped the World Bank and government road agencies to ensure that safe road infrastructure is provided in all critical areas for vulnerable road users, especially children.

Eng. Fredrick Manase Nkya, Task Team Leader for Tanzania Strategic Cities Project, Co-Task Team Leader on Dar es Salaam Metropolitan Development Project.





Safe Schools Africa and the International Road Assessment Programme (iRAP)

Safe Schools Africa's work is complementary with iRAP's work of assessing high-risk roads and developing Star Ratings, Risk Maps and Safer Roads Investment Plans. iRAP has Star Rated thousands of kilometers of roads in Africa. After the risk is measured, different scenarios of road improvements can be simulated to identify the potential impact on safety, but iRAP does not provide input on detailed designs. Safe Schools Africa specializes in assisting road project teams with input on the detailed designs, providing proven-effective, targeted technical assistance that can significantly enhance safety – and lift Star Ratings. Safe Schools Africa supports the development of context-sensitive detailed designs and construction supervision, providing the assistance necessary to see safety assessments through to on-the-ground implementation.

A recent study by iRAP concluded that "With a quickly growing population, fast motorization, and massive road construction, Africa urgently needs technical support on road infrastructure design and upgrading." Safe Schools Africa provides exactly the support that iRAP recognizes is needed.

THE GOAL

Safe School Journeys for All Children in Africa

Safe Schools Africa is working towards a future where all children in Africa are safe traveling to and from school.

We are changing the way that road networks are developed, ensuring child safety is built into projects by taking our proven-effective model to scale across the continent.





ABOUT AMEND SAFE SCHOOLS AFRICA IMPLEMENTING PARTNER

Founded in 2005, Amend has spent **over 20 years developing, implementing, monitoring, and advocating for road safety programs that work.** Amend's offices in Côte d'Ivoire, Ghana, Mozambique, and Tanzania oversee programs in over a dozen African countries. **Over 85% of Amend's staff are Africans based in the region, and bring a comprehensive skill set** including program management, finance and accounting, engineering, community engagement, behavior change, monitoring and evaluation, advocacy, IT, and knowledge management.

Amend has implemented dozens of projects, and worked in partnership with leading organizations including the World Bank, the African Development Bank, AFD, Bloomberg Philanthropies, and the FIA Foundation, as well as local and national governments in countries where we run programs.

Amend is a member of the United Nations Road Safety Collaboration, the governing body for road safety issues across the UN system and Amend team members regularly present on panels at international conferences.

A PROVEN TRACK RECORD

SAFE SCHOOLS AFRICA PROJECTS

Safe Schools Africa has provided safe pedestrian infrastructure for children across the continent. Below is a snapshot of our projects.

See the appendices for examples of our technical work, including drawings and photos of infrastructure improvements before and after Safe Schools Africa involvement.

Technical Assistance for Safe School Infrastructure

People-Centered Design on the RISE Project in Tanzania

The World Bank's \$350 million Roads to Inclusion and Socioeconomic Opportunities (RISE: 2021–2027) project in Tanzania aims to improve rural road connectivity, enhance access to socioeconomic opportunities, and strengthen road management capacity.

During the preparation phase of RISE – before the World Bank loan had been agreed – Amend worked closely with the government roads agencies to develop the project's innovative "People-Centered Design" methodology. By engaging with the project team from the outset, this methodology, which involves detailed assessments of children's journeys and the risks they face, as well as effective community consultation, was embedded within all stages of implementation.

Amend provided training to government officials, consultants, contractors and local World Bank staff on people-centered design, including workshops and field visits to meet the community and collect data. Safe Schools Africa's support continued through the feasibility, preliminary design, detailed design and construction stages of RISE, ensuring that infrastructure designed to keep vulnerable road users safe was actually built.



Amend has been an excellent partner to the World Bank and the Government of Tanzania, supporting the operationalization and enrichment of the People-Centered Design Approach, which was conceptualized during the preparation of the Roads to Inclusion and Socioeconomic Opportunities Program (RISE).

Ramon Munoz-Raskin, Senior Transport Specialist, Tanzania RISE TTL, World Bank



A PROVEN TRACK RECORD: SAFE SCHOOLS AFRICA PROJECTS

Mozambique Maputo Metropolitan Area Urban Mobility Project

The \$250 million Maputo Metropolitan Area Urban Mobility Project (MOVE: 2022–2027), financed by the World Bank, aims to improve mobility, accessibility, and safety along key transit corridors in the Maputo Metropolitan Area. The project includes the implementation of a Bus Rapid Transit (BRT) system and the construction of several critical "quick win" connector roads.

Safe Schools Africa became involved in the project following a request from the Maputo Municipal Council, building on years of collaboration to promote Safe School Zones in the city. In 2023, a Memorandum of Understanding was signed between Amend) and the Maputo Metropolitan Transport Agency, the project's implementation unit.

Amend conducted detailed road safety assessments along three initial connector roads used by children from 15 local schools. By utilizing drone technology and specialized software, the Amend team provided specific recommendations for safe crossing points and school zones, including traffic calming measures and a school drop off zone. The Project Implementation Unit successfully integrated and funded these recommendations through the main project budget. Amend is now continuing these vital road safety assessments along the project's BRT corridor.



A PROVEN TRACK RECORD: SAFE SCHOOLS AFRICA PROJECTS

Installation of Safe School Zones and Technical Assistance

Bouaké, Côte d'Ivoire

EPP Ville Nord school in Bouaké, Côte d'Ivoire, faced a severe road safety crisis. In 2024, before involvement in a Safe Schools Africa program, five of the school's students were injured in traffic accidents near the school.

Working with the city authorities and the school, Amend installed a Safe School Zone, including four speed humps, a raised pedestrian crossing, protected footpaths, and bollards to physically separate children from motorized traffic, all complemented by high-visibility signage. These measures led to an immediate and measurable impact, with vehicle speeds dropping to under 30 km/h. Additionally, a wider school gate and restored perimeter walls were installed to manage student flow.

The project culminated in a ribbon-cutting ceremony attended by over 50 key stakeholders, including city officials, police leadership, education directors and media. This event not only inaugurated the lifesaving physical works but also served as a demonstration, catalyzing a broader institutional conversation on the necessity of standardized, safe infrastructure for all schools across the city.

Also in Bouaké, Amend installed Safe School Zones at other high-risk schools, including EPP N'gattakro and EPP Koko 1 and 2 in 2024, as shown in this [video](#), and in EPP Aboliba, Annexe and TSF Bassa in 2025.

The success of Safe Schools Africa's demonstration projects at EPP Ville Nord, EPP N'gattakro and EPP Koko 1 and 2 and other schools led to a five-year, €3,84 million (US\$4 million) investment in Safe Schools Africa from AFD and the European Union. This project is part of the wider €55 million (US\$66 million) MAMBO project, which aims to modernize urban mobility in Bouaké, Côte d'Ivoire's second largest city.

Amend is now working with the city authorities and other stakeholders to create Safe School Zones around more than 50 schools with over 30,000 students, coordinating with city-wide urban planning improvements.



A PROVEN TRACK RECORD: SAFE SCHOOLS AFRICA PROJECTS

Safe Schools Africa Advocacy

Regional Community of Practice

The Safe Schools Africa program shares technical expertise through key regional gatherings that support the institutionalization of road safety within governments and countries.

Forums in Dar es Salaam, Johannesburg, and Lusaka convened over 100 participants including government officials from seven African countries, representatives from development banks (e.g., the World Bank and African Development Bank), engineering consultants, and contractors. These events showcase successes and allow road project teams to share their experiences and ideas for how to embed pedestrian safety in projects and policy.

Discussions often focus on technical elements, such as early-stage planning and procurement of road projects and the 'road project cycle'. Participants engage in multidisciplinary problem-solving, using case studies to argue that child safety must be a non-negotiable requirement in project appraisal documents rather than a later "add-on". These events contributed to securing government commitments to working with the Safe Schools Africa team on projects across seven countries.



A PROVEN TRACK RECORD: SAFE SCHOOLS AFRICA PROJECTS

Maputo Safe School Zone Guide

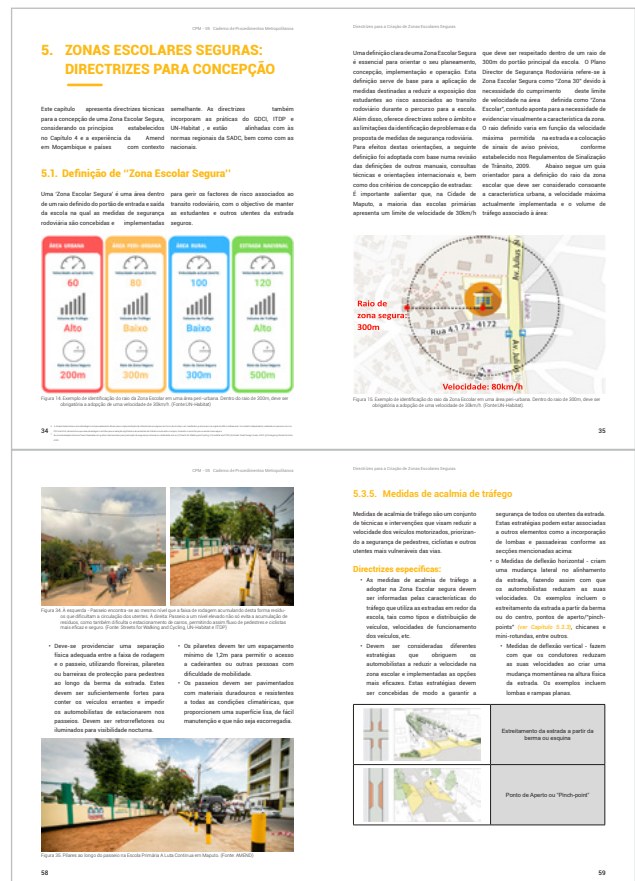
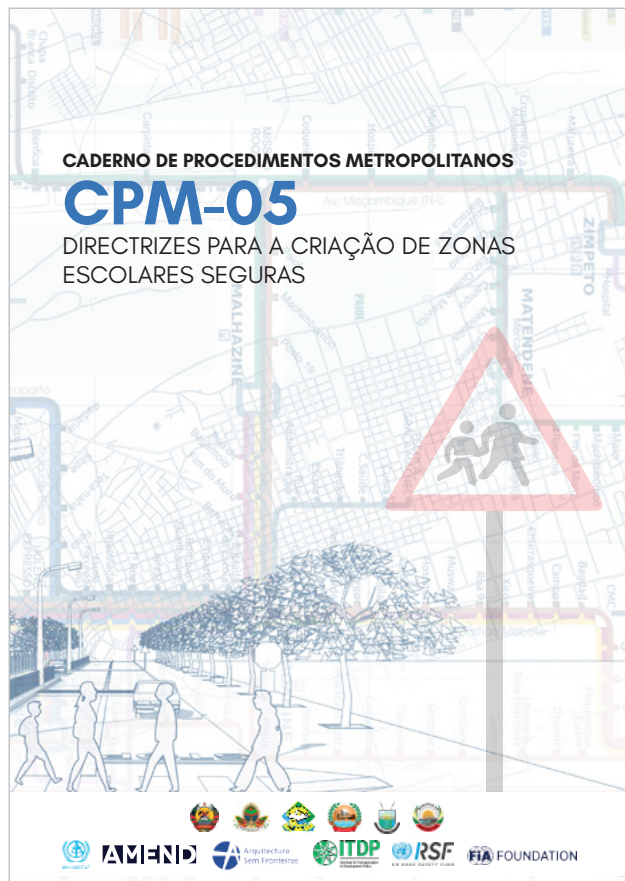
The development of the [Maputo Safe School Zone Guide](#) represents a significant milestone in institutionalizing road safety within Mozambique's urban planning framework. Initiated in March 2023 at the request of the Maputo Municipal Council, the guide was a collaborative effort involving Amend, UN-Habitat, the Institute for Transportation and Development Policy, and Arquitectos sem Fronteiras. By leveraging years of on-the-ground experience through the SARSAI methodology, Amend and its partners translated practical life-saving interventions into a standardized guide.

This guide serves as a blueprint for engineers and city planners, ensuring that the safety of children is prioritized in future road infrastructure projects. It provides clear, evidence-based design standards – such as traffic calming measures, protected sidewalks, and improved signage – that move Maputo beyond individual pilot projects toward the possibility of a systemic, city-wide approach to safe infrastructure for school children.



“I like the works that were done here. For example, at the zebra crossing, vehicles will now stop and let us cross.”

Gabriel Oscar Micaiane from Escola Primária A Luta Continua in Maputo, Mozambique speaking in this video about the SARSAI improvements at his school.



A PROVEN TRACK RECORD: SAFE SCHOOLS AFRICA PROJECTS

Safe Schools Africa activities

Ghana

- Technical Assistance on ECRDP Section 3 & 4 (paved rural roads), African Development Bank
- Technical Assistance on ECRDP Northern Orbital (paved urban roads), African Development Bank

Côte d'Ivoire

- Installation of Safe School Zones
- Technical Assistance on MAMBO project, Agence Française de Développement

Senegal

- Installation of Safe School Zones

Sao Tomé & Príncipe

- Technical Assistance on EN1 (paved trunk road), World Bank

Zambia

- Technical Assistance on IRCP project (unpaved rural roads), World Bank
- Technical Assistance on T2 Mpika-Chinsali project (paved trunk road), European Investment Bank
- Technical Assistance on TRACER T2 Serenje to Mpika project (paved trunk road), World Bank

Namibia

- Installation of Safe School Zones

Kenya

- Installation of Safe School Zones

Tanzania

- Technical Assistance on RISE (paved rural roads), World Bank
- Technical Assistance on DMDP2 (paved urban roads), World Bank
- Technical Assistance on Safe Roads to Schools in Tanzania project (paved urban, trunk and rural roads), World Bank
- Installation of Safe School Zones

Mozambique

- Assistance on IFRDP (paved trunk road), World Bank
- Assistance on MOVE (paved urban roads), World Bank
- Installation of Safe School Zones

Madagascar

- Technical Assistance on RN6 (paved trunk road), European Investment Bank

Malawi

- Installation of Safe School Zones

Botswana

- Installation of Safe School Zones



SAFE SCHOOLS AFRICA Awards & Recognition

Safe Schools Africa and the SARSAL program have won numerous awards in recent years.



*Safe Schools Africa Program Director, Ayikai Poswayo, accepting the **WRI Ross Center Prize for Cities***



*The President of Ghana presenting the **International Road Federation African Award** to Safe Schools Africa*



*HRH Prince Michael presenting his **Premier International Road Safety Award** to Safe Schools Africa*

CASE STUDY

Scaling up through technology

Technology is enabling Safe Schools Africa to increase the scale, efficiency and accuracy of collecting and analyzing the data that we need to make recommendations for infrastructure improvements. By using drones, we capture a broader picture of children's and other road users' movements, which informs our infrastructure recommendations. And by using specialized software, we are able to produce visual outputs that help to explain to the roads projects teams the risks, along with data that analyzes vehicle speeds, types, volumes and flows, as well as pedestrian behavior. Based on the data captured by the drones, we can more easily identify pedestrian desire lines and crossing patterns. This allows us to pinpoint necessary interventions to separate pedestrians from traffic and reduce vehicle speeds in conflict zones.



The drone control screen

Road user movement trajectory outside a school in Mozambique



Pedestrian

Car

Motorcycle

Classification of types of road user in Côte d'Ivoire

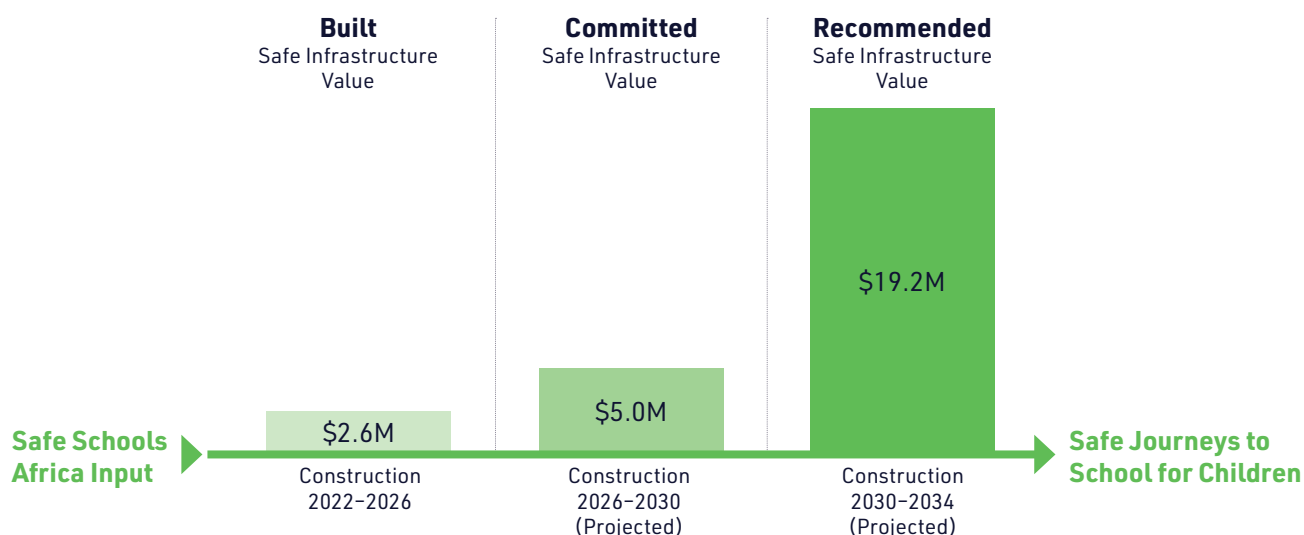


QUANTIFYING RESULTS: MONITORING & EVALUATION

Safe Schools Africa utilizes a robust Monitoring and Evaluation framework. The framework ensures comprehensive oversight of Safe Schools Africa's work. At the long-term impact level, the program aligns with the targets of the United Nations Sustainable Development Goals and the Second UN Decade of Action for Road Safety. To measure immediate success, the framework tracks specific indicators for RTI, such as the reduction of vehicle speeds to below 30km/h in school zones and the number of projects that successfully embed safety requirements into official procurement documentation.

The diagram below shows how Safe Schools Africa's input leverages financing to achieve safe infrastructure for Africa's children.

In the below, real-world example, a four year, \$500,000-a-year investment (from 2022–26) in Safe Schools Africa has resulted in over \$26 million in built, committed, and probable safe infrastructure for children over a 12-year period.



CONCLUSION

AN URGENT ISSUE WITH A PROVEN SOLUTION

Whenever we knock on the door of a government road agency or a lending institution in Africa, we find people eager for our help in making roads safe for children. They realize that business as usual results in needless death and suffering.

The Safe Schools Africa program presents a unique, focused, time-sensitive opportunity to save children's lives on Africa's roads.

From a funder's perspective, Safe Schools Africa is an attractive proposition: the work is highly-focused and proven effective. 100% of donor funds go directly to program work – which is immediately ready to scale up – and donor funding is highly leveraged via the financing (paid for by governments and development banks) that is allocated to safe infrastructure because of Safe Schools Africa's work.

This work is pressing: roads are being financed and built throughout Africa at a rapid pace, and there is no other entity that is providing this type of support to make sure that the roads are designed and built with the safety of children in mind.

The demand for the implementation of Safe Schools Africa programs is enormous and we currently have many more requests for assistance from governments than we are able to satisfy. At any given time there are hundreds of large road projects underway across the continent, and if these roads are not built safely, with consideration for pedestrians, many more children will be killed and injured.

There is immense opportunity for the incorporation of proven, lifesaving infrastructure measures in road projects in the near term and at considerable scale and, over the longer term, to change expectations about how roads in Africa are designed and built. Safe Schools Africa's aim is that one day, all roads on the continent will be designed and built safely for all road users as a matter of course, and no one will be able to imagine that it was ever any other way.

For more information, please contact:

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People who walk and cycle are the foundation of resilient and sustainable mobility futures. Their experiences and needs should be ascribed the appropriate value to ensure the benefits are realized.

Walking and Cycling in Africa, UN Environment Programme, UN-Habitat and Walk21 Foundation

APPENDIX 1

School initial visit summary sheets – IRCP, Zambia



The sheets in this appendix provide examples of the information collected during the Safe Schools Africa team's initial visits to schools, including initial ideas installation of a Safe School Zone. These three schools are included in the Improved Rural Connectivity Project in Zambia.

Roads

U003 [D145 (Chitope) to Banana Farms]

U004 [D145 – Membe]

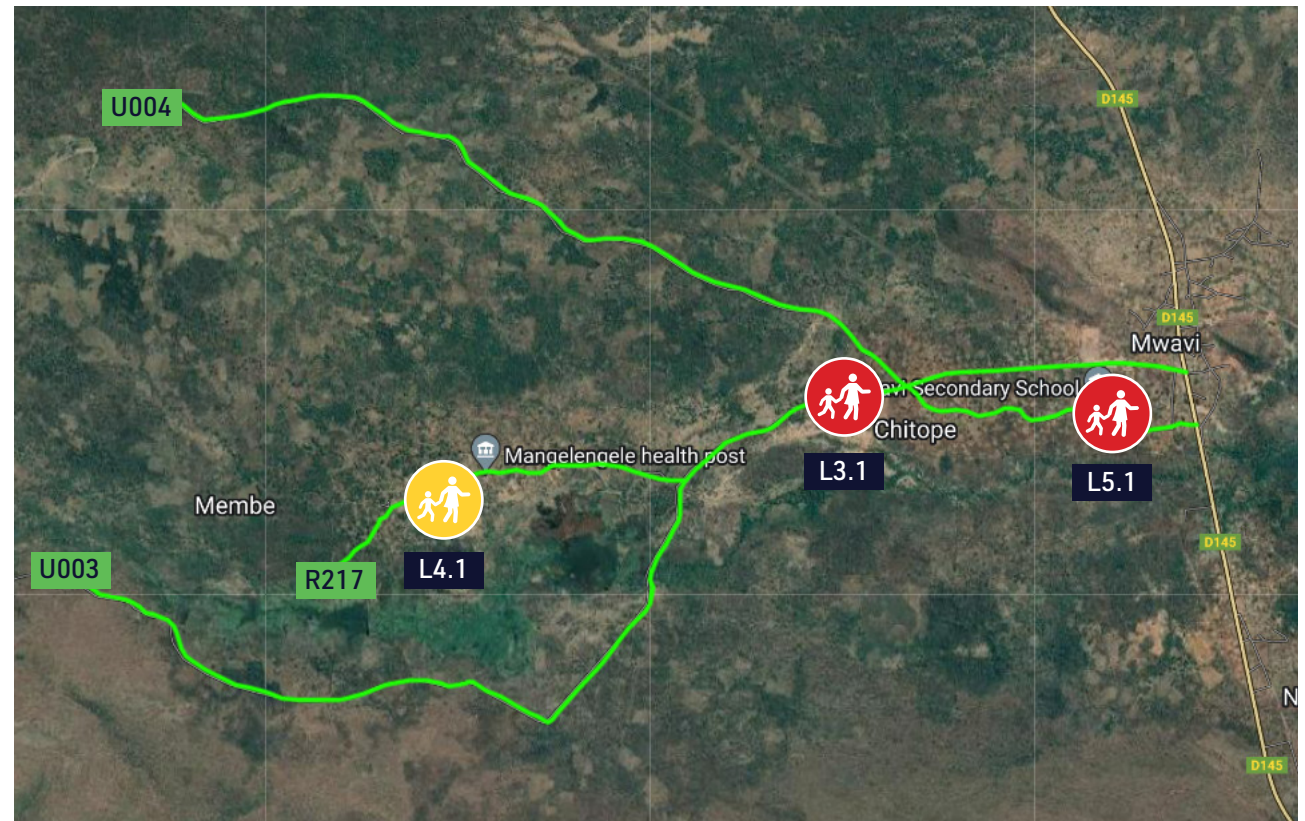
R217 [U3 to Mangelengele]

District

Luangwa

Brief Description:

- **U003**
The road is an important transportation route for the bananas grown on farms along it. Only the first 8.4Km is recommended for construction in the project due to lack of activity or settlements in the last 4Km.
- **U004**
Several settlements are found along the road followed by farming blocks. There is little activity after Membe village.
- **R217**
Settlements are found throughout the road and the main economic activity is peasant agriculture.



Road Safety Risk Categories



High Road Safety Risk School (red): Road traffic injury amongst school children currently a challenge and/or high possibility of traffic injuries occurring amongst school population once road is improved if no specific interventions are provided for child safety.



Medium Road Safety Risk School (yellow): Road traffic injury amongst school children likely to become a challenge once road is improved if no specific interventions are provided for child safety.

Mwavi Primary School

Map Ref	L3.1
Approx. Distance of School Compound/ Entrance from Project Road	0 – 50 metres
School Fence/ Wall?	No
School Population	1,104
School Grades	Nursery to Grade 9
Modes of Transport to School	Majority walking, a few ride bicycles
Do Students cross project road?	Yes
Main Student Catchment Areas/Where Students Live	Linga, Mwavi, Mwandega, Milinda Ng'ombe, Manyenda, Membe, Ndalakwazi, and Limbani Villages.

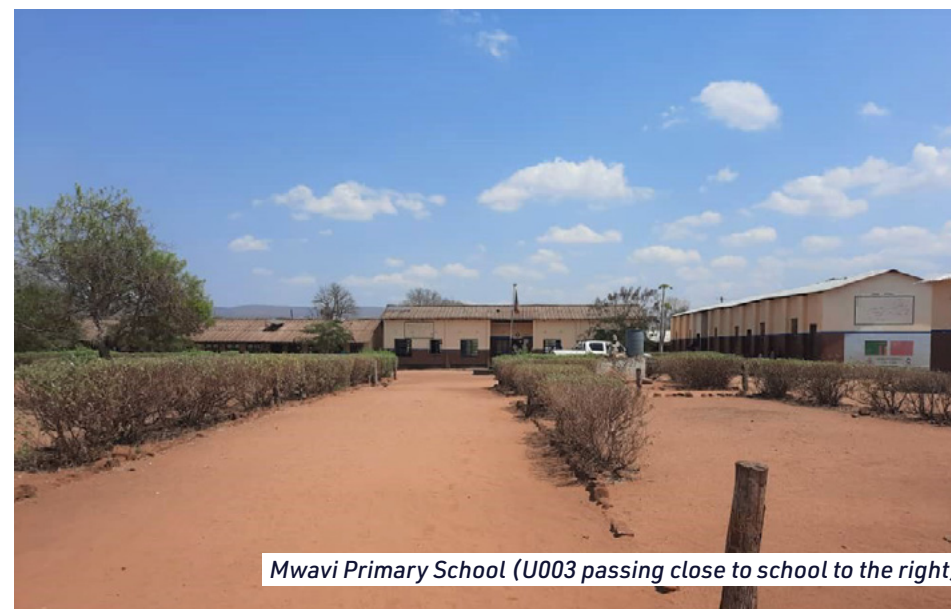
Road Safety Situation

High Risk School

Project road next to school is relatively busy and speeds are likely to increase once road is complete.

The greatest risk is the tarmac road (D145) which some children cross to get to school. According to the head teacher, a child from this school was unfortunately killed on this road in the previous year.

The school could benefit from a wall/fence to channel children to one main entry/exit between speed control measures.



Mwavi Primary School (U003 passing close to school to the right)

Road Safety Recommendations

School Zone Standard Layout Option 1 recommended outside school.

Special attention to be given to road safety measures on D145 (tarmac road where children cross).

These options have been recommended because of the proximity of the school to the road, the high proportion of vehicles and the existing road safety challenges.

Mangelengele Primary School

Map Ref	L4.1
Approx. Distance of School Compound/ Entrance from Project Road	0 – 10 meters
School Fence/ Wall?	No
School Population	370
School Grades	Nursery to Grade 7
Modes of Transport to School	Walking
Do Students cross project road?	Yes (some) from Mangelengele and Mumembe villages
Main Student Catchment Areas/Where Students Live	Chilimanga, Mangelengele, Mundela, Nakachombwe and Mumembe Villages

Road Safety Situation

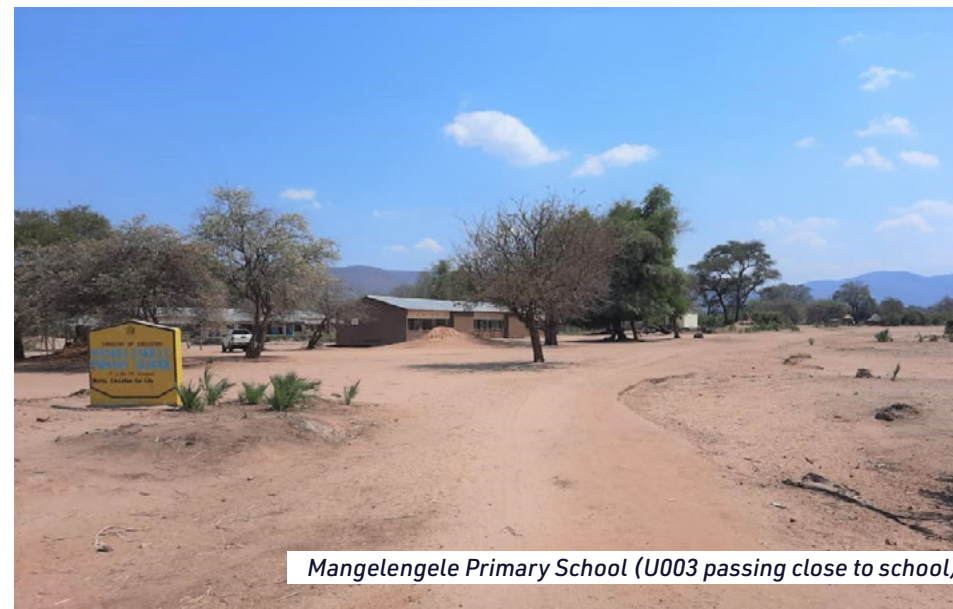
Medium Risk School

Road is generally not busy but gets busy during political campaigns and elections.

Road Safety Recommendations

School Zone Standard Layout Option 3 recommended outside school.

This option is recommended because this section of the road is not generally very busy.



Mwavi Secondary School

Map Ref	L5.1
Approx. Distance of School Compound/ Entrance from Project Road	0 metres
School Fence/ Wall?	No
School Population	500
School Grades	Grade 9 to Grade 12
Modes of Transport to School	Walking for day scholars
Do Students cross project road?	Yes
Main Student Catchment Areas/Where Students Live	Chilimanga, Mwavi, Membe, Limbani, Mangelengele and Zalapango Villages.

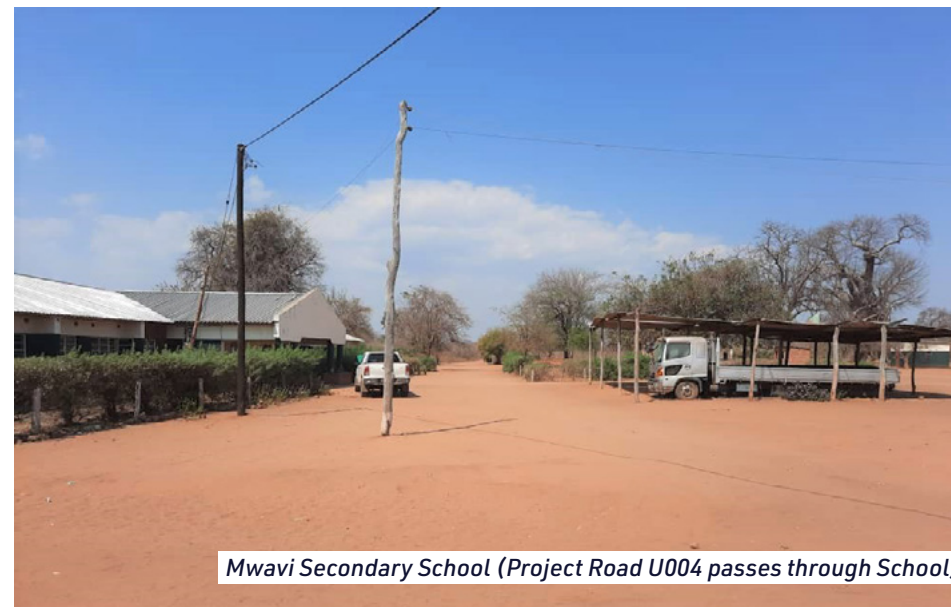
Road Safety Situation

High Risk School

The project road (U004) passes through the school with classrooms on either side. This will pose a road safety challenge once the road is constructed, if not diverted. In the past the school tried to block the road because of road safety concerns as well as noise.

Another risk is the tarmac road (D145) which children also cross to get to school.

The school could benefit from a wall/fence to channel children to one main entry/ exit between speed control measures.



Mwavi Secondary School (Project Road U004 passes through School)

Road Safety Recommendations

Road diversion recommended around classrooms and sports field.

If not possible, Standard School Zone Layout Option 1 recommended on project road which runs between classroom blocks.

Special attention to be given to road safety measures on D145 (tarmac road where children cross).

These options have been recommended because of the proximity of the school to the road and the existing road safety challenges.

APPENDIX 2

Annotated Maps, EN1 – São Tomé and Príncipe



The maps in this appendix provide examples of how information gathered during road safety assessments and recommended road safety improvements are presented to road project teams. These maps were created as part of Safe Schools Africa's assistance on the EN1 project in São Tomé and Príncipe.

EN1 SECTION 2 – AREAS OF ROAD SAFETY CONCERN



EN1 SECTION 2 – ROAD SAFETY RECOMMENDATIONS



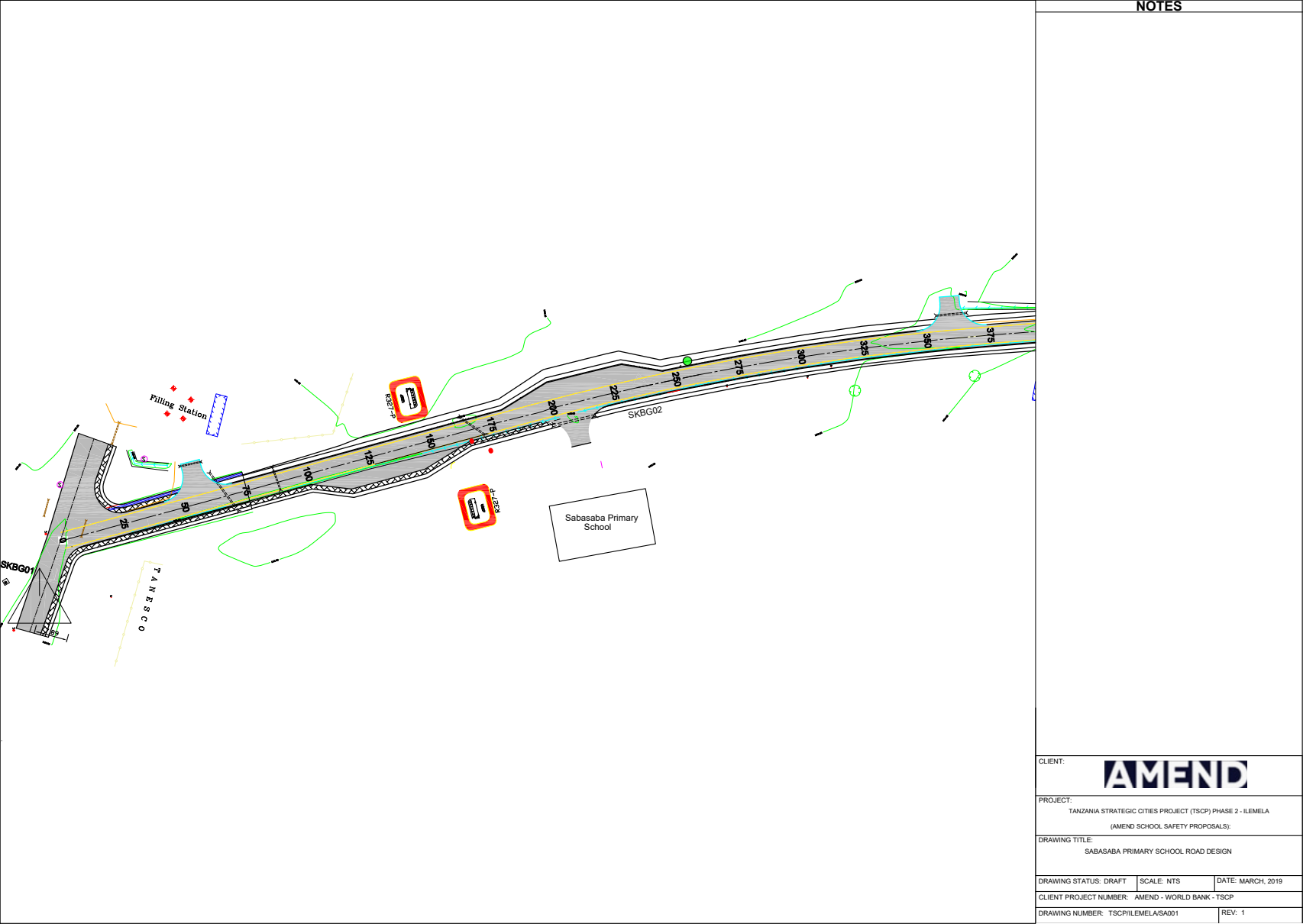
APPENDIX 3

School area infrastructure designs before and after Safe Schools Africa input – TSCP, Tanzania

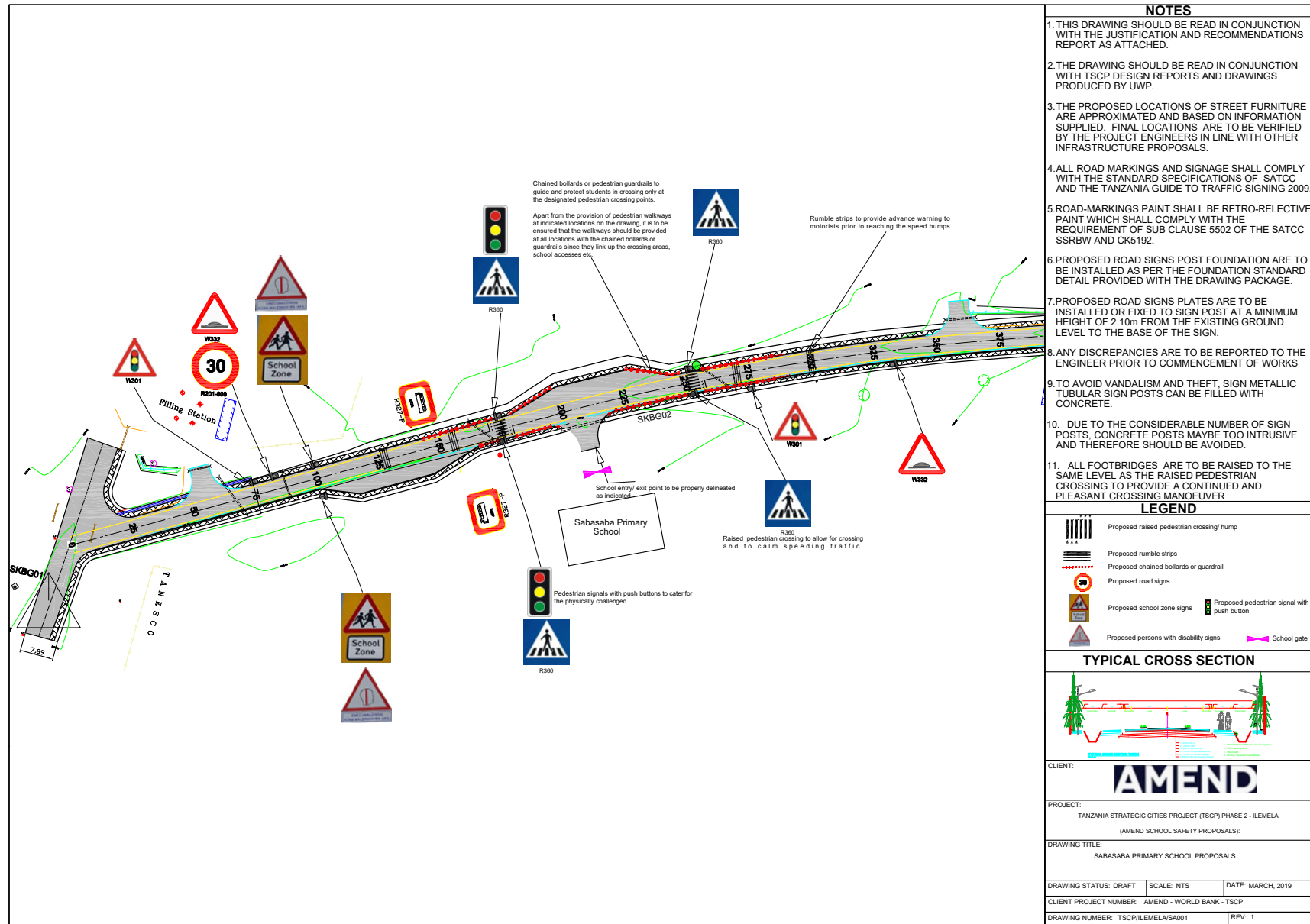


The designs in this appendix provide an example of the inclusion of pedestrian infrastructure after Safe Schools Africa's assistance. The 'Before' drawing shows that before Safe Schools Africa's involvement in the project, no infrastructure had been provided for pedestrian safety, while the 'After' drawing shows the creation of a Safe School Zone. These drawings relate to the Tanzania Strategic Cities Project.

BEFORE SAFE SCHOOLS AFRICA INPUT



AFTER SAFE SCHOOLS AFRICA INPUT



APPENDIX 4

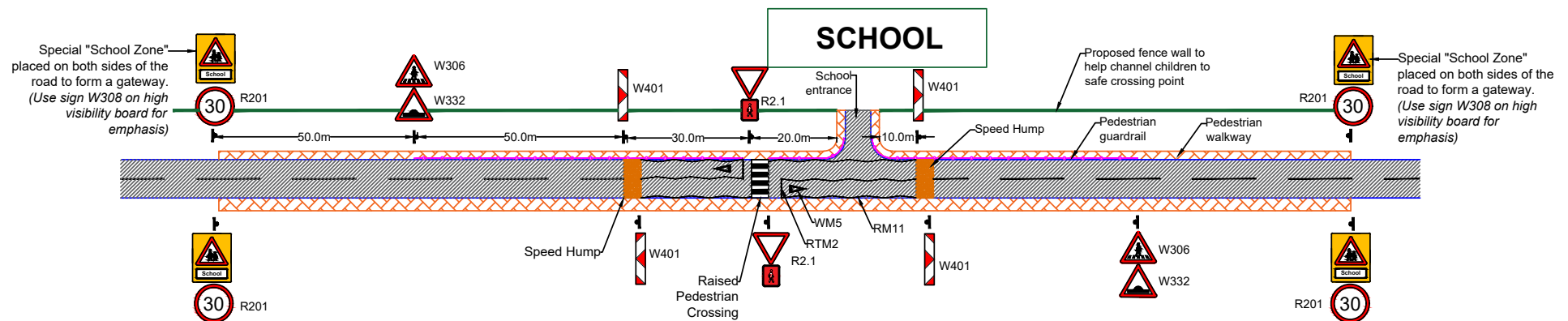
Typical layout for a school zone – IFRDP, Mozambique



The layouts in this appendix are examples of typical layouts for Safe School Zones. The Safe Schools Africa team produces such layouts for each project. These are then included in project documentation as guidance to consultants and contractors. The layouts in this appendix were created for the Intergrated Feeder Roads Development Project in Mozambique.

INTEGRATED FEEDER ROADS DEVELOPMENT PROJECT

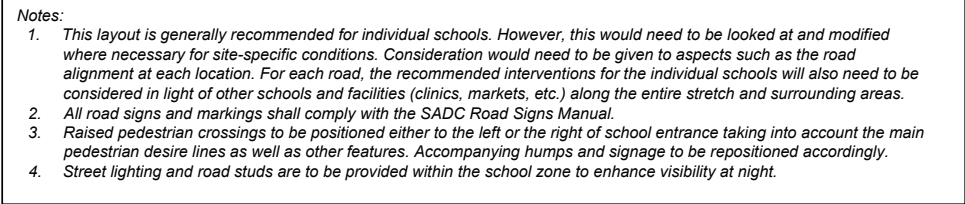
TYPICAL SAFE SCHOOL ZONE LAYOUT 1A - URBAN AREA (SCHOOL ENTRANCE ON PROJECT ROAD)



Notes:

1. This layout is generally recommended for individual schools. However, this would need to be looked at and modified where necessary for site-specific conditions. Consideration would need to be given to aspects such as the road alignment at each location. For each road, the recommended interventions for the individual schools will also need to be considered in light of other schools and facilities (clinics, markets, etc.) along the entire stretch and surrounding areas.
2. All road signs and markings shall comply with the SADC Road Signs Manual.
3. Raised pedestrian crossings to be positioned either to the left or the right of school entrance taking into account the main pedestrian desire lines as well as other features. Accompanying humps and signage to be repositioned accordingly.
4. Street lighting and road studs are to be provided within the school zone to enhance visibility at night.

**TYPICAL SAFE SCHOOL ZONE
LAYOUT 3A - RURAL AREA (SCHOOL ENTRANCE ON PROJECT ROAD)**



APPENDIX 5

Photos before and after Safe Schools Africa input



The photos in this appendix show pedestrian infrastructure around schools both before and after Safe Schools Africa's involvement.

MADENGE PRIMARY SCHOOL, DAR ES SALAAM, TANZANIA

Before Safe Schools Africa Input



After Safe Schools Africa Input



WAILES PRIMARY SCHOOL, DAR ES SALAAM, TANZANIA

Before Safe Schools Africa Input



After Safe Schools Africa Input



BOPHIRIMA PRIMARY SCHOOL, GABORONE, BOTSWANA

Before Safe Schools Africa Input



After Safe Schools Africa Input



VILLE NORD PRIMARY SCHOOL, BOUAKE, COTE D'IVOIRE

Before Safe Schools Africa Input



After Safe Schools Africa Input





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