

## ALFA PROJECT

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## FINAL REPORT



Education and awareness of  
schoolchildren on road safety

Technical report



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## Abbreviations list

ALFA	: Aro Loza @ Fifamoivoizana An-tsekoly (Road safety education at school)
CISCO	: Circonscription Scolaire (School District)
CUA	: Commune Urbaine d'Antananarivo (Urban Commune of Antananarivo)
DREN	: Direction Régionale de l'Education Nationale (Regional Directorate of National Education)
DTMU	: Direction du Transport et de la Mobilité Urbaine (Direction of Transport and Urban Mobility)
DTP	: Direction des Travaux Publics (Public Works Department)
EPP	: Ecole Primaire Publique (Public Primary School)
MEN	: Ministère de l'Education Nationale (Ministry of Education)
NGO	: Non-governmental Organization
OEMC	: Office de l'Education de Masse et de Civisme (Office of Mass Education and Citizenship)
PASCOMA	: Protection des accidents scolaires à Madagascar (Protection of school accidents in Madagascar)

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# 1 Synopsis of the project

Table 1 : Project synopsis

<b>Name of Organisation</b>	ONG Lalana
<b>Charity Registration Number</b> <i>(Where applicable)</i>	Décision n°46/07 Matriculation n° 107/2010-IM/ONG/REGAN
<b>Country of Operation</b>	Madagascar
<b>Type of Organisation</b>	ONG
<b>Anticipated Project Start Date</b>	22 Novembre 2017
<b>Amount Requested (GBP)</b>	12.153,96
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<b>PROJECT TITLE</b>	<b>ALFA</b> <i>Aro Loza amin'ny Fifamoivoizana An-tsekoly</i> -----X----- Education and awareness of schoolchildren on road safety



## 2 Presentation of the project

### 2.1 Context

In the capital, the majority of primary school children are no longer accompanied on their way to school, especially students over 8 years old. These are usually the pupils of 9th and 8th grade. In most cases, these students are already responsible for younger siblings during their journeys to school. Moreover, the increase of traffic, the lack of traffic signs and road markings, and inattention or ignorance of these schoolchildren increases the risk of accidents that are exposed to drivers during their journey. Confronted to this situation, Lalana finds it opportune to resume activities related to road safety.

### 2.2 Project overview

The aim of the project is to contribute to the prevention and reduction of traffic accidents that may affect, in particular, schoolchildren during their journeys to and from school.

The direct targets of the project are students of 9th and 8th classes of public primary schools who are at the edge of a main road of the Urban Commune of Antananarivo (CUA). The final beneficiaries of the mass awareness campaign are the population of the capital who have access to the radio spot broadcasts.

The expected results of the project are:

- Students know the basic rules of the road and the behaviors for safely displacement to school.
- Teachers are able to teach to students the contents of the training modules.
- The urban population is sensitized on the topic of schoolchildren road safety through the broadcasts of radio spots.
- The beneficiary schools have more visibility towards the drivers through the visibility support installed.

The main activities of the Project include:

- Strengthen the capacity of the project team through training with NGO Amend.
- Share experiences and set up a partnership with the OEMC.
- Train teachers to continue the awareness for the next generation.
- Carry out awareness sessions in the beneficiary public primary schools.
- Design and broadcast radio spots to reinforce and expand the reach of awareness to the urban population.
- Install road signs and markings to enhance the visibility of schools.



### 3 Results of project activities

#### 3.1 Capacity building of the Lalana team

The grant contract was finalized on November 22, 2017. A member of the Lalana team, Mr RATSIMA Harinjato, traveled to Dar es-Salam to attend the training on road safety for schoolchildren. The training was held on November 28, 29 and December 1<sup>st</sup>, 2017. The training was organized by NGO Amend, a partner of Lalana during the project.



Figure 1 : Practical training at Dar es Salam

A dissemination meeting on the training key learnings was held on the December 14th 2017. The dissemination meeting shared the basic contents of the training and shared the training methodology to be given during the Project. As a result of this meeting, it was discussed that the number of schools that could benefit from the project could be increased. The project team therefore restructured the activities and as a result, we were able to work with 6 schools instead of the planned 4 schools, while keeping the target number of classes.

This restructuring of activities involved a budget reorganization, however, did not affect the total amount of the budget spent. The restructuring has strengthened the possibility of installing road signs and markings, and increase the amount of equipment that was divested to improve the students' awareness for the 6 beneficiary schools.

The objective of this training was to strengthen the knowledge and the capacity of the Lalana team to properly conduct the training and awareness actions in the project.

#### Results 1

- 1 member of NGO Lalana trained on conducting a road safety awareness session and able to train others.
- The Lalana team trained and able to conduct awareness sessions.



## 3.2 Design and implementation of awareness materials

### 3.2.1 Design of awareness booklet guide

The booklet design was written based on the training modules offered by Amend. It has two parts: a theoretical and a practical section.

The theoretical section contains 4 themes including:

- How to choose a place to cross,
- How to cross the road,
- How to walk along the road,
- How to find a safe place to play.

The practical section includes demonstrations and illustrations that:

- Demonstrate the impact of a car accident,
- Illustrate the good positioning to cross the road,
- Illustrate the reason why it is not advisable to cross where there are parked vehicles or any other obstacle,
- Demonstrate how to cross the road: look and listen,
- Illustrate the reason why crossing in a straight line is better than crossing diagonally,
- Illustrate how to walk on the road.

A draft version of the booklet, was shared with the team of the Office of Mass Education and Civicism (OEMC) so that they could make recommendations for improvement. The provisional version of the booklet was used during the teacher training workshop.

At the end of the training workshop, the participants were also asked for their suggestions for improving the content of the awareness booklet guide.



Figure 2 : Provisional version of the booklet used during the training

The final version of the booklet was made after the incorporation of the feedback of both the OEMC and the workshop participants.



A meeting was held with the OEMC team in early November to discuss the steps necessary to validate the booklet within the Ministry of National Education. In the best-case scenario, the preface of the booklet will bear the signature of the Ministry after the technical validation of the contents and the form of the booklet.

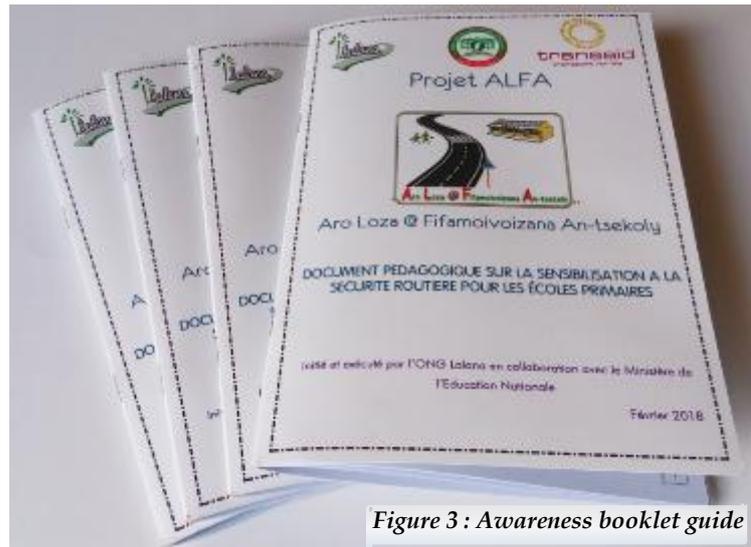


Figure 3 : Awareness booklet guide

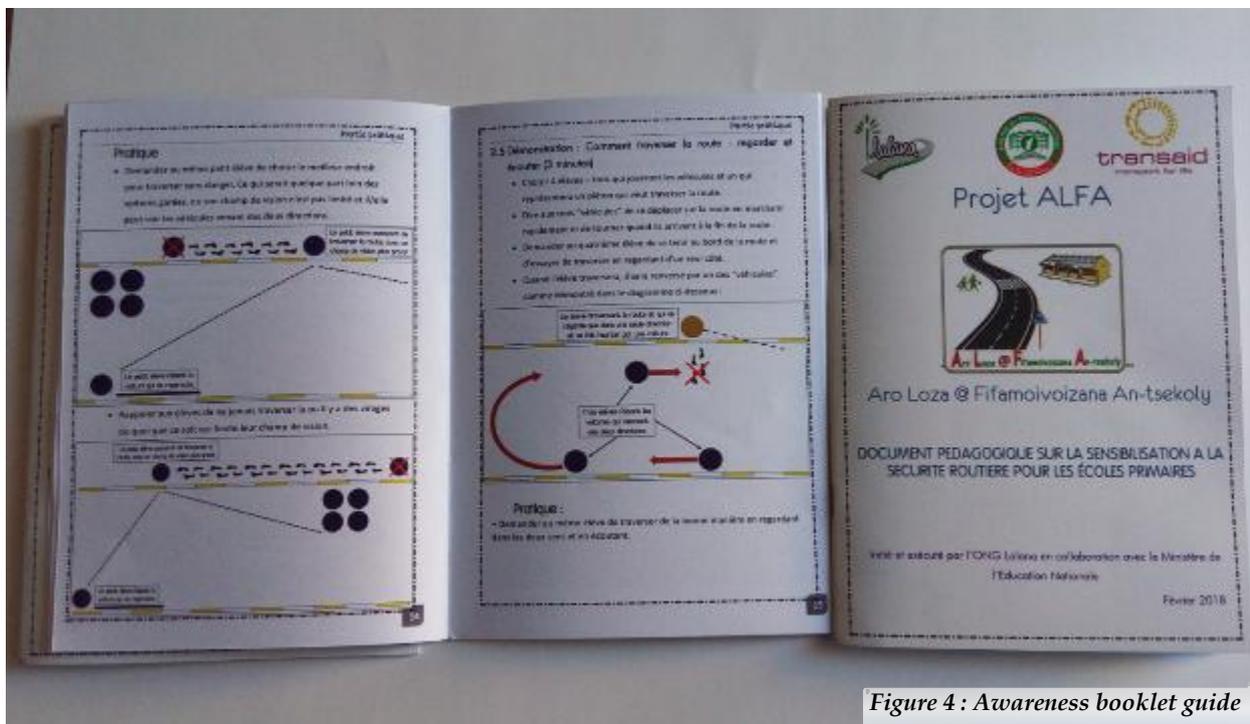


Figure 4 : Awareness booklet guide

Until the adoption of the booklet by the Ministry of Education, the current edition will continue to be used by the beneficiary schools while they continue their awareness sessions.

### 3.2.2 Design and implementation of awareness materials

To facilitate students' understanding during the theoretical and the practical part of the awareness, certain materials have been developed. Some were adapted from the models offered by Amend during the training, while others were designed specifically to improve the illustrations during the practical application.

For the theoretical part, a large poster was developed containing a cartoon that expresses the key messages. At the end of the theoretical section, the poster is used to help students learn the song "have a good look before crossing" while listening to the audio version at the same time. In addition, 2 awareness posters on A1 format are displayed in each classroom of the target schools to help students to memorize and share awareness messages.

For the practical part, materials that were prepared include:

- A small wooden car and a sponge to illustrate the impact of the collision of a car and a human during an accident.
- A pair of 15 m polypropylene rope to the sidewalk and roadway.
- A sheet of hardboard with a wooden support to simulate cars in circulation.
- A cardboard plate with supports to simulate obstacles such as cars parked on the side of the road.



Figure 5 : A lot of awareness materials

Each of the beneficiary schools were provided with the necessary materials needed to carry out sensitization of students. It should be noted that in order to ensure the proper conduct of the theoretical part and to pass the messages correctly, 4 schools have chosen to take a poster in Malagasy version while the other 2 have kept the French version.

### Results 2

- Final version of the booklet made available to schools.
- 6 lots of awareness materials transferred to the 6 beneficiary schools to continue their sensitization.



### 3.3 Sharing experience and setting up a partnership with OEMC

Aiming to extend the scope of the project's impact, Lalana worked with the Ministry of National Education (MEN) through the OEMC team. During the exchange visit with the OEMC team, the achievements of the training in Dar es Salaam and the method to conduct the awareness sessions planned by the project team were shared. MEN expressed their willingness to collaborate for the realization of the action. They also shared their views on the possible method of conducting such awareness activities at the Primary Public Schools.

Subsequently, a partnership agreement with the OEMC was being established towards the beginning of the year, but after the political instability that changed some organization within the ministry, the convention could not succeed.

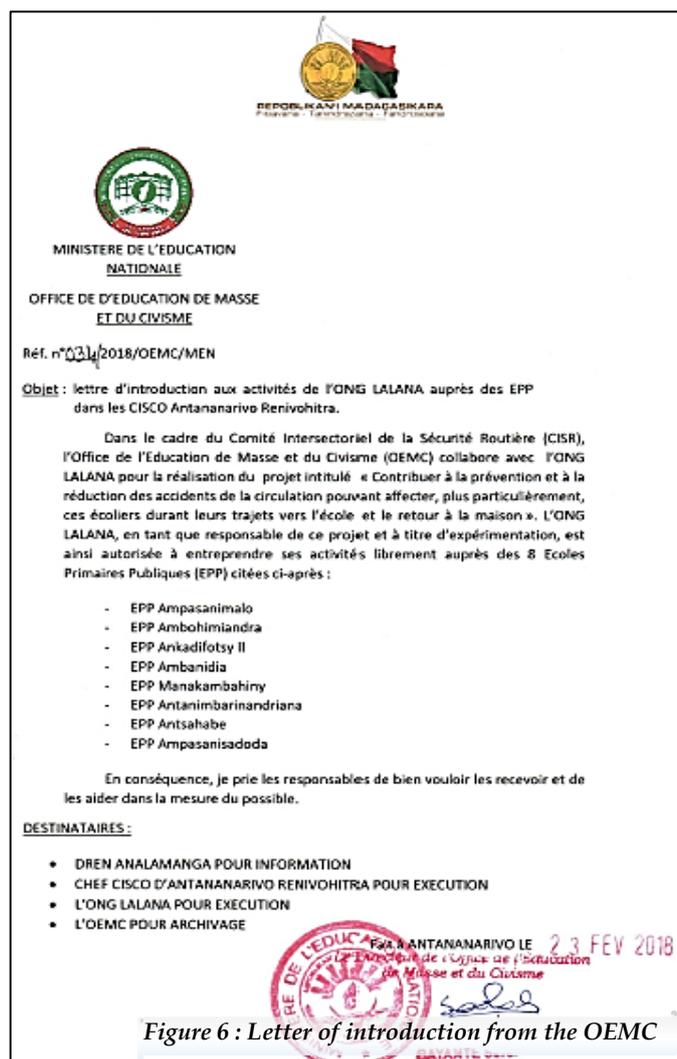


Figure 6 : Letter of introduction from the OEMC

Despite this, a collaboration between the project and OEMC was established. Terms of reference including action plans were established to determine the interventions of the OEMC, particularly the realization of teacher training, improvement of the awareness booklet and the carrying out of awareness sessions at the beneficiary schools. In addition, the OEMC also facilitated the integration of the project team with the different hierarchical institutions of the schools as well as with the schools themselves by issuing a letter of introduction on behalf of the MEN. Consent of the Regional Directorate of National Education (DREN) Analamanga and the School District (CISCO) of Antananarivo Renivohitra was given to carry out school visits during the selection of the beneficiary schools.

### Results 3

- Collaboration and sharing experiences with OEMC so that they are able to conduct sensitization.
- Integration of relationships at the school level facilitated.
- Partnership agreement being revised.

Currently, the OEMC is requesting the Lalana team to plan for the continuation of awareness activities for the other primary schools in the CUA not involved in the project. In addition, the partnership agreement already sent is being revised.



### 3.4 Realization of awareness activities

#### 3.4.1 Teacher training

Following the selection of the beneficiary schools, a visit was organized at each of these schools to plan the date of the teacher training workshop.

The teacher training workshop was held on April 11, 2018 at the EPP Manakambahiny. It could not be done at office of the NGO Lalana due to the increase of the number of participants. In total, 25 participants were present, including teachers of the concerned classes and the Directors of the beneficiary schools.



Figure 7 : Teacher training workshop

The purpose of the workshop is to explain how to conduct an awareness session for schoolchildren. Presentations by video projection were carried out, followed by debate and a question/answer session.



Figure 8 : Teacher training workshop

The presenters are composed of 2 staff of the OEMC and 3 staff of the Lalana NGO. The presentation of the OEMC team focused on civility and actions to be done in the event of a school accident. This led to a very informative debate as the majority of participants don't know the instructions and steps to be taken in the event of a school accident, including traffic accidents that may affect students during their journeys to school. For the Lalana NGO team, their interventions were focused on student awareness,

including the theoretical part and the practical section where the use of , support and guide, has been well explained.

At the end of the training workshop, an evaluation was conducted to get feedback on the appreciation of participants about the logistics and delivery of the training. They were also asked for their comments and suggestions for improving the awareness sessions as well as the contents of the awareness booklet guide.

### 3.4.2 Conduct of awareness sessions

The objective of the student awareness sessions is to help students understand that there are always risks of danger on the roads and there are too good behaviors that can help them avoid it.

One of the selection criteria of the 6 beneficiary schools is their location along a main road of the CUA. Difficulties of these schools include the passing of schoolchildren and the number of crossings they will have to make, the number of accidents recorded versus unreported at the school level and the Prevention of School Accidents in Madagascar (PASCOMA), and the lack of students accompanied to school.

The main messages for students during the sensitization can be summarized in 8 points including 3 for theoretical part and 5 for the practical part.

The theoretical part, conducted in the classroom, contains 3 key messages and involves students.



Figure 9 : Theoretical part of the awareness

"What can be the reason of road accidents that may affect students and what are the consequences?" This introduction question was discussed with students to stimulate their ideas, and then to emphasize the importance of good behavior on the road. This part was followed by the determination of a safe place to cross the road. After that, the 3 main messages were

sensitized with the large poster illustrating 3 characters including Kiki, her mother and her friend: What must be done before crossing? How do you cross? How to find a safe place to play?

To help students memorize and share awareness messages, 2 awareness posters on A1 format will be displayed in each classroom of the target schools.

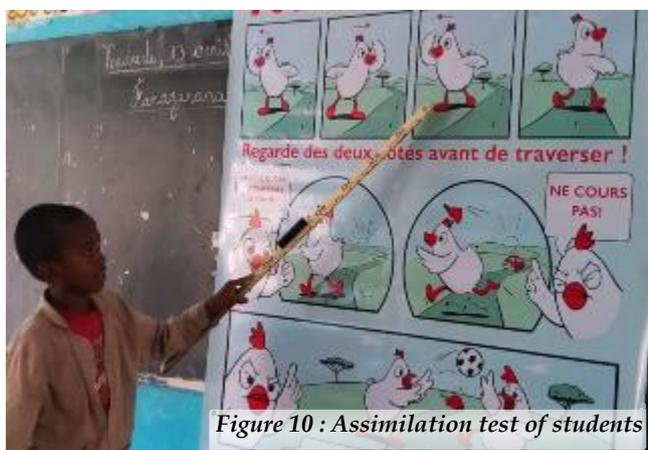


Figure 10 : Assimilation test of students



Figure 11 : Best students awarded



At the end of the theoretical part, volunteer students summarized the messages of awareness, with the 3 best students being rewarded. After that, the students learned the song "watch well before crossing" with the dance to facilitate memorization of the key learnings.

The practical part, carried out in the schoolyard involved the use of the awareness materials. The key messages of the practical part are:

- The human body is fragile while the cars are very hard. The collision between them during an accident leads to the crushing of the human body.
- Do not cross near obstacles that may limit the field of view.
- Look left, right and then left again before crossing.
- Cross the road in a straight line but not diagonally.
- Face the vehicle while walking on the sidewalk.



Figure 12 : Practical part of awareness



Awareness activities were conducted with the OEMC team. To summarize, 14 awareness sessions were conducted covering the 17 sections of the 8th and 9th classes at the six intervention schools. The total number of students sensitized was 764.

The results of the awareness sessions are summarized in the following table:

*Table 2 : Recapitulation awareness sessions conducted*

Sessions	Distribution of the groups	Sensitization date	Schools : EPP	Number of section and students
Session 1	Group 1: class of 9 <sup>th</sup> A and 9 <sup>th</sup> B	April 12, 2018	AMBOHIMIANDRA	3 Sections
Session 2	Group 2: class of 8 <sup>th</sup>			128 students
Session 3	Group 1: class of 9 <sup>th</sup>	April 13, 2018	ANTSAHABE	2 Sections
Session 4	Group 2: class of 8 <sup>th</sup>			103 students
Session 5	Group 1: class of 9 <sup>th</sup> A	April 18, 2018	AMBANIDIA	2 Sections
Session 6	Group 2: class of 9 <sup>th</sup> B			63 students
Session 7	Group 1: class of 8 <sup>th</sup> A	April 19, 2018	MANAKAMBAHINY	4 Sections
Session 8	Group 2: class of 8 <sup>th</sup> B			
Session 9	Group 3: class of 9 <sup>th</sup> A			
Session 10	Group 4: class of 9 <sup>th</sup> B			194 students
Session 11	Group 1: class of 9 <sup>th</sup> A and 9 <sup>th</sup> B	April 20, 2018	ANKADIFOTSY I	4 Sections
Session 12	Group 2: class of 8 <sup>th</sup> A and 8 <sup>th</sup> B			157 students
Session 13	Group 1: class of 9 <sup>th</sup>	May 18, 2018	AMPASANIMALO	2 Sections
Session 14	Group 2: class of 8 <sup>th</sup>			119 students

Before each awareness session, an evaluation test was conducted. The test requires 10 randomly selected students to perform 10 true or false questions related to the main messages of awareness. At the end of the session, these same students repeated the same test to show if the awareness session has improved their knowledge about roadsafety.



*Figure 13 : Pre-test and post-test evaluation*



The overall average of the evaluation scores for all schools is 7.05 / 10 for pre-tests and 8.21 / 10 for post-tests. An average difference of 1.16 can be observed for both tests. Moreover, the average of 9th classes was slightly below the average of 8th classes. A gap of 0.75 was observed for pre-tests and 0.84 for post-tests.

### 3.4.3 Mass sensitization by broadcasting of spot radio

The purpose of the radio spot broadcasting is to reinforce and expand the reach of awareness to the urban population. The audio spot for mass sensitization was available in June. This is an audio file of 53'', with the awareness messages: behavior on the sidewalk, the right place to cross, before crossing behaviors and ways to cross the street.

Among thirty radio stations covering the capital, three stations have been selected to broadcast the spot for the following reasons: wide coverage area with good signal reception, most known and most listened to stations in the area of intervention, and an affordable cost.

The broadcasting of the radio spot started at the beginning of July. During this month, all public schools were closed because of teachers' strikes with the Ministry of Education.



AIN Figure 14 : Soa Radio broadcast report

After analyzing the situation, it was decided to start broadcasting the radio spot with one radio station with the goal of strengthening sensitization during the next month.

The broadcast of the spot during the first phase is summarized by the following table:

Table 3 : First phase of broadcasting

Radio station	Frequency of broadcast	Broadcast schedule	Broadcast period	Total number of broadcast
Soa Radio	2 broadcasts / days	7:30 am et 12:30 am	July 9 to September 1 <sup>st</sup>	110 broadcasts
IBC Radio	4 broadcasts / days	7 am, 9 am, 12 am, 5pm	August 24 to September 20	112 broadcasts
Skyone Radio	4 broadcasts / days	Variable (between 9:30 am and 6 pm)	August 24 to September 16	96 broadcasts
<b>TOTAL</b>				<b>318 broadcasts</b>



Each station has established a media plan prior to the broadcast to facilitate listener tracking and provides the broadcast report at the end of the campaign.

Following the possibility of reallocating the remaining, unused budget of the activities already achieved, it was possible to continue broadcasting the radio awareness spot for an additional month. The resumption of broadcasting began on October 15 and ended on November 15. Two radio stations were chosen to broadcast the spot 4 times per day. In all, 260 broadcasts were made including a free broadcast day as a bonus.

The broadcast of the spot during the second phase is summarized by the following table:

Table 4 : Second phase of broadcasting

Radio station	Frequency of broadcast	Broadcast schedule	Broadcast period	Total number of broadcast
Soa Radio	4 broadcasts / days	6 am, 7 am, 1 pm, 5 pm	October 15 to November 15 + 1day	128 broadcasts + 4 broadcasts
IBC Radio	4 broadcasts / days	6:30 am, 7:30 am, 12:30 am, 5:30 pm	October 15 to November 15	128 broadcasts
<b>TOTAL</b>				<b>260 broadcasts</b>

RAPPORT DE DIFFUSION ONG LALANA DU 24 AOUT AU 16 SEPTEMBRE 2018																
SKYONE RADIO		AOUT														
SPOTS 53"	ven	sam	dim	lun	mar	mer	jeu	ven								
HEURE	24	25	26	27	28	29	30	31								
09h30	9h29:18		9h32:13		9h30:24		9h31:33									
10h30		10h30:58		10h29:23		10h30:50		10h31:50								
11h30	11h31:28		11h30:05		11h32:52		11h28:03									
14h30	14h31:33	16h04:07		14h30:43		14h30:31		14h33:28								
16h30	16h30:55	16h30:24	16h29:18		16h31:27	16h26:54		16h31:09								
17h00	17h03:43		16h57:12	17h01:06		17h01:38		17h02:08								
18h00	18h00:35		17h59:09	18h00:31		17h59:15	18h02:01									
SKYONE RADIO		SEPTEMBRE														
SPOTS 53"	sam	dim	lun	mar	mer	jeu	ven	sam	dim	lun	mar	mer	jeu	ven	sam	dim
HEURE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
09h30	9h28:11		9h31:20		9h30:11		9h29:00		9h31:13		9h32:16		9h31:26		9h32:54	9h30:11
10h30		10h30:17		10h31:42		10h35:01	10h31:19		10h32:16		10h29:59		10h32:09		10h32:03	
11h30	11h31:33		11h30:39		11h30:43		11h25:42		11h32:46		11h28:56		11h32:01		11h28:54	
14h30		14h59:16		14h30:16		14h31:37	14h29:02		13h57:14		14h30:43		14h30:17		14h31:29	
16h30	16h31:13	16h33:09	16h30:48	16h28:39		16h31:41	16h29:25		15h55:49	16h30:26	16h29:27	16h31:06	16h30:10	16h58:00	16h31:56	
17h00		15h59:17		17h01:47	17h01:01		17h00:54	17h02:55	17h00:28		16h59:16		17h00:26	16h58:00		17h05:03
18h00	18h00:15	17h59:59	18h00:55		18h01:21	18h00:27		18h03:35	17h59:50		17h59:50	18h02:34		18h02:04	17h56:15	17h58:42
Spots en plus:		4														

Figure 15 : Skyone Radio broadcast report

The objective of the resumption of the broadcast of spot is to continue the sensitization of all the listeners of the capital and in particular, the students who will start the new school year towards mid-November. It also helps to remind the key messages of sensitization to the students of the beneficiary schools.

### Results 4

- 25 Directors and Teachers trained on conducting a road safety awareness session.
- 764 students sensitized.
- 42 awarded students.
- 318 broadcasts during the first phase.
- 260 broadcasts during the second phase.



### 3.5 Implementation of school visibility material

Among the activities of the project is the realization of material that allows for better visibility of the schools through the establishment of signs and zebra crossings to facilitate the passage of students. Indeed, the inventory of the materials was realized during the month of June. The technician of the project then proceeded to develop the plan of all sites concerned. After having finalized the technical file, a meeting was organized with the responsible concerned for the CUA: the Director of Transport and Urban Mobility (DTMU).

Following this consultation, some recommendations were received, including the addition of before and after implementation photos in the technical file. After the rectification, the Mayor and the Public Works Department (DTP) was given a copy of the technical file for authorization.

Since then, the project technician has made a regular visits to follow the progress of the application for authorization. The application was validated and issued by the municipal authorities on September 14. The DTP and DTMU were consulted regularly on the organization of the work.

A site visit was organized in early October involving the project team, the service providers, the technicians of DTP and the DTMU to determine zebra crossing areas and signs locations near schools so that they do not cause damage to infrastructure already in place, both visible and underground.

At the same time, service providers were consulted to determine the most suitable offer. This service provider was awarded a contract in early October. The service provider supported the completion of the roadwork, including the construction and installation of the signs and the painting of the zebra crossings.



Figure 16 : Authorization to carry out the work



Figure 17 : Road paint used for zebra crossing

The recommendations of the municipal authorities led to an increase in the number of signs and zebra crossings, as well as the use of more expensive materials such as road paints. As a result, the quotation of the service provider's offer exceeded the budget line that was allocated for the completion of the work. Following additional negotiation, the project technician and the service providers offered to reduce the cost of the works to the level of the budget line without modifying the quantity of the works.

The installation of the zebra crossings and roads signs indicating a "place frequented by children" started on November 5th.

In total, 13 signs were designed but 2 signs were not installed. The service providers dug all sign implantation pits 3 days before installing the signs. However, at the time of installation, it was found that two panels were already installed near the implantation pits for EPP Manakambahiny. Upon further investigation, it was told that the Ministry of Public Works installed them without informing the communal officials.



Figure 18 : Public works sign installed before the project



Figure 20 : Zebra crossing EPP Manakambahiny



Figure 20 : Public works sign EPP Manakambahiny

The two remaining panels that were to be posted on this site are being kept at the NGO's office until another school in need is identified.



Figure 22 : Signs and zebra crossing  
EPP Ambanidia

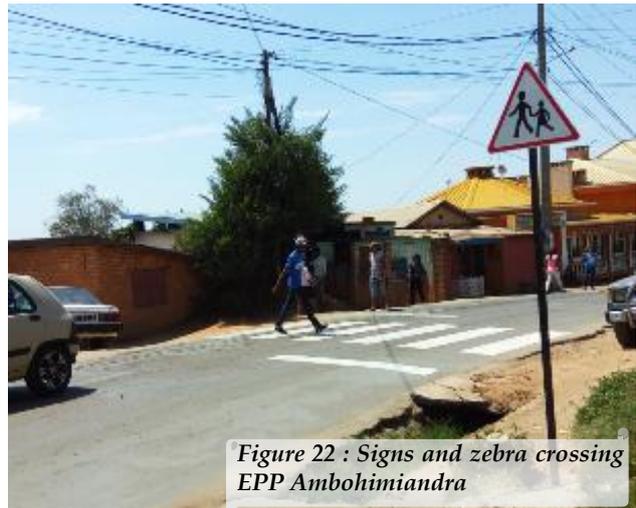


Figure 22 : Signs and zebra crossing  
EPP Ambohimandra



Figure 24 : Signs and zebra crossing  
EPP Ankadifotsy



Figure 24 : Signs and zebra crossing  
EPP Antsahabe



Figure 26 : Signs and zebra crossing  
EPP Ampasanimalo\_site 1



Figure 26 : Signs and zebra crossing  
EPP Ampasanimalo\_site 2

To summarize, 8 zebra crossings and 11 signs were installed at the level of the 6 beneficiary schools whose distribution is as follows:

*Table 5 : Recapitulation of the work*



School EPP	Work completed	Comments
Ampasanimalo	4 signs 3 zebra crossing	2 signs and a zebra crossing for a two-way road at the exit of the school. 2 signs and 2 zebra crossings for a double track a few meters from the school
Ambohimandra	2 signs 1 zebra crossing	2 signs and a zebra crossing for a two-way road at the exit of the school.
Ankadifotsy I	1 signs 1 zebra crossing	1 sign and a zebra crossing for a one-way road at the exit of the school.
Ambanidia	2 signs 1 zebra crossing	2 signs and a zebra crossing for a two-way road at the exit of the school.
Manakambahiny	0 signs 1 zebra crossing	1 zebra crossing for a two-way road at the exit of the school.
Antsahabe	2 signs 1 zebra crossing	2 signs and a zebra crossing for a two-way road at the exit of the school.
<b>TOTAL</b>	<ul style="list-style-type: none"> <li>• 11 signs "place frequented by children"</li> <li>• 8 zebra crossing</li> </ul>	

After the completion of the works, a technical inspection was carried out. Two municipal technicians joined the Lalana team with the service providers during this inspection. At the end of the inspection, some reservations were noted and the service providers rectified the work in relation to that. The final completion of the works took place on November 15, 2018.

As expected, the work was completed just a few days before school started. We have made sure that the materials put together with the awareness spots can help students to start the school year safely

### Results 5

- Authorization request validated by the municipal authorities.
- 11 signs installed and two panels available.
- 8 zebra crossing implemented.



## 4 Planning of realized activities

The detailed schedule of activities already carried out is represented by the following table:

Table 6: Planning of realized activities

Month Activities	Bimester 1		Bimester 2		Bimester 3		Bimester 4		Bimester 5		Bimester 6		
	Novembre	Décembre	Janvier	Février	Mars	Avril	Mai	Juin	Juillet	Aout	Septembre	Octobre	Novembre
<b>0. Preliminary activities</b>													
Restructuring of project activities and readjustment of the budget to increase the number of intervention schools													
Constitution of the project team													
<b>1. Capacity building of Lalana team:</b>													
Preparation of the travel for training in Dar-es-Salam													
Training in Dar-es-Salam													
Sharing learning outcomes to the Lalana team													
<b>3. Teacher training:</b>													
Identification of the strategy for the realization of the training workshops and scheduling													
Development of training modules and design of the awareness booklet guide													
Logistical preparation and holding of the training workshop													
<b>2. Student awareness activities:</b>													
Selection and identification of the beneficiary schools: survey visits and drafting schedules													
Visits of the hierarchical institutions of the schools and organization on the request for authorization to the CISCO													



Month Activities	Bimester 1		Bimester 2		Bimester 3		Bimester 4		Bimester 5		Bimester 6		
	Novembre	Décembre	Janvier	Février	Mars	Avril	Mai	Juin	Juillet	Aout	Septembre	Octobre	Novembre
Procurement and design of materials and training materials and awareness													
Conducting awareness sessions													
<b>4. Radio spot broadcasts:</b>													
Elaboration of the content of the spot													
Identification of the provider and radio spot design													
Identification and choice of radio stations / broadcast schedule													
Broadcasting radio spots													
<b>5. Installation of visibility supports:</b>													
Inventory and quantification of work to be done													
Organization on the application for authorization from the municipal authorities													
Identification of the service provider and organization of the work													
Execution of works													
<b>6. Sharing learning outcomes with OEMC:</b>													
Organization on the establishment of the partnership agreement													
Development of Terms of Reference, Action Plan and Letter of Introduction													
<b>7. Writing reports:</b>													
Writing monthly notes													
Inception Report													
Final report													



## 5 The impacts of the project

The following table represents the results of the activities compared to the monitoring and evaluation plan established at the beginning of the project.

Table 7 : Comparison of expected results to results achieved

Project Objectives	Indicators of Success	Targets	Means of Verification	Value of indicators achieved and observation
<p><u>Global objective :</u></p> <p>The road accident rate affecting schoolchildren remains below 3%.</p>	Rate of schoolchildren road accident	Schoolchildren	Road accident record in these schools.	<p><u>Number of accidents recorded before the project:</u> on average 3 to 4 accidents per school.</p> <p><u>Number of accidents recorded after the project:</u> to be determined during a survey to achieve at the end of the new school year.</p> <p>Nevertheless, it was observed that the accident did not exceed this number during the school year despite the increase in traffic</p>
<p><u>Specific objective 1 :</u></p> <p>Students know the rules of the road and displace safely.</p>	Result of evaluation tests	Students aged 8 years old and over of the 4 beneficiary schools	Comparison of evaluation tests before and after the project.	<p><u>Average of the evaluation test before the project:</u> 7,05/10</p> <p><u>Average of the evaluation test after the project:</u> 8,21/10</p> <p>The 2 main answers to the origin of the gap: the behaviors before crossing - the way to cross</p>
<p><u>Specific objective 2 :</u></p> <p>Teachers are able to teach students about the content of the training modules.</p>	<p>Evaluation Test after training.</p> <p>Assessment grid on teaching in this topic.</p>	Teachers of the 4 primary schools: the 9th and 8th classes.	Evaluation report and the attendance sheet	<p><u>Conclusion of the evaluation:</u> teachers have the desire and ability to conduct awareness sessions.</p> <p><u>Assessment note on awareness conduct:</u> evaluation to be performed during post-project monitoring for the school year 2018-2019.</p> <p>Awareness sessions are planned for the next school year</p>
<p><u>Specific objective 3 :</u></p> <p>The urban population will be sensitized on the topic of road safety for schoolchildren.</p>	<p>Number of radio spot broadcasting.</p> <p>What the parents living in neighbourhood of the school, think about the radio spots if they hear them.</p>	The listeners	<p>The radio spot audio file</p> <p>The broadcasting invoices</p>	<p><u>Number of planned broadcast:</u> 192 broadcasts</p> <p><u>Number of broadcast carried out:</u> 578 broadcasts</p> <p>The debate observed in the public transport bus or in society on the spots' messages proves that awareness has affected them.</p>
<p><u>Specific objective 4 :</u></p> <p>The 4 schools will have more visibility towards drivers.</p>	<p>Crosswalks and signposts of schoolchildren passage implemented</p> <p>What the drivers think about the signposts and crosswalks.</p>	The 4 schools	Service invoices and pictures	<p><u>Work planned:</u> 4 zebra crossings and 8 road signs located at 4 schools</p> <p><u>Work completed:</u> 8 zebra crossings and 13 road signs located at 6 schools</p> <p>The 6 schools are now more visible through the zebra crossings and signs installed</p>



## Conclusion

To summarize, all planned activities were carried out. The expected results were achieved and some of them have significantly exceeded expectations due to the possibility of the restructuring of some activities and the reorganization of budgets. Thus, we can give answers in to the two main questions that we asked before the project and that we tried to answer during the realization of the project:

### ***Does the awareness of road safety in schools a way to reduce the rate of road accidents for schoolchildren?***

Awareness actions at school level were carried out in the last quarter of the school year when only 2 months of the school year remained. In addition, the teachers' strikes led to the closure of schools for more than a month. Indeed, the little school time that students were observable at school was not enough to say that awareness has been able to reduce the road accident rate of schoolchildren. Nevertheless, it was been observed that the number of accidents during the school year didn't exceed the number obtained during surveys conducted before the project, despite the increase in traffic. Moreover, in an interview with the director of a beneficiary school, it was said that a few students were no longer accompanied to school after the awareness. The sharing of awareness messages by students in their homes has reassured parents that they can travel to school by themselves. However, the NGO Lalana will still conduct a survey of these schools in 2019 to determine the evolution of this indicator.

### ***Will the training of teachers ensure the sustainability of the activities for the project?***

Teachers are aware of the dangers that expose students during their journey to school with the situation of the current traffic and affirmed the importance of awareness raising. The teachers agreed that because of this, they will continue sensitization with the booklet guide and the materials they have received. In addition, the Directors of these schools who attended the training will support them in the realization of sensitization. Furthermore, the OEMC team involved in teacher training and sensitization is currently planning to reinforce sensitization already carried out and continue in other primary schools of the CUA.

Currently, the NGO Lalana has 4 staff who will conduct an independent awareness activity through a dissemination meeting in Dar es Salaam. Likewise, the OEMC has made plans to share experience and collaboration with additional partners. The NGO Lalana will continue to monitor the progress of the targeted schools during the school year 2018 - 2019 and will reinforce awareness-raising activities by retraining teachers on conducting awareness trainings, especially new recruits and through the implementation of the practical part of awareness activities on the street in front of the school.