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**MPTF OFFICE FINAL PROGRAMME¹ NARRATIVE REPORT
REPORTING PERIOD: 29 APRIL 2019 – 29 DECEMBER 2020**

<p style="text-align: center;">Programme Title & Project Number</p> <ul style="list-style-type: none"> • Programme Title: Child-responsive urban planning and sustainable urban transportation • Programme Number <i>(if applicable)</i> • MPTF Office Project Reference Number:³ 	<p style="text-align: center;">Country, Locality(s), Priority Area(s) / Strategic Results²</p> <p><i>Country/Region</i> Paraguay, South Africa, Philippines</p> <p><i>Priority area/ strategic results:</i> to develop capacity in child-responsive urban planning/ Reduction of children’s road traffic injuries</p>
<p style="text-align: center;">Participating Organization(s)</p> <ul style="list-style-type: none"> • Organizations that have received direct funding from the MPTF Office under this programme: UNICEF 	<p style="text-align: center;">Implementing Partners</p> <ul style="list-style-type: none"> • National counterparts (government, private, NGOs & others) and other International Organizations: United Nations Children’s Fund UNICEF Philippines Country Office, UNICEF Paraguay Country Office and UNICEF South Africa Country Office with technical inputs from UN HABITAT. • ISOCARP • University of the Philippines - National Center for Transportation Studies • Paraguay National Traffic and Road Safety Agency (ANTSV) • Municipality of Fernando de la Mora, Paraguay • National University of Asunción and Catholic University of Asunción, Paraguay • SafeKids Worldwide Philippines • Human Development and Empowerment Services (HDES) • City Government of Valenzuela • City Government of Zamboanga • The Red Cross War Memorial Children’s Hospital, S. Africa • S. Africa Department of Transport; • S. Africa Traffic engineers and Law enforcement officials; • S. Africa Global Road Safety Partnership; S • South African National Roads Agency Limited (SANRAL);

¹ The term “programme” is used for programmes, joint programmes and projects.
² Strategic Results, as formulated in the Strategic UN Planning Framework (e.g. UNDAF) or project document;
³ The MPTF Office Project Reference Number is the same number as the one on the Notification message. It is also referred to as “Project ID” on the project’s factsheet page the [MPTF Office GATEWAY](#)

Programme/Project Cost (US\$)
Total approved budget as per project document: USD 197,694 MPTF /JP Contribution ⁴ : • <i>by Agency (if applicable)</i> Agency Contribution • <i>by Agency (if applicable)</i> Government Contribution US\$ 15,000 additional financial contribution by the Municipality of Fernando de la Mora (Paraguay) Other Contributions (donors) <i>(if applicable)</i> TOTAL:
Programme Assessment/Review/Mid-Term Eval.
Assessment/Review - if applicable <i>please attach</i> <input type="checkbox"/> Yes <input type="checkbox"/> No Date: <i>dd.mm.yyyy</i> Mid-Term Evaluation Report – <i>if applicable please attach</i> <input type="checkbox"/> Yes <input type="checkbox"/> No Date: <i>dd.mm.yyyy</i>

<ul style="list-style-type: none"> South African Medical Research Council; Road Traffic Management Cooperation (RTMC), S.Africa
Programme Duration
Overall Duration <i>(20 months)</i> Start Date ⁵ <i>29. 04.2019</i> Original End Date ⁶ <i>(29.04.2020)</i> Current End date ⁷ <i>(29.12. 2020)</i>
Report Submitted By
<ul style="list-style-type: none"> Name: Thomas George Title: Global Lead, Urban Participating Organization (Lead): UNICEF Email address: tgeorge@unicef.org

⁴ The MPTF or JP Contribution, refers to the amount transferred to the Participating UN Organizations, which is available on the [MPTF Office GATEWAY](#)

⁵ The start date is the date of the first transfer of the funds from the MPTF Office as Administrative Agent. Transfer date is available on the [MPTF Office GATEWAY](#)

⁶ As per approval of the original project document by the relevant decision-making body/Steering Committee.

⁷ If there has been an extension, then the revised, approved end date should be reflected here. If there has been no extension approved, then the current end date is the same as the original end date. The end date is the same as the operational closure date which is when all activities for which a Participating Organization is responsible under an approved MPTF / JP have been completed. As per the MOU, agencies are to notify the MPTF Office when a programme completes its operational activities.

(DELETE BEFORE SUBMISSION)

Guidelines:

The Narrative Progress Report template is based on the UNDG 2003 template, which is currently under review and is in line with the [UNDG Results Based Management Handbook \(October 2011\)](#).

Building on continued efforts made in the UN system to produce results-based reports, the progress report should describe how the activities (inputs) contributed to the achievement of specific short-term outputs during the twelve month reporting period, and to demonstrate how the short-term outputs achieved in the reporting period collectively **contributed to the achievement of the agreed upon outcomes** of the applicable Strategic (UN) Planning Framework guiding the operations of the Fund.

In support of the individual programme reports, please attach any additional relevant information and photographs, assessments, evaluations and studies undertaken or published.

Where available, the information contained in the Programme Summaries and Quarterly and/or Semi-Annual Updates prepared by the Participating Organizations may be useful in the preparation of the Annual Narrative Progress Report. These Summaries and Updates, where applicable, are available in the respective Fund sections of the MPTF Office GATEWAY (<http://mptf.undp.org/>).

Formatting Instructions:

- The report should be between 10-15 pages. Include a list of the main abbreviations and acronyms that are used in the report.
- Number all pages, sections and paragraphs as indicated below.
- Format the entire document using the following font: 12point _ Times New Roman and do not use colours.
- The report should be submitted in one single Word or PDF file.
- Annexes can be added to the report but need to be clearly referenced, using footnotes or endnotes within the body of the narrative.

NARRATIVE REPORT FORMAT

EXECUTIVE SUMMARY

The project's objective was to develop capacity in child-responsive urban planning (CRUP), with a particular focus on sustainable transportation planning, road safety, street design for children and safe school environments. The project targets both student urban planners, transportation planners and professionals in urban and transportation planning, playing a key role in the construction and management of safe roads. The Program is comprised of a series of capacity building initiatives for professionals and stakeholders from various fields on urban planning and transportation for children's welfare.

Overall, the three countries successfully implemented the three main activities and have been always on track on the target indicators outlined in the proposal. The project report shows that the implementation scope of both the Philippines and Paraguay Country Offices are at a higher level than South Africa as there already exists an enabling environment there for programming for child responsive urban programming from past programming and advocacy initiatives. As a result, Paraguay and the Philippines Offices have better knowledge, understanding and experience compared to the South Africa Country Office. Moreover, the number of dedicated staff in South Africa CO is significantly lower than in the other two countries.

Key results

<ul style="list-style-type: none">• Training materials for child responsive planning developed
<ul style="list-style-type: none">• 219 practitioners and stakeholders (Government officials, professionals' urban planners, engineers, private sector, Local Government representatives, etc.) have been trained in child responsive urban planning
<ul style="list-style-type: none">• 102 action plans were developed in the training workshops
<ul style="list-style-type: none">• The Paraguay Ministry of Housing and Urban Planning has issued a Memorandum to ensure a child rights approach to the future urban development projects
<ul style="list-style-type: none">• 3 model schools with improved child-friendly spaces developed in Paraguay
<ul style="list-style-type: none">• Universities in Paraguay are planning to include the project's modules in civil engineering and architecture programmes
<ul style="list-style-type: none">• On-site interventions implemented in 4 model schools exhibiting improved road safety, including a child-friendly space for school children, in the Philippines

On the first activity – **Capacity development on CRUP** – the three countries met or exceed the project indicator of 15 people trained. The Philippines CO has carried out a ToT at the University of the Philippines in which 30 participants were trained. In Paraguay, 32 university students and professionals were trained on module A and B respectively. In South Africa, 36 participants (among government officials, professionals' urban planners, engineers, etc.) benefited from the training.

Under the second activity, **Training for practitioners and stakeholders on CRUP** (Module B), the countries performed well and met the project target of 30 people trained and 30 plans developed. In the Philippines, 30 participants completed training and 75 action plans were developed for both modules. In Paraguay, 51 professionals including officials of the National Agency for Traffic and Road Safety (ANTSV) completed the training and 32 action plans drafted.

The third activity, **on-site interventions**, has been completed now after being delayed for a while due to COVID community quarantine periods and extended closure of schools. In Philippines, school infrastructure improvement works were carried out in **four schools** – instead of the planned three – building on the assets of the Child Road Traffic Injury Prevention (CRTIP) Project. In

Paraguay, one on-site intervention has been concluded in an area of high circulation of schoolchildren designed and implemented in the city of Fernando de la Mora. The intervention has benefitted **three schools**.

I. Purpose

The project aimed to **develop capacity in child-responsive urban planning, with a particular focus on developing and improving transportation systems. This is one of the 10 key principles on children’s rights and urban planning that calls on cities** to “develop active transportation and public transit systems and ensure independent mobility for children and their community, so they have equal and safe access to all services and opportunities in their city”.

This project aligns with the actions in pillar 4 ‘**Safe roads’ and the ‘Education’ Area**, as defined in the Global Framework Plan of Action for Road Safety. The capacity development training engages and technically supports urban planners, designers, construction engineers, transportation planners, public authorities, audit organizations and other urban stakeholders that have responsibilities in urban development, planning, design, financing and management of infrastructure projects. The project is also aligned with the overall strengthening of the bridging pillar 1. ‘**Road Safety Management’**.

The global project was adapted to the country context and was based on previous experience of UNICEF in Paraguay, S. Africa and the Philippines on issues related to the prevention of child traffic accidents in school zones. The adapted project included 3 outcomes: a) capacity development of the academic sector in child-responsive urban planning through the implementation of the two modules provided by UNICEF HQ (Module A: basic, Module B: advanced), b) capacity strengthening of independent professionals and national and sub-national government officials who lead programs and plans for urban design, transport, road safety, childhood and adolescence, and education through the organization of a workshop (module B) and c) on-site intervention in a high-risk site risk through planning and design of a public and participatory outreach experiences and the temporary and / or low-cost closure of streets and redesigns of intersections.

As proven in several successful Road Safety programs in cities (in particular, the Vision Zero initiatives in cities like New York, Fortaleza, Sao Paolo, etc.), better urban planning and street design is an important key factor of success. Similar to these initiatives, this project aims the following results:

short-term

- Training key experts and student urban planners, that will be key in future adoption of legislation, planning and design of transportation infrastructure, community engagement.
- Pilot one example of on-site intervention at hot spot that is representative for a larger set of locations with road safety issues, to showcase that change is possible, through community awareness

mid-term

- Policy action in one or more of the other areas of pillar Safe Users and Safe Roads, as illustrated in the scheme
- Expand on-site interventions to all hotspots in terms of Road Safety

long-term

- Reduction of children’s road traffic injuries
- Increase of children’s independent mobility
- Modal shift to sustainable transportation

II. Results

- This section is the **most important in the Report** and particular attention should be given to reporting on **results / and changes** that have taken place rather than on activities. It has three parts to help capture this information in different ways (i. Narrative section; ii. Indicator based performance assessment; and iii. A specific story).

i) Narrative reporting on results:

The project's main **outcome is to strengthen the National Road Safety System** by developing the capacity of **student urban planners and transportation planners, professionals in urban planning, transportation planning or affiliated partner organizations that play key roles in the planning, construction and management of safe roads**. The project also aims at the reduction of children's road traffic injuries, the increase of children's independent mobility and to the modal shift to sustainable transportation. The outcome will be achieved through developing capacity in child-responsive urban planning (CRUP), with a particular focus on sustainable transportation planning, road safety, street design for children and safe school environments.

The three Country Offices met or exceeded the target indicators for all the three main activities.

Activity one, "Capacity development of the academic sector in child-responsive urban planning":

The three countries met or exceed the project indicator of 15 people trained. The Philippines CO has carried out a ToT at the University of the Philippines in collaboration with local partners. 70 participants were trained. A site visit was arranged at an elementary school in Valenzuela City, Andres Fernando Elementary School, to visualize how urban planning concepts are implemented in a real-life situation affecting children, and to be able to provide some recommendations for improvement. Two youth groups were engaged and invited to the visit in order to provide insights on how young people's participation could be maximized in the area of child-responsive urban planning. o The University of the Philippines – School of Urban and Regional Planning (UP-SURP) has signified their commitment to continue the conduct of Child Responsive Urban Planning as a regular course they would offer to students and professionals. UP-SURP is the leading academic institution in the country that provides training on urban planning.

In Paraguay, 32 university students and professionals were trained on module A and B respectively.

In South Africa, 36 participants among government officials, professionals' urban planners, engineers, architects, child development specialist, activists from Non-Government Organisations (such as Open Streets, Violence Prevention Through Urban Upliftment, urban cyclists) benefited from the training. As part of the training, the participants had to visit a local school using relevant tools for surveys to formulate area-based solutions and actions plans. At the end of the activity five action plans were developed based on the experimental learning, which was a major part of the course. The national and provincial governments' have said that they will support local government to develop the necessary plans for child responsive programmes and to allocate the necessary resources to implement them. This process is a 2 to 3-year process. However, the discussions have been initiated and are now ongoing.

Activity two, " Training for practitioners and stakeholders on CRUP (Module B):

All the three countries performed well and met the project target of 30 people trained.

In the Philippines , there were a total of 30 participants to the training, with 15 coming from Local Government Units, 4 coming from National Government Agencies (particularly from Public Works, Education, Interior and Local Government, and Economic Development), 6 from civil society and the private sector, and another 5 from the academe. 70 action plans were drafted by each participant (meeting the target of 30 action plans drafted).

In Paraguay, 51 professionals were trained in module B, including officials of the National Agency for Traffic and Road Safety (ANTSV), the Ministry of Education and Sciences, the Ministry of Childhood and Adolescence, the Ministry of Urban Planning, Housing and Habitat (MUVH), the Vice Ministry of Transport, the Highway Patrol, and municipalities: Asunción (capital of the country), Lambaré and

Fernando de la Mora (candidates for the Child-Friendly city). Independent professionals, consultants and NGOs also participated in the workshop. It is noteworthy that the Ministry of Housing and Urban Planning of Paraguay (MUVH) has issued a memorandum to ensure that all projects include the recommendations and knowledge acquired in the training course. Also, 52 boys and girls from a transitional housing center in conditions of high vulnerability and road risk received training on traffic protection measures. The activity was organized by officials from the Ministry of Children and Adolescents, the Municipality of Asunción and MUVH.

Activity three, "On-site Intervention in a high road risk site":

The third activity, **on-site interventions**, has been completed in Paraguay and in the Philippines. The implementation of street infrastructure works, and field activities have been significantly delayed due to COVID19 pandemic, community quarantine periods and the extended closure of schools in all countries.

The Philippines CO managed to carry out improvement works in **four schools** – instead of the planned three – building on the assets of the Child Road Traffic Injury Prevention (CRTIP) Project. The objective is to develop a model school exhibiting improved road safety, including a child-friendly space for school children, evidenced by at least a 3-star IRAP road safety rating. The active engagement of local government partners including the engineering, public works, and school officials led to a more cost-effective project implementation.

In Paraguay, one on-site intervention has been concluded in an area of high circulation of schoolchildren designed and implemented in the city of Fernando de la Mora. The intervention has benefitted **three schools**. Community stakeholders and particularly young boys and girls participated in the design of the intervention. It is noteworthy to mention that the Mayor of the Municipality of Fernando de la Mora assumed the commitment to apply this experience in other areas of the city and that also ANTSV expressed interest in replicating the project so that it becomes a public policy in each municipality. The technical team of the municipality of Fernando de la Mora and the ANTSV gained experience in developing an urban planning model that prioritizes the safety of schoolchildren, pedestrians and cyclists, as well as ways to promote more healthy and sustainable mobility by providing citizens with safe road infrastructure conditions. Additionally, the Directorates of Road Infrastructure, Road Observatory, Training and Road Education Campaigns gained knowledge regarding the three pillars of road safety and recognized the need to work holistically to achieve an impact in reducing mortality and morbidity: 1) Infrastructure, 2) Legislation, and 3) Driver education. They also found that it is possible to promote mobility that prioritizes pedestrians and cyclists, especially children, in the short and medium term. The communities of the targeted areas are empowered and committed to participate in a sustained road education campaign over time with the city's Municipal Traffic Police with the aim of producing behavioral changes in drivers and pedestrians in the area.

- **Describe any delays in implementation, challenges, lessons learned & best practices:**

With regard to the third activity, the countries have experienced significant delays. The implementation of street infrastructure works, and field activities have been postponed due to COVID19 pandemic, community quarantine periods and the extended closure of schools in all countries. Therefore, the Philippine Country Office asked for a no-cost extension that has been granted.

Many **lessons learnt** have been highlighted during and after the pilot project, especially on the need to have more local and global resources dedicated to the development of courses and modules on child-friendly urban planning.

Other lesson learnt includes:

- Due to the time requirement for the course and the workshop, invitations should be sent with a minimum of two months' notice
- It is recommended that institutions developed a road accident data recording system to serve as a benchmark against which to measure road safety initiatives.
- Communication and visibility campaigns about the project results are useful for other cities to imitate the experience.
- Sample of good practices, such as safe street designs that have worked in other countries are highly appreciated by participants, by which they could seek to replicate and adapt for local conditions.
- Additional capacity building needs are needed to bridge the sustainability of the project, including those related to data strengthening efforts, the inclusion of child responsive urban planning indicators in regular surveys, and further maximizing children and young people's engagement in program design, implementation, monitoring and evaluation.

Best practice:

- The selection process of participants by UNICEF and the ANTSV allowed a good selection of professionals during the course and workshop. During the course, they demonstrated interest and commitment to replicate. The group developed a sense of collegiality and started to communicate via WhatsApp.
- Previous existing agreements with the Faculties of Architecture and Civil Engineering were essential for their participation and involvement in the training and for future collaboration.
- The participation of different hierarchical levels of government institutions, engineering experts, traffic and road safety specialist, lawyers and so on, allowed the conversations, discussion and trainings to be meaningful. The interdisciplinary discussions were content rich and they contributed to a greater understanding of child friendly cities and public spaces.
- The visits to high-risk road sites has been highly appreciated by the participants as it is a good exercise to put into practice what was learn during the workshops.
- The engagement and involvement of children and adolescents in the education campaign motivated them to get involved, collaborate and become aware the issues that are affecting their lives.
- The successful cooperation and engagement of many institutions and organizations enhanced the project's impact and allowed the achievement of the established results.
- The participation and involvement of the local community, particularly of boys and girls, in the design of the intervention helped understand their concerns, experience and point of views and reflect them into the project.
- To attract additional financial contributions, one of the eligibility criteria for the on-site intervention was the municipality's availability and willingness to provide financial resources (whether that is through labor and human resources). In this sense, the municipality of Fernando de la Mora provided a financial contribution of US\$ 15,000 in terms workforce and construction materials.

- **Qualitative assessment:**

The series of trainings conducted in the countries **has contributed to better awareness and appreciation of the impact of urbanization to children's well-being**. In all the countries, particularly in the Philippines and in Paraguay, the feasibility and scale-up of the pilot project has been deemed possible as well as desirable.

Overall, the **local Governments and Municipalities involved** in the pilot project in the three countries not only cooperated and showed interest, but they demonstrated **ownership and commitment** to the work of this project and similar future interventions. For example, in the Philippines the government partners who attended the training have drafted action plans and made commitments to mainstream child responsive urban planning in their respective government agencies, such as the Department of Education and the Department of Public Works and Highways.

Mechanisms were sought to generate the **involvement and participation of all the key actors** of the national government from the preparation of the courses, partnerships, selection of the people to be trained, selection of the participants in the workshop, definition of the strategy for the on-site intervention and the entire project implementation process. In this way UNICEF strengthened the capacities of government institutions for a possible future implementation of similar activities beyond UNICEF and UNRSF support.

For urban planning professionals and stakeholders from the national and local governments, the project's activities have led to re-assess their current programs and policies and see where improvements could be made, utilizing principles of child responsive urban planning. For instance, the representative from the Department of Education in the Philippines sought to re-assess how their offices are promoting safe spaces for children, while the representative from the Department of Public Works and Highways will check on ways to incorporate child-responsive urban planning in the current tools they are using in improving road conditions in the country.

For students and academicians, this has led them to do research and case studies related to child responsive urban planning. For instance, an architecture student is doing a thesis on the impact of urban spaces on a child's social behavior, and another post-grad student is doing a research study on how local government units are implementing child-responsive urban planning in their respective localities in the Philippines.

The University of the Philippines – School of Urban and Regional Planning (UP-SURP) has signified their commitment to continue the conduct of Child Responsive Urban Planning as a regular course they would offer to students and professionals. UP-SURP is the leading academic institution in the country that provides training on urban planning, particularly for government officials. This will have a multiplying effect in building capacities in the country for child responsive urban planning.

As mentioned above, the success of the project has shown its feasibility.

In the Philippines, the validation of the school assessments by the International Road Assessment Programme (IRAP) in the targeted schools demonstrates feasibility of improving road safety around schools and ensures global comparability of the safety assessment. The first schools that achieved 5-star ratings in the Philippines were supported by the project. The achievement of the street infrastructure project has been highlighted by iRAP in its February 2021 edition of its SR4S newsletter, which could be accessed by others who wish to learn from the project.

In Paraguay, the road improvement of the school journey around 3 schools, a park and the National Secretariat for the Rights of Persons with Disabilities has been successful, and it guarantees accessibility measures and it reduces the risk of traffic accidents. It will also change the pedestrians and road users' behavior. These results will be verified through a post-intervention study.

Due to the project's low cost and thanks to the detailed systematization of the process including lessons learned, risks and results, the scalability of this project is feasible. In this sense, the interventions can be implemented in other areas of the city of Fernando de la Mora and in other cities with high rates of road mortality.

In terms of partnerships, the three countries benefitted from the pilot project to forge, strengthen and expand partnership to advance children's rights and child responsive urban planning programmes.

In Paraguay, a partnership between the ANTSV and the **municipality of Fernando de la Mora** was fostered for the participation of the **local government** in the Traffic Accident Information System - SIAT and for the certification of the area for the provision of driving records. Likewise, **UNDP** expressed the intention to focus the transit axis of the project of "Asunción, green capital of the Americas" in improving school zones based on the experience of UNICEF in the municipalities that aspire to the certification of "Child Friendly Cities".

In South Africa, trainings and workshops on CRUP have strengthened a **civil society organization** skills and knowledge to successfully compete their application for funding to host the National Association of **City Transportation Officials (NACTO) Designing Cities 2020**, which in turn will create new opportunities for students, stakeholders, lecturers to further strengthen the work on child responsive urban planning and road safety. Moreover, the organization '**Child Safe' and the Road Traffic Management Corporation** – thanks to the financial contribution from UNICEF and thanks to the project's workshops and training – have signed a **memorandum of understanding** to work together on conducting environmental modifications in school areas based on child-responsive urban planning. The agreement focuses on creating safer areas around schools and on creating partnerships with local governments authorities to consult with communities, school governing bodies and contractors to consider the needs and safety of children and pedestrians.

UNICEF Philippines has engaged the **Social Housing Finance Corporation (SHFC)**, the lead government agency that is undertaking financing and social housing programs catering the formal and informal sectors in the lower income classes. The partnership could make contributions to the sustainability of the program on child responsive urban planning in the Philippines, and in mainstreaming child responsive urban planning in their operations and programs.

Furthermore, a discussion is ongoing between **UNICEF and UNDP** on convergence of efforts related to urban programming, inclusive mobility, safe spaces and its contributions to the achievement of SDG targets.

ii) Indicator Based Performance Assessment:

Using the **Programme Results Framework from the Project Document / AWP** - provide an update on the achievement of indicators at both the output and outcome level in the table below. Where it has not been possible to collect data on indicators, clear explanation should be given explaining why, as well as plans on how and when this data will be collected.

	<u>Achieved</u> Indicator Targets	Reasons for Variance with Planned Target (if any)	Source of Verification
Outcome 1 and 2 Capacity development of the academic sector in child-responsive urban planning.			
Indicator 1.1.1: Number of Master trainers trained in the Training of Trainers Program Baseline: 0 Planned Target: 15	32 (Paraguay) 36 (South Africa) 15 (Philippines)	no	Attendance Report Activity report
Indicator 1.1.2 Number of urban planning students that have been enrolled in the basic academic module, and that are empowered to use the gained knowledge in future practice. Baseline: 0 Planned Target: 30	60 (Paraguay) 36 (South Africa) 30 (Philippines)	no	Attendance report
Indicator 1.2.1 Number of professionals (government officials, practitioners) trained in the advanced learning module, in using tools and guidance in their current practice. Baseline: 0 Planned Target: 30	51 (Paraguay) 36 (South Africa) 30 (Philippines)	no	Attendance report
Indicator 1.2.2 Number of drafted action plans during the training by individual participants. Baseline: 0 Planned Target: 30	32 (Paraguay) 5 (group action plans, South Africa) 75 (Philippines)	no	Action plans presented
Outcome 3 On- site Intervention at a high-risk zone through planning and designing public outreach activities			

<p>Indicator 3.1: Number of implemented on-site interventions, prepared during the advanced learning module</p> <p>Indicator: 0</p> <p>Planned Target: 3</p>	<p>1, benefitting 3 schools (Paraguay)</p> <p>4 (Philippines)</p>	no	<p>Action plans presented.</p> <p>Documentation Videos. Activity reports</p>
<p>Indicators on the impact of the project, to be followed up after the project</p>			
<p>Indicator: Number of Academic institutions that embed the training in their basic curriculum in urban planning.</p> <p>Baseline: 0</p> <p>Planned target: 3</p>	<p>1 (Philippines)</p>		<p>Activity reports</p>
<p>Indicator: Number of modules/courses in child-responsive urban planning in participating Academic Institutions, derived from the course material offered through the Training of Trainers programme.</p> <p>Baseline: 0</p> <p>Target: 6</p>	<p>1 (Philippines)</p>		<p>Activity reports</p>
<p>Indicator: Number of Action Plan items followed up by responsible stakeholders, per participating country.</p> <p>Baseline: 0</p> <p>Target: 9</p>	<p>5 (2 in Paraguay and 3 in Philippines)</p>		<p>Activity reports</p>

Problem / Challenge faced:

1. 6-year-old Valentina from Paraguay gives her opinion on street safety:

Fernando de la Mora, Paraguay, October 29, 2019: Valentina Galeano is only 6 years old, but she is already aware of the needs of the city where she lives in terms of street safety.

Valentina goes to the first grade of the Vicente Ferrer school in the city of Fernando de la Mora. Every day her mother accompanies her to the educational center walking through the streets of the neighborhood.

"The area is a little unsafe," says the young girl, explaining with sorrow that "a cat died near where I walk," probably because it was hit by one of the large trucks that circulate in the area.

Valentina says that there is a lack of sidewalks for pedestrians, who are constantly stalked by vehicles and all kinds of commercial activities that occupy them.

In addition, the girl believes that although traffic signs are present, "we must put more signs" so that people know what the rules are and respect them.

2. The program manager of UNICEF Paraguay, Mr. Rigoberto Astorga said:

"The goal of our job is to save lives; it is the only goal that drives everything we are doing in road safety.

We want people, especially children, to live safely in cities; we don't want people living with any physical injury caused by a road accident. Thus, from UNICEF we are committed to making school zones safer", he added.

Programme Interventions: How was the problem or challenged addressed through the Programme interventions?

- The 32 trained trainers are teachers from the largest universities in the country. This has prepared them to become specialized teacher in child-responsive urban planning seminars.
- After the workshop on CRUP, the MUVH issued an internal resolution that urges the implementation and use of child-responsive urban planning guidelines in designing projects for public spaces and homes.
- The ANTSV and the Municipality of Fernando de la Mora have experienced a practical example of how to design a school route and a public space prioritizing the safety of children. They are now finding ways to scale up this initiative in other parts of the cities.
- The works done for the school journey's improvement near 3 schools, the park and the National Secretariat for the Rights of Persons with Disabilities, helps reducing the risk of traffic accidents and will lead to a change in the behavior of road users. The behavioral change will be verified through a pre-post-intervention Road Behavior Study.
- Due to the project's low cost, its visible impacts and the lesson learnt throughout the process, UNICEF believes that the scalability of this pilot project is feasible. The interventions made in Fernando de la Mora and other areas can be replicated in other parts of the city as well as new cities with high mortality rates linked to road safety.

Result:

The on-site intervention benefitted 600 children and adolescents from the 3 schools, who now have safer and accessible school routes. Schoolchildren can cross corners on pedestrian strips and elevated pedestrian crossings, which were non-existent before the intervention. Also, students have the support of "student guides" and Municipal Traffic Police officers so that drivers respect the crossing of children, mainly at school entry and exit times. Likewise, the narrowing of the roadway through painting and temporary

elements placed on the asphalt, such as metal and tire seats, will allow a reduction of vehicle circulation speed. These tactical urban planning measures, a reduction in speed of circulation to 30 km / h. and green corridors will be able to provide children and their families with a more pleasant, enjoyable and – above all – safer journey to school.

Lessons Learned: What did you (and/or other partners) learn from this situation that has helped inform and/or improve Programme (or other) interventions?

- The coordination and engagement with several stakeholders and counterparts (government officials, civil society organizations, academic institutions, etc.) has allowed UNICEF to work with professionals at all levels
- In the online ‘Course Evaluation’ for participants, the majority of the participants expressed the need and the will to know more about the subject, especially on tactical urban planning, environment, road safety and solutions for a safer school journey for children. They suggested to create an online platform for urban planners with a focus on road safety for boys and girls.
- The visit to a high-risk site in the city allowed a deeper, practical understanding of what it was learned during the workshop.
- The community’s participation and engagement, especially boys and girls, in the design of the intervention allowed it to be better adapted to their needs.
- The cooperation and the financial contributions from the institutions enhanced the overall project’s results

V. Resources (Optional)

Paraguay – To attract additional financial contributions, the eligibility criteria for the on-site intervention included the Municipality’s availability of financial resources (human resources or other). In this sense, the municipality of Fernando de la Mora provided a financial contribution of US\$ 15,000 in terms workforce and construction materials (municipality construction workers and technical staff helped in the construction works).

In 2021 the Paraguay CO has received a small grant to leverage the work carried out as part of this project with actions related to safe and healthy journeys to school during COVID-19.

UNICEF Paraguay is working with the Ministry of Education on a project that includes the training of educators in the “Protocol and Guide for Safe Return to School in times of pandemic”.