

United Nations Road Safety Fund
MPTF OFFICE GENERIC FINAL PROGRAMME¹ NARRATIVE REPORT
REPORTING PERIOD: FROM 05.2019 TO 7.2021

<p style="text-align: center;">Programme Title & Project Number</p> <ul style="list-style-type: none"> • Programme Title: Scaling Up Safe Street Designs in Ethiopia • Programme Number (if applicable) N/A • MPTF Office Project Reference Number:³ 00115689 	<p style="text-align: center;">Country, Locality(s), Priority Area(s) / Strategic Results²</p> <p>(if applicable) Country/Region Ethiopia</p> <hr/> <p>Priority area/ strategic results Safe Infrastructure for pedestrians and cyclists; reduced fatalities of vulnerable road users</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 <p>UN-Habitat</p>	<p style="text-align: center;">Implementing Partners</p> <ul style="list-style-type: none"> • National counterparts (government, private, NGOs & others) and other International Organizations UNICEF headquarters Institute for Transportation and Development Policy (ITDP) Ministry of Transport (MOT) Ethiopia Addis Ababa Transport Bureau (AATB)
<p style="text-align: center;">Programme/Project Cost (US\$)</p> <p>Total approved budget as per project document: MPTF /JP Contribution⁴:</p> <ul style="list-style-type: none"> • by Agency (if applicable) USD 200,000 <p>Agency Contribution</p> <ul style="list-style-type: none"> • by Agency (if applicable) <p>Government Contribution (if applicable)</p> <p>Other Contributions (donors) (if applicable)</p> <p>TOTAL: USD 200,000</p>	<p style="text-align: center;">Programme Duration</p> <p>Overall Duration (months) 12 months + 6 months (first no-cost extension) + 6 months (second no-cost extension) + 3 months (third no-cost extension) = 27 months</p> <p>Start Date⁵ (dd.mm.yyyy) 30.04.2019</p> <p>Original End Date⁶ (dd.mm.yyyy) 30.04.2020</p> <p>Actual End date⁷(dd.mm.yyyy) 30.07.2021</p> <p>Have agency(ies) operationally closed the Programme in its(their) system? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>Expected Financial Closure date⁸: ?</p>

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 on the [MPTF Office GATEWAY](#).

⁴ The MPTF/JP Contribution is the amount transferred to the Participating UN Organizations – see [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. Please see [MPTF Office Closure Guidelines](#).

⁸ Financial Closure requires the return of unspent balances and submission of the [Certified Final Financial Statement and Report](#).

Programme Assessment/Review/Mid-Term Eval.

Evaluation Completed N/A (regular project review meetings)

Yes No Date: *dd.mm.yyyy* N/A

Yes No Date: *dd.mm.yyyy* N/A

Report Submitted By

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FINAL PROGRAMME REPORT FORMAT

EXECUTIVE SUMMARY

The WHO reported a prevalence of road traffic accidents as high as 26.7 per 100,000 inhabitants in 2016. Road traffic accident-related injury and mortality levels are startling as well, with nearly 2,000 cases of loss of life each year due to accidents. Vulnerable road users, including pedestrians and cyclists are particularly at risk. 12,140 deaths and 29,454 injuries were recorded between 2005 and 2011 in the country (Tadege 2020). 48% of these deaths are pedestrians, 45% passengers, and 7% drivers. Moreover, the economic implications of poor road safety are severe as well, with some 500 Million Ethiopian Birr (USD 12.4m) lost annually as a result (Honegn & Wuletaw 2020).

Against this background, the project successfully supported the Ethiopian government at local and national levels to better design and implement policies and make investment decisions that prioritise the needs of pedestrians and cyclists, in order to drive down the above-average road injury and fatality rates. Despite the disruption caused by COVID-19 and political unrest in Ethiopia, the project was able to achieve its anticipated results.

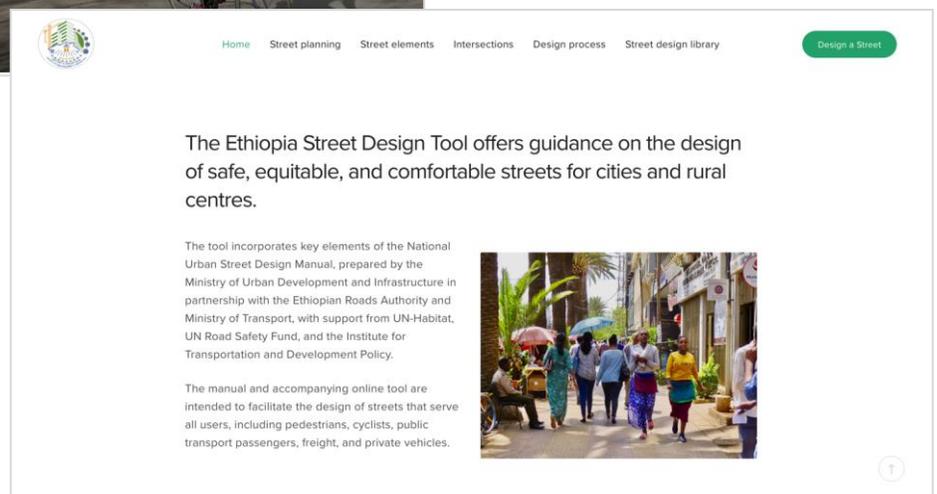
At the beginning of the project, UN-Habitat signed a Memorandum of Understanding with the Addis Ababa Transport Bureau underpinning the areas of collaboration. This included policy review and formulation, the design of high quality NMT (Non-Motorised Transport) infrastructure and joint identification of funding allocation mechanisms with the National Government.

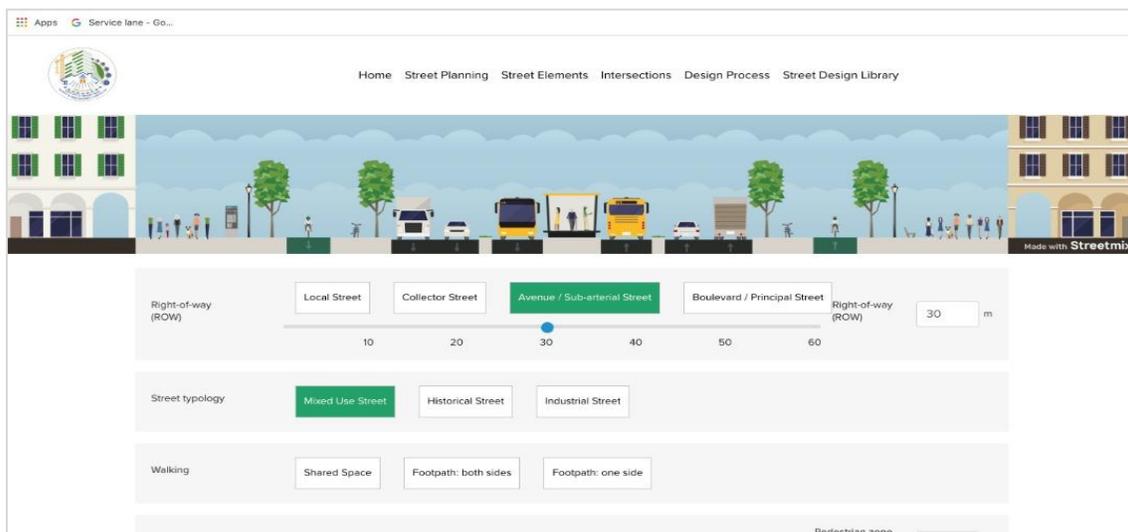
The project resulted in the adoption of a Non-Motorised Transport Strategy for Ethiopia and Addis Ababa, and a five-year implementation plan for an additional 69 cities and towns with harmonised street design guidelines guiding investments in safer facilities for walking and cycling. Championed by Ethiopia's Minister of Transport, H.E. Dagmawit Moges, car-free days and 'placemaking' events helped to build public support for walking and cycling, promoting a shift to sustainable and inclusive mobility that focuses on the needs of vulnerable road users. Bringing together local and national government, the public, and the private sector, the project paved the way for safe, accessible and inclusive non-motorised transport that will allow Ethiopians in several cities to reach their destinations in a climate-friendly safe and healthy way.

More specifically, the project resulted in the following key achievements and impacts:

- The [Addis Ababa NMT Strategy](#) was supported by the project team and endorsed by the deputy mayor of Addis Ababa in 2019. The document provides a roadmap for the development of high-quality walking and cycling facilities across the city (2019-2028).
- The [National Non-Motorised Transport \(NMT\) Strategy](#) was launched by the Ethiopian Minister of Transport, H.E. Ms Dagmawit Moges in June 2020. This presented a crucial step towards planning and budgeting for walking and cycling and the implementation of safe, adequate and integrated pedestrian and bicycle infrastructure in the country. The document is aimed at leaving no-one behind and ensuring access to socioeconomic opportunities. The strategy was complemented with a [five-year implementation plan for 69 cities](#) and towns. Following the launch of the Strategy, an NMT Council, presided by the Minister of Transport, was established in December 2020. Each member of this multi-stakeholder, multi-sector council has been assigned the role of implementing NMT initiatives in their respective sectors going forward. This is the basis for guaranteeing the mainstreaming of road safety and NMT across different disciplines and development sectors in a coordinated and consistent way.

- **Increased funding allocation** on NMT was discussed at the National level as part of policy development. After the launch of the Addis Ababa and Ethiopia NMT Strategies, the project team supported the preparation of an **Implementation Plan** in collaboration with the Traffic Management Authority (TMA), the Addis Ababa City Roads Authority (ACCRA), the Addis Ababa Transport Bureau (AATB) and the Ministry of Transport (MoT). The Implementation Plan identified the required annual budget allocations for NMT projects across the city and country to successfully implement the strategies. The National NMT Strategy has been presented to the 11 regions and the National Ministry proposed the cities to follow the recommendations in the strategy and to allocate NMT budgets.
- **Nation-wide harmonised street design guidelines** have been drafted, and capacity on this topic has been built through workshops with representatives of national and local governments and authorities, including a specific training for the Ethiopian Road Authority design team and its directors. The guidelines formed the basis for the interactive street design platform.
- The project supported the development of an **interactive platform on street design** (see screenshots below). The website includes typical cross sections and intersection plans in a downloadable version, which will help the designers, planners, and engineers to design urban streets. The website also will enable users to develop their own cross sections and display the results using the Streetmix platform. Users will receive guidance on the dimensions and elements they will need to incorporate in order to design an inclusive street. The platform has been presented to the Ministry of Urban Development and Construction (MUDCo) and received positive feedback. Changes have been incorporated on the platform and translation has been done to Amharic. The front end of the platform will be officially launched to the public in 2022.





- An [online feedback platform for citizen participation in the bike share system](#) in Addis Ababa was co-developed with AATB to provide the most convenient bike share system for all. Residents of Addis Ababa were invited to provide feedback on the locations for Bisklet Megarot stations and routes for protected bike lanes. The platform was officially launched in 2021, and a training for the IT officials at AATB was conducted.
- At the end of the project (July 2021), **6.8km of cycle lanes incorporating best-practice safety features** were constructed. They have attracted more cycling in Addis Ababa, and a further 19.4km were under construction across the city. In addition, concrete future plans, together with budgetary allocations, have been made in the ‘Transport Sector 10 Years Perspective Plan’ for 3,000km of walking and cycling facilities across the country. The plan covers the primary and arterial roads in urban environments across Ethiopia.
- The project team played a key role in [reviewing 9 major street projects](#) and proposed design recommendations, incl. seven major street projects in Addis Ababa and two national street projects by the Ethiopian Roads Authority (ERA). The recommendations were presented to the government entities responsible for the designs and resulted in improvements to the design. As an example, the design of the cycle corridor planned by the Traffic Management Authority (TMA) was reconsidered following the technical advice by the project team and was improved thereafter. The proposal suggested to use both directions of streets, instead of bidirectional cycle traffic on one side of the street only as this enhance the convenience and safety of cyclists.
- A [Sustainable Urban Mobility Plan \(SUMP\)](#) prioritizing road safety was developed by the project for Bahir Dar and primary data collection and stakeholder meetings completed, setting a leading example for SUMPs in the country. The project team presented the SUMP to the city mayor of Bahir Dar in collaboration with the Federal Transport Authority (FTA).
- [5 Advocacy Events \(incl. Open Street and Car Free events, bicycles rides, bicycle trainings\)](#) were supported and co-organized as part of the project in collaboration with local and national stakeholders. These provided platforms for public engagement and partnership building between the government and the citizens. Focus in these events was given to vulnerable road users, including pedestrians, cyclists and children. Local and national governments have shown great ownership of these events, as they were institutionalized in the monthly calendar. These events have been particularly important

against the background of a predominantly car-oriented culture, where most individuals wish to purchase personal vehicles as their wealth grows with the economic development of the country. Through these events, the project has been able to inspire residents in Addis Ababa to utilize streets as public spaces that are safe for walking, cycling, social interaction, sport and play.

- [A Bike Share Feasibility study](#) was conducted to inform the planning process for bicycle sharing. As part of this, the project team has carried out a market analysis for cycles with policy recommendation and detailed feasibility study for the Addis Ababa bikeshare system, including system sizing, business planning, and tender document preparation. The project team further supported a detailed financial model to guide the rolling out of a bike share system in Addis Ababa.

I. Purpose

The purpose of the project was to support the Ethiopian government at local and national levels to better design and implement policies and make investment decisions that prioritise the needs of pedestrians and cyclists, in order to drive down the above-average road injury and fatality rates. This was achieved through a combination of political will and strong technical support, capacity building and communications/ media outreach, which helped to create a wide impact.

The project directly contributed to the achievement of the SDGs and in particular SDG target 3.6 which states “By 2020, halve the number of global deaths and injuries from road traffic accidents” and SDG target 11.2 “By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons”.

These contributions to meeting the SDGs are achieved by the three core expected accomplishments (EA):

- EA1: Improved capacity of local and national government officials in Ethiopia to develop, amend integrate and implement NMT plans and design guidelines that cater for the needs of the public
- EA2: Enhanced investment decisions by the National Government to allocate sufficient funding for NMT planning and implementation to the local level.
- EA3: Improved safety, accessibility and comfort for NMT users due to better designs of the infrastructure

Taken together, these EAs meet the five core United Nations Sustainable Development Cooperation Framework (UNSDCF) outcome criteria, delivering changes in the institutional and behavioural capacities for development.

1. The project makes a substantive and measurable contribution to the achievement of selected priorities of the national development framework and the 2030 Agenda through its direct and indirect focus on a broad set of SDG targets.

2. The project directly addresses key development challenges and bottlenecks identified by the UN common country analysis, including the needs of those furthest behind, by tackling road safety in one of the poorest performing countries in the world. Moreover, it embodies the focus on ‘leaving no-one behind’ by centering around NMT, a mode of commuting primarily used by vulnerable groups who are overrepresented in accident-related injury and mortality, excluding them from critical access to economic opportunities and services.

3. The project is specific, realistically achievable within the UNSDCF cycle, sustainable and measurable, ensuring accountability and monitoring. Its EAs are clearly outlined, and based on a measurable list of expected outputs and accomplishments within an ambitious yet realistic timeframe to build capacity and implement road safety action on the policy, budgetary and financial level in Addis Ababa and secondary and tertiary cities across Ethiopia.

4. The project includes special measures to address the UNSDCF Guiding Principles as per the findings from the UN Common Country Assessment (CCA), through its integrated and holistic approach, taking into consideration the commitment to leave no one behind as its overarching and unifying principle. The principles of human rights, gender equality and the empowerment of vulnerable groups are foundational to the project, striving for sustainability, resilience and accountability as it seeks to be a primary contributor to safe, accessible and integrated mobility for all in urban Ethiopia.

5. The project reflects the contributions of UN-Habitat and partners highlighted in the UNSDCF results matrix. UN-Habitat collaborates with a diverse set of agencies, including UNICEF from within the UN system, ITDP from a nongovernmental perspective, as well as local and national governments and authorities, such as the Addis Ababa Transport Bureau (AATB) and Addis Ababa City Road Authority (AACRA). This broad partnership ensures expertise and knowledge exchange, as well as a unique opportunity to comprehensively tackle the issue of road safety in Ethiopia. Moreover, the expertise of road users, and especially the most vulnerable, are foundational to the development of road safety policy and interventions.

The UNSDCF is anchored in Ethiopia's development priorities through the co-signing by the national government of the UNSDCF (2020-2025), together with UN Ethiopia. Four critical priorities in the framework are structured around four 'Ps': People, Peace, Prosperity and Planet. Together, they address the four big structural transformations faced by the country in the next five years: demographics, governance, the economy and the environment, also strategically addressed by Ethiopia's Homegrown Economic Reform and 10 Year Perspective Plan. Within these four priorities, road safety has been incorporated into foci on:

- Improving human development and enhancing the resilience of the people living in Ethiopia;
- Strengthening social cohesion;
- Creating employment opportunities;
- Enhancing the country's resilience against natural disasters.

II. Assessment of Programme Results

i) Narrative reporting on results:

- **Outcomes:**

Besides challenges faced during the COVID-19 pandemic and the political unrest in some parts of Ethiopia, the project was able to achieve significant results. Through mitigation of these challenges and the swift adaptation of activities to be compliant with national public health restrictions on COVID-19, project activities continued, however, with slight delays. Key results of the project regarding each of the EAs are:

EA1 - Improved capacity of local and national government officials in Ethiopia to develop, amend, integrate and implement NMT plans and design guidelines that cater for the needs of the public:

Various trainings, workshops and presentations were held between 2019-2021, with an estimated 600 participants. The trainings and workshops focused on the following topics:

- Road safety and the concept of complete streets (2019-2021; regular workshops were held)
- NMT integration with BRT (April 2021)
- Bike Share Data collection on corridors and station locations (2020)
- Bike Sharing Feasibility Study (2020)
- Financing Sustainable Urban Mobility
- How to organize an Open Streets Event
- Sustainable Urban Mobility Planning
- Regular technical workshops to provide feedback from the design reviews at local and national level

Building on earlier work from the Ministry of Urban Development and Construction (MUDCo), the project team supported the harmonization of the Street Design Guidelines. This harmonisation ensured sustainable stakeholder partnerships and helped to build the capacity of the government on the concept of complete streets. Two virtual street design workshops were organised in 2020 with AATB and other partners.

Through more than 5 Car free Day and Open Street events, the project supported an ongoing culture change, whereby walking and cycling are showcased as the healthiest, and most sustainable modes of transportation. The emphasis is laid on the potential to reach destinations safely and quickly, and allowing residents to step away from polluting, congestion-inducing car-oriented urban development which contributes strongly to greenhouse gas emissions. These events brought together hundreds of people incl. public officials and citizens - and provided a platform for exchange and mutual learning.

A final major accomplishment under EA1 was the development of two online platforms for stakeholder participation in future planning processes. The first platform builds on Ethiopia's plans and aspirations to develop a bike-sharing system in its capital city, enabling citizens to actively make suggestions on locations for bike-sharing stations and primary cycling corridors. The second platform focuses on inclusive street design planning, and is primarily intended to engage local planning experts, leveraging inclusivity in planning processes and ensuring that a wide range of planning practices and approaches is considered in infrastructure projects. To date, both platforms help to build capacity among local and national stakeholders on issues around street design and NMT.

EA2 - Enhanced investment decisions by the national government to allocate sufficient funding for NMT planning and implementation to the local level:

Major progress was made during the project to rethink the funding allocation for NMT in urban environments to ensure investment decisions by the national government allocate additional funding for NMT planning and implementation at the local level. To that end, discussions were held on the National Fund Allocation to the local level during the technical workshops, and significant support was provided for the finalisation of the National NMT strategy, which includes a budgeted implementation plan. Following the launch of the strategy, this now forms the basis of NMT investments from the national level, representing an unprecedented change in the approach to planning for mobility in the country. Close interaction with the Ministry of Transport and the commitment of the Minister herself, resulted in the effective collaboration of different actors in ensuring planning for, funding, and implementing NMT. This high-level political commitment sends a strong message to the wider public, inciting a culture change away from private motorised cars to an awareness and use of walking and cycling. Moreover, the dissemination of the NMT Strategy to the local level encourages subnational governments to capitalise on and maximise the design and implementation of NMT strategies, and donors to expand their support for NMT across the country.

EA3 - Improved safety, accessibility and comfort for NMT users due to better designs of the infrastructure:

At the end of the project (July 2021), 6.8km of cycle lanes incorporating best-practice safety features have been constructed and were in use in Addis Ababa, with a further 19.4km under construction across the city. On the 3km long Lebu-Jemo cycle corridor, [surveys](#) revealed that the number of cyclists increased by 7.5 times after the interim bi-directional cycling infrastructure was added to the corridor. The collected data also revealed that 96% of cyclists felt some degree of safety while riding on the new infrastructure, out of which 65% attribute that feeling to the physical presence of delineators from traffic.

Further to providing technical advice on the Lebu-Jemo cycle corridor, the project team was able to provide review assistance to 9 ongoing and future NMT projects aiming to incorporate a complete street design concept. Seven of these were located in Addis Ababa:

- a) Addisu Michael to Abebe Bikila road - 2.4 km;
- b) 58 Kebele to Gofa - 2.3 km;
- c) Gofa Road to Mebrat Hail - 1.9km;
- d) Kotebe Road with BRT;
- e) Churchill Avenue - 2.4 km;
- f) Meskel Square open space and parking area;
- g) Ring Road to Akaki road.

In addition, two national street projects by ERA were reviewed incl. the urban sections of major streets:

- a) Addis Ababa to Debere Markos with a total length of 265 km;
- b) Agaro to Gera with a total length of 100 km.

Furthermore, the team was able to contribute to the plans of the Traffic Management Agency (TMA) to construct around 25 km of cycle lanes annually. Following the feedback by the project team on the initial designs, the project team was pivotal for the final corridor selection, and TMA cancelled an earlier tendering process for the construction of cycle lanes and walkways as the designs were deemed inadequate. The project team instead recommended a design approach that uses both directions of streets, instead of bidirectional cycle traffic on one side of the street only. This cycling corridor selection fits within a comprehensive road design strategy developed in conjunction with the Traffic Management Authority (TMA), which also includes searching for alternatives to on-street car parking, installing concrete bollards that cannot be removed, and barring street vendors from taking up cycling space, for instance.

Moreover, following the launch of the Addis Ababa NMT Strategy (2019-2028) in March 2019, AATB began studying the feasibility of bikeshare. Surveys have been conducted at different locations in the city to study the potential uptake of such a system, and the project team has participated in several presentations on bikeshare with AATB and the safe cycling team. With support from the project team, AATB also developed the cycle network which has the aim to prioritise the bike corridors in the city. Concrete change is already visible in the urban fabric of Addis Ababa with additional bicycle lanes being implemented. Surveys carried out by AATB already show an increased use of these corridors, also stimulated by the operationalisation of bicycle rentals and maintenance along the cycle lanes.

Outside of the capital, primary and secondary data were gathered for a Sustainable Urban Mobility Plan (SUMP) in Bahir Dar. The new NMT steering committee, together with the project team, produced an implementation plan for the NMT projects at a national level. From the 69 target implementation cities and towns identified by the Ministry of Transport, Bahir Dar city was selected for a pilot bike corridor

development like the one in Addis Ababa. Based on the SUMP study, a 4km pilot stretch has been selected, with the first detailed corridor design and costing prepared by the project team. Discussions with Development Banks have taken place to possibly finance the Bahir Dar pilot Bicycle corridor.

In addition, the government, in presence of H.E. Demeke Mekonen, Deputy Prime Minister and Minister of Foreign Affairs, launched the ‘Transport Sector 10 Years Perspective Plan’ for the country in 2021, in which sustainable urban mobility and the NMT strategy were highlighted as crucial topics and pillars to be strengthened. The plan proposes the construction of 3,000km of walking and cycling facilities and the introduction of 4,800 e-buses in the next decade. This could be considered an indication of the impact of the project.

- **Outputs:**

All outputs as per the proposed project have been achieved and delivered. The status of the different outputs at the end of the project are listed below:

Output 1.1: Dissemination of the National Design Manual developed by the Ministry of Urban Development to relevant institutions on national and local level;

>> *completed:* the project developed a harmonized design manual, building on the previous design manual developed by the Ministry of Urban Development. The harmonized design manual was presented to the government officials and feedback was received. Various street design trainings were conducted based on the principles and standards described in the manual. The final official endorsement can be expected in the first quarter of 2022. The harmonized design manual has also been the basis for the development of the interactive online platform (see output 1.3).

Output 1.2: Strengthened stakeholder engagement and collaboration between government, civil society, academia, development banks, consulting firms and private sector through co-organization of public events, workshops, discussion platforms.

>> *completed:* 5 Multi-stakeholder advocacy events were organised to raise the awareness of road safety and NMT. Particularly the Car Free Days attracted hundreds of participants. Some of the events, such as the bicycle training or the Street Envisioning exercise targeted children.

Output 1.3: A single platform for most up-to-date design standards in Addis Ababa, employing an interactive online format to help users navigate to the required topic.

>> *completed:* Platform has been established and discussed with the officials of MUDC in a meeting in June 2021. The Platform allows for users to design an inclusive street and includes typical cross sections and intersection plans in a downloadable version, and enables designers, planners, and engineers to develop their own cross sections and display the results using the Streetmix platform. The front end of the platform will be officially launched to the public in 2022.

Output 2.1: Identification of national fund allocation mechanisms in collaboration with the national government for upscaling street design efforts on the local level in all major cities in Ethiopia.

>> *completed:* the project team supported the development of NMT Strategies for Addis Ababa and Ethiopia and corresponding Implementation Plans, with suggestions on the needed budgetary allocations that are necessary to achieve the goals of the Strategies.

Output 3.1: A clear formal process for design review developed to ensure alignment to guidelines in implementation projects.

>> *completed:* Street design and other transport projects for Addis Ababa city were reviewed by the project team to ensure the inclusion of best-practice designs for NMT in Addis Ababa, setting a lead example upon the expansion of the harmonised street design guidelines across the country. The collaborative design review process and technical workshops to discuss recommendations has built the capacity of government entities such as AATB and AACRA to achieve better street design approaches for the ongoing street projects in the city. The efforts are backed by the interactive street design platform. An NMT Council, presided by the Minister of Transport, was established in December 2020 and each member of this multi-stakeholder, multi-sector council was assigned to implement NMT initiatives in their respective sectors going forward. (To Note: As of January 2022, an NMT unit has been established in the Ministry of Transport with officials working specifically on NMT; this can be partly traced back to the work of the project team in Addis Ababa)

Output 3.2: Reviews of designs of footpath, cycle tracks, public space projects and technical support provided towards the implementation of a safe cycling network under the ambitious plans of Addis Ababa on rolling out bicycle lanes.

>> *completed:* the project team supported the review of 9 designs and made recommendations to align the designs to international standards with high quality features of walkways and cycle lanes. The recommendations by the project team were discussed in technical meetings and contributed to improvements to the designs prior to implementation and construction. At the end the project (July 2021), 6.8km of cycle lanes incorporating best-practice safety features have been constructed and were in use in Addis Ababa, with a further 19.4km under construction across the city. On the 3km long Lebu-Jemo cycle corridor, surveys revealed that the number of cyclists increased by 7.5 times after the interim bi-directional cycling infrastructure was added to the corridor.

- **Qualitative assessment:**

As per the qualitative assessment, the implementation of the project has been “Very Successful.” The Expected Accomplishments were achieved successfully. The National NMT Policy, launched by the Minister of Transport H.E. Dagmawit Moges on June 3rd, 2020, gained a lot of recognition and was able to build on the momentum of the COVID-19 pandemic, when more people opted to choose walking and cycling as a safe mode of transport – due to physical distance. The project really benefitted from the strong commitment of the Minister of Transport towards NMT, and was therefore able to mobilize highest level political support. The policy contributed significantly to the project’s success and cementing its sustained legacy beyond the project period – as well as in disseminating the NMT agenda to the local level.

The combination of policy support, complemented by technical assistance on streets designs as well as public engagement turned out to be impactful, leading to intended results.

Another successful approach taken was the engagement with a diversity of stakeholders. Although the project primarily supported the efforts of the Ministry of Transport and the Addis Ababa Transport Bureau, it also closely collaborated with the Ministry of Urban Development and Construction (MUDC), the Traffic Management Authority (TMA), the Addis Ababa City Roads Authority (ACCRA) and the Ethiopia Roads Authority (ERA) among others. This helped to build wide government ownership on local and national level in support of improving the infrastructure for walking and cycling and created the needed vertical linkages.

The project also successfully collaborated with other initiatives such as the UNEP Share the Road programme in the development of the Ethiopian NMT policy, and also synergized with the efforts being implemented by the World Resources Institute. The joint efforts of multiple partners helped to further prioritize the NMT agenda in transport and urban development.

During the project, Ethiopia started being recognized regionally and even internationally for its efforts on sustainable mobility, and various partners came in to support the NMT agenda in the country. The success of the project has raised the interest of international financial institutions such as the African Development Bank and World Bank, which are in discussions with the government about modalities for financing the implementation of NMT and road safety infrastructure.

Although the project was implemented during the COVID-19 pandemic, despite the related challenges of travel and meeting limitation, it made significant progress in all 3 areas of expected accomplishments. After a phase of delays and adjusting to the new work environment beginning of 2020, the project team managed to successfully change capacity building exercises to virtual environments, or ensuring socially distanced workshops, training and events to ensure the continuity of the project, in collaboration with the UN-Habitat and ITDP country teams. Further delays were due to the political instability in Ethiopia at certain times during the project duration, but the collaboration with the local UN-Habitat and ITDP offices helped to maintain working relationships with government in these times.

ii) Indicator Based Performance Assessment:

Using the **Programme Results Framework from the Project Document / AWP**s - provide details of 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.

	<u>Achieved</u> Indicator Targets	Reasons for Variance with Planned Target (if any)	Source of Verification
<p>Outcome 1: Improved capacity of local and national government officials in Ethiopia to develop, amend, integrate and implement NMT plans and design guidelines that cater for the needs of the public.</p> <p>Indicator: Events/workshops organized with multi-stakeholder engagement or co-organized with commitment of other institutions on NMT design in Addis Ababa, and other cities across the country, bringing together all relevant stakeholders with their respective expertise, and demonstrating improved capacity on NMT planning and design for all.</p> <p>Baseline: Little capacity and limited governmental NMT engagement.</p> <p>Planned Target: Capacity is improved across national and local stakeholders</p>	<p>The project has been highly successful in building the capacity of local and national government officials in planning, designing and budgeting for NMT, and the harmonisation of best-practice street designs. Significant progress has been made around all three outputs under this outcome, with a large number of workshops and events run, reaching a total of some 600 participants for workshops/ trainings and additional people joining the public advocacy events. These raised awareness, knowledge and capacity on NMT planning and infrastructure. A further achievement was the harmonization of the design manual in collaboration with MOUDC.</p>	<p>As is the case for other outcomes and outputs of the project, the political instability and sudden onset of the COVID-19 pandemic disrupted project activities, rendering face-to-face events, workshops, meetings and trainings at times impossible. COVID-19 happened at a crucial time during the project, especially with the adoption and implementation of the national NMT strategy reaching its conclusion. We were therefore very grateful for the project extension granted, allowing us to meet project targets July 2021.</p>	<p>Various trainings on street designs took place in addition to the harmonization of the street design manual.</p>
<p>Output 1.1: Dissemination of the national Design Manual developed by MUDCo to relevant institutions on the national and local level.</p> <p>Indicator 1.1: At least 6 cities in Ethiopia are initiating or reviewing existing design guidelines for NMT infrastructure based on National Design Manual</p> <p>Baseline: No pre-existing manual, and no country-wide engagement with NMT design.</p> <p>Planned Target: 6</p>	<p>The project has been very effective in putting integrated and inclusive street design high on the urban policy agenda, in particular with regard to NMT. Successful street design training events were run with a wide range of representatives both on the national and local level.</p> <p>The project resulted in the harmonization of the street design guideline, which forms the basis of the interactive online platform. In addition, NMT Implementation plans were developed for 69 cities across the country. Furthermore, the project supported the development of the SUMP in Bahir Dar.</p>	<p>COVID-19 meant many face-to-face meetings were unable to go ahead in the early stages of the pandemic. These were swiftly converted to virtual meetings, or held at a later date in secure conditions meeting government public health guidance.</p>	<ul style="list-style-type: none"> - Street Design Training / Workshop Reports - Harmonization of Street Design Manual - Implementation Plans for 69 cities - SUMP Bahir Dar

<p>Output 1.2: Strengthened stakeholder engagement and collaboration between government, civil society, academia, development banks, consulting firms and private sector through co-organization of public events, workshops, discussion platforms.</p> <p>Indicator 1.2: at least 5 Events/workshops organized with multi-stakeholder engagement or co-organized with commitment of other institutions on NMT design in Addis Ababa, and other cities. These events capitalise on local assets, and bring together all relevant stakeholders with their respective expertise and contribution.</p> <p>Baseline: Very little interaction between stakeholders, no joint events or dialogue around NMT preceding the project.</p> <p>Planned Target: 5</p>	<p>The wide diversity of workshops, training and advocacy events run throughout the project were attended by representatives of national and local governments and authorities, funders and development banks, inter- and non-governmental organisations as well as the wider public. This broad outreach and the active engagement and involvement of a comprehensive set of stakeholders stimulated a dialogue on planning, designing, funding and implementing NMT that was previously absent in Ethiopia. Through the adoption of the relevant policy and funding frameworks and networks created, this dialogue will outlive the duration of the project.</p>	<p>Similar to Output 1.1, the outbreak of the COVID-19 pandemic meant scheduled face-to-face meetings were unable to go ahead as planned in the first half of 2020. These were either converted to virtual meetings, or held at a later date in secure conditions meeting government public health guidance.</p>	<ul style="list-style-type: none"> - Photos and videos of the public advocacy events
<p>Output 1.3: A single platform for most up-to-date design standards in Addis Ababa, employing an interactive online format to help users navigate to the required topic.</p> <p>Indicator 1.3: Interactive web platform integrating all NMT design guidelines created on the AATB website.</p> <p>Baseline: No such online, user-friendly interactive platforms present.</p> <p>Planned Target: 1</p>	<p>Two online platforms were developed under the project:</p> <ol style="list-style-type: none"> 1. Interactive Platform for inclusive street design 2. Bike-sharing Engagement platform <p>These platform have been designed and tailored to the local context, and were developed in close cooperation with local partners.</p>	<p>The contracting of the service providers was slightly delayed due to the difficulty of finding providers that can work on the required outputs at an affordable cost. Once providers were contracted, the process was smooth.</p>	<ul style="list-style-type: none"> - Interactive Street Design Platform - Bike Share Feedback Platform
<p>Outcome 2: Enhanced investment decisions by the national government to allocate sufficient funding for NMT planning and implementation to the local level.</p> <p>Indicator: National government commits to and approves fund allocation for NMT infrastructure for Addis Ababa in the budgetary year 2019/2020.</p> <p>Baseline: No separate allocation of funds for NMT in national or local budgets.</p> <p>Planned Target: NMT funding commitment</p>	<p>Funding for NMT is secured through the adoption and implementation of, first, the Addis Ababa NMT strategy, followed by the national NMT strategy (and their Implementation Plans), which calls for budgets to be allocated for safe walking and cycling, including the provision of adequate infrastructure accessible to all, integrated in the wider mobility network. This is now being upscaled across the country.</p>	<p>No delays for this outcome</p>	<p>The budgetary components of both the Addis Ababa and national NMT strategies demonstrate the incorporation of this outcome into the policy framework for urban mobility development both in the capital and in secondary/tertiary cities and towns across Ethiopia.</p>
<p>Output 2.1: Identification of national fund allocation mechanisms in collaboration with the national government for upscaling street design efforts on the local level in all major cities in Ethiopia.</p> <p>Indicator 2.1: Funds for NMT infrastructure allocated on national and local levels in strategic plans.</p>	<p>The national NMT implementation plan at the national level identified 69 cities with different NMT projects, as well as their cost estimates. Starting next year, each region is expected to secure funding for NMT, whether for walkway improvement, cycle network construction or other activities. This is a great achievement,</p>	<p>No delays for this outcome</p>	<ul style="list-style-type: none"> - Addis Ababa NMT Strategy - Ethiopia NMT Strategy & Implementation Plan - NMT Implementation Plans for 69 cities - SUMP Bahir Dar - Transport 10 Year Plan

<p>Baseline: No standardised universal NMT funding component included in strategic urban plans.</p> <p>Planned Target: NMT funding allocation as part of Strategic Plans</p>	<p>enabled by the support of project partners, ensuring the upscaling of safe street designs across Ethiopia.</p>		
<p>Outcome 3: Improved safety, accessibility and comfort for NMT users due to better designs of the infrastructure.</p> <p>Indicator: Reviews of new or existing design guidelines for NMT infrastructure based on the national Design Manual in Ethiopian cities.</p> <p>Baseline: No such reviews done prior to project in absence of a harmonized national Design Manual.</p> <p>Planned Target: Design review process established</p>	<p>The project partners have made important contributions to the review of NMT design plans over the course of the project, especially in Addis Ababa, where this has led to kick-starting the implementation of a safe and accessible cycling network.</p>	<p>Often requiring close interaction with stakeholders, these reviews were disrupted by the impact of COVID-19. However, following swift adaptation, they were continued virtually or rescheduled to meet the public health restrictions for in-person meetings in the latter half of 2020.</p>	<p>Completed reviews of street design and urban planning projects in collaboration with project partners.</p>
<p>Output 3.1: A clear formal process for design review developed to ensure alignment to guidelines in implementation projects.</p> <p>Indicator 3.1: Design review process established and formalized in at least 3 city government structures.</p> <p>Baseline: Lack of formal, established design review processes.</p> <p>Planned Target: 3</p>	<p>Street design and other transport projects for Addis Ababa city were reviewed by the project team. This wide range of project reviews ensures the inclusion of best-practice designs for NMT in Addis Ababa. The collaborative design review process and technical workshops to discuss recommendations has built the capacity of government entities such as AATB and AACRA to achieve better street design approaches for the ongoing street projects in the city. The efforts are backed by the interactive street design platform.</p> <p>Additional reviews were done in Bahir Dar, as part of the SUMP, as well as on national level in collaboration with ERA.</p>	<p>Several in-person review workshops or training sessions had to be delayed, or changed to a virtual format due to the impact of the COVID-19 pandemic. However, through adequate adaptation strategies, these were finalized at the end of the project.</p>	<ul style="list-style-type: none"> - Technical Feedback workshop reports with Road Agencies (TMA, ERA, AACRA) - Street Design reviews in Addis Ababa, Bahir Dar and on national level (with ERA) - Establishment of an NMT council (across sectors and agencies) presided by H.E. Minister of Transport - Establishment of an NMT unit at National Level at MoT (in 2022)
<p>Output 3.2: Reviews of designs of footpath, cycle track, and public space projects and technical support provided towards the implementation of a safe cycling network under the ambitious plans of Addis Ababa on rolling out bicycle lanes.</p> <p>Indicator 3.2.1: Best-practice designs adopted for walking and cycling infrastructure in Addis Ababa.</p> <p>Baseline: Absence of best-practice designs for active mobility in the capital.</p> <p>Planned Target: high quality designs adopted</p>	<p>The project team supported the review of 9 street designs and made recommendations to align the designs to international standards with high quality features of walkways and cycle lanes.</p> <p>At the end the project (July 2021), 6.8km of cycle lanes incorporating best-practice safety features have been constructed and were in use in Addis Ababa, with a further 19.4km under construction across the city. This cycle corridor attracted 7.5 times more</p>	<p>Although the Reviews were done in a desk-based manner, the technical workshops to discuss the design recommendations were slightly delayed due to COVID-19</p>	<ul style="list-style-type: none"> - 9 Feedback Reports on Street Designs - Bike Share Feasibility Study - Government designs of additional bicycle lanes - Report on Lebu-Jemo Interim Cycling Corridor Safe Cycling Program, Addis Ababa

<p>Indicator 3.2.2: Improvements of the design of the network of bike lanes as part of the ambitious plans of Addis Ababa on promoting cycling.</p> <p>Baseline: Absence of a safe cycling network in Addis Ababa, and lack of sound design reviews of active mobility infrastructure.</p> <p>Planned Target: high quality cycle tracks and walkways implemented and constructed</p>	<p>cyclists.</p> <p>The project team also contributed to the launch of the Addis Ababa bike-sharing feasibility study which led to the foundation of the city looking for the possible operators to the system, and detailed financial analysis is being undertaken by the team and AATB.</p>		
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iii) Evaluation, Best Practices and Lessons Learned

Evaluation

- ❖ No formal project evaluation was conducted by UN-Habitat but regular progress review meetings were held with the implementing partner ITDP and government stakeholders. UN-Habitat, as the project coordinator, monitored the implementation progress in Ethiopia with support from its Country Office.

Challenges

- ❖ COVID-19 challenge - Due to the onset of the COVID-19 pandemic, project activities were initially disrupted, as face-to-face events, workshops, meetings and training were rendered impossible. This happened at a crucial time during the project, especially with the adoption and implementation of the national NMT strategy reaching its conclusion, and stakeholder engagement and data collection for the online platforms ongoing, as well as the reviews of street design projects. We were therefore very grateful for the no-cost project extensions granted, allowing us to meet the ambitious project aims. The mitigation and adaptation strategies put in place allowed us to maintain expected accomplishments, outcomes, outputs and activities as foreseen, without noteworthy changes to the setup of the project. Virtual stakeholder engagement, workshops, training sessions and events were swiftly developed, as were COVID-secure in-person events in light with reigning public health guidance.
- ❖ Operational challenge – following the construction of some of the cycling corridors (e.g. Lebu–Jemmo pilot bike corridor), encroachment by parked vehicles was observed. As mitigation, stricter law enforcement was recommended by the project team, which resulted in an increased presence of police officers on-site, to discourage personal vehicle users from using the corridor as parking space.
- ❖ Political challenge – Ethiopia has witnessed political instability for the last few years. This has led to the disruption of project activities, i.e. limitations of travel, no internet connection etc. The delays incurred could be compensated through the no-cost extensions granted, and project activities could still be completed.

Key lessons learned

The study conducted on Lebu-Jemo cycling corridor revealed that additional infrastructure can attract more cyclists. However, for cycling to “take off” as a mode of mobility, there is an urgent need to extend the corridors to other destinations and neighborhoods and develop a safe and continuous cycle network across the city.

Although the COVID-19 pandemic imposed various operational challenges on the project execution, it also provided an opportunity to build on the global momentum on walking and cycling. The project team was able to “not let the crisis go to waste” and instead link the narrative of the project’s goals with the insights that COVID-19 has illustrated in cities – reduced road fatalities, less air pollution, and the need for more space for walking as safe modes of mobility.

Best practices

The project was successful in its approach due to the following reasons:

- ❖ High Level Commitment by Government (Minister of Transport) has helped to put NMT and Road Safety high on the country’s political agenda. This resulted in budgetary allocations for NMT and

mobilization of international financial institution resources and will also ensure the project's sustainability beyond the grant period.

- ❖ The combination of political will and strong technical support, capacity building and communications/ media outreach has created a wide impact.
- ❖ The strong collaboration with civil society through Car Free Day activities facilitated local ownership, public participation and strengthened relationships between government and residents.
- ❖ The project has helped to build vertical linkages between national and local government, which has facilitated wider commitment for the NMT agenda across different levels.
- ❖ The built-in flexibility in terms of activities helped to respond to on-demand requests by government, which seems appreciated from side of government.

Project Dissemination:

Various dissemination activities have been carried out, such as:

Videos:

- UN-Habitat UNRSF Ethiopia Road Safety project (2021, 443 views)
<https://www.youtube.com/watch?v=cQAaxPB6QJc&t=2s>
- UN-Habitat supports Ethiopia's Car Free Day to promote road safety (2020; 2300 views)
https://www.youtube.com/watch?time_continue=107&v=o_iI8XqXjY&feature=emb_title&fbclid=IwAR2JB95xp_oLRZzYc1glMEIwjXUheYvUpsRd-i-3W1GDOczBgA182utQXO8
- Non-Motorised Transport in Ethiopia Video (2021, 148 views)
<https://www.youtube.com/watch?v=6en9EpzervM>
- Safer Roads for Pedestrians and Cyclists – An example from Ethiopia (2021, 862 views)
<https://www.youtube.com/watch?v=nftZ8wVIDV0&t=1s>
- SDG Action Zone: Protection and Reinvention: Supporting Urban Mobility Through Green Transportation (2020, 778 views)
<https://www.youtube.com/watch?v=s8i0zgzS1Ko&t=3050s>
- UNRSF webinar – July 24th 2020 (2020, 275 views)
<https://www.youtube.com/watch?v=AfGRpWL2w-g&t=2s>

News stories:

- UN-Habitat and ITDP launch project aimed at making Ethiopian urban town's streets safer (2019):
<https://unhabitat.org/un-habitat-and-itdp-launch-project-aimed-at-making-ethiopian-urban-towns%E2%80%99-streets-safer>
- Ethiopia plans safer streets for pedestrians and cyclists during and after the pandemic (2020):
<https://unhabitat.org/ethiopia-plans-safer-streets-for-pedestrians-and-cyclists-during-and-after-the-pandemic>

- Ethiopia sprints towards sustainable mobility solutions (2021):
<https://unhabitat.org/ethiopia-sprints-towards-sustainable-mobility-solutions>

Photos:

Selection of Project Photos:

<https://drive.google.com/drive/u/0/folders/1FOdEilbpl8kw6INELZ9oxhI-9FTTOjGf>

https://drive.google.com/drive/u/0/folders/11_2DgYtSXjhcFQZ8LtJkQmrFogBTHnEM