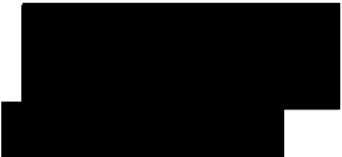


# UN ROAD SAFETY FUND CALL FOR PROPOSALS 2020

## APPLICATION FORM – STAGE I

Read the [Application Guidelines](#) carefully before filling in the Application Form. Do not modify the form's original format. Modified forms will not be accepted. Submission deadline is **31 Jan. 2021 (23:59 CET)**

### 1. COVER PAGE

<b>Project title</b>	We all build road safety: Participative interventions throughout Colombia's regions.
<b>Participating UN Organization(s)</b>	ECLAC
<b>Implementing organization(s)</b>	<i>Agencia Nacional de Seguridad Vial (ANSV) - COLOMBIA</i>
<b>Other UN partners</b>	-
<b>Other partner(s)</b>	-
<b>Beneficiary country(ies)</b>	Colombia
<b>Country category</b>	<input type="checkbox"/> Low-Income <i>indicate % of total budget: _____</i> <input checked="" type="checkbox"/> Middle-Income <i>indicate % of total budget: _____</i>
<b>Total budget including co-financing (in US\$)</b>	1,184,000
<b>Budget to be funded by UNRSF (in US\$)</b>	535,000
<b>Estimated start date</b>	October 2021
<b>Estimated end date</b>	March 2023
<b>Duration (in months)</b>	18
<b>Primary contact person</b> <i>Name, title, e-mail and telephone</i>	<b>Alejandra León Amaya</b> Dirección de Coordinación Interinstitucional Agencia Nacional de Seguridad Vial <a href="mailto:alejandra.leon@ansv.gov.co">alejandra.leon@ansv.gov.co</a> Dirección: Av. La Esperanza Calle 24 N° 62-48 Piso 9 <a href="http://www.ansv.gov.co">www.ansv.gov.co</a> (+57 1) 7399080 <a href="http://www.ansv.gov.co">www.ansv.gov.co</a>
<b>Submitted by</b>	 Gabriel Pérez, Programme Management Officer UNECLAC <a href="mailto:gabriel.perez@un.org">gabriel.perez@un.org</a> Date: 10 September 2021

## 2. PROJECT DESCRIPTION

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### 2.1 BRIEF DESCRIPTION

*In a sentence, state the objective (i.e., the overall intention) to be achieved through this proposed project.*

*To design and implement safe mobility projects around Colombia to improve road safety indicators, based on low-cost and high-impact participatory methodologies, that will include road users and stakeholders*

### 2.2 PROJECT SUMMARY

*Provide a summary of the project by including the following: background and problem statement, proposed solution and approach in the targeted country(ies), its intended impact, linkages/synergies with ongoing initiatives, national strategies, SDGs, UN General Assembly resolution A/RES/74/299, possible scale-up/replication and finally, any noteworthy innovations (max 1500 words).*

In 2019 in Colombia 6,826 people were killed and 36,812 injured in road crashes, according to figures reported by the National Road Safety Observatory (ONSV). This represents a decrease of 0.35% in the total number of fatalities and a decrease of 6.85% in the total number of injured in road crashes, compared to 2018. This represents a rate of 13.82 deaths and 74.52 injuries per 100 thousand inhabitants, of which motorcyclists are the most affected road user, representing 53.7% of the total number of deaths and 55.8% of the total number of injuries by road crashes.

Although in the year 2020 road crashes rates were reduced for most road users, cyclists' deaths was the exception. In the period 2017-2020, according to the ONSV, there has been a steady increase in fatalities of bicycle users due to road crashes of 8.7%, 8.9% and 2.1% for years 2018, 2019 and 2020. In order to address this situation in the regions, the National Road Safety Agency – ANSV has implemented numerous strategies, such as:

- **Big Small Works:** this program performs low cost and high impact physical interventions, aimed at traffic calming, oriented to prevent, and mitigate road crashes by means of a context analysis.
- **Safe points:** pedagogical strategy of vehicle inspections to prevent risk factors and behaviors in road users. These safe points are distributed on national roads.
- **Speed management pilot:** various interventions have been carried out at critical points on the country's highways, such as the installation of signage and radars, sensitization of road users and ex ante and ex post speed measurements, among others.

With the experience gained from these strategies, the proposed project seeks to carry out participative urban interventions (tactical urbanism, urban acupuncture, placemaking, among others) that actively involve the community while at the same time having a positive impact on the reduction of road crashes and promote safe mobility for vulnerable road users. These urban interventions involve the preparation of technical documents to identify different participatory methodologies, the development of a model for the selection of at least 20 points to intervene in the country, workshops to be organized with local communities and governments in order to structure and design the urban intervention to be implemented (at least 3 workshops are expected for each intervention).

The interventions will be co-financed with resources from the National Road Safety Agency (ANSV in Spanish) through a bidding process, and when finished, they will be evaluated in order to analyze their impact on the road safety indicators previously defined with the communities and other stakeholders in the participatory methods.

The project is structured in the following stages:

**Stage I:** In this stage, participatory urban intervention strategies that can be applied to the concepts of safe mobility, road safety or protection of vulnerable road actors, such as tactical urbanism, urban acupuncture, placemaking, among others, will be compiled and analyzed.

For this purpose, the following activities will take place:

1.1 Theoretical analysis for the characterization of participatory urban intervention strategies, which shall include at least: i) phases of each of the strategies and their description; (ii) mechanisms for articulation with local governments; (iii) mechanisms for articulation with local communities in the phases of diagnosis, implementation, follow-up and evaluation of urban interventions; and (iv) resources required for the development of the intervention (human, physical, technological and technical resources, among others).

1.2 Diagnosis and evaluation of the effectiveness of participatory urban intervention strategies, through the review, theoretical analysis and interviews with experts in urban interventions (with emphasis in Latin America), including at least: i) methodologies applied for the diagnosis; ii) qualitative and quantitative instruments applicable to the diagnosis and evaluation of the effectiveness of the measures implemented; and, iii) definition of the most effective participatory urban intervention strategies according to the context iv) definition of validated key performance indicators for evaluating the results.

1.3 Methodology for the selection of local governments for the design and implementation of the selected participatory urban intervention strategies, which will be validated and approved by the ANSV, based, among others, on the following variables: i) local governments that have not carried out urban interventions under participatory methodologies; ii) high road crash rates of vulnerable users; iii) technical and economic capacity for the replicability of the measures in the territory; iv) local governments that have not participated in the ANSV's Big Small Works program.

Once the local governments have been selected, working groups should be held with the teams of these governments to validate and agree on the political will to participate in the structuring of the project.

At the end of this stage, outputs and results will be disseminated through a ECLAC's FAL Bulletin as well as a Webinar with Colombian stakeholders and authorities.

**Stage II:** This stage will consist on the implementation plan for the development of the urban interventions and the technical designs for each of the twenty (20) intervention points with the previously identified local governments. The Agency has preselected 40 local governments with high rates of road safety casualties.

It will include the following activities:

2.1. The implementation plan with a step by step approach for the realization of urban intervention points in the places identified with the local governments, based on the information collected in the previous stages; including: (i) description of the participatory urban intervention strategy to be used; (ii) instruments and methodology for the development of the outstanding issues in each of the points to be intervened, that includes the participation of the community and other local actors; (iii) work plan with its schedule; (iv) plan for accompanying the execution of the project; and (v) development of the instruments and methodologies for the follow-up evaluation of the intervention.

2.2. Intervention report for each point: it will contain basic information on the project, its analysis and evaluation of the context from a road safety perspective (safety inspection, user behavior, relevant environmental and economic aspects) with the selected participatory urban intervention strategy, a design outline of the intervention for discussion with the community and local governments, among others.

2.3. Participatory activities with citizens and local governments: the intervention project will be structured as a result of workshops with communities, local governments and other stakeholders, in order to reach agreement on the following aspects: (i) recognition of the main problems evidenced by the community at the point of intervention; (ii) definition of the objectives, and scope of urban interventions, schemes of possible solutions, definition of the baseline indicators; (iii) design of the urban intervention along with the strategy to be used (tactical urbanism, urban acupuncture, placemaking, among others); (iv) approval of the intervention designs by the ANSV and local governments.

2.4. Preliminary test of the intervention: At this stage, all intervention points will have a preliminary test of the urban intervention carried out through non-permanent materials, which will make it possible to verify compliance with the objectives set forth in the project's structuring. This test will be developed in coordination with ANSV and local governments.

**Stage III:** This stage will be carried out by the ANSV, through an external contractor, for which the consultant must prepare the technical, financial and legal components for the bidding process to achieving the objectives agreed with the communities and local governments for each of the selected intervention points.

In order to ensure the quality of the urban intervention, the consulting team must establish an advisory and follow-up plan that includes strategies for the implementation contractor to have clarity on the project and each specific intervention.

In addition, the compliance of the following aspects will be verified in the implementation of each point: approved designs, the commitments agreed with the communities for the different phases of the intervention, quality of materials, project development, among others.

**Stage IV:** The evaluation of results will be carried out by evidencing the fulfillment of the established objectives, contrasting with the baseline of the indicators agreed upon in the design phase of the intervention and with the performance of the measure implemented to mitigate or solve the identified problem.

The objective is to determine the results, impacts and effects of the intervention carried out for each of the selected local governments. This will contribute to the replication of this type of interventions under participatory methodologies with other Colombian local governments, as well as their incorporation in the strategies defined in the planning and management instruments of local governments related to the road safety policies.

At the end of this stage, the lessons learned will be systematized and disseminated in a document and presented in a webinar to LAC participants, stakeholders and authorities.

### 2.3 PROJECT DESIGN

*List expected project results (i.e., expected outcomes, outputs and activities). These results must be measurable and logically connected. Highlight key implementation partners. Include estimated time schedule and budget.*

Description	Partners	Indicators for success	Start and end dates	Budget
Outcome 1: <i>Participative Methodology designed to implement urban tactical interventions in local governments in Colombia.</i>	ECLAC ANSV	<i>Indicator 1: 75% of local governments who participate consider that the participatory Methodology developed is valuable and applicable to the local context.</i>  <i>Baseline: 0</i> <i>Target: 75%</i>	October 2021 – May 2022	See 4.1.
Output 1.1: <i>Review of the theoretic framework about participatory methodologies for road safety interventions in the world.</i>	ECLAC ANSV	<i>Indicator 1.1: At least three participatory methodologies for road safety interventions have been analyzed.</i>	October – January 2022	

		<i>Baseline 0</i> <i>Target: 3</i>		
<p>Activity 1.1.1: Participatory methodology analysis to urban tactic interventions in road safety.</p> <p>Activity 1.1.2: <i>Development of a study with technical and economic requirements to implement participative methodologies in urban tactical interventions.</i></p> <p>Activity 1.1.3: Webinar to show results to local governments.</p>				
<p>Output 1.2: <i>Design of the evaluation and city selection model who participates in pilots programs of participatory Methodology.</i></p>	ECLAC ANSV	<p><i>Indicator 1.2: At least 20 local governments are interested in participating in the cities evaluation and selection.</i></p> <p><i>Baseline 0</i> <i>Target: 20</i></p>	January – April 2022	
<p>Activity 1.2.1 Information gathering to create a modeling in significant variables for decision making.</p> <p>Activity 1.2.2 Creation of the model for evaluation and selection of local governments to implement tactical interventions with a participatory methodology.</p> <p>Activity 1.2.3 Webinar to present the document with representatives of local governments.</p> <p>Activity 1.2.4 Accession ceremony with selected local government to implement urban tactical interventions.</p>				
<p>Output 1.3: <i>Definition and development of a participative methodology for urban tactics interventions in road safety.</i></p>	ECLAC ANSV	<p>Indicator 1.3: 75% of participants consider that participative Methodology is accurate to Colombian reality.</p> <p>Baseline: 0 Target: 75%</p>	January – May 2022	
<p>Activity 1.3.1 A document with participative methodology in road safety interventions accurate to Road Safety.</p> <p>Activity 1.3.2 A document with technical, financial, human, technology, among others, resources to implement the</p>				

<p>participatory methodology defined to Colombia.</p> <p>Activity 1.3.3 Workshop to present the applied methodology to colombian reality to local governments who participates in the project.</p>				
<p>Outcome 2: <i>Urban tactical interventions implemented in selected local governments based on a low cost – high impact participative methodologies.</i></p>	<p>ANSV</p> <p>Local governments</p> <p>Communities</p>	<p><i>Indicator 2: 75 % of tactic urban intervention has been implemented</i></p> <p><i>Baseline: 0</i> <i>Target: 75%</i></p>	<p>May 2022- April 2023</p>	<p>See 4.1.</p>
<p>Output 2.1: Participatory dialogues to diagnose to implement the intervention plan</p>	<p>ANSV</p> <p>Local governments</p> <p>Communities</p>	<p><i>Indicator 2.1: 20 selected local governments declare that participatory dialogues and intervention plans were useful. Baseline: 0 Target:20</i></p>	<p>May - July 2022</p>	
<p>Activity 2.1.1 Participatory dialogues in local governments for the diagnosis of the intervention plan.</p> <p>Activity 2.1.2 Sistematization of the diagnosis made for local governments</p> <p>Activity 2.1.3 Detection of best practices and leassons learned in the process</p>				
<p>Output 2.2.: <i>Implementation of intervention plan with participatory mechanism and community engagement</i></p>	<p>ANSV</p> <p>Local governments</p> <p>Communities</p>	<p><i>Indicator 2.2: 50% of the community that participates in the dynamics of the monitoring plan states the usefulness of the processes.</i></p> <p><i>Baseline: 0</i> <i>Target: 50%</i></p>	<p>July – March 2023</p>	
<p>Activity 2.2.1 Dissemination of the different alternatives of urban tactical interventions applicable to the reality of the local government.</p> <p>Activity 2.2.2 Selection of the alternative(s) to be implemented</p> <p>Activity 2.2.3 Follow-up with local community representatives on intervention activities.</p> <p>Activity 2.2.4 Citizen dialogues to evaluate the application of participatory methodologies in urban tactical interventions</p>				

Output 2.3.: <i>Citizen dialogues to evaluate the application of participatory methodologies in urban tactical interventions.</i>	ECLAC ANSV	<i>Indicator 2.3: At least 70% of the dialogues' attendees consider useful the participatory methodologies.</i>  <i>Baseline: 0 Target: 70%</i>	Feb 2023 – April 2023	See 4.1
Activity 2.3.1 Application of citizen dialogues to evaluate the participatory process. Activity 2.3.2 Preliminary results in terms of accident rate reduction Activity 2.3.3 Compilation document with the results of the citizen dialogues				
Outcome 3: <i>Users and local governments' evaluation of the preliminary results of urban tactical interventions.</i>	ECLAC ANSV Local governments	<i>Indicator 1: At least 75% of users and local governments declare they are satisfied with urban tactical interventions.</i>  <i>Baseline: 0 Target: 75%</i>	April – June 2023	See 4.1.
Output 3.1: Local governments' assessment of the preliminary results of urban tactical interventions	ECLAC ANSV	Indicator 3.1: 75% of local governments declare they are satisfied with preliminary results of tactical urban interventions.  Baseline: 0 Target: 75%	April 2023	
Activity 3.1.1 Workshop for the evaluation of the different impacts of the implementation of urban tactical interventions.				
Output 3.2 <i>Systematization of user feedback on preliminary results</i>	ECLAC ANSV	<i>Indicator 3.2: 70% of the intervened community is satisfied with the urban tactical intervention..</i>  <i>Baseline: 0 Target: 70%</i>	March – April 2023	See 4.1.
Activity 3.2.1 Focus group with intervened communities to collect reactions to the changes Activity 3.2.2 Application of citizen surveys to the community involved				

<p>Output 3.3 Closing seminar with evaluation of users and local governments</p>	<p><b>ECLAC</b> <b>ANSV</b></p>	<p><i>Indicator 3.3: Attendance of 75% of the population participating in the participatory processes of the Project's intervention.</i></p> <p><i>Baseline: 0 Target: 75%</i></p>	<p>May 2023</p>	
<p>Activity 3.3.1 Closing seminar to present the experience of the different localities intervened.</p> <p>Activity 3.3.2 Document containing the systematization of experiences with a national vision.</p>				
<p>Output 3.4 Publication of results, best practices and lessons learned in the process for dissemination and implementation in other Latin American cities.</p>	<p><b>ECLAC</b> <b>ANSV</b></p>	<p><i>Indicator 3.4: Document disseminated in at least 6 Latin American countries</i></p>	<p>June 2023</p>	
<p>Activity 3.4.1 Preparation of a document containing lessons learned and best practices detected in the interventions.</p> <p>Activity 3.4.2 Closing seminar for presentation of lessons learned and best practices</p>				



#### 2.4 APPROACH AND EFFECTIVENESS

*Explain why you consider this approach (scope/timeframe etc.) to be the most effective way to reach the project's objectives and outcomes. Outline why the country(ies) need assistance. (max 1000 words).*

The scope proposed for developing participatory urban interventions aimed at generating safer streets, whether with tactical urbanism, placemaking or urban acupuncture strategies among others, is adequate and relevant for Colombia's national context.

At a social level: Those responsible in Colombia for developing this type of road intervention strategies, lack or have poorly defined structures for socializing them or supporting social participatory processes. This condition has generated negative effects such as: low acceptance in the community, limited long term appropriation, lack of understanding about the intervention's objective and even adverse reactions from citizens, including vandalism in some cases. In order to avoid such situations, it is essential to have a strong community involvement from early planning stages to developing ones: this approach allows a rigorous implementation of actions with a high level of community participation, which is a key element for the success of the proposed projects. The National Road Safety Agency (ANSV) has had initial experiences of having social participation in some physical interventions, although they have not been included from the initial stages, therefore lacking an articulating condition as proposed in the approach.

At the technical level: the proposed interventions in the project have positive effects on road safety (reduction of road crashes), on traffic (reduction of traffic volume or speed reduction), environmental effects (reduction of noise and pollution). At present, the massification of this type of interventions in Colombia is limited by the lack of design, implementation and follow-up guidelines, as well as the absence of impact evaluation exercises. The proposed project features the development of different stages and activities that seek to gather firsthand knowledge of the latest methodologies, instruments, indicators and strategies used in this type of interventions, to later outline the ones with the best results and that would be more effective in their implementation and evaluation in Colombia. Furthermore, the project will include activities to involve agents and participants from different contexts in the products' design and evaluation.

At an economic level: This project will be co-financed by the United Nations Road Safety Fund - UNRSF and the National Road Safety Agency of Colombia, which will allow the project's complete development. The ANSV will cover the costs derived from the physical interventions (which are not covered by the UNRSF), and the UNRSF will cover the costs associated with the state of the art, diagnosis, designs, and evaluation for stages I, II and III.

On the other hand, the proposed timeframe is adequate, since it allows for the complete development of each stage, including the impact evaluation of the implemented projects. This timeline is a key factor, as the ANSV has previously had time constraints to carry out, at an appropriate moment, evaluations on the effectiveness of the implemented measures.

Finally, the ANSV considers the UNRSF's call for proposals a great opportunity, since the proposed budget will have several benefits:

- a. Optimization, since the available resources from the ANSV will be spent in a larger and more comprehensive project,
- b. Greater impact, since the project and its proposed measures will reach a greater number of municipalities, and
- c. Experience with international cooperation, as this will be one of the first projects to be developed with international cooperation and the first with the UNRSF, which will mark the way for further financial cooperation opportunities.

## 2.5 CONSISTENCY WITH GLOBAL FRAMEWORK PLAN OF ACTION FOR ROAD SAFETY

Shade the relevant cell(s) of the figure below in gray to indicate which aspects the project will focus on.

Area Pillar	Legislation	Enforcement	Education	Technology	International Regulatory Support
	<b>Road safety management</b>				
Safe user	Traffic rules Drivers Cyclists Pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolutions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolutions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal instruments and resolutions, int. standards WP.1, SC.1
Effective post- crash response	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1

## 2.6 BENEFICIARY GOVERNMENT(S) ENDORSEMENT

Please confirm, if the project was requested and/or discussed with beneficiary government(s). Attach the relevant request or endorsement by the beneficiary government(s) to your application. For successful projects, budget funds will only be transferred when a letter of support from the relevant national counterpart(s) is received by the secretariat by the end of the second stage of the application process.

Received

Under discussion

Comments: The National Road Safety Agency has a list of regional entities pre-selected by the National Observatory for Road Safety. If the project is approved, it will initiate a socialization process with these entities in order to find out if they are interested in participating in the project. The consultant will make a final selection, based on the review of the conditions explained in chapter 2.2.

## 3. PRIORITIES OF THE 2020 CALL FOR PROPOSALS

### 3.1 EXPECTED IMPACT

Explain the likely impact of this project on road safety in the project country(ies) demonstrating the linkage of project results towards a reduction of road fatalities and serious injuries. Justify how the results of the project will be sustainable. (max 750 words).

Road crashes claim 1.35 million lives each year and are the leading cause of death for children and young adults aged 5-29 years (WHO, 2018). Half of these victims are vulnerable road users: pedestrians, cyclists and motorcyclists (WHO, 2018). The Ministerial Conference on road safety held in February 2020, which produced the Stockholm Declaration, and the UN resolution A/RES/74/299, targets to reduce traffic crash fatalities and injuries by at least 50% by the year 2030.



The Stockholm Declaration highlights the importance of promoting road safety through a safe system approach and Vision Zero, which seeks to ensure a committed policy agenda on road safety issues, drive a modal shift from cars to safer and more active transport means, and promote speed management with a zero-tolerance approach for speeding, encouraging the use of 30 km/h speeds in urban areas where vulnerable road users and vehicles interact in the same place.

Speed is a risk factor that augments road crashes occurrence rate and worsens its consequences in the severity of damages and fatalities, among others. Research in road safety has shown a relationship between speed and the probability of surviving a crash, the braking distance and the cone of vision, which affects the reaction time and the perception of the environment.

In 2019 in Colombia, according to the National Road Safety Observatory, approximately 40% of the total number of registered victims had speeding as the probable cause hypothesis. However, the real number is likely higher, due to potential biases in the record of road crashes hypotheses as they are reported at the time of the occurrence of the event and depend on the witnesses and the concept of the traffic authority. This reflects the urgent need to improve speed management in Colombia, as it would achieve a significant decrease in the number of road crashes, deaths and injuries. For this purpose, the National Road Safety Agency has created different lines of action ranging from a policy and subsequent program formulation for speed management, to the development and implementation of evidence-based measures, strategies and tools, with a regional and local approach, aimed at all road uses and related stakeholders.

The tactical urbanism actions are carried out as initial interventions, which are purposeful to evaluate the impact and possible modifications that will allow the subsequent implementation of definitive infrastructure interventions. These include traffic calming measures, pedestrianization, reduction of vehicular lanes, expansion of pedestrian areas and generation of bicycle infrastructure, all of which contribute to road safety for all road users, especially pedestrians and people with disabilities, seniors, teens and children.

The participation of communities in the collective construction of a road safety solution for their streets is essential, since it is the people who live in a territory the ones who best know the needs and can generate comprehensive solutions. For this reason, the participatory methodologies for the design and implementation of urban planning conduce to a sense ownership and a safer territory.

Tactical urbanism interventions benefit road safety for all road users, especially for the most vulnerable one, the pedestrian, as it improves the safety conditions in its surroundings, as well as new public and comfortable spaces, including shorter crossings and rest areas for people with reduced mobility.

These benefits can be measured and make it possible to generate a traceability of the impacts on road safety over time, by monitoring indicators in ex-ante and ex-post evaluations, such as road crashes rate (discriminating according to severity), mortality, average speed of the location, pedestrian safe infrastructure and pedestrian exposure (where the reduction of speed and road size play an important factor in reducing the exposure index for pedestrians, and therefore their risks. In addition, the impacts on the variation of risk perception, the level of satisfaction and the appropriation of the interventions once completed can be best measured from the communities' perspective.

### 3.2 LINK WITH MANDATE OF PARTICIPATING UN ORGANIZATION(S)

*Explain how this project fits within the programme of work of your respective UN organization(s). Please also outline your organization's experience in relation to the issues targeted in this proposal and in this country(ies) (max 750 words).*

This project focuses on the areas of work of the Economic Commission for Latin America and the Caribbean - ECLAC, particularly in their work plan for the following years in close coordination with the following UN Agendas:

-2030 Agenda for Sustainable Development. From the 17 Sustainable Development Goals (SDGs), two of them present targets related to road safety:

A. SDG 3. Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents.

B. SDG 11. 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.

The proposed project contributes to meeting the SDG targets, as it promotes lower speeds, which leads to mitigate the severity and reducing the number of people injured in road crashes. It also allows for a requalification of public space, which generates friendlier cities and benefits pedestrians, drivers and passengers of alternative modes of transportation.

-Sustainable development and human settlements. The proposed project also fits within this aspect, given that the products to be developed by the consultant will provide technical guidelines for the formulation, design and implementation of participatory urban interventions, aimed at generating safe streets (tactical urbanism, placemaking or urban acupuncture). These in turn benefits traffic, environment and road safety which, as a whole, contribute to the sustainable development of human settlements.

-The Pan American Health Organization (PAHO) has recognized the Bogota's initiative to implement the maximum speed limit of 50 kilometers per hour, a measure recommended by the World Health Organization (WHO), to reduce road crashes in urban environments and save lives. Within this framework, the project presented here seeks, as an associated benefit, the reduction of speed in the contexts where the proposed projects are carried out. In this way, the project harmonizes with the lines of these two United Nations organizations.

-The project is also framed within the Stockholm Declaration (2020), which among its resolutions includes "Include road safety and a safe system approach as an integral element of land use, street design, transport system planning and governance, especially for vulnerable road users and in urban areas, by strengthening institutional capacity with regard to road safety laws and law enforcement, vehicle safety, infrastructure improvements, public transport, post-crash care, and data"

-Additionally, the project is aligned with the UN General Assembly Resolution A/RES/74/299 of 2020 on improving global road safety, coinciding in several of its statements. In its consideration number 20 "Encourages Member States to adopt, implement and enforce policies and measures to actively protect and promote pedestrian safety and cycling mobility, with a view to also improving road safety and broader health outcomes, particularly the prevention of injuries and non-communicable diseases". In this regard, it should be noted that vulnerable users are the greatest beneficiaries of the proposed project, especially pedestrians, given that it promotes a space for their friendly, context-appropriate circulation and allows them to feel safe.

-At the national level, the ANSV, as the highest authority for the implementation of national road safety policies and measures, guides its actions in road safety based on the National Development Plan 2018-2022: "Pact for Colombia, pact for equity". In it was established the development of a new policy on road safety. In addition, in chapter VI. Pact for transport and logistics for competitiveness and regional integration, it lists as one of its objectives to improve the safety conditions of transport infrastructure and vehicles, and to build a citizen culture of co-responsibility and self-regulation for safe mobility. In particular, the project supports actions aimed at building a mobility based on the principles of co-responsibility and self-regulation, since it generates spaces for participation where the knowledge, attitudes and practices of citizens are analyzed, and the best alternatives are explored to promote safer habits based on the proposed interventions.

### 3.3 SYNERGIES

*Explain how this project maximizes synergies (i) with other past or ongoing road safety projects in the country or beyond; (ii) with national priorities and strategies; (iii) other development challenges and issues (max 1500 words).*

The National Road Safety Agency is working jointly on a safe approach and speed management strategy to formulate strategies focused on safe infrastructure, and technical assistance to local authorities in the development and adoption of the Vision Zero program. Likewise, Colombia's main cities such as Bogota, Medellin and Cali are working on the implementation of speed management programs and projects within the framework of Vision Zero. The ANSV is also structuring different strategies and projects that will allow the implementation of each of the pillars of the National Road Safety Plan 2011-2021. Among them is infrastructure, with projects focused on intervening areas with high rates of road crashes, by lowering the speed of vehicles and protecting the most vulnerable actors with signaling interventions.

The project includes the participation of involved communities, prioritizing measures with low costs and short implementation times, but with a big impact on reducing speed in critical places, such as tactical urbanism, urban acupuncture, placemaking, among others. These will allow a direct and timely impact on the safety of the most vulnerable actors.

Tactical Urbanism interventions have multiples benefits, among which: the reduction of vehicle speed, the generation of safer crossings for pedestrians, the promotion of walking with better pedestrian spaces, the generation of comfortable places for pedestrians to stay, the promotion of better coexistence between the different road actors and the strengthening of sustainable mobility, contributing to the reduction of polluting gas emissions to meet the Sustainable Development Goals for 2030 set by the WHO.

The collection of information and the traceability of impacts are vital to evaluate and present the results of tactical urbanism measures. Some cities in the Colombia have implemented strategies of this sort, obtaining significant results by monitoring indicators with ex-ante and ex-post evaluations in road crashes rates, mortality, average speed of the area, pedestrian area created as safe infrastructure and pedestrian exposure.

The possibility of being able to carry out these interventions throughout the Colombia's regions will generate a greater knowledge within the technical teams of the regions where these strategies can be implemented, as well as greater awareness in the road actors of each region on why the speed on the roads should be reduced.

### 3.4 COVID-19

*Does your project connect with the changing priorities of governments as a result of the COVID-19 pandemic with respect to building back better and safer mobility? (max 700 words).*

The proposed project will allow better conditions for the implementation of safe mobility in the regions of Colombia. Evidenced shows that after the COVID-19 pandemic, the number of bicycle users, motorcyclists and pedestrians has increased in order to improve the social distance recommended for the non-proliferation of the pandemic. The post-pandemic situation can be used as an opportunity to improve the design infrastructure, to make it more resilient and improve social inequalities. This is aligned with the urban planning trend towards pedestrian protection, such as the vision of "20-minute cities", or as Gehl (2014b) indicates, "as long as the inhabitants of cities are able to use their public space, a cohesive community, civic identity and quality of life will be achieved; this is how cities will recover the role of meeting place for their inhabitants and harmonious development with their environment or habitat". The projects to be implemented through participatory methods seek to generate spaces to encourage environmentally sustainable modes of transportation, such as the use of bicycles and walking. This will reduce the risk of road crashes at critical points in the regions and also improve the quality of public space demanded by the new health measures towards social distancing, with wider sidewalks, more space for bicycle lanes and spaces for physical activity. Finally, projects designed under participatory methods contribute to a new conception of city and space, since they will reflect the community need on matters such as social distancing, and more and better public space to circulate. These, in addition to the benefits like: Building a sense of ownership by the direct beneficiaries when the urban design is co-created with them; Increase the space for the use and enjoyment of pedestrians and cyclists, the main exposed road actors; c, Improvement of road safety indicators Beautify the city, among other things.



#### 4. BUDGET AND PROJECT MANAGEMENT

4.1 INDICATIVE BUDGET				
<p><i>See Annex I of Application Guidelines for description of UNDG budget categories. If this is a joint project with two or more participating UN organizations that will jointly implement activities, then Table 1: Budget Summary (multiple agency) from the Budget Form (Stage II) should instead be used.</i></p>				
Object of expenditure	Notes	Requested UNRSF (US\$)	from	Co-financing (US\$)
1. Staff and other personnel costs	ECLAC monitoring and research activities and final project evaluation	69,300		57,000
2. Supplies, commodities, materials				592,000
3. Equipment, vehicles and furniture including depreciation				0
4. Contractual services	<p>Technical team: (18 months)</p> <p>Other contractual services:</p> <p>A. Communication contract (local and alternative media).</p> <p>B. Development of workshops with communities and local governments.</p> <p>C. Contract for the development of surveys, interviews and traffic counts in the evaluation stage (Traffic Counts includes average daily traffic volume, current and previous count type, and cross street direction and distance).</p>	<p>160,400</p> <p>204,800</p>		
5. Travel	Traveling costs for ECLAC staff, consultants and meeting participants	63,500		
6. Transfers and grants counterparts				
7. General operating and other direct costs		2,000		
<b>Total project direct costs</b>		500,000		
8. Indirect support costs (7%)		35,000		
<b>Grand total</b>		535,000		649,000
4.2 VALUE FOR MONEY				
<p><i>Why are the costs of reaching each output and outcome of your project justifiable? Is the project maximising the impact of each dollar spent? Will the project be leveraging any co-financing? (max 750 words).</i></p>				

According to proposed budget, it is expected that a team of consultants will be hired to carry out Stages I, II, and IV, as well as provide technical support for Stage III. The project coordination and the administrative and financial management will be carried out directly by ECLAC, whilst the carrying out the activities in the field by the ANSV.

The Stage III, which corresponds to the implementation of the intervention points (20 in total throughout Colombia), includes labor, supply of materials and installation of devices, and will be assumed by the ANSV. Additionally, the ANSV will pay for the elements necessary for testing the designs indicated in Stage II. This co-financing by the ANSV will achieve the following impacts:

- i) Resource efficiency, given that human and financial resources will be optimized in order to develop the project in 20 intervention points in 20 regions;
- ii) Administrative and research support from ECLAC in stages I, II and IV and support in stage III.
- iii) Best practices in the region in activities where the ANSV has had limited experience, such as in the evaluation in Stage IV.
- iv) Replicability, as the products of stages I, II and III will document participatory methodologies to be used in future projects;
- v) Consolidation of a baseline, know-how and a set of key performance indicators that will contribute develop future similar projects by the National Road Safety Agency, which will benefit more regions in Colombia;
- vi) Improvements to impact evaluation procedures and the formulation of policies, plans and strategies related to participatory methodologies;
- vii) Strengthening of social coexistence and community involvement, as well as appropriation and qualification of the environment and habitat of the beneficiary communities.

As previously mentioned, the National Road Safety Agency will provide co-financing resources for the execution of Stage IV in relation to the execution of infrastructure works at the prioritized intervention points that result from the participatory roundtables with the beneficiary community and other stakeholders identified in the region.

#### 4.3 IMPLEMENTATION ARRANGEMENTS

*Explain roles and responsibilities of the parties involved in governing and managing the project, for example, the number of full-time and part-time staff. Identify the national agency/competent authority(ies) that will be engaged as well as civil society actors that will be partnered with. Outline any governance mechanisms that will be utilized or established. (max 750 words).*

The overall project management will be provided by ECLAC, monitoring the implementation, attending the initiatives, queries and requests of "interested parties" of the project, proposing corrective actions and any other issues required for the fully achievement of the project goals in accordance with the applicable United Nations regulations as well as UNRSTF rules and directives.

In addition to the above, the project will have a group of consultants for each stage of the project:

Stage I. The main functions of the consultant team will be:

1. Analysis:
  - a. Identification and characterization of participatory urban intervention strategies in the regional and national context.
  - b. Theoretical analysis of bibliographical references.
  - c. Identification of intervention strategies that guarantee articulation with local government and communities.
  - d. Identification of the resources required for the development of each intervention (human, physical, technological and technical resources, among others).
2. Diagnosis:
  - a. Identification of the methodologies applied for the diagnosis of the situation in the location to be intervened.
  - b. Identification of the qualitative and quantitative instruments applicable to the diagnosis and evaluation of the effectiveness of the measures to be implemented.
  - c. Definition of the key performance indicators for the baseline and evaluation of results.
3. Selection of locations:
  - a. Elaboration of the selection model for local governments to implement participatory methodologies.
  - b. Holding of working groups with the teams of the selected local governments.

Stage II. The main functions of the consultant team will be:

1. Implementation plan: Elaboration of the intervention plan.
2. Diagnosis and design schemes of the urban intervention point:
  - a. Support in the realization of workshops for the identification of the diagnosis and validation of the design plans for each of the points to be intervened under the participatory methodology.
  - b. Preparation of a document with the diagnosis of the intervention in the physical, social, environmental and economic components, among others, and adjusted design plan.
  - c. Design of the participatory urban intervention (design of road signs and urban intervention) for each of the selected points, as a result of the urban design workshops.
  - d. Implementation of a preliminary test of the design with non-permanent materials.
  - e. Technical design of the urban intervention adjusted according to the preliminary tests carried out in the territory.
  - f. Baseline of the selected key performance indicators.

Stage III. The main functions of the consultant team will be to support the implementation of the urban intervention under participatory methodology. It includes:

1. Elaboration of the contracting documents for the bidding process of the contractor that will execute the designed urban intervention.
2. Support the bidding process held by the ANSV.
3. Support and advise the urban intervention designed with participatory methodology.
4. Report on the process of the implementation of the urban intervention.

Stage IV. The main functions of the consultant team will be the results evaluation. It includes:



1. Support and technical assistance in the elaboration of the surveys/interviews/traffic counts for measuring the key performance indicators to the users, communities and local governments.
2. Elaboration of the impact evaluation.
3. Elaboration of public policy recommendations to replicate the participatory methodologies project in other Colombian territories.

Other actors that have been identified for the project are:

- i) Local governments that are defined and selected for the design and implementation of the proposed measures (20 intervention points in 20 territories).
- ii) Beneficiary community of the intervention points.

## 5. PROJECT SUBMISSION

ARE ALL THE FOLLOWING ELEMENTS INCLUDED AND COMPLETED IN YOUR APPLICATION?	
Section 1. Proposal Cover Page	<input checked="" type="checkbox"/> Yes
Section 2. Project Description	<input checked="" type="checkbox"/> Yes
Section 3. Priorities of the 2020 Call for Proposals	<input checked="" type="checkbox"/> Yes
Section 4. Budget and Project Management	<input checked="" type="checkbox"/> Yes
Letters of support from national counterparts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Any other annexes (depending on application)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A