

United Nations Road Safety Fund
MPTF OFFICE GENERIC FINAL PROGRAMME¹ NARRATIVE REPORT
REPORTING PERIOD: FROM 24 NOVEMBER 2021 TO 30 SEPTEMBER 2024

Project Title & Project Number	Country, Locality(s), Priority Area(s) / Strategic Results ¹
Project Title: Reclaiming Streets for Pedestrians and Cyclists in Africa – Building on the global momentum to enhance road safety during and after COVID-19 MPTF Office Project Reference Number:² 00129192	Country/Region: African Region Priority area (UNRSF pillar(s)/Outcome): Safe Roads, Safe Users
Participating Organization(s)	Implementing Partners
<i>Organizations that have received direct funding from the MPTF Office under this project:</i> – UN-Habitat – UNEP – UNECA – UNICEF	<i>National counterparts (government, private, NGOs & others) and other International Organizations:</i> - Institute for Transportation and Development Policy (ITDP) - National and Local Governments in Ethiopia, Kenya, Rwanda, Mozambique and Guinea
Project Cost (US\$)	Project Duration
Total approved budget as per project document: MPTF Contribution³, by Agency (if applicable): • UN-Habitat: 461,480 • UNEP: 16,050 • UNECA: 11,770 - UNICEF: 10.700 Agency Contribution, by Agency (if applicable): Government Contribution (in-kind or cash) (if applicable):	Overall Duration (months): 36months Start Date⁴ (dd.mm.yyyy): 24 November 2021 Original End Date⁵ (dd.mm.yyyy): 23 May 2024

¹ Strategic Results, as formulated in the Strategic UN Planning Framework (e.g. UNDAF) or project document;

² The MPTF Office Project Reference Number is the same number as the one on the Notification message. It is also referred to as “Project ID” on the project’s factsheet page the [MPTF Office GATEWAY](#)

³ The MPTF or JP Contribution, refers to the amount transferred to the Participating UN Organizations, which is available on the [MPTF Office GATEWAY](#)

⁴ As per MPTFO definition: the project start date is based on the dates in the project document.

⁵ As per MPTFO definition: the project end date is based on the dates in the project document.

Other donors Contributions (in-kind or cash) (if applicable):		Current End Date ⁶ (dd.mm.yyyy): 30 September 2024	
TOTAL:			
Project Assessment / Review / Evaluation		Report Submitted By	
Evaluation Report to be attached for the final evaluation– Date: dd.mm.yyyy		○ Name: Jordi Bosch Pla ○ Title: Project Coordinator ○ Participating Organization (Lead): UN-Habitat ○ Email address: jordi.boschpla@un.oirg	
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FINAL NARRATIVE REPORT FORMAT

1. Executive Summary

In ¼ to ½ a page, highlight the project key milestones achieved and elements of the report that you consider to be the most critical.

The Reclaiming Streets project, concluded in September 2024, successfully achieved its overarching objectives, impacting road safety and active mobility across the five countries in Africa where it was implemented: Ethiopia, Kenya, Rwanda, Mozambique and Guinea. Throughout its implementation, the project trained over 500 stakeholders, delivered over 15 targeted capacity-building workshops, and catalysed community-driven advocacy efforts to raise awareness about road safety. Its strong partnerships with initiatives such as EU TRANSSAFE, SOLUTIONSPUS, and other UNRSF-funded projects, including Safer Streets for Road Users in Nigeria and the ACROS, the Global Alliance of Cities for Road Safety, extended its influence beyond the initial scope. Key milestones include substantial progress in data collection, urban planning, and policy integration to promote non-motorised transport (NMT) and safer street designs. As a proof of success, right after the project closures, Ethiopia officially launched the new Urban Street Design Manual, which prioritises

⁶ 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 project document 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.

NMT transportation and puts special attention to Road Safety. It will be implemented at National level from 2025.

Main Highlights by Country:

Kenya: High-level advocacy peaked during the UN-Habitat General Assembly in Nairobi, where a bicycle ride with Kenya's First Lady and Jean Todt underscored the need for safer cycling infrastructure. Other activities included data collections in different cities, a pop-up intervention in Mombasa, and expert workshops on mobility data and street design. Kenya launched its new Road Safety Action Plan in 2024 with the support of UN-Habitat

Ethiopia: The project facilitated the design of safer intersections in Addis Ababa, supported the city in securing international funding for a 40 km cycling network, and co-hosted a conference on urban street transformation with IKI Growing Smarter. The Ethiopia Urban Street Design Manual has been launched in 2024.

Rwanda: Kigali hosted the Walk21 Conference in October 2023, attracting key African stakeholders. Outputs included further development of the National NMT Master Plan and the Rwanda Urban Street Design, reinforcing strategies for safer and more inclusive mobility.

Mozambique: Advocacy and community engagement remained at the forefront, with initiatives like Maputo Pedaleando promoting safer cycling. During MuniMOZ, the team emphasized the environmental and safety benefits of cycling lanes. Contributions to the National Road Safety Master Plan and National Urbanisation Policy marked a significant policy impact.

Guinea: Technical support was provided for the National Street Design Manual, and the inaugural Urban Mobility Week in Conakry united high-level decision-makers and grassroots organisations. The event highlighted strategies to improve walking and cycling infrastructure and was moderated by UN-Habitat.

The Reclaiming Streets project has demonstrated the power of integrated approaches to road safety and sustainable mobility. Its tangible outcomes and strategic partnerships serve as a model for replication in other regions, solidifying its legacy as a transformative initiative.

2. Purpose

Provide the brief explanation for the problem, using at least one key project-related road safety statistic and explain the project main solutions/objectives, expected changes/outcomes of the project (reflecting your project document), and evidence of the benefit/impact of the proposed solution.

The project aimed to enhance road safety in African cities through the improvement of pedestrian and cycling infrastructure, contributing to the drop of road traffic-related deaths in selected countries to below the African annual average of 26.6 deaths per 100,000 inhabitants. This was achieved through accelerated efforts of governments and financiers in the areas of policy development, local implementation action and investments to design safer streets and create livable public spaces.

The project worked towards the following outcomes:

- Outcome 1: Good Street Designs are scaled-up in countries with established Road Safety Frameworks, developed through inclusive participatory processes, especially involving children. (In-country scale-up – focus on countries with enabling NMT frameworks: Kenya, Ethiopia, Rwanda);

- Outcome 2: Road Safety Frameworks are improved in Africa countries with high fatality rates and interest in Road Safety is confirmed with countries initiating evidence-based policies and sparking action on NMT. (Initiating NMT policies and advocacy action – focus on Mozambique and Guinea);
- Outcome 3: Regional Exchange programmes on NMT policy, infrastructure and advocacy organised and good practice is disseminated across African countries to build capacity and learn from each other (Regional exchange of good practice);
- Outcome 4: Strengthened Collaboration with Financiers of planned infrastructure projects (Regional impact)

3. Narrative reporting on Project Results Achieved

Particular attention should be given to reporting on results (outputs) / and changes (outcomes) (reflecting your project document) that have taken place as a result of work delivered by your project.

3.1 Project results contributing to the impact of the Fund⁷

As per the Fund impact, (1) does the project contributed to reduction of road traffic fatalities and injuries in the country/countries (provide reduction figures when possible)? (2) Provide example(s) of action(s) taken by the government or changes materialized or about to materialised thanks to the project? For instance, government action to improve the safety of their road infrastructure/ to improve safety of vehicles admitted to traffic/ to ensure lawful road user behaviour/ improve post-crash response.

The Reclaiming Streets project has significantly contributed to enhancing road safety and promoting non-motorized transport (NMT) in the implementation countries during its lifetime, from 2021 to 2024. Related to its contribution to reducing road traffic fatalities, while yearly national statistics might not reflect directly the impact of some of the project activities, the project activities show the interest the countries are taking in Road Safety and can't be completely separated to these.

In Kenya, road fatalities seem to finally have turned into a positive decreasing trend. After years of constant rise, due to the fast increase of registered vehicles in the country (from 2,98M in 2016 to 4,22M in 2021), 2024 saw a decrease in numbers. [Official data](#) shows that in 2024, a total of 3609 fatalities occurred in Kenyan roads, a decrease compared to the 4,579 fatalities reported in 2021. Clear efforts to achieve this have been made by the government in recent years indicating a national commitment to road safety, such as the recently launched National Road Safety Action Plan. On the local level, Kenyan cities have been proactively engaging with UN-Habitat and other implementing partners to develop activities that could have a positive effect on road safety. The project facilitated tactical urbanism interventions in cities such as Mombasa, Kisumu, Nairobi, and Nakuru.

Official national data has not been released in Ethiopia for the last years, but thanks to the Bloomberg Road Safety Initiative support, the capital Addis Ababa develops Road Safety Reports on a national basis, and although this cannot be taken completely as a representation of the whole country, it gives a good idea of the situation on the forefront. Addis Ababa has increased efforts in the last years to improve NMT and road safety. Fatalities rate dropped from 11.4 per 100,000 population in 2021/22 to 10.3 in 2022/23. Similarly, the injury rate decreased from 88.7 per 100,000 in 2021/22 to 87.7 in 2022/23. The reduction shows already the first

⁷ Content required as per MoU Section IV Reporting, (p. 9).

results from national and local efforts. Ethiopia and Addis Ababa adopted new non-motorised transport strategies in the last years, along with new urban street design manuals for better and safer infrastructure, which will be implemented from 2025 at national level. The project supported the implementation of over 40 kilometers of cycle tracks and 40 kilometers of wide sidewalks in Addis Ababa, enhancing safety for pedestrians and cyclists.

In Rwanda, the establishment of car-free zones, such as the Kigali Car-Free Zone, is only one example of the the national efforts to promote safer road and street environments. The national governments was awarded in 2023 the [Kofi Annan Road Safety Award](#), for embracing road safety measures and leading the way in Africa to half its fatalities by 2030. The government launched the National Street Design Manual and the interest of the country to host international road safety events, such as the Regional TOD Conference in 2022 or the Africa Regional Forum for Action – Inclusive and Active mobility in a changing climate conference, also in the same year reflect their strategy. The number of road traffic fatalities has decreased according to official data. The latest data from 2023 shows that only 555 fatalities were registered during the year, compared to 655 that happened in 2021.

Road safety data for Mozambique is not publicly available, but quarterly reports show a decrease in 2024 compared to the same quarter in 2023. [The first quarter of 2024](#) saw a reduction of 19% of fatalities compared to Q1 of 2023, from 183 to 148. The government has increased its efforts to tackle road fatalities systematically, by improving vehicle inspection processes and interventions related to road safety, increasing data collection efforts, and integrating road safety in the newly developed national guidelines. The project contributed to the development of the National Urbanization Policy and the National Road Safety Master Plan, collaborating with the Ministry of Transport and Communications and INTRA, which reflects a commitment to improving road safety infrastructure. Local actions helped to increase awareness and education, like the yearly organized Sustainable Urban Mobility Weeks in Mozambique.

In Guinea, public road safety data shared by the country is also not available. Reports from different UN agencies show different numbers, which highlight the need to integrate at the national level a comprehensive monitoring system in place. [The WHO database](#) show an increasing number of deaths from 2016 until 2019, with the maximum at 3,799 fatalities in 2019. Then, the official numbers for 2021, only 682, are much lower, but these were most certainly affected by the COVID-19 pandemic. However, the country has been working to improve the road safety environment in roads and streets and it is expected that a curve in the negative trend will be observed soon. The project provided technical support for the development of the National Street Design Manual, aiming to enhance road safety infrastructure, and worked on increasing awareness and education with public events.

3.2 Project Outcomes results:

*Outcomes are the medium-term change in the behaviors of target groups, under control of the benefitting partner. Provide a summary of progress achieved towards the **planned outcomes from the project document**.*

Under Outcome 1: Good Street Designs are scaled-up in countries with established Road Safety Frameworks, developed through inclusive participatory processes, especially involving children. (In-country scale-up – focus on countries with enabling NMT frameworks: Kenya, Ethiopia, Rwanda);

Outcome Indicator 1: Additional kilometres of safer walking and cycling routes following international best practice (Target: 10 km in each city)

Kenya

- The development of the Kenya Road Design Manual for Urban Areas has been developed and submitted to the Kenyan government and is awaiting approval to adopt it. ITDP submitted a final report with comments on June 2023 with feedback focusing on ways to improve the quality of the manual and ensure it reflects the best practices in urban street design
- Design recommendations for Limuru Road, UN Avenue and Westlands footpaths were provided to the Nairobi Government with great focus on increasing the street surface for cyclists and pedestrians and segregate the space from cars to increase road safety. The design suggested for UN Avenue, with segregated cycling paths and expansive sidewalks has been adopted by KURA and integrated for the new implementation of the street.
- An NMT audit for the Nairobi Expressway was done, with recommendations on how to integrate footpaths, safer crossings, cycle paths and public transport. After completion, this will add 27 km of new walking and cycling infrastructure in the city.
- For the UN Global Road Safety Week 2023, a technical workshop was organised in Mombasa, on intersection treatment and street redesign to enhance road safety for pedestrians and cyclists. GDCI and ITDP presented a conceptual design sketch and the principles guiding the design of specific intersections and streets. Notably, the conceptual design proposals focused on Dedan Kimathi round about as a demonstration, with the aim of redesigning the entirety of the area following approval from the County Government for a bolder redesign.
- A new collaboration led by UN-Habitat and the Nairobi City County Government (NCCG) was initiated with a first approach on how to redesign the streets of Lower CBD, one of the busiest and most traffic-choked areas in Nairobi. New street designs have been proposed to the city and they are the fundamentals for upcoming downtown transformations, which the city has agreed to undertake. At the time of writing, December 2024, the government has initiated the work in a few streets. An Agreed Action Plan letter was signed by UN-Habitat and the Governor of Nairobi City County.
- Similarly, the city of Nairobi and UN-Habitat relaunched the Nairobi River Regeneration Initiative. The 20-year Programme which aims to regenerate, restore and enhance the Nairobi River Basin and related infrastructure is an integrated and holistic way to such standards as permits the full enjoyment of a safe, inclusive and healthy environment for all and unlocks the socio-economic potential of the basin. A new MOU was signed between UNEP, UN-Habitat and NCCG.
- In Mombasa, UN-Habitat, ITDP and GDCI developed together with the local government on the implementation of a pop-up design that prioritises walking and cycling in a busy intersection. Data collection trainings were done to train local expert on mobility data gathering and data collection effort were done to understand the challenges and needs of the identified intersection.
- A workshop was held in Nairobi focussing on the gender gap in cycling. The *Bridging the gender gap in cycling* was projected by UN-Habitat with the goal to bring female cyclists together, understand the challenges they face and ultimately co-create gendered solutions that work for them.
- Also in Nairobi, a workshop on Active Mobility was held at the Swiss Lenana Mount Hotel, with participants from all over the country. The workshop featured an overview of current policies and budgetary allocations, presentations on complete street design principles, and high-level discussions on

Active Mobility projects in the country. Decision-makers evaluated ongoing Active Mobility projects and their implementation status.

Ethiopia

- ITDP organised a workshop with the Ethiopian Road Safety Association in collaboration with the Authority of Civic Society and Road Safety and Insurance Fund Service
- In Addis Ababa, the Meganagna intersection has been newly redesigned and ITDP provided technical support to include NMT and Road Safety component in the new design. The construction works have started and will be completed during 2024.
- ITDP has also provided technical support on the development of the new AACRA geometric street design manual. Working together with the Ministry of Transport and Logistics and ERA, the new manual includes detailed explanations on how to include NMT modes into the new streets. The Ethiopia Urban Street Design Manual was officially launched and adopted at the Ethio Green Mobility 2025 event in Addis Ababa in December 2024.
- Workshop on School Zone Project in Addis Ababa organised by ITDP and with the participation of The Urban Center, AATB, Bloomberg Philanthropies and TMA. Twelve participants learned on how to implement safer areas around school and assessed a new design based on best international practices. As a follow up from the activity, the development of a new guideline document to implement Safe Zones near Ethiopian Schools started.
- Another workshop was organised on October on the implementation of the national NMT Strategy, the report and pictures are still being developed by ITDP.

Rwanda

- The local partner in Kigali supported the design review for the Kagugu and Rwezamenyo/Nyakabanda Settlement upgrading project, which features new built NMT infrastructure. Altogether, the new designs will add 21km of new walking and cycling infrastructure in the city.
- The city of Kigali has developed, with the support of UN-Habitat and ITDP a new CBD parking strategy that integrates new NMT considerations and Road Safety measures.
- A new design for the Akabuga intersection was also developed with the help of the local team, adopting best-practice design for walking and cycling infrastructure and a conception design for Nyagugogo Greenway Plan was developed by the City of Kigali and MINIFRA with the support of UN-Habitat and ITDP. Both reports are being developed.

Under Outcome 2: Road Safety Frameworks are improved in Africa countries with high fatality rates and interest in Road Safety is confirmed with countries initiating evidence-based policies and sparking action on NMT. (Initiating NMT policies and advocacy action – focus on Mozambique and Guinea);

Outcome Indicator 2.1: National Policy Papers on Road Safety published (Target: 2); Outcome Indicator 2.2: Dedicated City Road Safety Budget (Target: 2)

Mozambique

- The city of Maputo developed a Cycle Lane Network project for the city in 2023. As a part of the participatory component of the planning process, it was requested that stakeholders provide the city with inputs according to their experience. It was on this perspective that ITDP supported UN-Habitat with the elaboration of a note with comments and recommendations to ensure the enhancement of the project.
- In Quelimane, the city developed a cycling infrastructure project that envisions the expansion of the cycling tracks and incorporation of bicycle shelters along the route. As a part of the BICI Grant

application, ITDP provided valuable insights, comments and recommendations to the project so that they could be incorporated in the application.

- For the VI edition of the Sustainable Mobility Week, UN-Habitat proposed painting a crosswalk in Matola Municipality. The school, 8 de Março, has 2,602 students and was selected by the municipality according to children's vulnerability to collisions involving vehicles given its proximity to a high-speed road.
- In August, Quelimane City organized the second edition of MuniMoz to which they invited UN-Habitat to make a presentation on "The Importance of Cycle Lanes to Improve Road Safety and the Environment". Around 50 people participated in the event to which UN-Habitat provided support on the elaboration of the communication material.
- Maputo Pedalando is an initiative promoted by the Maputo Municipality for the promotion of bicycle use as a mobility option within the urban context. To support the event, UN-Habitat developed a video highlighting the importance of the event as a way to spread awareness about the benefits of using alternative mobility modes in the city and attract partners for future events.
- The Government of Mozambique, through the Ministry of Transport and Communications, is elaborating a Road Safety Masterplan, financed by KOICA (Korea International Cooperation Agency). As part of the participatory approach of the project, during the revision meetings of the document, the Ministry put the document open for comments of national experts, academia, cooperation agencies, NGOs, CSOs working in the promotion of road safety in the country. Hence, ITDP supported UN-Habitat in providing inputs to the masterplan that is already in its stages of conclusion.

Guinea

- During the celebration of the first Urban Mobility Week in Conakry, in December, UNH was invited to open the panel discussion on Road Safety and NMT, to highlight the importance of NMT as one of the key pillars for the implementation of sustainable mobility in the capital.
- Together with the Ministry of Infrastructure and Transport, UN-Habitat worked on the TOR for the bidding process to include NMT elements in the new National Street Design Manual.
- The local team also provided technical support to include NMT policy within the National Urban Policy document (PUN)

Under Outcome 3: Regional Exchange programmes on NMT policy, infrastructure and advocacy organised and good practice is disseminated across African countries to build capacity and learn from each other. (Regional exchange of good practice);

Outcome Indicator 3: National Urban/Transport Policy reflect road safety considerations (Target: 2 policies)

- UNECA developed a Policy paper on Mainstreaming Road Safety in Africa's National Development and Transport Planning Processes
- Ethiopia Street Manual Design adopted by the Ethiopian government. This manual is a major step forward, providing a comprehensive guide to creating safer, more accessible, and inclusive streets for Ethiopia's rapidly growing urban population.

Under Outcome 4: Strengthened Collaboration with Financiers of planned infrastructure projects (Regional impact)

Outcome Indicator 4: Number of MDB/IFI project preparation documents/ project documents incorporating NMT / road safety considerations. (Target: 2 project preparation documents)

- The Reclaiming Streets regional team have supported three successful proposals for the BICI Programme, which allocated between 100,00 and 400,000 USD to improve cycling infrastructure in the three winner cities: Addis Ababa, Mombasa and Quelimane
- UN-Habitat supported the development for the AfDB-funded proposal *Investing in Africa's cities*, with a focus on infrastructure and mobility, urban planning and governance. The proposal was sadly not successful, but it paved the way for upcoming collaborations between the city of Nakuru and UN-Habitat.

3.3 Project Outputs results:

*Outputs are the more immediate results that your project is responsible for achieving. Report on the key outputs delivered towards the **planned outputs from the project document**.*

All output activities have been undertaken according to the project's plan, surpassing in many cases project targets in terms of number of deliverables and people trained. A full detailed list of activities and targets are provided as an attachment, where all details of each output delivery can be checked. Below, only a few highlights are listed.

Output 1.1: Country-wide Capacity Building on scaling up high quality street design and road safety

Several capacity building activities have been performed during the project lifetime to provide large-scale nationwide training on scaling up high quality street designs for local governments and engineers and facilitate in-country city-to-city exchanges to share good practices on NMT. Over 900 officials have been trained in Street Design, with special focus on road safety and child-friendly design. As many as 12 events have been part of the in-country city-to-city exchanges organized by the project. Details of some of the highlights of the project can be found below:

In Kenya:

- Technical working session on intersection treatment and street redesign (Mombasa, 2022)
- ICCCASU Conference in Nairobi, in December (Nairobi, 2023)
- Bridging the gender gap on Cycling (Nairobi, 2023)
- NMT Workshop Action on Active Mobility (Nairobi, 2023)

In Ethiopia:

- Ethiopia Road Safety Association Meeting (Addis Ababa, 2022)
- Workshop on School Zone (Addis Ababa, 2022)

In Rwanda:

- TOD Conference (Kigali, 2022)
- Workshop on the CBD Parking Strategy (Kigali, 2023)

Output 1.2: Technical Assistance and Design Review for implementing safe NMT infrastructure

The project successfully improved urban environments for children by providing design review assistance and technical support for footpaths, cycle tracks, public spaces, public transport, and safe routes to schools. This led to the adoption of best-practice walking and cycling infrastructure in several cities and the completion of road safety assessments under the "Safe Routes to School" initiative. The

project also facilitated the establishment of Design Review Committees, including parent-teacher associations, and included children in the decision-making progress to align implementation projects with child-friendly guidelines. Additionally, the project co-organised innovative street design challenges with cities, fostering strong civil society participation and a focus on child-friendly urban design. Details of some of the highlights of the project can be found below:

In Kenya:

- Development of the Kenya Road Design Manual (RDM) for Urban Areas in Kenya (2022)
- Design recommendations for Limuru Rd, UN Avenue and Westlands footpaths (Nairobi, 2023)
- Audit and review of the Nairobi Express Highway (Nairobi, 2022)
- Downtown Nairobi Street Design project (Nairobi, ongoing)
- Nairobi River Regeneration Initiative (Nairobi, ongoing)
- Redesign of Treasury Roundabout in Mombasa (Mombasa, 2022)

Ethiopia:

- Megenagna intersection improvement (Addis Ababa, 2023)
- Feedback on the AACRA geometric street design manual (2023)
- Development of a guideline document to implement Safe Zones near Ethiopian School (Addis Ababa, 2022)

Rwanda:

- Design review for the Kagugu and Rwezamenyo/Nyakabanda Settlement upgrading project (Kigali, 2022)

Output 2.1: Enhanced data on the road safety situation in the country

The project trained 314 officials in the field of data collection. They strengthened the countries' institutions capacities on road safety data collection and reporting. A list of all training courses can be found below, with documented MOV attached for reference:

- Road Safety Association Meeting, Addis Ababa (108 ppl trained)
- Kick-Off workshop on street designs (Conakry, 45 ppl trained)
- Conakry Street Audit exercise (30 ppl trained)
- Data Collection Training with Mombasa and Nairobi experts (Kenya, 39 ppl trained)
- Nakuru SUMP workshop (Kenya, 19 ppl trained)
- Quelimane's sustainable mobility week (26 ppl trained)
- Tactical Urbanism Interventions in Quelimane and Matola (47 ppl trained)

Output 2.2: Development and Review of evidence-based NMT policies and standards

The project has strengthened capacity by training over 600 government officials on Non-Motorised Transport (NMT) policies, complete streets, and adequate design standards, enhancing technical knowledge for sustainable urban mobility. It supported the development and review of seven national and local NMT policies and strategies, including budgetary commitments for safe infrastructure, resulting in several countries and cities initiating NMT policy preparations. Additionally, the project assisted in the development 5 of street design standards, fostering consistency and promoting safer and more inclusive urban environments. Below there is a list of the highlights of this output.

- In Guinea, TORs have been provided for the National Street Design Manual

- In Kenya, UN-Habitat together with ITDP developed the SUMP Guidelines for Cities in Kenya, which has been submitted to the Ministry of Infrastructure for approval and the same team, provided technical support for the Kenya Road Design Manual
- In Mozambique, two cycle plan networks have been developed, one for Quelimane and one for Maputo.
- In Ethiopia, the Urban Street Design Manual was launched in August in Addis
- In Rwanda, the CBD Parking Strategy for Kigali was developed.

Output 2.3: Multi-stakeholder collaboration to promote and advocate for safe NMT and low carbon transport

Twenty-one events were organised to strengthen stakeholder engagement and collaboration between government, civil society, academia, development banks, consulting firms and private sector. Awareness raising events and placemaking activities have been organized to promote road safety and promote climate-friendly transport including public transport, walking and cycling. Some highlights can be found below:

- In Conakry, Guinea, the first edition of the Urban Mobility Week was opened with a panel discussion moderated by UN-Habitat.
- In Kenya, during the celebration of Urban October, a few activities were organized to raise awareness on Road Safety and to promote NMT. The Placemaking event took place in Nairobi CBD, where the River Road was transformed for a few days into a space dedicated to walking and cycling and where pedestrians could learn and share their opinions regarding these topics. The Bicycle sharing programme was launched in Dandora with the support of UN-Habitat. In June, during the Second UN-Habitat General Assembly, a high-level bike ride was organized with the presence of the First Lady and Jean Todt, and a session with international stakeholders took place to strategize a common approach on NMT for the upcoming COP in Dubai.
- In Mozambique, UN-Habitat supported the initiative *Maputo Pedalando*, to promote the use of the bicycle within the urban context and spread awareness about the benefits of using alternative mobility modes in the city, and during the Sustainable Mobility Week in Maputo, a crosswalk was painted in front of the school 8 de Marzo, to raise awareness amongst children of the importance of having a safe space in front of the school

Output 3.1: Regional Conventions to disseminate good practice on NMT

Eight regional exchanges were organised with high-level officials from relevant ministries and authorities on best practices of NMT policies, designs and safer streets. A full list of the event can be found below, with details of the agendas, participation and reports provided as an attachment.

- The Sustainable Cities Conference in Addis Ababa (Ethiopia, 2023)
- Africities (Kigali, 2022)
- Action on Active Mobility (Kenya, 2023)
- PAAPAM Online Consultancies for East, North, West and Southern regions (Regional, 2024)
- Kigali Convening (Rwanda, 2022)
- TOD Conference (Rwanda, 2021)
- Walk-21 Conference (Rwanda, 2023)
- The UN-Habitat General Assembly in Nairobi (2023)

Output 4.1: Regional Conventions of International Financial Institutions and their counterpart country representatives

Five NMT audits were undertaken in Kenya to support the implementation of new designs for NMT infrastructure. Additionally, the project supported also reviews in other countries such as Uganda (Kampala City Design plan and BRT6 Line) and Tanzania (Feedback on DART phase 3). Four technical workshops were organized with engineers of development banks and consultancy firms on complete street designs in Kenya and Ethiopia.

3.4 Project challenges, implementation delays, lessons learned and best practices:

*(1) If there were **delays**, explain the nature of the constraints and challenges, actions taken to mitigate future delays and lessons learned in the process. (2) Provide an **updated risk analysis** (have any of the risks identified during the project design materialized or changed? Are there any new risks?). (3) Were there any **programmatic revisions**, indicate any major adjustments in strategies, workplan, targets or key outcomes and outputs that took place during the reporting period, including project amendment(s)?*

The Reclaiming Streets project requested a 6 month extension to ensure activities were replicated, scaled-up and fully completed within the life span of the project. There were different reasons to justify this request:

- *Continue the exchange with the sister project in Nigeria (related to Activity 3.1.1):* In 2021, the Reclaiming Streets project started off in 5 countries (Ethiopia, Kenya, Rwanda, Mozambique and Guinea). In the Call for Proposals 2022, a project titled “Safer Streets for Road Users in Nigeria” was submitted by UNECA and local partners in Nigeria. Since the objectives of the Nigeria project strongly aligned with UN-Habitat’s ongoing “Reclaiming Streets” project, the UNRSF suggested that UN-Habitat takes over the role as lead Participating UN Organization (PUNO) and incorporate the “Safer Streets for Road Users in Nigeria” project as an additional country in the ongoing “Reclaiming Streets for Walking and Cycling in African Cities” project. The implementation of the Nigeria project benefited from the continuous exchange with the countries of the “Reclaiming Streets” project, and provided further access to knowledge, tools, policy guidance and manuals for better street designs. The Nigeria project came to an end in 2024, and both projects are being evaluated and review together, given their shared nature.
- *Scaling up Safe Routes to School initiatives (related to Activity 1.2.2):* The Reclaiming Streets project supported the planning and design of safe zones around schools in Kenya, Ethiopia and Mozambique. Building on this experience and using the momentum created in Nairobi, UN-Habitat scaled up the initiative and supported the creation of a Safe Routes to School Initiative led by the city of Nairobi. A detailed concept was developed in collaboration with the city, which is fully committed to support the activity planned after the lifetime of Reclaiming Streets. The project team, to support this initiative, has developed two publications and one activity booklet to promote safety in the streets and around schools. The *Safe School Zones* report shows the activities taken with two schools in Nairobi, *Playful Streets* features worldwide best practices on how to design streets for kids that are safe and fun, and the *Road Safety Activity Booklet*, is an activity book for schools to support them introduce Road Safety in their curriculum.

3.5 Project Cross-cutting issues and development markers:

*(1) Explain the project's contribution to cross-cutting issues, particularly Gender⁸, environment⁹, and SDGs¹⁰, as set in **the project document**. (2) Highlight key partnerships and explain how such relationships impacted on the achievement of the above.*

Action for walking and cycling is transversal in nature and so the project activities have contributed to multiple SDGs including SDG 3, SDG 10, 11 and 13. The focus in implementation has been on creating healthy, liveable, inclusive and climate friendly urban spaces for living, working and playing. Efforts to ensure multi-sectoral collaboration at both city and national level have been put in place to ensure maximum impact and accountability on the agenda. Activities such as the Safe Roads to Schools Initiatives have used bottom-up approaches to engage city departments and even Ministers, in an effort to convince policy-makers that Road Safety responsibility belong to all.

The project directly contributes to SDG 3 target 3.6 by halving road accident-related deaths and injuries, SDG 11 targets 11.2 and 11.7 by providing access to safe and sustainable transport systems and public spaces. The project also contributes to SDG target 3.9 by promoting clean mobility to reduce air pollution while also helping to achieve SDG target 13.1 by reducing emissions from transport. The project also targets the mobility-related goals in the New Urban Agenda, particularly paragraph 113, as well as the UN General Assembly resolution A/RES/74/299 in which countries and cities commit to improving road safety and integrating it into sustainable mobility and transport infrastructure planning and design. The inclusive approach proposed ensures the promotion of urban planning for the creation of safe, inclusive, accessible, multifunctional and green public spaces, especially for children.

3.6 Project Results Based Performance Assessment¹¹

(1) In the table below ([downloaded by clicking here](#)), provide for each indicator the figures for the baseline, target, and results achieved up to date, at both the output and outcome level. Please ensure that the results chain and the indicators align with the original project document. (2) Under Means of verification column, please provide the tools¹² used to collect the data necessary to measure progress for each indicator. Where it has not been possible to collect data on an indicator, provide a clear explanation explaining why, as well as plans on how and when this data will be collected. (3) Under reason for variance, please explain any variance in achieved versus planned results/target during the reporting period.

** All boxes should be filled. * Please provide the file as an attachment to the report.*

⁸ **Gender guiding questions:** to what extent has the allocation and use of resources to target groups taken into account the need to prioritize women? Has the intervention led to a significant change in gender relations (such as access to and use of resources, decision-making power, or division of labour)?

⁹ **Environment guiding questions:** What is the project's actual or expected positive and negative effect on the environment? What activities have been taken to address climate adaptation and resilience, and what are the results?

¹⁰ **SDGs guiding questions:** how the project actions or interventions, as well as any stakeholder engagement, contribute to the SDG? The project goals, strategies or practices for the relevant SDG and progress made in achieving them (for example, a description of policies, systems and processes, etc.)

¹¹ Requirement under the MoU, p.9: The annual and final reports will be results-oriented, and evidence based. Annual and final narrative report will compare actual results with expected results at the output and outcome level and explain the reasons for over or underachievement.

¹² **Examples of Means of verifications tools:** Survey reports, feedback forms; Results of pre/post testing of training participants, proving improved knowledge; Evidence that the policymaking process took place (e.g. meeting minutes, reports, etc.), Documents showcasing the adoption of the policy official records (e.g. promulgation), Follow-up documents that showcase implementation of the policy (e.g. executive acts), Post output and/or post project survey compared to baseline survey. Etc.

	Project title: Reclaiming Streets for pedestrians and cyclists in Africa	MPTFO Project Id: 00129192		Lead implementing Participating Organization: UN-Habitat				
	Results Chain	Indicator	Baseline	Plan/Target	Results acheived by Dec. 2023	Results acheived by Dec. 2024	Variance %	Means of verification
							#REF!	
Impact	UNRSF Impact: To contribute to a substantial reduction of road traffic fatalities and injuries in low and middle-income countries.	UNRSF impact indicator:					#DIV/0!	
	Project Impact:	Project indicator:					#DIV/0!	
Outcome	Project Outcome 1: Good Street Designs are scaled-up in countries with established Road Safety Frameworks, developed through inclusive participatory processes, especially involving children. (In-country scale-up – focus on countries with enabling NMT frameworks: Kenya, Ethiopia, Rwanda)	Additional kilometres of safer walking and cycling routes following international best practice	0	30	0	50	67%	Calculation made from all project activities that added new plans for walking and cycling infrastructure. Check Excel file Outcome 1 Indicator
	Project Outcome 2: Road Safety Frameworks are improved in Africa countries with high fatality rates and interest in Road Safety is confirmed with countries initiating evidence-based policies and sparking action on NMT. (Initiating NMT policies and advocacy action – focus on Mozambique and Guinea)	2.1: National Policy Papers on Road Safety published 2.2: Dedicated City Road Safety Budget	0	2	0	5	150%	SUMP Guidelines for Cities in Kenya (Kenya), National Road Safety Action Plan (Kenya), Ethiopia Street Design Manual (Ethiopia), NMT Policy within the National Urban Policy (Guinea), National Urbanisation Policy for Mozambique (Mozambique)
	Project Outcome 3: Regional Exchange programmes on NMT policy, infrastructure and advocacy organised and good practice is disseminated across African countries to build capacity and learn from each other (Regional exchange of good practice)	National Urban/Transport Policy reflect road safety considerations	0	2	2	5	150%	National Street Design Manual Ethiopia (Ethiopia), NMT Policy (Guinea), Interministerial Road Safety Statement Commitment (Kenya), National Urbanisation Policy (Mozambique), UNECA Policy Paper
	Project Outcome 4: Strengthened Collaboration with Financiers of planned Infrastructure projects (Regional impact)	Number of MDB/IFI project preparation documents/ project documents incorporating NMT / road safety considerations	0	2	2	4	100%	Three proposals for the BICI Call: Mombasa, Addis Ababa and Quelimane Nakuru AfDB Proposal
Output 1	OUTPUT 1.1: Country-wide Capacity Building on scaling up high quality street design and road safety							
	Activity 1.1.1: Provide large-scale nationwide Training and Capacity Building on scaling up high quality street designs to local governments and engineers with a focus on secondary and tertiary towns	Number of officials trained on Street Design, with a particular focus on child-friendly design	0	600	811	1188	98%	Ethiopia: 360 (breakdown below) Ethiopia Road Safety Association Meeting: 108ppl Workshop School Zone: 12 ppl Bike sharing training: 34 ppl Cycle Network Plan and workshop: 53 ppl NMT Strategy: 33 National Urban Planning Workshop: 47 Addis Conference: 73 ppl Kenya: 487 (breakdown below) KOM: 30 participants BLOCKbyBLOCK: 32 UN Road Safety Week: 34+57 Technical Workshop Mombasa: 10 Brinding the gap report: 20 Action on Active mobility: 38 Tomorrow Cities Nakuru: 36 The Power of Walkability: 230 views Mozambique: (73) Quelimane's 80th celebration week: 26 ppl Tactical urbanism interventions in Quelimane and Matola: 47ppl Rwanda: (268) 22 participants at the Kick-off workshop Kigali Convening: 117 TOD Conference: 77
	Activity 1.1.2: Facilitate in-country city-to-city exchanges to share good practices on NMT	Number of in-country city-to-city exchanges in each country	0	3	3	11	267%	Ethiopia: 4 (Sustainable Cities Conference, Workshop on implementation of National NMT Strategy, Mombasa-Addis City Exchange, National Urban Planning workshop) Kenya: 4 (Kick-off meeting, ICCASUS Conference, Africa Climate Summit, PAAPAM Consultations) Mozambique: 1 (LUTP Conference) Rwanda: 2 (TOD Conference, Walk-21 Conference)
	OUTPUT 1.2: Technical Assistance and Design Review for implementing safe walking and cycling infrastructure							
		1.2.1a: Number of cities that have adopted a best-practice design for walking and cycling infrastructure						1.2.1a: Ethiopia: Addis Ababa : (1) Workshop School Zone, (2) Feedback geometric street design manual, (3) Megenagna intersection Kenya: Kisumu (1) (BlockbyBlock)Workshop, (2) Nairobi Expressway NMT Audit, (3) Feedback on the Kenya RDM provided, (4) Design Recommendations for Limuru Rd, UN Ave, and Westlands Mombasa: (5) River Regeneration Initiative Report and (6)

3.7 Project Results Contributing to the UNRSF log frame Assessment¹³

*(1) In the table below ([downloaded by clicking here](#)), please replace the **red XX** with numbers and names of country/municipality) under column E and G, selecting the outcome (Oc.) corresponding to your project. (2) Figures and names reported at the outcome level should be indicated under the corresponding output level(s). Please insert the related Mean(s) of verification (MoV) in column H¹⁴. (3) The figures for 2023 and 2024 should represent cumulative/aggregate values from the project's start date until the present. These figures should add up to the total number of countries and municipalities that have taken related actions due to project support.*

** Please provide the file as an attachment to the report.*

¹³ Requirement under the MoU, p.9: The final narrative report will also contain an analysis of how the project outputs and outcomes have contributed to the overall impact of the Fund.

¹⁴ **Examples of Means of verifications tools:** Survey reports, feedback forms; Results of pre/post testing of training participants, proving improved knowledge; Evidence that the policymaking process took place (e.g. meeting minutes, reports, etc.), Documents showcasing the adoption of the policy official records (e.g. promulgation), Follow-up documents that showcase implementation of the policy (e.g. executive acts), Post output and/or post project survey compared to baseline survey. Etc.

Project Title: Reclaiming Streets for Pedestrians and Cyclists in Africa

Project contribution to UNRSF logframe - 2024

Project manager name : Stefanie Holywarth and Jordi Bosch Pla

Project manager email address: stefanie.holzwarth@un.org and jordi.boschpla@un.org

Project Start Date: 01/09/2021

Project End Date: 30/09/2024

*Guidance: please replace the red XX with figures and country/municipality name(s) under column F and H, selecting the outcome (Oc.) corresponding to your project pillar and the out

Figures and names reported at the outcome level should be indicated under the corresponding output level(s). Please insert the related Mean(s) of verificatin (MoV) in column I.

The figures for 2023 and 2024 should represent cumulative values from the project's start date until the present. These figures should add up to the total number of countries and muni

United Nations Road Safety Trust Fund (UNRSTF) Logical framework					
	Result chain	Indicator	Value 2023	Current value 2024	Source and mean of verification (MoV)
Impact	To contribute to a substantial reduction of road traffic fatalities and injuries in low and middle-income countries.	1. Death rate due to road traffic injuries in targeted countries.	Rates according to most recent WHO report.	Rates according to next WHO report in 2024.	WHO Global Status Report on Road Safety (reported by governments)
					(Disaggregated by region, country and vulnerable road user classification)
		2. Number of road traffic injuries in targeted countries.	Rates according to most recent WHO report.	Rates according to next WHO report in 2024.	WHO Global Status Report on Road Safety (reported by governments)
					(Disaggregated by region, country and vulnerable road
Outcomes	Oc.1: Improved road safety management.	1.1. Number of countries and municipalities that have taken road safety action to improve coordination and monitoring.	5 countries and 12 municipalities that have taken related actions as a result of Fund support in December 2023.	5 countries and 12 municipalities that have taken related actions as a result of Fund support in December 2024.	12 cities within the 5 countries involved in the project have taken direct actions to improve road safety management. Ethiopia: Addis Ababa: School Zone Project Bahir Dar: Bahir Dar SUMP Hawassa: KOM/ Hawassa Launch Sumary Guinea: Conakry: TOR National Street Design Manual Kenya: Kick-off workshop / Workshop report Nakuru: Kick-off workshop / Workshop report Kisumu: Kick-off workshop / Workshop report Nairobi: Kick-off workshop / Workshop report Mombasa: Kick-off workshop / Workshop report Mozambique: Quelimane: Quelimane's 80th celebration week Maputo: Maputo Cycling Network Plan Matola: Tactical Urbanism Interventions / Matola Rwanda: Kigali: TOD Workshop
	Oc.2: Improved safety of road infrastructure.	2.1. Number of countries and municipalities that have taken road safety action to improve the safety of their road infrastructure.	5 countries and 10 municipalities that have taken legislative, enforcement, education or technology- related actions as a result of Fund support in December 2023.	7 countries and 12 municipalities that have taken legislative, enforcement, education or technology- related actions as a result of Fund support in December 2024.	Many actions were taken at national level, resulting in an impact of multiple municipalities at the national level. Some examples below: Ethiopia: Urban Street Design Manual Addis Ababa: Feedback geometric street design Bahir Dar: SUMP Guinea: TOR for the National Street Design Manual Kenya: Guidelines for SUMP preparation for Kenyan Cities Kisumu: Blockbyblock Mombasa: Technical Workshop in Mombasa Mozambique: Tactical urbanism Interventions in Matola and Quelimane Maputo: Maputo Cycle Network Plan review Rwanda: CBD Parking Strategy in Kigali
	Oc.3: Improved safety of vehicles.	3.1. Number of countries and municipalities that have taken road safety action to improve safety of vehicles admitted to traffic.	XX countries and XX municipalities that have taken legislative, enforcement, education or technology- related actions as a result of Fund support in December 2023.	XX countries and XX municipalities that have taken legislative, enforcement, education or technology- related actions as a result of Fund support in December 2024.	The project also supported two additional countries:
	Oc.4: Improved behaviour of road users.	4.1. Number of countries and municipalities that have taken road safety action to ensure lawful road user behaviour.	XX countries and XX municipalities that have taken legislative, enforcement, education or technology- related actions as a result of Fund support in December 2023	XX countries and XX municipalities that have taken legislative, enforcement, education or technology- related actions as a result of Fund support in December 2024	Does not apply
	Oc.5: Improved Post-Crash Care.	5.1. Number of countries and municipalities that have taken road safety action to improve post-crash response.	XX countries and XX municipalities that have taken legislative, enforcement, education or technology- related actions as a result of Fund support in December 2023.	XX countries and XX municipalities that have taken legislative, enforcement, education or technology- related actions as a result of Fund support in December 2024.	Does not apply
	Op.1.1: Improved capacities to develop a national plan for road safety and improve coordination.	1.1.1. Number of targeted countries and municipalities supported in developing road safety action plans.	5 countries and 10 municipalities supported in December 2023.	5 countries and 10 municipalities supported in December 2024.	The project has coordinated trainings at national level inviting experts from different municipalities to develop and review road safety policies and include them in their national development plans. So far, the programme has trained more than 600 experts in national plan development for Road Safety with a particular focus on child-friendly street design, which is one of the goals of the project. Some examples at national level are: Ethiopia: Ethiopia Road Saafety Association Training Guinea: Kick-off workshop meeting Kenya: Technical Workshop Mombassa Mozambique: Tactical Urbanism Interventions in Quelimane and Matola Rwanda: TOD Conference
		1.1.2. Number of targeted countries and municipalities supported in improving coordination related to road safety among designated authorities.	XX countries and XX municipalities supported in December 2023.	XX countries and XX municipalities supported in December 2024.	Please insert the MoV
	Op.1.2: Improved capacities in target countries to collect and monitor road safety data.	1.2.1. Number of targeted countries and municipalities supported in establishing a road safety data system.	4 countries and 10 municipalities supported in December 2023.	4 countries and 10 municipalities supported in December 2024.	The project has coordinated trainings at national and local level inviting experts from different municipalities to be trained in data collection. So far, the programme has trained more than 250 experts in data collection. Some examples at national level are: Ethiopia: Ethiopia Road Saafety Association Training Guinea: Kick-off workshop meeting Kenya: Data collection training Mozambique: Tactical Urbanism Interventions in Quelimane and Matola
	Op.2.1: Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable	2.1.1. Number of targeted countries and municipalities supported in developing safety standards for road design, construction, maintenance or signage that take into account safety of all road users – including children, persons with disabilities and/or older persons and women.	5 countries and 10 municipalities supported on legislative or related action in December 2023.	5 countries and 10 municipalities supported on legislative or related action in December 2024.	
		2.1.2. Number of targeted countries and municipalities supported in establishing road safety enforcement action to ensure road audits, assessment or inspection by qualified teams.	5 countries and 10 municipalities supported on enforcement action in December 2023.	5 countries and 10 municipalities supported on enforcement action in December 2024.	The project improved the capacities of national and local governments organising training and workshop for experts focused on vulnerable road users such as pedestrians and cyclists and with a special focus on child-friendly street design. The training included ligislative, enforcement, education-related and technology-related actions. Some examples at national level are: Ethiopia: Ethiopia Road Saafety Association Training Guinea: Kick-off workshop meeting Kenya: Technical Workshop Mombassa Mozambique: Tactical Urbanism Interventions in Quelimane and Matola
		2.1.3. Number of countries and municipalities supported in implementing road safety educational awareness raiseine or trainline in support of safe	5 countries and 10 municipalities supported on education- related action in December 2023.	5 countries and 10 municipalities supported on education- related action in December 2024.	

4. Project contribution to UNRSF priorities

Please explain if the project contributes to one or both of the following two UNRSF strategic priorities:

4.1 *Provide support, at country or city levels, to identify and unlock sources of general or targeted road safety financing, e.g. national investment case, financing round tables, budget reallocation dialogues, support to incubators or accelerators, etc.*

The project was linked to the Africa Network for Walking and Cycling, which was established by UNEP in 2020 with UN-Habitat and ITDP as strong partners. This served as a platform for dissemination and replication for the project. All mentioned partners have a mandate to work on Active Mobility in Africa beyond the scope of the project and can utilize lessons learnt for future country and city engagements on road safety, including collaboration with International Financial Institutions such as the African Development Bank which will help to scale safe NMT infrastructure across the continent.

4.2 *Provide support, at country or city levels, to implement recommendations by the 2023 Global Status Report on Road Safety, focused on implementing legal instruments and standards, e.g. implementation of standards, standardized toolkits, laws.*

The project supported the development of seven national and local NMT policies and strategies, including budgetary commitments for safe infrastructure, resulting in several countries and cities initiating NMT policy preparations. Additionally, the project assisted in the development of 5 street design standards, fostering consistency and promoting safer and more inclusive urban environments, and trained over 300 officials in the field of data collection and reporting.

5. Project Story

Stories engage and create a narrative around the impact of the project in people's minds. They showcase the role of UNRSF and project implementing partners in driving change on the ground. Please insert the draft story here or as an attachment to the report.

5.1 Structure of the story

- *Reference the problem: what was the status quo and why did this need to change?*
- *Provide easy to understand context about the negative impact on people's lives.*
- *Showcase the actions: what steps were taken to begin to do things differently? how were things done differently and why is that important?*
- *Set out clearly what the project did relating to the key outcomes and who was involved.*
- *Present the results: who has benefitted now and how did this resolved the problem? The problem may not be entirely resolved, so please explain any net benefit(s) from the actions taken towards resolving the problem that would not otherwise be the case.*

Storytelling checklist:

- *Keep content accurate, brief and clear*
- *Check all facts, figures and references*
- *Use beneficiary voices and testimonials, including a quote from a project beneficiary/stakeholder to capture the project impact*

A delegation from UNRSF came to Kenya in October 2023 for the production of the Moments2live4 campaign. With the support of UN-Habitat and UNEP teams, the UNRSF delegation created the content for their annual campaign. The [final video](#) was released during November 2023 and is available on Youtube and the UNRSF website.

5.2 Photos: *please provide as separate attachments good high-resolution project photos, ([guidelines on p.37 UNRSF Comms Action Plan](#)).*

Pictures of project activities have been provided along with activities reports, and other files.

5.3 Project communications products: *please share links/attachments to project communications over the reporting period e.g. media articles, project flyers/brochures*

Type	Description	Link (if available)
Campaign	Moments2live4 video	https://www.youtube.com/watch?v=sWIRqAgqwwY&embeds_referring_euri=https%3A%2F%2Froadsafetyfund.un.org%2F&source_ve_path=OTY3MTQ&feature=emb_imp_woyt
Article	Urban Mobility Week in Conakry	https://m.facebook.com/photo.php/?photo_id=655656026737835
News	Nairobi Agreement of Cooperation	https://www.linkedin.com/feed/update/urn:li:activity:7142410140586074113?updateEntityUrn=urn%3A%3Afs_feedUpdate%3A%28V2%2Curn%3A%3Aactivity%3A7142410140586074113%29
Initiative launch	Nairobi River Regeneration	https://unhabitat.org/news/24-feb-2023/kenyan-president-launches-nairobi-rivers-commission#:~:text=24%20February%202023%2E%80%94President%20William,Sun%20status%20of%20the%20yore
News	Inauguration Public Space Maputo	https://www.facebook.com/story.php?story_fbid=758352946334437&id=100064792159290&mibextid=WC7FNe
Posts	New Public Space inaugurated in Maputo	https://www.facebook.com/story.php?story_fbid=pfbid0CLxFOkSLHBibUe93iRCQff27tx5YexbKbqteoi8N3APUJcSLYFQf4kd1ZM5aV6R5l&id=100064300527212&paipv=0&eav=AfYcT_xLLIV17Ahek9IefidzM-qR0xoG5mH99M9IeJE8DN2I9-LpoXVXqjN_haGogL8&_rdr
Tweet	Successful project KOM	https://twitter.com/UNHABITAT/status/1502166296158371847?s=20
Video	Reclaiming streets for walking and cycling in Kisumu	https://youtu.be/B-w9NYGfWSA
Web story	Kigali Forum supports safe walking and cycling in Africa	https://www.fiafoundation.org/news/kigali-forum-supports-safe-walking-and-cycling-in-africa
Web story	Rwanda hosts the “Africa Regional Forum for Action – Inclusive & Active Mobility in a Changing Climate “	https://gggi.org/rwanda-hosts-the-africa-regional-forum-for-action-inclusive-active-mobility-in-a-changing-climate/
Web story	UN-Habitat Partners with The City of Quelimane to Reclaim Streets for Pedestrians And Cyclists	https://unhabitat.org/news/31-aug-2022/un-habitat-partners-with-the-city-of-quelimane-to-reclaim-streets-for-pedestrians
Web story	Five Years Promoting Sustainable and Safer Mobility in Maputo Metropolitan Area	https://unhabitat.org/news/18-jan-2023/five-years-promoting-sustainable-and-safer-mobility-in-maputo-metropolitan-area
Web article	Segurança Rodoviária: Uma Solução Duradoura para o Bem-	https://mozambique.un.org/pt/215739-seguranca-rodoviaria-uma-solucao-duradoura-paras-o-bem-estar-das-criancas-e-recuperacao

	Estar das Crianças e Recuperação Económica	
Campaign	#moments2live4	Video campaign on UN-Habitat Mozambique Facebook and Twitter page: https://m.facebook.com/unhabitatmocambique/videos/enfrentamos-uma-crise-de-sa%C3%BAde-global-se-a-cada-24-segundos-uma-vida-se-perde-po/702169024618427/?_rdr
Tweet	Urban Pathways Tweet on Minecraft workshop	https://twitter.com/urban_pathways/status/1524293059332263936?s=20
Web story	Kisumu communities co-design safer, greener and more inclusive streets and public space using Minecraft	http://www.urban-pathways.org/minecraft_2022.html
Web story	Nairobi is celebrating its “Streets of the Future” during Urban October	http://www.urban-pathways.org/streets-of-the-future.html
Press Release	Better infrastructure and policies can protect a billion African pedestrians and cyclists	https://www.unep.org/news-and-stories/press-release/better-infrastructure-and-policies-can-protect-billion-african
Tweet	Matola intervention	https://twitter.com/UNHabitatMoz/status/1616103195960348676?s=20
Report	Reference to the role of the fund in supporting the development of safe infrastructure	https://unhabitat.org/sites/default/files/2022/07/walking_and_cycling_in_africa.pdf
Tweet	Conakry Project Launch	https://twitter.com/ITDPAfrica/status/1601216790578634752?s=20
News article	Conakry : présentation du projet « réappropriation des rues pour les piétons et les cyclistes en Guinée »	https://guineematin.com/2022/11/30/conakry-presentation-du-projet-reappropriation-des-rues-pour-les-pietons-et-les-cyclistes-en-guinee/
News article	Guinée : le directeur de l’AGUISER, Thierno Barry, préside l’atelier de présentation du projet Sécurité routière	https://guineenews.org/guinee-le-directeur-de-laguiser-thierno-barry-preside-latelier-de-presentation-du-projet-securite-routiere/
News article	Announcement the Road Safety Strategy plans to allocate budget to road safety activities up to 2030	https://www.ssatp.org/news-events/road-safety-action-plans-and-strategies-cameroon-ethiopia-and-zambia https://www.wri.org/outcomes/ethiopia-saves-hundreds-lives-improving-road-safety#:~:text=WRI%20Ethiopia's%20work%20advising%20the,taking%20a%20Safe%20System%20approach

5.4 Project quote cards

The UNRSF Annual Report will include quotes cards from project beneficiaries. Please kindly provide at least one quote from a national beneficiary, including quote, name, title and organization.

“Safety improvements were needed for all road users in Kenya because of the rising fatalities, sometime 3-5% every year. In Nairobi, 60-70% of these fatalities involve pedestrians. The Reclaiming Street project is helping us tackle this challenge”

Moises Ndiritu Kuiyaki, Transport Director, Nairobi City County Government (NCCG)

6. Project Evaluations conclusions¹⁵

Report on the project evaluation conducted and its conclusion related to project achievements, including contributions to the overall impacts of the Fund and pursuant to the Project M & E Framework.

Evaluation is currently being done by an external evaluator and will be provided with the closing reporting

7. Project Sustainability and Exit

Report on final activities and phase-out arrangements put in place with local stakeholders to ensure transition and promote continued benefits and impact of the project.

8. Resources and leveraging

Provide any information on financial management, procurement and human resources.

Has the UNRSF grants received had a catalytic effect with respect to:

- 1. Increased commitment of senior management (mention in speeches, bilateral meetings with governments/corporations; road safety as strategic or operational organization priority; participation in road safety committees, etc)*
- 2. Increased allocation of staff or other resources (on top of UNRSF grants) to strengthen the organization's capacity to support governments*
- 3. Securing additional financing or technical expertise to complement the projects funded by UNRSF grants (including co-financing or using resources from projects on other topics to support road safety objectives)*
- 4. Using UNRSF grants to build a case for larger investments by the government (eg producing investment case or using project to secure bank loans, etc)*

The project has made use of co-financing from the IKI Growing Smarter Initiative and collaborated with other UNRSF-funded project, such as ACROS and Safer Road Users in Nigeria, to scale up activities.

¹⁵ Requirement under the UNRSF Operational Manual, p.10: Each PUNO shall conduct and/or commission evaluations of project achievements, including contributions to the overall impacts of the Fund pursuant to the Project M & E Framework. Such evaluations shall form a part of the reporting required.