




UNRSTF/Call for Proposals/ Pilot Project 2018

I. PROJECT PROPOSAL COVER PAGE

Project Title:	Capacity development on child-responsive urban planning and sustainable urban transportation to enhance road safety
Project Reference #:	[to be assigned by MPTF Office]
Requesting Agency:	UNICEF
Amount Requested:	197 694.00 \$
Project Type:	New project
Project Duration:	1 year(s) 0 month(s)
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	Date: 1 April 2019

UNICEF Pilot project proposal

Project Title	Capacity development on child-responsive urban planning and sustainable urban transportation to enhance road safety
Participating Organisation	UNICEF
Project Manager	coordination UNICEF HQ: Thomas George, Senior Advisor Urban, tgeorge@unicef.org ; Jens Aerts, Urban Planning Specialist, jaerts@unicef.org
Start and End Dates	1 Jan 2019 – 31 Dec 2019
Budget	USD 197,694
Beneficiary Countries	Paraguay, Philippines, South-Africa
Cooperating Entities	International Society of City and Regional Planners (ISOCARP) Technical partners from the Child Health Initiative (TBC)

1. Country demand for road safety and target countries

This section should highlight the demand for the project and the rationale for country selection. Beneficiary countries should be member States of the United Nations with high fatality rates or high fatality numbers. They should be actively working to improve road safety through implementing national road safety strategy, action plan and/or recommendations of a performance review, unless the objective of the project is to develop a national strategy/action plan or performance review for road safety. Evidence on commitment to road safety by the government at an appropriate level should be provided.

Three beneficiary countries have been selected, for which **capacity development** will be organized, along with developing **policy recommendations** and implementing **on-site interventions**, that will feed into structural improvement of Road Safety Management in every country.

These countries have been selected in coordination with the UNICEF Country Offices, based on the following criteria:

- High fatality rates in Road Traffic
- Weak urban planning systems on subnational and national level to address urbanization challenges
- Existing commitment of the government on Road Safety
- Prepared engagement by UNICEF Country to work on child-responsive urban planning (preparation of Urban Programs or Child friendly Cities Initiative) and Road Safety for Children (through the Child road Traffic Injuries Prevention CRTIP programme)

The three countries are situated in three different regions, which shows the potential of replication in the same region.



Paraguay

Paraguay has an increasing urban population (59,7% in 2015). Compared with the average urban population in South-America (80,9%), Paraguay will urbanise on a higher scale than other South-American countries (increase 105% in 2015-2025 compared with average 102%).

In Paraguay, traffic accidents, and particularly injuries related to traffic accidents, have increased in the last 5 years, signalling a public health problem for the country, particularly among adolescents. Morbidity due to RTI is increasing, where the most-affected group comprises adolescents and young people aged 15 to 29.¹ Injuries caused by traffic increased every year, in 2016 more than 11,000 children under 19 years of age were injured.

Paraguay is now the country with most adolescents' deaths in the Latin-America Caribbean region due to traffic related accidents.

The authorities, government agencies and civil society's organizations in the country have initiated measures to address the problem of road safety since 2008. For more information see the country profile at the WHO web-site.²

A National Road Safety Coordinating Committee was set up to work on the development of the National Road Safety Plan 2013-2018 and on the preparation of the Traffic and Road Safety Law, which was enacted in 2014. This regulatory framework creates the National Agency of Traffic and Road Safety that is currently the leading institutions in these matters. The country promoted a series of awareness campaigns for road users and other actions to improve road infrastructure in school environments. Currently, **the National Traffic and Road Safety Agency has initiated the process for the revision and renewal of the National Road Safety Plan 2019-2024.**

¹ Observatorio Vial - Agencia Nacional de Tránsito y Seguridad Vial (Road Observatory - National Traffic and Road Safety Agency Paraguay).

² www.who.int/violence_injury_prevention/road_safety_status/2015/country_profiles/Paraguay.pdf?ua=1

UNICEF Paraguay supports the Municipality of Asunción and the Ministry of Education and Science for the implementation of the road safety project in school environments since 2017, as part of **UNICEF's global CRTIP program**. The Paraguay CRTIP program will inform the new National Road Safety Plan.

In the last 3 years, the authorities of traffic and road safety initiated a series of conversations to analyse the measures implemented to reduce traffic injuries. Indeed, there is now a **growing awareness of the authorities on the need to create urban spaces adapted to children with the safe system approach**.

Regarding the institutional partner, **UNICEF Paraguay has signed an agreement with the National Traffic and Road Safety Agency (ANTSV), see agreement attached**. This agreement provides the basis to improve measures and actions to prevent road injuries of children and adolescents countrywide. The Vice Minister of the ANTSV, the Minister of Education and the Presidency spokesman—Minister that coordinates emblematic programs for the presidency, are key policy makers supporting this agreement. The agreement reflects the need to incorporate the Vision Zero approach to all measures, as well as the importance to prioritize the design and implementation of plans to improve safety, autonomy and clean air for the mobility of children and adolescents from an inclusive perspective.

For the current proposal, the ANTSV expressed its **commitment to strengthening the capacities of urban planners and designers, students and authorities to implement the proposed plan and objectives within the short, medium and long term**. The Ministry of Public Works and Communications, the Vice Ministry of Transport, the Ministry of Education and the municipalities, as well as all the institutions responsible for the Pillar "Safe Roads" and "Safe Users", are part of the ANTSV Council (see annexe 1 commitment ANTSV).

Regarding the academic partner, the **Universidad Nacional de Asuncion (UNA)** with its Department in Engineering has expressed its engagement to host the training sessions and to provide professors to be trained for the capacity development modules described below. Facilitated by UNICEF Paraguay, ANTSV will sign a MOU with UNA in order to ensure structural integration of child-responsive urban planning in the curriculum of university programs.

Regarding the local government partner, UNICEF will sign a MOU with the **City of Asuncion**, to ensure facilitation and support for the on-site interventions that are subject of the capacity development training.

Philippines

Philippine population is 101.6 million, making it the twelfth most populous country in the world, with 48% of the population living in urban areas. Of this total population, 40% are under the age of 18 years. By 2050, the Philippine population is projected to reach 148 million, with 56% of total population living in urban areas. **While Metro Manila is one of the world's megacities, the fastest urban growth is in secondary cities.**

The economy of the Philippines, a lower middle-income country, has shown rapid growth in recent years, and is the tenth fastest growing economy in the world. The Philippine Development Plan, 2017-2023 and the 10 Point Socio-economic Agenda of the Philippine government includes the strategy of accelerating annual infrastructure spending to account for 5% of GDP (US\$ 292,5 billion GDP in 2015), with Public-Private Partnerships playing a key role. This is expected to translate to more railways, urban mass transports; more roads and bridges; and, in theory, new and better cities.

Data on road traffic injuries in children in the Philippines suffer from **weak data systems** with very poor coordination and data sharing among relevant government agencies (Department of Health and Transportation, the police and the national statistics authority). WHO data from 2013 shows an annual road fatality of 10,379 with a road traffic mortality rate of 10.5 per 100,000 population in the Philippines (WHO 2015). The Philippine Statistics Authority reports an **increasing trend of road crash related deaths** with a 45.76% increase from 2006 (6,869) to 2015 (10,012). Furthermore, a generally increasing trend on number of road crash victims among those below 19 years old is observed (Sy 2017). Meanwhile, latest data (Q2 2017) from the DOH reveals that majority of total reported injury cases among 0 - 19 years old is unintentional at around 86.3% in which transport/vehicular crash ranked as the number one external cause of injury comprising 24.5%. There is a strong male bias at 66.1% with 15-19 year old age group as the most affected (DOH 2017). See for more information the country profile at the WHO web-site.³

The Road Safety Management Group of the Department of Transportation (DOTr) is the lead agency in implementing road safety in the Philippines. The Philippine Road Safety Action Plan (PRSAP) 2011 – 2020 was updated and enhanced to **PRSAP 2017 – 2022** to align with the Philippine Development Plan 2017 – 2022 and 2030 SDGs. Amongst others, it mentions the “Safe System Approach” and aims for a “Philippine society with zero deaths on the road by 2022”.

The **current Philippine Health Agenda 2016-2022** also recognizes the growing burden of road traffic injuries and includes programming to address this issue under “diseases of rapid urbanization and industrialization.” The safe systems approach of the Philippine Road Safety Action Plan 2011-2020 clearly underscores the need for multi-sectoral action.

Regarding the institutional partner, the Philippine Department of Health (DOH) is the focal agency in the planning and coordination of an integrated child injury prevention program. In 2006, Administrative Order (AO) 2006-0016, or the National Policy and Strategic Framework on Child Injury Prevention (CIP), was formulated to serve as a component of the overall framework of a National Violence and Injury Prevention Program (VIPP). In 2014, the Revised National Policy on Violence and Injury Prevention (AO 2014-0002) was issued to serve as the overarching Administrative Order of different policies concerning violence and injuries and shall include the service delivery mechanism and the well-defined roles and responsibilities of the Department of Health and other major players. The program aims to reduce mortality, morbidity and disability due to the following intentional and unintentional injuries, including road traffic injuries.

UNICEF Philippines joined the **UNICEF’s global CRTIP program** in 2017 and is currently implementing a 3-year project on Child Road Traffic Injury Prevention that focuses on safe passages to schools, for the period 2018-2020. The project aims to demonstrate models of improved road safety and a safe journey to school for children in three urban programme areas to input to national policy for nationwide scale-up.

For the current proposal, UNICEF Philippines will focus on ‘**Adapting urban planning and budgeting for children living in urban settings, particularly the most disadvantaged**’. In line with the general direction to engage in upstream work and strengthen institutions, and in the context of a devolved system of government, UNICEF Philippines CO sees an opportunity to depart from the traditional UNICEF approach of focusing on social services, but rather on physical urban planning and use of spaces, through capacity development of urban planners through the academic partnership.

Regarding the academic partner, the University of the Philippines (UP) Diliman is currently

³ www.who.int/violence_injury_prevention/road_safety_status/2015/country_profiles/Philippines.pdf?ua=1

the only school that offers a degree on urban planning and regional development in the Philippines. UNICEF is establishing a **partnership with UP to adapt its urban planning curriculum in the department of urban and regional planning (UP-SURP) to integrate child rights and principles, and subsequently work with the Housing and Urban Development Coordinating Council (HUDCC) to integrate child rights in their accreditation guidelines for urban developers in the design of new communities.**

Feasibility-wise, the work with UP may be the low-hanging fruit, since UNICEF had done a course on child rights in their open online courses based on the CRC, but not tied to urban planning. The work with HUDCC may take a whole country program cycle, but, using UP to influence HUDCC may gain traction since the HUDCC takes much of its guidance from the UP School of Urban and Regional Planning. Other relevant agencies to engage in child-responsive urban planning and sustainable urban transportation include the Metro Manila Development Authority and the Philippines Commission for the Urban Poor for application of the courses.

Regarding the local government partner, UNICEF will sign a MOU with **Zamboanga City**, to ensure facilitation and support for the on-site interventions that are subject of the capacity development training.

South-Africa

Because of the spatial legacy for apartheid and colonialism in South Africa many of the urban poor continues to live on the outskirts of cities, far from amenities and opportunities. The urbanization and the rate of urbanization in South Africa is particularly interesting, as it remains **one of Africa's most urbanized countries**. Currently, 62% or nearly two-thirds of South Africa's population of 50 million lives in urban areas, which as aforementioned with the definition of urbanization, leads us to appreciate 62% as urbanization in South Africa.

South Africa has made strides in reducing road crash fatalities since their peak in 2006. However, numbers still remain relatively high at 26 deaths per 100 000 inhabitants.

Pedestrians and children are particularly affected. In South Africa, about 20% of children nationally use public transport - taxis, buses and trains - to get to school. Most of them, about 1.5 million (13%), catch taxis, 650,000 (5%) travel by bus and 70,000 (1%) ride on trains – compared with the 8.5-million children who walk to school⁴. This means that nearly 70% of children walk to school. Those who live in rural areas are understandably more likely to walk than those in urban areas or in the eight metro municipalities.

In 2015, UNICEF SA supported the Department of Basic Education to host its first National Learner Road Safety Seminar (NLRSS) which was a multi-stakeholder consultative meeting led by the Department of Basic Education in collaboration with UNICEF. The purpose to host a learner safety summit was as a result of an increase in accidents in which schoolchildren died or were seriously injured on their way to or from school.

Regarding the institutional partner, UNICEF South Africa has joined **UNICEF's global CRTIP program** and has been working very closely with the Department of Basic Education as the lead department but also ensuring close collaboration with the Department of Transport, South African National Roads Agency Limited (SANRAL); Road Traffic Management Cooperation (RTMC); University of Cape Town is willing to come on board Discovery Insure; Fire & Rescue Services; South African Policy Services, Global Road Safety Partnership, Road Accident Fund, etc. Engaging with those stakeholders

⁴ Stats SA 2014

throughout the life of the project has been significantly key in order to guide the outcome of the project outputs. Amongst the others it has assisted to develop a strong network of key informants that have contributed as part of the research team on:

- National research and secondary analysis of existing data sources on child road injuries in SA. This report is intended to assist the country to have a better understanding of the situation so that we can begin to craft interventions that are informed by current evidence and need.
- National review of existing policies and identifying key policy gaps in relation to safety of children. The intention is to develop and implement national advocacy strategy on prevention of child road injuries.

The Department of Basic Education is also keen on creating Safer School Zones to reduce child road injuries on the way to and from school and continue with the Safe Travel to School (STS). The STS project targets school transport drivers, aiming to change their driving behavior, raise road safety awareness and knowledge and offer incentives to those who comply with traffic laws and improve their driving.

Regarding the academic partner, the **Centre of Transport studies at the University of Capetown (UCT)** will host the training described below and is willing also to facilitate that other cities like Johannesburg and eThekweni (Durban) can participate in the training. UNICEF and UCT will sign a letter of engagement soon.

2. Context with national road safety system

This Section should name the missing or weak elements in the National Road Safety System of a target country/countries in accordance with the Global Framework Plan of Action for Road Safety of the United Nations Road Safety Trust Fund (UNRSTF/AB/2018(1)/4-UNRSTF/SC/2018(1)/4). It should outline the principle challenges and underlying issues of the missing or weak elements that the project attempts to address. Lack of a strategy, action plan and/or performance review for road safety by a target country can be also considered as a relevant challenge.

The project focuses on the **Safe Road pillar – Education** area, in order to address other weak elements in Road Safety that exist in the three countries, representative for most of developing countries:

- The weak Safe Road pillar, in particular from a children's health and safety perspective
 - a. **Road crashes** are the leading cause of death for adolescents ⁵
 - b. **Outdoor air pollution**, to which traffic is a significant contributor in cities kills more than 127,000 children under the age of five each year.⁶
 - c. **Poor walkability**, leading to a decrease of physical activity which is a major risk factor for the rise in obesity and a range of other non-communicable diseases (NCDs) amongst children.
- The weak Safe User pillar, leading to a **decrease of children's independent mobility** and the **adoption of unsustainable behaviours** in terms of transportation, that risk to be maintained during their whole life.
- The weak Road Safety Management bridging pillar, that reduces the impact of Road Safety policies if there is **no coordination with land use planning, sustainable transportation policies** (horizontal management) and **local capacities development** on the municipal level (vertical management).

⁵ Global Health Estimates 2015: Deaths by Cause, Age, Sex, by Country and by Region, 2000-2015. Geneva, World Health Organization; 2016.

⁶ United Nations Children's Fund, Clear the Air for Children, UNICEF, New York, 2016

v Pillar	Area >	Legislation	Enforcement	Education	Technology	International Regulatory Support
1. Road Safety Management						
<i>Lack of urban planning</i>						
<i>Unsustainable transportation policies</i>						
<i>Weak local capacities on municipal level</i>						
2. Safe user						
<i>Children's low independent mobility</i>						
<i>Unsustainable behaviour and transportation choices</i>						
3. Safe vehicle						
4. Safe Road						
<i>High rates of road crashes</i>						
<i>Outdoor air pollution</i>						
<i>Poor walkability</i>						
5. Effective post-crash response						

Figure: weak elements due to lack of urban planning, transportation planning and capacity

This lack of education in and capacity to plan and design safe cities and roads make children particularly vulnerable, as the types of risks mentioned reflect the **rapid deterioration of the urban environment in which children live** and **the decreasing capacity of children to adopt healthy and safe behaviours**. In their daily life pattern this means that children undertake unsafe and unhealthy journeys to school and are deprived from their right to independent mobility and their chance to adopt sustainable transportation uses that focus on walking, cycling and public transit.

Although there is a **growing awareness that urban planning and the design of road infrastructure is key**, several recent reports highlight that, in particular in developing countries that undergo fast urbanization, there is a lack of urban planning capacity at both national and sub-national level to address the scale, pace and complexity of urbanization.⁷ There might be urban planners and transportation engineers working in national governments and some large cities, but they have limited capacity in people-centred sustainable transportation planning and road safety management for children as they deal mostly with the infrastructural component of car-oriented infrastructure.

Regarding policy and planning instruments, national and city governments, this lack of urban planning capacities translates in the absence of

- urban planning and design norms, standards, regulations that ensure children to have a safe and clean journey to school (Safe Road Pillar in the Global Framework Plan of Action on Road Safety).
- child-focused impact assessments and children's participation in the design, planning and management of road infrastructure, thereby losing the opportunity to raise awareness and sensitize communities on the importance of and the possibility towards sustainable transportation and access to safe roads (Safe User Pillar in the Global Framework Plan of Action on Road Safety).

⁷ United Nations Educational, Scientific and Cultural Organization, Global Education Monitoring Report, UNESCO, Paris, 2016. Commonwealth Associations of Planners, Survey of the Planning Profession in the Commonwealth, 2018.

3. Objective

This section should explain what the project is intended to achieve in relation to the missing or weak elements in the National Road Safety System.

The project is aimed to **develop capacity in child-responsive urban planning, with a particular focus on developing and improving transportation systems. This is one of the 10 key principles on children’s rights and urban planning that calls on cities** to “develop active transportation and public transit systems and ensure independent mobility for children and their community, so they have equal and safe access to all services and opportunities in their city.”⁸



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

The project is also aligned with the overall strengthening of the bridging pillar 1. ‘Road Safety Management’:

- **a better coordination of Road Safety with other country priorities and policies especially with land use planning and mobility policies.**
In many countries, high road safety awareness has led to the foundation of dedicated Road Safety Agencies and commissions, as well as reservation of public funding for road safety investments to reach SDG 3.6.⁹ However, such decisions are often made in reaction to existing situations, when the road infrastructure already had been planned and built but high concentration of crashes occurs. Therefore, it is logic to emphasize the importance of planning ‘upstream’, in order to plan urban environments with a high degree of walkability and connectivity, as well to build child-responsive streets that are not only thought from the perspective of transportation and cars (SDG 11.2 and SDG 11.3)¹⁰. This upstream work is important, as many infrastructure investments, financed by external, national or municipal financing, are not conditioned explicitly by a distribution key between investments for car-related and pedestrian infrastructure, neither are they assessed properly from the perspective of children and other disadvantaged users.

- **prioritize non-motorized transport and public transportation in national/sub-national policy (planning and financing).**
Many national and local governments invest disproportionately in car-oriented infrastructure, in terms of financing, planning and the detailed design of transportation infrastructure. Often roads do not have any walkways, bike paths,

⁸ United Nations Children’s Fund, Shaping urbanisation for children, a handbook on child-responsive urban planning, UNICEF, New York, 2018.

⁹ Sustainable Development Goals, target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents

¹⁰ Sustainable Development Goals, 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 ; Sustainable Development Goals, target 11.3:By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries.

streetlights for pedestrians or crossings. Also, literature shows that transportation policies that support fossil-fueled transportation induce ambient air pollution in street canyons, increasing the threat of respiratory disease and cancer.

- **translate and integrate Road Safety programs on a city-based level**, acknowledging that a main part of the road and transportation infrastructure is managed by local authorities and that the financing, design and management of road space is closely related with other local competencies, such as the provision of public space, municipal schools and other amenities. This means that local communities can engage in implementation (place-making) and those implementation projects are an opportunity to raise awareness and to adopt sustainable behavior.

There are two target audiences with each an adapted capacity development module:

- **student urban planners and transportation planners, that are currently trained in a higher education program.** Provision of training in a basic module on child-responsive urban planning in their curriculum
 - increases their awareness and technical capacity in future professional practice
 - prepares for engagement by the Ministry of Education to include child-responsive urban planning as a mandatory course in higher education programs for urban planners and transportation planners
- **professionals in urban planning, transportation planning or affiliated partner organizations that play key roles in the planning, construction and management of safe roads.** Providing them a professional/advanced learning module in a multidisciplinary workshop setting in a specific context
 - allows them to translate the training in their daily practice immediately after the workshop
 - prepares for results in the areas of legislation, enforcement, education and technology as described below, in order to sustain accomplishment after the project in a structural way.As part of the training module, every trained professional should draft an Action Plan that defines minimum one engagement in a specific Area/Pillar.

4. Expected accomplishments and sustainability

This section should describe expected road safety accomplishments that should occur as a result of the project activities. They should be specific enough to be measured by indicators of achievement. Information should be provided how the accomplishments will be sustained after the project. More specifically, this section should explain: (a) how the project accomplishments will support/lead to strengthening the National Road Safety System of target country/countries by eliminating a missing element or improving a weak element, and (b) how they will contribute to the reduction of traffic fatalities and injuries of target country/countries in short, medium and long term after the project.

a) The project accomplishments will lead to strengthening the National Road Safety System, by developing the capacity of the two audiences described above.

The project contains the development and delivery of a training package, a training of trainers that continue further training by themselves in the future, and the support to a first cycle of learning modules to be achieved.

The capacity development modules provide the participants with:

- **a general understanding of Road Safety, in particular Child Road Traffic Injuries** (evidence, complexity causality and solutions, frameworks, good practice)
- **a general understanding of child-responsive urban planning** (sustainable city

- planning, transportation planning, children’s participation, evidence collection)
- **a practical toolbox with child-responsive urban planning instruments** to make a SitAns, to formulate area-based solutions, to draft an action plan and to engage with children and communities in raising awareness, co-production and behavioral change.
- **a realistic simulation experience in a specific context, on a specific urban site.** This can be a role-play exercise or the in-depth review (and visit on site) of a best practice. An on-site intervention has to be prepared, designed, justified and budgeted.
- **for the module for advanced learning:** mentor support in drafting an Action Plan for the individual participant to use in daily professional practice (representing an institution that can improve urban planning policy or practice).

v Pillar	Area >	Legislation	Enforcement	Education	Technology	International Regulatory Support	
	1. Road Safety Management	<i>Better coordination between Road Safety, Urban Planning, Transport Priority of non-motorized transport and public transit (planning and financing) Integration of Road Safety programs in city level</i>					
	2. Safe user	<i>Children's participation in planning and design</i>	<i>Policing and safety checks on walkability of roads</i>	<i>Public outreach experiences through co-production interventions</i>	<i>Open data dashboard on hot spots</i>		
	3. Safe vehicle						
	4. Safe Road	<i>Norms, standards, guidelines, land use on pedestrian infrastructure and school zones</i>	<i>Child-specific road safety audits in planning, building and management</i>	Capacity development <i>urban planners, transportation planners, cities</i>	<i>Traffic calming equipment and technology like street lighting</i>		
	5. Effective post-crash response						

Figure: Expected accomplishments and strengthening of the National Road Safety System

b) The capacity development training is only accessible for participants that ensure commitment by themselves or the institutions they represent in engaging in Road Safety for children after the training:

- Participating students of the basic urban planning are selected based on an application that has to show their ambition in a future professional environment.
- The participating universities and Ministry of Education must engage to embed a basic module of child-responsive urban planning in the future curriculum for urban planners and transportation planners.
- The participants of the advanced capacity development training on child-responsive urban planning will be selected based on the commitment of the institution they represent in further actions (practitioner’s office, national and local agencies, NGOs).
- The exercise to draft an individual action plan during the capacity development training will lead to input for change in the institution with which the participant is affiliated with, with various possible angles:

1. in the Safe Users Pillar

offering independent mobility solutions for children and empowering children and their communities to engage in co-producing solutions, to adopt sustainable

behaviours and to raise awareness of the problems and solutions around Road Safety, this by concrete actions in the following areas

- Area Legislation:
Mandatory children's public participation in planning and design phase of mobility plans and road infrastructure;
- Area Enforcement:
Mandatory walkability and school zone safety checks with communities and children;
Road safety policing including the prevention of vehicles and commercial activities to appropriate public spaces for pedestrians and cyclists;
- Area Education
Plan, design and co-produce public outreach experiences through temporary and/or low-cost street closure and intersection redesigns, to develop community awareness of the benefits of road safety interventions. This intervention is budgeted in the project to be implemented after the course;
Learn to undertake self-assessments to analyze walkability and safety of road networks;
- Area Technology
Develop an open data observatory (dashboard) with quantitative and qualitative data on road safety (hotspots)

2. in the Safe Road Pillar

offering a healthy and safe transportation network for children in their neighborhoods, by actions in the following areas

- Area Legislation
Norms and standards for infrastructure for non-motorized traffic, residential and school zones; Design guidelines for car-low streets for kids and safe school zones;
Walk and bike routes in land use plans;
- Area Enforcement
Conduct child-specific road safety audit in planning, building and management
- Area Education
Integrate child-responsive urban planning as a mandatory course in urban planning
- Area Technology
Traffic calming equipment and technology that improves visibility like street lighting at pedestrian crossings;

Short, medium, long term results

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

- **short-term (included in this project)**
Training key experts and student urban planners, that will be key in future adoption of legislation, planning and design of transportation infrastructure, community engagement.
Pilot one example of on-site intervention at hot spot that is representative for a larger set of locations with road safety issues, to showcase that change is possible, through community awareness
- mid-term
Policy action in one or more of the other areas of pillar Safe Users and Safe Roads, as illustrated in the scheme
Expand on-site interventions to all hot-spots in terms of Road Safety
- long-term

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

5. Indicators of achievement

This section should define indicators of achievement as measures used to determine the extent to which the stated expected accomplishments for road safety have been achieved.

Indicators on the achievement of the project itself (in one-year cycle):

- Number of Master trainers trained in the Training of Trainers Program
- Number of urban planning students that have been enrolled in the basic academic module, and that are empowered to use the gained knowledge in future practice
- Number of professionals (government officials, practitioners) trained in the advanced learning module, in using tools and guidance in their current practice
- Number of drafted action plans during the training by individual participants
- Number of implemented on-site interventions, prepared during the advanced learning module

Indicators on the impact of the project, to be followed up after the project

- Number of Academic institutions that embed the training in their basic curriculum in urban planning
- Number of modules/courses in child-responsive urban planning in participating Academic Institutions, derived from the course material offered through the Training of Trainers programme
- Number of national governments, city governments and urban stakeholders that engage structurally in the urban policy recommendations elaborated in the Action Plans drafted during the course/ advanced module for professional training.
- Number of Action Plan items followed up by responsible stakeholders, per participating country

6. Main activities

This section should describe the activities of the project that have to be taken to achieve the expected accomplishments for road safety of the projects. Timeframes for activities should also be provided. The project maximum duration should not exceed 12 months.

Proposed specific activities of the capacity development training:

- **Development of the course material** for the two capacity development modules by an international urban planning consultant that has been involved in the Child Health Initiative and the preparation of handbooks on child-responsive urban planning. The course material will have a theoretical part, but also contain tools in evidence-based approaches, and give guidance for a practical simulation exercise of assessing, planning and designing in an area-specific context.
- **Identification of the academic partner** in every country, that can co-host the basic module and ensure participation of students in urban planning.
- **Identification of the institutional partners on national and local level** in every country, that can co-host the advanced learning module and ensure participation of professionals that have key responsibilities in urban planning, transportation planning, road safety, ...
The institutional partner also has to be able to support the simulation exercise (roll-play or in depth good practice review). This can be for example a school zone.
- Selection of the trainers to be trained in every country, mostly affiliated with the academic partner or the institutional partners

- The **delivery of the capacity development modules in a training of trainer session in every country.**
- The **capacity development by the trained trainers in every country.** Three countries. Two modules. Some parts of the 2 different modules can be combined (e.g. general understanding Road Safety and Urban Planning).

The engagement towards the implementation of the Action Plans, which have been drafted during the advanced training module, could be announced during Road Safety related events late 2019.

Timeframe:

1. Development of course – End of 2018, first quarter 2019
2. Final selection of countries and institutions –First quarter 2019
3. Training of Trainers – Second and Third Quarter 2019
4. Roll out of Capacity Development (two modules) – Third and Fourth Quarter 2019
5. Evaluation and review of project – Last quarter 2019 and First Quarter 2020

7. Risks and mitigation actions

This section should identify the risks that may affect the achievement of expected accomplishments and their sustainability. It should also list actions planned to mitigate such risks.

The following risks have been identified. The project proposal anticipates these risks and reflects mitigation of these risks:

The development and roll-out of a capacity development initiative on child-responsive urban planning requires adequate technical assistance on urban planning and on training methods

> UNICEF can build on gathered knowledge and existing background documents (Child Road Traffic Injury Prevention program, Handbook Child-responsive Urban Planning, the Toolkit of the Child Health Initiative and from other technical partners in the CHI network).

> For the review of the course material and for the Training of Trainers sessions, UNICEF will rely on technical partners that have the technical background on the topic, produced relevant tools that can be disseminated through this capacity development initiative, and have as well experience in training professionals. These technical partners are already affiliated with UNICEF (Child Health Initiative partners) or that have been newly approached, such as NACTO/Global Designing Cities Initiative and ISOCARP, the International Society of Regional and City Planners (see letter of collaboration annexed).

- **Capacity development of individuals is only meaningful if it leads to institutional strengthening**

> The participating academic partner should engage in providing a module on child-responsive urban planning in future basic curriculums of urban planners. The Ministry of Education will be invited to make the module on child-responsive urban planning mandatory in all urban planning related curriculums.

> The participants in the advanced learning modules will be selected based on their affiliation and key role in institutional or other representative bodies (ministries of Urban, Transportation...). These bodies will be invited to commit to the Action Plan drafted by the individual participant during the module. The Action Plan will also be used as a draft for further actions in Road Safety and urban planning (UNICEF, government, partners).

8. Budget

This section should specify detailed estimated budget linked to project activities in US Dollars. The project budget should be between US Dollars 100,000 - 200,000.

EXPECTED ACCOMPLISHMENTS	BUDGET					RESPONSIBLE PARTY
	unit #	country multiplication	fee/day	total USD		
PLANNED ACTIVITIES						
E. A1 Delivery capacity development course						
1.1 Preparation of 2 modules						
Preparation syllabus	days	14	1	450	6300	UNICEF
Selection of trainers and technical partners	days	3	1	450	1350	UNICEF
Context adaptation and production (design, copy-editing, printing)	USD	1	3	2000	6000	UNICEF
1.2 Train the trainers in 3 Country offices						
Head trainer 1d workshop with trainers in every CO	days	1	3	450	1350	UNICEF
Travel and DSA head trainer to 3 COs	USD	1	3	1400	4200	UNICEF
Logistics 1 day workshop trainers	USD	1	3	1500	4500	UNICEF
Travel and DSA trainers	USD	1	3	1700	5100	UNICEF
1.3 Strengthen stakeholder engagement						
1 d workshop w th head trainer and partners	days	1	3	450	1350	UNICEF institut academi
M MONITORING						
Technical review capacity development course	USD	3	1	700	2100	Technic
Technical support webinar in ToT	USD	3	1	700	2100	Technic
Sub-total for E.A1					34350	
E. A2 Organisation capacity development course						
2.1 Course module 1						
Trainer 2d preparation, 3d seminar	USD	10	3	450	13500	academi
Support academic partner (logistics, communication)	USD	1	3	5000	15000	academi
2.2 Course module 2						
Trainer 2d preparation, 3d training	days	10	3	450	13500	institut
Invited (local) experts to support trainer, 2d, 2d travel	days	4	3	700	8400	UNICEF
Travel and DSA experts	USD	2	3	1200	7200	UNICEF
Support inst tutional partner (logistics, communication)	USD	1	3	5000	15000	institut
Sub-total for E.A2					72600	
E. A3 Implementation						
3.1 On-site intervention						
Temporary/ low-cost intervention	USD	1	3	15000	45000	UNICEF technic
Technical assistance by trainers or technical experts	days	2	3	700	4200	UNICEF technic
3.2 Community awareness						
Local campaign (co-production intervention)	USD	1	3	7500	22500	UNICEF
M MONITORING						
Country specific recommendations	days	2	3	450	2700	UNICEF
Global recommendations	days	3	1	450	1350	UNICEF
Sub-total for E.A3					75750	
Evaluation						
Evaluation indicators and communication UN RS Fund	days	1	3	450.00	1350	UNICEF
Contingency and operational reserve	USD	1	1	710.75	710.75	UNICEF
					2060.75	
General Management Support						
UNICEF programme cost (guidelines UN road Safety Fund)	7%				12933.25	UNICEF
TOTAL					197694.00	

ANNEXES

ANNEXE 1: Copy of letter of commitment by National Traffic and Road Safety Agency (ANTSV) – Paraguay

ANNEXE 2: Letter of collaboration technical partner - ISOCARP



NOTA ANTSV N° 119/2018

Asunción, 08 de noviembre de 2018

Señora
Regina Castillo
Representante de UNICEF en Paraguay
Presente

De mi mayor consideración

Tengo el agrado de dirigirme a usted, al respecto de las conversaciones previas mantenidas en reuniones de trabajo, acerca de las iniciativas de elaboración de proyectos de apoyo y fortalecimiento de estrategias, planes de acciones viales y urbanísticos, que contemple medidas de mitigación de riesgos para los ciudadanos de nuestro país, con especial foco en los usuarios más vulnerables, niños y personas con discapacidad.

Al respecto, es necesario desatacar que desde la Agencia Nacional de Tránsito y Seguridad Vial buscamos velar por los peatones y conductores de toda clase de vehículo, que transiten por las autopistas, rutas, caminos, avenidas, ya sea de naturaleza urbana o rural y en este sentido consideramos que el diseño urbano sea asimismo sensible a estos grupos vulnerables.

Asimismo, es necesario recordar que nuestra Institución, está conformada por un Directorio que incorpora los Ministerios de Obras Públicas y Comunicaciones, Salud Pública y Bienestar Social, Interior, Educación y Ciencias, Municipalidad de Asunción y de otras dos municipalidades, haciendo de ésta una oportunidad única para enmarcar un trabajo en conjunto, hacia el fin de contar con unas vías y ciudades más seguras para todos sus usuarios.

Finalmente, queremos poner a su conocimiento el gran interés de nuestra institución en poder trabajar en conjunto con UNICEF el diseño y la implementación de proyectos en este sentido, es prioridad de la Agencia como institución la propuesta de planes, programas y proyectos en el marco de la seguridad vial, mediante la coordinación, promoción, monitoreo y evaluación de las políticas públicas de seguridad vial en el territorio nacional.

En la espera de contar con una respuesta favorable a lo peticionado, aprovecho para saludarla con mi más alta consideración y estima.



[Redacted Signature]
Directora Ejecutiva

1 February 2019

Letter of agreement on collaboration between UNICEF and ISOCARP

This letter highlights the commitment of the United Nations Children's Fund (UNICEF) and the International Society of City and Regional Planners (ISOCARP) to build a strong and strategic partnership that will maximize our joint potential. True sustainable and child-responsive cities can be planned by building on the complementary assets of our respective fields of expertise and networks.

Context

Cities are drivers of prosperity, but also of inequity. Analysis of the main urban contexts shows that urbanization does not necessarily induce sustainable urban environments for children.

Yet, the built environment offers realms of opportunity where cities commit to the respect of children's rights and planning for equity. Given the global trend in urbanization, there is significant potential to engage with children in the decisions that affect their physical urban environment, their interaction with urban resource systems and shape their behavior. The recognition of childhood as a crucial time for children to gain access to the urban setting and enjoy its advantages, is key to define spatial solutions for all ages. Child-responsive urban settings also resonate qualities that many scholars have described as conceptual standards for sustainable neighborhoods and cities for healthy, safe, inclusive, green and prosperous communities.

With this in mind, UNICEF will expand its work in urban areas, working with key stakeholders towards urban settings that are child-responsive. One of the priority areas is 'Adapting urban planning and budgeting for children living in urban settings, particularly the most disadvantaged'. Therefore, various stakeholders must be influenced, convinced and supported: built environment specialists (professionals), Local Government Authorities (public sector), developers, contractors and service providers (private sector) and community-based organizations (civil society).

As ISOCARP is a global network of planning professionals and institutions, they are a key partner to ensure the planning of better cities for children through supporting their members and other urban planning stakeholders in planning practice, training, education and research.

Suggested areas of collaboration

ISOCARP and UNICEF want to collaborate to prioritize children in urban planning, in the following areas:

- Dissemination of knowledge, evidence and good practice on child-responsive urban planning amongst its members and partners;
- Promotion of research and collection of data and evidence that highlights the relation between the urban built environment and benefits for children;
- Advocacy for child rights principles in urban planning and infrastructural development amongst all urban stakeholders, in particular urban planning professionals, Local Government Authorities, and the private sector active in urban development;
- Capacity building through education and training in child-responsive urban planning, as well as embedding a child-responsive angle in other areas of urban planning, such as participatory and people-centered planning, urban climate change resilience and smart cities initiatives;
- Technical support with tools and expert assistance to integrate child-responsive urban planning in broader policies; governance mechanisms and decision-making processes.

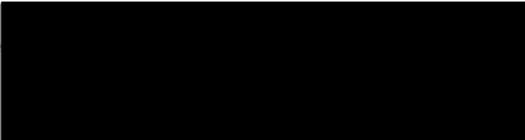
Suggested activities

Building upon the tools and activities ISOCARP has developed, following collaborative activities are suggested for 2019:

- Dissemination of the **Handbook on child-responsive urban planning**, which has been supported by a reference group of experts including ISOCARP affiliated urban planning experts;
- UNICEF participation in the **ISOCARP Annual World Congress** (11-15 September 2019, Jakarta, Indonesia) to inform content tracks on child-responsive urban planning with the organization of a training session and panel on child-responsive urban planning;
- Collaboration in looking for **funding and technical preparation** to:
 - o develop **training packages** for child-responsive urban planning (webinars, seminars, workshops, e-learning);
 - o provide **technical assistance to cities** in child-responsive urban planning (Urban Planning Advisory Teams or Young Planning Professionals workshops);
 - o support **research on child-responsive urban planning**.



Laurence Christian Chandy
Director, Division Data, Research and Policy
UNICEF



Didier Vancutsem
Secretary General
ISOCARP

III. PROJECT BUDGET ACCORDING TO UNDG CATEGORIES

Total Consolidated Project Budget by Year and by Object of Expenditure

Project title:

	<i>Object of Expenditure</i>	Notes	Requested (US\$)
1	Staff and other personal costs		\$ -
2	Supplies, commodities, materials	Copy-editing, design and printing course material	\$ 6,000.00
3	Equipment, vehicles and furniture including depreciation		\$ -
4	Contractual services	Urban Planning Consultant; Trainers	\$ 25,910.75
5	Travel	Travel Consultant and Trainers	\$ 12,600.00
6	Transfers and grants counterparts	Academic partners, institutional partners, technical assistance NGOs	\$ 140,250.00
7	General operating and other direct costs		\$ -
	Total project direct costs	\$	184,760.75
8	Indirect support costs (7%)		\$ 12,933.25
	Grand total	\$	197,694.00

Notes: