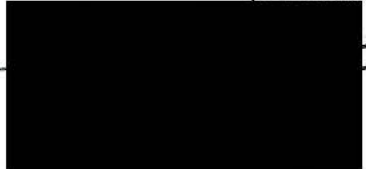


**UN ROAD SAFETY FUND CALL FOR PROPOSALS 2019
APPLICATION FORM**

*Read the Application Guidelines carefully before filling in the Application Form. Do not modify the form's original format. Modified forms will not be accepted. Submission deadline is **4 Dec. 2019 (23:59 CET)***

1. COVER PAGE

Project title	Safe Roads Zambia - Creating Cities for Non-motorized Transportation Users
Implementation organization(s)	UNDP
Participating UN Organization(s)	UN Environment, WHO Country Office in Zambia
Other partner(s)	Ministry of Local Government, local city councils of Lusaka, Ministry of Transport and Communications, Ministry of Housing and Infrastructure, Road Development Agency, Road Transport and Safety Agency, the Adolescent Accelerate Hub, RTI International, individuals using non-motorized transport users in Lusaka, private sector partners, academic partners
Beneficiary country(ies)	Zambia
Country category	<input type="checkbox"/> Low-Income <i>indicate % of total cost: _____</i> <input checked="" type="checkbox"/> Middle-Income <i>indicate % of total cost: 100%</i>
Total budget including co-financing (in USD)	543,800 USD
Budget to be funded by UNRSF (in USD)	450,000 USD
Estimated start date	1 April 2020
Estimated end date	31 March 2023
Duration (in months)	36
Primary contact person <i>Name, title, e-mail and telephone</i>	Name and title: Jan Willem van den Broek, OIC Inclusive Growth and Sustainable Development Goals, UNDP Zambia Email: jan.vandenbroek@undp.org Tel: +260 972037592
Submitted by	Name and title: Lionel Laurens, Resident Representative, UNDP Zambia Signature:  Date: 31 March 2020

2. EXECUTIVE SUMMARY

Provide a summary of the project by including the following: background and problem statement, proposed solution and approach, its intended impact, linkages/synergies with ongoing initiatives, implementation arrangements and finally possible scale-up/replication and noteworthy innovations (max 750 words).

In Zambia, road traffic accidents (RTAs) are the third highest cause of death. In 2017, RTAs claimed about 2,000 lives and caused 5,500 serious injuries nation-wide, largely among non-motorized transport (NMT) users (Road Traffic Safety Agency, 2017). Pedestrians and cyclists account for over 60% of the total national RTA fatalities. Lusaka Province alone accounts for nearly half of Zambia's road accidents and one third of fatalities, with 53% of all road traffic accidents, followed by Copperbelt Province (15%) and Central Province (7%). The national burden of mortality from RTAs is disproportionate among certain groups. Among the youth and young adults aged between 15 to 29 years, RTAs are the leading cause of mortality, following global trends. Other vulnerable road users include the elderly, women, children and disabled citizens.

Zambia has engaged in numerous urban development projects which have been designed with the inclusion of adequate road reserves. The road standards having been set out in the Public Roads Act in 2002. The plots, however, are not properly surveyed and beaconed. As a result, land owners tend to encroach into the road reserves, thereby narrowing the space of the road and leading to unsafe road conditions for pedestrians, cyclists, and wheel-chair and public transportation users. Many roads in Lusaka and other Zambian towns face this challenge.

The Government of Zambia has prepared the Zambia Non-Motorised Transport Strategy, to be launched in 2020. However, the lack of secured financing and institutional capacity will be the main obstacles for its full and timely implementation. In July 2019, a UNDP-led project 'Pedestrian First Zambia' (PFZ) was launched to support the implementation of the national NMT Strategy, with Lusaka as the pilot city. The objective of the PFZ is to create safe, inclusive and sustainable road conditions for pedestrians, including through encouraging multisectoral partnerships, private sector involvement, advocacy and fundraising towards safe sidewalks, bike lanes and pedestrian crossings.

The objective of this proposal is to support the implementation of the national NMT Strategy and the PFZ project. This proposal is designed to improve road safety for all NMT users including pedestrians (including wheelchair and public transport users) and cyclists, in order to dramatically reduce fatalities and disabilities among NMT users within a three-year period. Specifically, the proposed project will develop a resourcing framework for the NMT Strategy implementation; strengthen national and local institutional capacities (including partnerships across sectors and different stakeholders); raise awareness of the safety of NMT users through advocacy; prepare cost-benefit analyses showing the economic savings related to NMT safety interventions; and conduct institutional context analyses that explore the political and legal environments supporting or impeding the NMT strategy implementation. The proposed project is carried out in the city with the highest number of fatalities: Lusaka. The Ministry of Local Government will oversee the project design and implementation and supports this proposal (see Annex 1).

The 3-year-long project is expected to reduce the number of pedestrian and bicycle user fatalities in these cities by 66% by March 2023, saving a projected 600 lives and preventing 1,500 injuries over three years. The methods deployed could be replicable in other cities and countries across Africa and other high burden regions. The project outcomes can be communicated globally through UNDP's existing networks and channels in more than 170 countries.

The project objectives also closely contribute to the goals of the UN Decade of Action for Road Safety 2011-2020, and to the achievement of multiple Sustainable Development Goals (SDGs) -1 on poverty, 3 on health, 4 on education, 5 on gender equality, 7 on clean energy, 8 on economic growth, 9 on infrastructure, 10 on inequalities, 11 on sustainable cities and communities, 13 on climate action, 16 on strong institutions, and 17 on partnerships- and especially the targets 3.6 “by 2020, halve the number of global deaths and injuries from road traffic accidents” and 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, people with disabilities and older people”.

3. PROJECT DESCRIPTION

3.1 PROBLEM STATEMENT

Explain how this project addresses a core road safety problem in the beneficiary country(ies) through the following questions: “what is the problem”, “why does this problem exist?”, “what effects does this problem have in terms of road fatalities and injuries?”, “who is affected by the problem (including vulnerable groups such as children and women)?”, and “why do beneficiary country(ies) need help in solving this problem?” (max 500 words).

Zambia is one of the fastest urbanising countries in Africa. It is projected that by the year 2030, about 50% of the population will be living in urban areas, and 60% by 2050 (UNECA, 2017). Transportation infrastructure in cities has been impacted by this rapid increase of urban population. The rise in vehicular traffic has resulted in congestion on the roads and an increase in NMT, especially larger cities like Lusaka. In Zambia, RTAs are the third highest cause of death, claiming about 2,000 lives annually (RTSA, 2017) and leaving thousands more with disabilities. The highest burden falls on NMT users.

Lusaka Province accounts for nearly half of Zambia’s RTAs and one third of fatalities, followed by Copperbelt and Central provinces. Even though the majority of the population either walks or uses a bicycle as the mode of transport; in many of the main cities in Zambia, pedestrians, cyclists, wheelchair and public transportation (minibus) users are relegated to the margins of the roads in uneven, narrow and dangerous spaces. This causes collision accidents that result in deaths, injuries and permanent disabilities among the NMT users that consist of the most vulnerable road users: children, young people, women, the elderly, disabled, and the poor. The burden of mortality from RTAs is disproportionate among certain groups: in youth aged 15 to 29 years, RTAs are the leading cause of mortality in Zambia, reflecting the global situation (WHO 2018).

Zambia’s first national NMT Strategy will be launched in mid-December 2019. Its objective is to achieve safer and more sustainable transport for all NMT users including pedestrians as well as bicycle, wheelchair, and public transport users. It was developed over several months of engagement with UN Environment, UNDP, key government ministries, statutory bodies, district councils, and development partners. Its successful implementation will be determined by various factors, including joint efforts of key stakeholders to agree on timely financing, partnership and advocacy strategies for a safe and equitable NMT system for Zambia.

The Government of Zambia has different Ministries and institutions that are responsible and address different elements of the solution, but so far, an integrated institutional approach to make the required impact has been lacking. Also, there is insufficient funding to begin the immediate implementation of the NMT Strategy due to severe limitations in fiscal space. An overall financing framework is urgently needed.

3.2 PAST, ONGOING AND PLANNED PROJECTS

List the past, ongoing and planned projects that have been designed to address this or related problem(s). Justify the need for this project by explaining their gaps and shortcomings, as well as potential synergies with the proposed project (max 500 words).

To address road safety challenges, the Government of Zambia in 2009 established the Zambia Road Safety Trust (ZRST). ZRST is a member of the Global Alliance of NGOs for Road Safety and United Nations Road Safety Collaboration. From 2015, with support from Amend, Puma Energy Foundation, Puma Energy Zambia, FIA Foundation, FED Ex, the Ministry of Transport and Communications, Ministry of General Education, and the Road Transport and Safety Agency, ZRST has directly delivered child road safety education to over 70,000 children in high risk road schools in Lusaka and Ndola.

In 2019, the Ministry of Transport and Communications (MOTC) with the support of UN Environment, has developed a national NMT Strategy to guide the implementation of high-quality NMT systems. The NMT Strategy is consistent with the National Road Traffic Safety Policy and Action Plan 2014-2017, which envisioned “a safe road network for all road users” in line with the United Nations Decade of Action for Road Safety 2011-2020, which declared a goal of reducing global road fatalities by 50% by 2020. The NMT Strategy was developed following extensive consultations including stakeholder meetings, capacity building workshops, and an online survey.

The NMT Strategy is being launched in 2020 and momentum is building with the engagement of the UNEP, UNDP, key government ministries, statutory bodies, district councils, and development partners, on creating a pathway for the first NMT Strategy for Zambia. However, successful implementation of the NMT Strategy will be determined by the joint efforts of concerned stakeholders to develop and implement a financing strategy for a safe NMT system and raise funding from private sector, donors and other sources. The Government currently does not have substantial funding to implement the NMT Strategy due to fiscal challenges the country is facing and the responsibilities for different components lay with a variety of Ministries and other state institutions, creating challenges in coordination and implementation.

The Pedestrian First Zambia (PFZ) project, launched by UNDP in July 2019, seeks to scale up, coordinate and carry the implementation of the NMT Strategy forward. With UNDP acting as integrator, the private sector and development partners will be engaged to participate in the project. UNDP will work with Government to create awareness and improve safety of non-motorized transport with support from the private sector and other stakeholders along key pedestrian corridors in Lusaka. After the initial first stage funded by UNDP, funding is still being identified to scale up the programme past 1 January 2020. The objectives of the PFZ project reinforce this proposed project and will make a significant contribution to its implementation.

3.3 PROJECT OBJECTIVE

In one sentence, state the objective (i.e., the overall intention) to be achieved at the end of the defined period through this proposed project.

The three-year-long project is expected to save in total 600 pedestrian and bicycle user lives, and prevent 1,500 injuries in Lusaka by March 2023.

3.4 PROJECT STRATEGY AND RESULTS

Explain the overall project approach and strategy. List expected project results (i.e., expected outcomes and outputs). These results must be measurable and directly derive from project activities. Highlight population target groups as well as any innovative approaches. Briefly describe the implementation plan coherent with proposed activities with estimated time schedule (max 800 words).

This project will adopt a three-fold approach to resolve the problems stated earlier, working and coordinating across a range of different ministries, national/local organizations, and other stakeholders. The expected project outputs, outcomes and results are as follows:

Output 1: Build capacity of key stakeholders to strengthen and harmonize the policy and legislative environment for timely and effective NMT Strategy implementation.

- Creating and strengthening an alliance of public and private partners to promote, advocate and mobilize resources from the private sector to improve the safety of road users, and increase awareness of the importance of sustainable mobility.
- Establishing monitoring and enforcement policies and by-laws to strengthen implementation of safe NMT use on roads, including engaging land-users in the dialogue.
- Mapping of the most critical corridors for all NMT users, including pedestrians, cyclists, wheelchair users and public transport users in Lusaka; and projecting the investments needed for safe and proper sidewalks, bike lanes, pedestrian crossings, and organized public transportation stops along them.
- Launching a multi-stakeholder campaign, advocacy and financing strategy to increase public participation in safe and sustainable mobility, promote health and wellbeing, and the need for an inclusive road network for people with disabilities.

Output 2: Create multi-stakeholder partnership to advocate for the safety of all NMT users.

- Increasing multi-stakeholder participation and consultations, ensuring that the most vulnerable road users (disabled, children, youth, the poor) are included in NMT and road development planning.
- Identifying sensitization activities in urban and rural communities with public and private partners to promote pedestrians' and cyclist safety within greener cities.
- Working with local and international universities, city councils and foundations to exchange best practices in sustainable and safe mobility.

Output 3: Provide innovative, proven solutions for political, legislative and fiscal support for NMT Strategy implementation.

- Conducting a cost-effectiveness analysis of NMT user safety interventions in Lusaka, that enables calculating the costs of lives and productive years lost due to road deaths and disabilities, and costs saved if road safety interventions are adequately implemented. The results can be used to advocate for the effectiveness of road safety interventions from health, economic and social perspectives in Zambia and beyond.
- Developing an institutional context analysis that examines political and legislative challenges and opportunities for NMT Strategy implementation and suggests communications, partnership and advocacy pathways to maximise its impacts.

Outcomes:

Outcome 1

1. Private sector will be mobilized to pave (construct or rehabilitate) 10km of pedestrian and bicycle paths. Road developments will be done through public works, with local materials and recruitment of low-skilled men and women.
2. Improvement safety of 50 pedestrian crossings (including speed bumps and solar lighting)
3. Increase in use of innovative financing mechanisms to raise 10 million ZMK needed for these constructions, using support received from traditional donors or private sector (in kind or in cash).

Outcome 1 will reduce road fatalities and injuries in NMT users and increase employment among local populations.

Outcome 2

1. Civil society organizations representing the needs of vulnerable groups are included in NMT related stakeholder engagement activities at national and Lusaka. 1 stakeholder engagement plan for working with vulnerable groups and at least 1 major stakeholder consultation held at city level, and at least 1 major stakeholder consultation held at national level.

This Outcome will contribute to improved capacity of city and national government officials in Zambia to systematically prioritize and allocate resources to NMT infrastructure – through development and amendment of necessary policies (integrated with existing city transport plans and in consultation with vulnerable groups).

Outcome 3

1. Tailored cost-effectiveness analysis for road safety conducted for Lusaka
2. Fifty (50) stakeholders (incl. sectors across governments, society and UN agencies) provided with guided information on the health and economic impacts of road safety.

This Outcome will provide a mechanism that allows calculating the health and economic costs of road safety interventions that can be used in any setting globally. The results will encourage governments to invest in cost-effective road safety interventions, including stricter regulations and laws that have direct impact on deaths and injuries.

Results:

- Reduction of 600 road traffic fatalities and prevention of 1500 road traffic injuries among pedestrians (including public transport and wheelchair users) and bicycle users in Lusaka by March 2023.

These interventions improve NMT-user safety, positively contribute to sustainable road infrastructure development, and result in economic savings through lives saved and disabilities avoided.

The approach is to work in close collaboration with the national government and the local governments of Lusaka, closely involving other relevant stakeholders including UN organizations (UNEP, WHO), civil society groups, academia and private sector. A Programme Manager will be hired to coordinate the project implementation with national and local stakeholders.

The Ministry of Local Government will hold overall national oversight and ownership of the project, coordinating its implementation and ensuring the sustainability of its impacts. Other key national institutions related to NMT will provide oversight, technical input and contribute to implementation at all stages of the project, and activities will be implemented with the support of the UNDP Zambia's Inclusive Growth and SDG Unit. Project activities have been designed in a way that cost-effectiveness is achieved during implementation. The project will follow standard UNDP rules and regulations and the procurement processes will be open, transparent and competitive, ensuring best value for money.

3.5 COMPARATIVE ADVANTAGE

Describe your comparative advantage relative to other actors. Use key results and lessons learned from other projects that you have implemented to explain how you have added value so far. What is the unique solution that is being proposed by your organization? (max 500 words).

UNDP is represented in more than 170 countries, which provides a large platform to advocate for the project methods, findings and outcomes, ensuring South-South collaboration and sharing lessons learned. UNDP has a unique access to government officials in all sectors through its large portfolios e.g. across development, health, finance, governance and environment.

UNDP is experienced in developing and mobilizing multisectoral interventions, such as those required for road safety. UNDP ensures the cross-cutting implementation of the SDGs in all its projects and focuses on activities that leave no one behind. UNDP, in collaboration with WHO, has developed a series of sector briefs for all government sectors on ways to approach non-infectious health risks, such as road traffic accidents. One of the briefs focuses on transport sector and discusses the benefits of NMT.

UNDP has excellent, formalized connections with other UN organizations concerned in road safety, including WHO, UNEP, UNICEF and UN Habitat. In all its work, UNDP ensures South-South and Triangular Cooperation (SSTrC) as a priority. UNDP collaborates closely with regional organizations such as the African Union and is able to effectively mobilize donors and technical assistance from a wide variety of sectors, including the private sector and academia, such as the Adolescent Accelerate Hub that has a network of researchers in Zambia.

UNDP has developed unique tools and methods to support countries to achieve their development objectives. For example, the cost-benefit analysis (investment case) proposed here, and the related institutional context analysis, examines the root causes of insufficient or slow policy implementation. It also reveals the returns from the proposed road safety interventions – in both economic terms and lives saved – versus the up-front investments needed. UNDP has worked in collaboration with WHO to deliver more than national 30 investment cases on non-communicable diseases and tobacco control following requests from national governments and has a proven methodology. Several countries have already requested that road traffic be included as a component in these investment cases, and we expect that this work would allow road traffic to be included as a standard component in all future national investment cases. Through these investment cases a direct line can be drawn from the joint advocacy efforts and substantive policy change. The results have helped dozens of countries to advocate for adopting and scaling up essential health interventions.

3.6 CONSISTENCY WITH GLOBAL FRAMEWORK PLAN OF ACTION FOR ROAD SAFETY

I. *Indicate the following:*

- Road Safety Management
- Safe User
- Safe Vehicle
- Safe Road
- Post-Crash Response

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

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

III. Explain how this project integrates the safety system principles and provides sustainable solutions to the root causes of the problem (**max 300 words**)

This project supports the immediate and adequate implementation of the National NMT Strategy and enabling policy and legal environments with the objective to mobilize multisectoral partnerships, funding, advocacy, as well as investment case- and root-cause analyses for concrete NMT infrastructure improvements in Lusaka. The root causes of the NMT user fatalities and injuries are unsafe/absent sidewalks, bike lanes and pedestrian crossings because of the lack of funding and institutional coordination for fast and adequate implementation. Through mobilizing funds and creating multisectoral partnerships, advocacy and conducting cost-effectiveness analyses, it is possible to overcome all these root causes for NMT user deaths, injuries and disabilities.

The pillars related to safe user and safe roads are targeted in this proposal. It promotes 4/5 of the areas targeted in the safe user and safe roads categories from the perspective of NMT.

3.7 BENEFICIARY GOVERNMENT(S) ENDORSEMENT

Please confirm, if the project was requested and/or discussed with beneficiary government(s). If there is an explicit request or endorsement by the beneficiary government(s), please attach to the application

X Received

Under discussion

Comments: _____

3.8 EXPECTED IMPACT

Outline the likely quantitative impact of this project in the immediately following project conclusion and in the long-term towards reducing road fatalities and serious injuries.

IMMEDIATE IMPACT: Safe NMT infrastructure in the most critical user in Lusaka, immediately saving lives, preventing injuries and averting life-long disabilities especially among the most vulnerable road users.

POTENTIAL LONG-TERM IMPACT: Development of safe sidewalks, bike lanes, crossings and public transport stops across the three project cities and beyond, including in other cities and countries in Zambia and the African region. Strengthened fiscal and regulatory environment for road safety.

Targeted number of lives saved: 600 by 31 March 2023

Targeted number of injuries avoided: 1,500 by 31 March 2023

Other targeted road safety impact(s);

The improvement of NMT opportunities not only saves lives and prevents injuries and disabilities immediately after introducing the improved infrastructure. It also improves the overall health of people by encouraging physical activity. This is important because non-communicable diseases (cardiovascular disease, cancers, respiratory disease and diabetes) are the biggest killers in low- and middle-income countries globally, and sick/unwell individuals are a safety threat also as drivers. Also, investing in non-motorized and public transportation reduces local pollution and overall greenhouse gas emissions, which contribute to respiratory diseases and climate change. Climate change is a major threat to road safety especially in countries with poor road infrastructure.

3.9 REPLICATION AND SCALE-UP

Describe how the project intends to sustain any achievements beyond the completion of the project. Specify the arrangements to scale-up and replicate results, as relevant (max 500 words).

After a successful implementation in Lusaka, the project will be scaled up nation-wide, using similar (but adjusted to fit the context) multisectoral cooperation, advocacy and investment case/institutional analysis models to engage with national institutions, donors, private sector, civil society, academia and other key stakeholders. The Ministry of Local Government will hold overall national oversight and ownership of the initiative to ensure long-term sustainability, coherence and ongoing coordination. Other key national institutions will additionally provide oversight, technical input and implementation, engaging them in the NMT activities on a long-term basis. Existing policy and coordination frameworks will be reviewed and enhanced for future road safety interventions. Comparable regional frameworks would then be revised to identify any potential enhancements to their policy frameworks. The implementation of the NMT Strategy will also have impacts to the sustainable development of motorized transportation and safer road infrastructure in general.

The project can be replicated/adapted in other countries, given that several low- and middle-income countries in the African region (and globally) suffer from NMT user fatalities and injuries related to poor pedestrian, bicycle, public transport and wheelchair infrastructure. Despite the fact that each country faces different challenges and has different political and legal systems, the root causes of slow or insufficient policy implementation are often the same: shortness of adequate funding and political incoherence, and lack of political will to prioritize road safety

interventions over other ongoing activities and expenses. This is why the investment case analysis is important, as it shows the economic savings from the saved lives and avoided injuries versus expenses over the longer term. The investment case analysis model can be used in any country or city, with minor adjustments according to context.

The outcomes of the project will be shared with regional groupings (AU, ECA, SADC, OECD, PAP, NEPAD++), development assistance platforms (Belt and Road policy dialogue) and SSTRC mechanisms. The results also directly contribute to the work of WHO and UNEP, who can use them for scaling up and future resource mobilisation for NMT/road safety projects in Zambia and beyond.

Given that the successful implementation of the project contributes to the achievement of the pledge of the 2030 Agenda to leave no one behind, and is relevant to most SDGs (1 on poverty, 3 on health, 4 on education, 5 on gender equality, 7 on clean energy, 8 on economic growth, 9 on infrastructure, 10 on inequalities, 11 on sustainable cities and communities, 13 on climate action, 16 on strong institutions, and 17 on partnerships), it can be used as a model example of a project with SDG integration until 2030 and beyond – encouraging other countries to follow the example.

3.10 INDICATIVE BUDGET

See Annex I of Application Guidelines for description of UNDG budget categories

Object of expenditure	Notes	Requested from UNRSF (US\$)	Co-financing from UN Environment (US\$)
1. Staff and other personnel costs	2.1.1 Part costs Programme Manager (UNEP)	90,000	66,168
2. Supplies, commodities, materials		9,561	0
3. Equipment, vehicles and furniture including depreciation		2,000	0
4. Contractual services		268,000	
5. Travel	2.1.5 Meetings with vulnerable groups (UNEP)	6,000	2,243
6. Transfers and grants counterparts	2.1.4 National stakeholder engagement workshop for vulnerable groups and NMT (UNEP)	30,000	19,252
7. General operating and other direct costs		15,000	
Total project direct costs		420,561	87,664
8. Indirect support costs (7%)		29,439	6,136
Grand total		450,000	93,800

4. PROJECT MANAGEMENT

4.1 IMPLEMENTATION ARRANGEMENTS

Explain roles and responsibilities of the parties involved in governing and managing the project, for example, the number of full-time and part-time staff. Outline any governance mechanisms that will be utilized or established.

The implementation of the project will be done through the Ministry of Local Government (MOLG) using the Direct Implementation Modality. The project will engage the implementing partners through the UNDP procurement process based on the UNDP guidelines and procedures. UNDP will hire one full time Programme Manager to lead the programme and will provide further backstopping in terms of technical support, analysis, procurement, finance, monitoring and evaluation, reporting, coordination and resource mobilisation for the project. Financial transactions and statements shall be subject to the internal and external auditing procedures laid down in the Financial Regulations, Rules and Directives of UNDP.

MOLG will play a critical role of oversight of the project. The UNDP team in the Inclusive Growth and SDG Unit will work closely with MOLG at technical, quality assurance and operational levels. The MOLG and UNDP teams will be responsible for overseeing the technical development and monitoring of all the work under this project. UNDP will also mobilize resources for continued project implementation.

The fiduciary arrangement for the management of funds as well as the reporting, monitoring and evaluation arrangements will provide flexibility in the management of the programme and reduce transaction costs whilst reporting and joint monitoring will simplify the implementation of programme activities. To ensure national ownership and leadership of national stakeholders, the project management/steering committee and other coordination and management structures will be chaired by MOLG and/or co-chaired by UNDP. The project board/steering committee will be responsible for: 1) the strategic direction of the project; 2) resource mobilisation for the project; 3) adherence of the project international and national standards; 4) the collaboration of the project with other projects in the NMT sector; 5) approval of annual work plans; and 6) review of the progress of the project activity results.

UNDP HQ/BPPS/HIV, Health and Development Team will steer the development of the road safety investment case and related institutional context analysis.

4.2 PARTNERSHIPS

Specify the roles of implementation partners in the project and how they will be engaged. Will the project utilize the existing cooperation platform(s) to achieve and sustain results?

The main partner in this project is the Ministry of Local Government, working closely with the local city council of Lusaka, Ministry of Transport and Communications, and Ministry of Housing and Infrastructure. Several partners have expressed interest in NMT user safety projects recently, both from the private and public sectors. Key government ministries, including the Ministry of Housing and Infrastructure, have articulated their support for this initiative. Sustaining this high-level support will be critical to bring about a shift towards prioritizing investment in NMT users in Zambia.

From the private sector, Lafarge, Madison Insurance, Total, Toyota, Puma Energy and Standard Chartered Bank have shown willingness to support campaigns to create awareness. Two large local bicycle producers (Zambike and Buffalo Bikes) have requested UNDP in the past to support the development of safe infrastructure for bicycles. Security companies (G4S) or large construction companies have a large workforce that moves on bicycles or walking and that are often victims of road traffic accidents (RTAs) will also be targeted for engagement through this project. The Road Development Agency (RDA) will also be engaged as a support partner in this project.

Other development partners, including DfID and JICA, have expressed a high level of interest in this type of initiative and have indicated the potential for additional support towards capacity building, campaign and development of an NMT strategy. The campaign also will target existing funded road projects and request shifts of resources toward NMT, when not included or included at lower standards. The World Bank and the AfDB do have vertical funds for either NMT or road safety projects that could be accessed. Local NGOs, for people with disability or for road safety, have already been partners on sensitization activities and will be engaged in the public campaigns.

The UN Environment Programme and the Institute for Transportation and Development Policy (ITDP) have been working closely with UNDP to mobilize support for this initiative, together with the Ministry of Transport which has been their main local partner to develop the NMT Strategy for Zambia. Links to other resident and non-resident UN agencies such as UNICEF, UNECA, WHO will be sought to utilize their technical expertise as well as joint implementation of activities.

The project engages with academia e.g. through the researchers of the Adolescent Accelerate Hub, a recently launched pan-African research hub nested within the University of Oxford, with partnerships in 30 sub-Saharan countries. The Hub will advise on youth advocacy, priorities and evidence-driven conclusions that will improve youth wellbeing. One of the Hub's research officers is a liaison based in the UNDP and will be providing academic engagement and support to this project. In Zambia, the Hub has a network of researchers in place.

RTI International, a partner of UNDP in return on investment analysis, will be contracted to develop and pilot the investment case methodology.

4.3 RISK ASSESSMENT MATRIX

Please specify the key risks that can threaten the achievement of results through the chosen strategy and its assumptions. Describe how project risks will be mitigated, especially how potential adverse operational, social and environmental impacts will be avoided where possible and otherwise managed. Complete the table using the Risk Scoring Table in Annex II of Application Guidelines). Add additional rows, as needed.

Risk Assessment Matrix					
Key Risk	Likelihood (2-5, see Annex II in Guidelines)	Impact (1-5 see Annex II in Guidelines)	Score (L x I)	Control/Mitigation Measure	Mitigation Timeline
Low level of interest by key stakeholders (duty bearers) in implementing NMT strategies	2	5	10	Continue high level of engagement with key government ministries	
Political situation deteriorates, and the government is not able to adhere to the implementation of long-term NMT strategies due to turnover of key decision makers and changes in priorities	2	5	10	Ensure that a long-term strategy is adopted and secure understanding and support from legislative and other branches of executive government to minimize a possible negative impact of turnover of key decision makers and associated revision of priorities	

Lack of clarity on roles and responsibilities amongst key stakeholders (line ministries) resulting in no leadership, conflicting decisions, duplication, or slow implementation of project components	2	3	6	All main project stakeholders were involved in the project's proposal planning phase during which their roles and responsibilities have been clarified and agreed upon.	
Slow or no enhancement, adoption, and implementation of national policies, plans and strategies on NMT which are key in creating an enabling environment.	3	3	9	The project will support project stakeholders in reviewing and strengthening the national policy and regulatory frameworks with respect to NMT, and as such influence and facilitate the fast implementation.	
The outbreak of COVID 19 means that meetings and other activities might not be possible	5	5	25	Stakeholder and Kick Off meetings will be done by phone or online via Skype and Zoom.	Some activities are moved to Q3 2020 and Q1 2021.

3.3 MONITORING AND EVALUATION

In this section please outline the project's monitoring and evaluation plans. Provide information on when monitoring and evaluation will occur. Specify the type of evaluation that will take place.

Monitoring Activity	Purpose	Frequency	Expected Action
Track results progress	Progress data against the results indicators in the RRF will be collected and analysed to assess the progress of the project in achieving the agreed outputs.	Quarterly or in the frequency required for each indicator	Slower than expected progress will be addressed by project management.
Monitor and Manage Risk	Identify specific risks that may threaten achievement of intended results. Identify and monitor risk management actions using a risk log. This includes monitoring measures and plans that may have been required as per UNDP's Social and Environmental Standards. Audits will be conducted in accordance with UNDP's audit policy to manage financial risk.	Quarterly	Risks are identified by project management and actions are taken to manage risk. The risk log is actively maintained to keep track of identified risks and actions taken.

Learn	Knowledge, good practices and lessons will be captured regularly, as well as actively sourced from other projects and partners and integrated back into the project.	At least annually	Relevant lessons are captured by the project team and used to inform management decisions.
Annual Project Quality Assurance	The quality of the project will be assessed against UNDP's quality standards to identify project strengths and weaknesses and to inform management decision making to improve the project.	Annually	Areas of strength and weakness will be reviewed by project management and used to inform decisions to improve project performance.
Review and Make Course Corrections	Internal review of data and evidence from all monitoring actions to inform decision making.	At least annually	Performance data, risks, lessons and quality will be discussed by the project board and used to make course corrections.
Project Report	A progress report will be presented to the Project Board and key stakeholders, consisting of progress data showing the results achieved against pre-defined annual targets at the output level, the annual project quality rating summary, an updated risk long with mitigation measures, and any evaluation or review reports prepared over the period.	Annually and at the end of the project (final report)	

5. STATEMENT OF COMPLIANCE

The undersigned certifies, following diligent inquiry, as follows:

1. Project Personnel¹ have not engaged in any activity which would violate Sections III (Special Provisions Regarding Financing of Terrorism) or VII (Fraud, Corruption and Unethical Behavior) of the Fund MOU, nor do there exist any circumstances which could reasonably be perceived to present a potential or actual conflict of interest² on the part of the Applicant or its Implementing Partner(s), or any contractors, vendors or suppliers.
2. The Project (including related projects within a larger project or programme) shall not directly or indirectly (e.g., through Implementing Partners or third parties) engage or provide financial or personal benefit to, whether individually or by corporate ownership, participation or benefit, members of the Fund's governing bodies.
3. The Project (including related projects within a larger project or programme) is not currently engaged, nor shall it engage, in any relationship or arrangement, financial or

¹ "Project Personnel" shall mean any person or entity employed or engaged in any capacity with respect to the Project, including without limitation, employees, interns, volunteers, contractors, or vendors, whether engaged directly or through third parties including Implementing Partners.

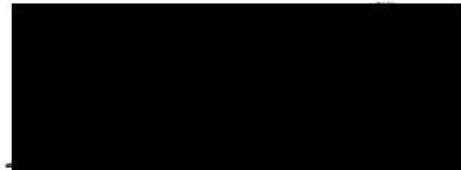
² "Conflict of interest" shall refer to circumstances where, by act or omission, a party's private interests or those of his or her family members, such as outside professional relationships or personal financial assets, interfere or appear to interfere with the proper performance of his or her professional functions or obligations to the contracting organization.

otherwise, which may constitute a conflict of interest or a violation of Sections III or VII of the Fund MOU.

4. In managing and implementing Project activities, Project Personnel shall not seek or receive instructions from any Government or from any other authority external to the Applicant except as otherwise provided in the Project Documents and Governing Agreements.
5. It has disclosed all pertinent facts surrounding Project Personnel, and any relationship or arrangement, financial or otherwise, which may constitute a conflict of interest or a violation of the Fund MOU Sections III and VII [Attachment 1].
6. It has disclosed all complementary funding received, pledged or sought with respect to Project activities in item V. of the Project Proposal.

[Signature Block of Executive Officer or designate]

Lionel Laurens, Resident Representative, UNDP Zambia



Attachment 1: Disclosure of Pertinent Facts

6. PROJECT SUBMISSION

ARE ALL THE FOLLOWING ELEMENTS INCLUDED AND COMPLETED IN YOUR APPLICATION?	
Section 1. Proposal Cover Page	<input checked="" type="checkbox"/> Yes
Section 2. Executive Summary	<input checked="" type="checkbox"/> Yes
Section 3. Project Description	<input checked="" type="checkbox"/> Yes
Section 4. Project Management	<input checked="" type="checkbox"/> Yes
Section 5: Statement of Compliance	<input checked="" type="checkbox"/> Yes
Letters of support from national counterparts	<input checked="" type="checkbox"/> Yes
Any other annexes (depending on application)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A

Annex 1: Endorsement Letter Ministry of Local Government (below)

Annex 2. Zambia's national Non-motorized Transport Strategy (2019)

Annex 1: Endorsement Letter Ministry of Local Government

Telephone: 250732/ 250528
Telegrams: LOC GOVT. LUSAKA
Fax: 252680
E-mail: ps@mlgh.gov.zm



MLG/101/8/44

In Reply please quote

No:.....

REPUBLIC OF ZAMBIA
MINISTRY OF LOCAL GOVERNMENT

P.O. Box 50027
1501 RIDGEWAY
LUSAKA

29th November 2019

Mr. Lionel Laurens
Resident Representative
The United Nations Development Programme
UN House, Alick Nkhata Road
LUSAKA

Dear Mr. Lionel Laurens,

UN ROAD SAFETY FUND CALL FOR PROPOSALS 2019

We write regarding the application by UNDP for the UN Road Safety Fund Call for Proposals 2019 for Zambia. We notice that the proposed activities by UNDP are in line with our Pedestrian First Zambia - "Creating Inclusive Cities" programme and we fully support the application by UNDP which is envisaged to contribute to the successful implementation of the project.

Your sincerely,



Dr. Bishop Ed Chomba
Permanent Secretary
MINISTRY OF LOCAL GOVERNMENT

Annex 1: Logical Framework and Workplan

A. LOGICAL FRAMEWORK

PROJECT OBJECTIVE: The three-year-long project is expected to save in total 600 pedestrian and bicycle user lives and prevent 1,500 injuries in Lusaka by March 2023.

Expected outcome 1	Indicators	Means of verification
Build capacity of key stakeholders to strengthen and harmonize the policy and legislative environment for timely and effective NMT Strategy implementation.	Indicator 1: #km of pedestrian and bicycle paths prepared with support from the Private Sector and other stakeholders Baseline: 0 Target Year 3: 10 km	<i>Indicator 1: self-reporting of Private Sector Partners and verification by independent monitor</i>
	Indicator 2: Number of dangerous crossings addressed by Government, Private Sector or other stakeholders Baseline: 0 Target Year 3: 50	<i>Indicator 2: self-reporting of Private Sector Partners and verification by independent monitor</i>
	Indicator 3: Increase in use of innovative financing mechanisms to raise resources needed for these constructions, using support received from traditional donors or private sector (in kind or in cash). Baseline: 0 ZMK Target: 10,000,000 ZMK	<i>Indicator 3: self-reporting of Private Sector Partners and verification by independent monitor</i>

HOW DOES OUTCOME 1 CONTRIBUTE TOWARD ACHIEVING:

SDG 3.6: “By 2020, halve the number of global deaths and injuries from road traffic accidents”?

Under Outcome 1 the private sector will be mobilized to pave (construct or rehabilitate) 10km of sidewalks and bike lanes, and development of pedestrian crossings (including speed bumps and solar lighting) and proper public transportation stops along key corridors to enable safe mobility. This will reduce road fatalities and injuries in NMT users and increase employment among local populations. Road developments will be done through public works, with local materials and recruitment of low-skilled men and women.

Performance targets		Expected Milestone for each reporting period (annual)
Output 1.1 <i>Creating and strengthening an alliance of private and public partners to promote, advocate and mobilize resources from the private sector to improve the safety of pedestrians, cyclists, wheelchair and public transport users, and increase awareness of the importance of sustainable mobility.</i>		August 2020
Output 1.2 <i>Establishing monitoring and enforcement policies and by-laws to strengthen implementation of safe NMT use on all roads.</i>		December 2020
Output 1.3 <i>Mapping of the most critical corridors for all NMT users, including pedestrians, cyclists, wheelchair users and public transport users in Lusaka and projecting the investments needed for safe and proper sidewalks, bike lanes, pedestrian crossings, and organized public transportation stops along them.</i>		December 2020
Output 1.4: <i>Launching a multi-stakeholder campaign, advocacy and financing strategy to increase public participation in safe, inclusive and sustainable mobility, promote health and wellbeing, and the need for an inclusive road network for people with disabilities.</i>		December 2020
Output 1.1	Indicators	Means of verification
<i>Creating and strengthening an alliance of private and public partners to promote, advocate and mobilize resources from the private sector to improve the safety of pedestrians, cyclists, wheelchair and public transport users, and increase awareness of the importance of sustainable mobility.</i>	<i>1. Funds mobilized from the private sector to improve the safety of pedestrians, cyclists, wheelchair and public transport users, and increase awareness of the importance of sustainable mobility (ZMK/Year)</i>	<i>1. Annual Project Report, based on self-reporting of Private Sector Partners and verification by independent monitor</i>
Project activities:		Expected Milestone for each reporting period (annual)
1.1.1 <i>Engagement of Program Manager</i>		<i>April 2020</i>
1.1.2 <i>Meeting to launch the "Pedestrian First" Alliance and introduce activities that can be supported by Private Sector, Donors and public in general</i>		<i>May 2020</i>
1.1.3 <i>Individual follow up meetings with key stakeholders</i>		<i>August 2020</i>

Output 1.2	Indicators	Means of verification
<i>Establishing monitoring and enforcement policies and by-laws to strengthen implementation of safe NMT use on all roads.</i>	<i>1. Number of supporting policies and legislation developed for future urban road projects and rehabilitations will include provision of walkways and cyclist tracks. Baseline: 0 End line Year 3: 3</i>	<i>Annual Report, verified by Independent Monitor</i>
Project activities:		Expected Milestone for each reporting period (annual)
<i>1.2.1 Two workshops with LCC and other line ministries to develop supporting policies and legislation so that all future urban road projects and rehabilitations will include provision of walkways and cyclist tracks</i>		<i>December 2020</i>
Output 1.3	Indicators	Means of verification
<i>Mapping of the most critical corridors for all NMT users, including pedestrians, cyclists, wheelchair users and public transport users in Lusaka and projecting the investments needed for safe and proper sidewalks, bike lanes, pedestrian crossings, and organized public transportation stops along them.</i>	<i>1. Number of dangerous crossings and missing pedestrian and bicycle paths reported by the general public and other stakeholders in Lusaka. Baseline: 0 End line Year 3: 300</i> <i>2. Costing done of investment needed for dangerous crossings and missing pedestrian and bicycle paths reported by the general public and other stakeholders in Lusaka</i>	<i>1. Report from application that will be used to report dangerous crossings and missing pedestrian and bicycle paths</i> <i>2. Self-reporting by Private Sector and other stakeholders, verified by Independent Monitor</i>
Project activities:		Expected Milestone for each reporting period (annual)
<i>1.3.1 Visualization of critical corridors</i>		<i>August 2020</i>
<i>1.3.2 Identify and procure application that can be used by general public to record and highlight dangerous crossings and missing pedestrian or bicycle paths</i>		<i>July 2020</i>
<i>1.3.3 Maintain and monitor application to be used by general public</i>		<i>September 2020</i>
<i>1.3.4 Engage Consultant to project investments needed for safe and proper sidewalks, bike lanes, pedestrian crossings, and organized public transportation stops along them</i>		<i>March 2021</i>

Output 1.4	Indicators	Means of verification
<p><i>Launching a multi-stakeholder campaign, advocacy and financing strategy to increase public participation in safe, inclusive and sustainable mobility, promote health and wellbeing, and the need for an inclusive road network for people with disabilities.</i></p>	<p>1. #km of pedestrian and bicycle paths prepared with support from the Private Sector and other stakeholders Baseline: 0 End line Year 3: 10 km</p> <p>2. Number of dangerous crossings addressed by Government, Private Sector or other stakeholders</p>	<p>1. Self-reporting by Private Sector and other stakeholders, verified by Independent Monitor</p> <p>2. Self-reporting by Private Sector and other stakeholders, verified by Independent Monitor</p>
Project activities:		Expected Milestone for each reporting period (annual)
1.4.1 Develop Media Campaign		August 2020
1.3.2 Launch campaign and show messages on TV, Social Media, Radio and other means		December 2020
Expected outcome 2	Indicators	Means of verification
<p><i>Increasing multi-stakeholder participation and consultations, ensuring that the most vulnerable road users (women, disabled, children, youth, the poor) are included in NMT and road development planning.</i></p>	<p>Indicator 1: Civil society organizations representing the needs of vulnerable groups are included in NMT related stakeholder engagement activities at national and Lusaka</p> <p>Baseline: 0 Target: 1 stakeholder engagement plan for working with vulnerable groups and at least 1 major stakeholder consultation held at city level, and at least 1 major stakeholder consultation held at national level.</p> <p>Indicator 2: NMT related policy development and amendments at city and national level city include plans to meet the needs of vulnerable groups</p> <p>Baseline: 0 Target: At least 3 commitments at city level and national level related to NMT that include needs of vulnerable groups.</p>	<p><i>Indicator 1: Annual Report, verified by Independent Monitor</i></p> <p><i>Indicator 2: Annual Report, verified by Independent Monitor</i></p>

HOW DOES OUTCOME 2 CONTRIBUTE TOWARD ACHIEVING:		
<p>SDG 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”?</p> <p><i>This Outcome will contribute to improved capacity of city and national government officials in Zambia to systematically prioritize and allocate resources to NMT infrastructure – through development and amendment of necessary policies (integrated with existing city transport plans and in consultation with vulnerable groups).</i></p>		
Performance targets (project outputs that show progress towards achieving outcome 2)		Expected Milestone for each reporting period (annual)
Output 2.1 Increasing multi-stakeholder participation and consultations, ensuring that the most vulnerable road users (women, disabled, children, youth, the poor) are included in NMT and road development planning.		<i>March 2022</i>
Output 2.2 Identifying sensitization activities in urban and rural communities with public and private partners to promote pedestrians’ and cyclist safety within greener cities.		<i>March 2023</i>
Output 2.3 Working with local and international universities, city councils and foundations to exchange best practices in sustainable and safe mobility.		<i>March 2023</i>
Output 2.1	Indicators	Means of verification
<i>Increasing multi-stakeholder participation and consultations, ensuring that the most vulnerable road users (women, disabled, children, youth, the poor) are included in NMT and road development planning.</i>	<p><i>1. Civil society organizations representing the needs of vulnerable groups are included in NMT related stakeholder engagement activities at national and Lusaka</i></p> <p><i>Baseline: 0</i> <i>Target: 1 stakeholder engagement plan for working with vulnerable groups and at least 1 major stakeholder consultation held at city level, and at least 1 major stakeholder consultation held at national level.</i></p>	<i>1. Annual Report, verified by Independent Monitor</i>

Project activities:		Expected Milestone for each reporting period
2.1.1 Program Management		April 2020
2.1.2 Develop a framework for undertaking a stakeholder mapping exercise		July 2020
2.1.3 Undertake a stakeholder analysis at national and Lusaka level representing vulnerable groups (women, children, youth, elderly, people with disabilities, informal settlements/low income communities, pedestrians and cyclists).		December 2020
2.1.4. Hold a one or two-day national stakeholder engagement workshop for vulnerable groups and NMT at national level (inviting national and city stakeholders) to build capacity on issues of NMT and identify priority areas or intervention		December 2020
2.1.5 Undertake 1:1 meeting with vulnerable groups and develop and disseminate an online survey to build up understanding of priority needs		March 2021
2.1.6 Establish a working group at city/national level and include representation from vulnerable groups to inform development of NMT investment planning by city government.		March 2023
Output 2.2	Indicators	Means of verification
Identifying sensitization activities in urban and rural communities with public and private partners to promote pedestrians' and cyclist safety within greener cities.	<p>1. Increased awareness of health and economic benefits of road safety interventions, including understanding of institutional challenges and opportunities at most national and local levels.</p> <p>Number of vulnerable groups and their specific needs that respondent can list</p> <p>Baseline: 0 Target: 3</p>	1. Surveys at start and end of the campaign
Project activities:		Expected Milestone for each reporting period (annual)
2.2.1 Design materials for campaign to promote pedestrians' and cyclist safety within greener cities		December 2020
2.2.2 Implement Campaign with specific focus groups (school children, workers, PWD etc.)		March 2023
Output 2.3	Indicators	Means of verification

<i>Working with local and international universities, city councils and foundations to exchange best practices in sustainable and safe mobility.</i>	<p>1. <i>Successes and lessons learned of this strategy highlighted to other African countries.</i></p> <p>Baseline: 0 Target: 20 Articles or Blogs issued</p>	1. <i>Annual Report, verified by Independent Monitor</i>
Project activities:		Expected Milestone for each reporting period (annual)
2.3.1 <i>Identify local and international universities, city councils and foundations to exchange best practices in sustainable and safe mobility</i>		<i>August 2020</i>
2.3.2 <i>Set up meetings to disseminate lessons learned and exchange ideas</i>		<i>March 2023</i>

Expected outcome 3	Indicators	Means of verification
<i>Increased awareness of health and economic benefits of road safety interventions, including understanding of institutional challenges and opportunities</i>	<p>Indicator 1: Tailored cost-effectiveness analysis for road safety conducted for Lusaka</p> <p>Baseline: 0 Target: 1</p> <p>Indicator 2: Number of stakeholders (incl. sectors across governments, society and UN agencies) provided with guided information on the health and economic impacts of road safety</p> <p>Baseline: 0 Target: 50</p>	<p>Indicator 1: Investment case report and infographic</p> <p>Indicator 2: Institutional context analysis</p>

HOW DOES OUTCOME 3 CONTRIBUTE TOWARD ACHIEVING:

SDG 3.6: “By 2020, halve the number of global deaths and injuries from road traffic accidents”?

It provides a mechanism that allows calculating the health and economic costs of road safety interventions that can be used in any setting globally. The results will encourage governments to invest in cost-effective road safety interventions, including stricter regulations and laws that have direct impact on deaths and injuries.

SDG 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”?

It promotes the safe use of non-motorized transportation in an urban setting, including increases the safe use of public transportation, bicycle and pedestrian traffic that are important modes of transport for all vulnerable population groups.

Performance targets (project outputs that show progress towards achieving outcome 3)		Expected Milestone for each reporting period (annual)
Output 3.1 Cost-effectiveness analysis of NMT user safety interventions in Lusaka conducted which enables calculating the costs of lives and productive years lost due to road deaths and disabilities, and costs saved if road safety interventions are adequately implemented.		January 2022
Output 3.2 Institutional and context analysis developed that examines the political and legislative challenges and opportunities for NMT Strategy implementation and suggests communications, partnership and advocacy pathways to maximize its impacts.		January 2023
Output 3.1	Indicators	Means of verification
<i>Cost-effectiveness analysis of NMT user safety interventions in Lusaka conducted which enables calculating the costs of lives and productive years lost due to road deaths and disabilities, and costs saved if road safety interventions are adequately implemented.</i>	<p>1. <i>Economic analysis firm contracted</i> Baseline: 0 Target: 1</p> <p>2. <i>UNDP national economist/s engaged</i> Baseline: 0 Target: 1</p> <p>3. <i>Key working relationships with relevant ministries secured/strengthened</i> Baseline: 0 Target: 1</p>	<p>1. <i>Contract in place;</i> 2. <i>E-mail confirmation of support with UNDP economist/s;</i> 3. <i>Communications with relevant ministries.</i></p>
Project activities:		Expected Milestone for each reporting period (annual)
3.1.1 <i>Development of the road safety investment case methodology, including through an assessment of existing tools and methods, which interventions and costs/benefits should be included the model, and linkages with existing studies (e.g. UNEP costing in Zambia). The methodology will be replicable, peer-reviewed and align with broader UNDP investment case approaches and partnerships on NCDs.</i>		September 2020

3.1.2 Conduct the economic analysis for Lusaka. This will include data collection and validation with local stakeholders across sectors, including use of proxy data as needed, as well as identification of and agreement on which interventions in the strategic plan to model. UNDP country office economists will assist.		March 2021
3.1.3 Write the investment case report as well as a PowerPoint, one-page infographic and other materials which presents results and advance key messages/recommendations. This will include back-and-forth validation and consensus with local government stakeholders.		September 2021
3.1.4 Convene and deliver a multi-stakeholder forum to launch results.		January 2023
Output 3.2	Indicators	Means of verification
<i>Institutional and context analysis developed that examines the political and legislative challenges and opportunities for NMT Strategy implementation and suggests communications, partnership and advocacy pathways to maximize its impacts.</i>	<p>1. Development expert to lead the ICA component expert identified and engaged</p> <p>Baseline: 0 Target: 1</p> <p>2. Key working relationships with relevant ministries secured/strengthened</p> <p>Baseline: 0 Target: 1</p>	<p>1. E-mail confirmation of support with the development expert/s;</p> <p>2. Communications with relevant ministries.</p>
Project activities:		Expected Milestone for each reporting period (annual)
3.2.1 Adapt existing UNDP-developed institutional and context frameworks to the road safety context. This will include a literature review and consultation with key stakeholders/political economy experts.		September 2020
3.2.2 Conduct a desk review and landscape analysis using the methodology, as well as key informant interviews with key stakeholders across sectors.		March 2021
3.2.3 Articulate findings in an ICA report and PowerPoint which complements the economic analysis report and helps frame key messages from the investment case.		January 2022

B. PROJECT WORKPLAN

Rows and columns can be added as required, please note that the number and descriptions of project activities have to be in line with the ones reflected in the application form, logical framework (above) and detailed budget

Project Activities		Lead responsibility	Timeframe (by quarter – every 3 months)											
No.	Description		Year 1				Year 2				Year 3			
			Q2 20	Q3 20	Q4 20	Q1 21	Q2 21	Q3 21	Q4 21	Q1 22	Q2 22	Q3 22	Q4 22	Q1 23
1	Outcome 1:	Build capacity of key stakeholders to strengthen and harmonize the policy and legislative environment for timely and effective NMT Strategy implementation.												
1.1	Output 1.1:	Creating and strengthening an alliance of private and public partners to promote, advocate and mobilize resources from the private sector to improve the safety of pedestrians, cyclists, wheelchair and public transport users, and increase awareness of the importance of sustainable mobility.												
1.1.1	<i>Engagement of Program Manager</i>	UNDP	X	X	X	X	X	X	X	X	X	X	X	X
1.1.2	<i>Meeting to launch the "Pedestrian First" Alliance and introduce activities that can be supported by Private Sector, Donors and public in general</i>	UNDP	X											
1.1.3	<i>Individual follow up meetings with key stakeholders</i>	UNDP		X	X									
1.2	Output 1.2:	Establishing monitoring and enforcement policies and by-laws to strengthen implementation of safe NMT use on all roads.												
1.2.1	<i>Two workshops with LCC and other line ministries to develop supporting policies and legislation so that all future urban road projects and rehabilitations will include provision of walkways and cyclist tracks</i>	UNDP		X	X									
1.3	Output 1.3:	Mapping of the most critical corridors for all NMT users, including pedestrians, cyclists, wheelchair users and public transport users in Lusaka and projecting the investments needed for safe and proper sidewalks, bike lanes, pedestrian crossings, and organized public transportation stops along them.												
1.3.1	<i>Visualization of critical corridors</i>	UNDP	X	X										
1.3.2	<i>Identify and procure application that can be used by general public to record and highlight dangerous</i>	UNDP	X	X										

	<i>crossings and missing pedestrian or bicycle paths</i>													
1.3.3	<i>Maintain and monitor application to be used by general public</i>	UNDP		X	X	X	X	X	X	X	X	X	X	X
1.3.4	<i>Engage Consultant to project investments needed for safe and proper sidewalks, bike lanes, pedestrian crossings, and organized public transportation stops along them</i>	UNDP				X								
1.4	Output 1.4:	Launching a multi-stakeholder campaign, advocacy and financing strategy to increase public participation in safe, inclusive and sustainable mobility, promote health and wellbeing, and the need for an inclusive road network for people with disabilities.												
1.4.1	<i>Develop Media Campaign</i>	UNDP		X										
1.4.2	<i>Launch campaign and show messages on TV, Social Media, Radio and other means</i>	UNDP			X	X	X	X	X	X	X	X	X	X
2	Outcome 2:	Increasing multi-stakeholder participation and consultations, ensuring that the most vulnerable road users (women, disabled, children, youth, the poor) are included in NMT and road development planning.												
2.1	Output 2.1:	Increasing multi-stakeholder participation and consultations, ensuring that the most vulnerable road users (women, disabled, children, youth, the poor) are included in NMT and road development planning.												
2.1.1	<i>Program Management</i>	UNDP	X	X	X	X	X	X	X	X	X	X	X	X
2.1.2	<i>Develop a framework for undertaking a stakeholder mapping exercise</i>	UNDP		X										
2.1.3	<i>Undertake a stakeholder analysis at national and Lusaka level representing vulnerable groups (women, children, youth, elderly, people with disabilities, informal settlements/low income communities, pedestrians and cyclists).</i>	UNDP		X	X									
2.1.4	<i>Hold a one or two-day national stakeholder engagement workshop for vulnerable groups and NMT at national level (inviting national and city stakeholders) to build capacity on issues of NMT and identify priority areas or intervention</i>	UNDP			X									
2.1.5	<i>Undertake 1:1 meetings with vulnerable groups and develop and disseminate an online survey to build up understanding of priority needs</i>	UNDP			X	X								

2.1.6	<i>Establish a working group at city/national level and include representation from vulnerable groups to inform development of NMT investment planning by city government.</i>	UNDP				X	X	X	X	X	X	X	X	X
2.2	Output 2.2:	Identifying sensitization activities in urban and rural communities with public and private partners to promote pedestrians' and cyclist safety within greener cities.												
2.2.1	<i>Design materials for campaign to promote pedestrians' and cyclist safety within greener cities</i>	UNDP		X	X									
2.2.2	<i>Implement Campaign with specific focus groups (school children, workers, PWD etc.)</i>	UNDP				X	X	X	X	X	X	X	X	X
2.3	Output 2.3:	Working with local and international universities, city councils and foundations to exchange best practices in sustainable and safe mobility.												
2.3.1	<i>Identify local and international universities, city councils and foundations to exchange best practices in sustainable and safe mobility</i>	UNDP		X										
2.3.2	<i>Set up meetings to disseminate lessons learned and exchange ideas</i>	UNDP			X	X	X	X	X	X	X	X	X	X
3	Outcome 3:	Increased use of innovative financing mechanisms and increased awareness of health and economic benefits of road safety interventions												
3.1	Output 3.1:	Conducting a cost-effectiveness analysis of NMT user safety interventions in Lusaka												
3.1.1	<i>Development of the methodology</i>	UNDP	X	X										
3.1.2	<i>Conduct the analysis</i>	UNDP			X	X								
3.1.3	<i>Write the report and PowerPoint deck and support the development of a 1-page infographic</i>	UNDP					X	X						
3.1.4	<i>Host multi-stakeholder forum to launch results</i>	UNDP							X	X	X	X	X	X
3.2	Output 3.2:	Institutional and context analysis developed that examines the political and legislative challenges and opportunities for NMT Strategy implementation and suggests communications, partnership and advocacy pathways to maximize its impacts.												
3.2.1	<i>Adapt existing institutional and context frameworks to the road safety context</i>	UNDP			X									

3.2.2	<i>Conduct a desk review, landscape analysis and key informant interviews</i>	UNDP				X								
3.2.3	<i>Articulate findings in an ICA report and PowerPoint</i>	UNDP						X						

Annex 2: Contact details

PARTICIPATING UN ORGANIZATION (S) - PUNOs	
PUNO(s)	UNDP
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms.	Primary contact person (name) Lionel Laurens
Functional Title	Resident Representative
Section / Department	UNDP Zambia
Address	Alick Nkhata Road PO Box 31966 Lusaka, 10101, Zambia
Telephone	+260 977 854 204
E-Mail	lionel.laurens@undp.org
IMPLEMENTING ORGANIZATION (S) (IF DIFFERENT FROM ABOVE)	
Project Implementing Organization	
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms.	Primary contact person (name)
Functional Title	
Section / Department	
Address	
Telephone	
E-Mail	
OTHER PARTNERS (AS APPLICABLE) (ADD ROWS FOR EACH PARTNER)	
For <u>each participating project partner</u> , please provide the following information	
Name of organization	RTI International

Contact person	Rachel Nugent
E-Mail	rnugent@rti.org
Organization's role in the project:	<i>Contribute to the research, policy analysis and programme evaluation for Activity 3 "Increased awareness of health and economic benefits of road safety interventions, including understanding of institutional challenges and opportunities".</i>

Annex 3: Past, ongoing and planned projects

Please refer to the information provided on section 3.2 in the Application Form.

PAST PROJECTS	
Project Name	Zambia Non-Motorised Transport Strategy - UNEP
Duration/Dates	1 January 2017 – 31 December 2019
Budget	Unknown
How does the project proposal build on the lessons learned and achievements from this project?	The objective of this project is to support the implementation of the national NMT Strategy and the PFZ project.

ONGOING PROJECTS	
Project Name	Pedestrian First
Duration/Dates	18 July 2019 – 17 July 2023
Budget	2019 – 136.452 USD Core Funding UNDP
How will the project proposal be aligned with this project?	This initiative was able to set the stage and structures for the implementation of the Safe Roads Zambia - Creating Cities for Non-motorized Transportation Users project and will enable it to start immediately.

PLANNED PROJECTS	
Project Name	UNEP
Duration/Dates	1 April 2020 – 31 March 2023
Budget	93,800 USD
How will the project proposal be aligned with this project?	The Activities funded under this project are included in the Results Framework and Annual Work Plan for optimal coordination and alignment.

UNRSF First Formal Call for Proposals: Application Form B - Project Budget

Project Title Safe Roads Zambia - Creating Cities for Non-motorized Transportation Users

UN Organization(s) UNDP

Table 1: Budget Summary

<i>Object of Expenditure</i>		<i>Notes</i>	<i>Requested (US\$)</i>
1	Staff and other personal costs		90,000
2	Supplies, commodities, materials		9,561
3	Equipment, vehicles and furniture including depreciation		2,000
4	Contractual services		268,000
5	Travel		6,000
6	Transfers and grants counterparts		30,000
7	General operating and other direct costs		15,000
Total project direct costs			
8	Indirect support costs (7%)		29,439
Grand total			450,000