

UN ROAD SAFETY FUND CALL FOR PROPOSALS 2020



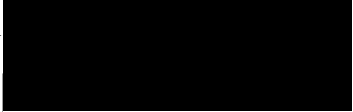

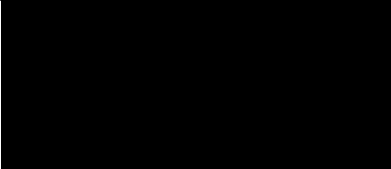

APPLICATION FORM – STAGE I

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

1. COVER PAGE

Project title	Reclaiming Streets for Pedestrians and Cyclists in Africa – Building on the global momentum to enhance road safety during and after COVID-19
Participating UN Organization(s)	UN-Habitat – Urban Basic Services Section: Debashish Bhattacharjee (debashish.bhattacharjee@un.org), Programme Management Officer, Urban Mobility; Stefanie Holzwarth (Stefanie.holzwarth@un.org), Associate Programme Management Officer, Urban Mobility
Implementing organization(s)	Institute for Transportation and Development Policy (ITDP) – Chris Kost (chris.kost@itdp.org), Africa Program Director
Other UN partners	<p>UNECA, Robert Lisinge, Chief, Energy, Infrastructure and Services Section, Private Sector Development and Finance Division, (Robert.Lisinge@un.org),</p> <p>UN Environment Programme (UNEP): Rob de Jong (rob.jong@un.org), Head, Sustainable Mobility Unit,</p> <p>UNICEF, Rory Nefdt, Senior Advisor Health, (rnefdt@unicef.org)</p>
Other partner(s)	<p>International Financial Institutions:</p> <p>African Development Bank – Neji Larbi, Urban Mobility Specialist (N.LARBI@AFDB.ORG)</p> <p>World Bank/ Global Road Safety Facility; FIA Foundation</p> <p>Government Counterparts:</p> <p><u>Ethiopia:</u></p> <ul style="list-style-type: none"> National: Ministry of Transport, H.E. Dagmawit Moges, Minister of Transport (kalkidana@motr.gov.et –contact mail of Minister's office) Local: <ul style="list-style-type: none"> Addis Ababa Transport Bureau (AATB), Regatu Solomon, Road and Transport Engineer, Safe Cycling Program lulrege@gmail.com Hawassa, Fikru Tesfaye, City Manager (ftselam@yahoo.com) Bahir Dar <p><u>Kenya:</u></p> <ul style="list-style-type: none"> National: <ul style="list-style-type: none"> Ministry of Lands and Physical Planning, Principal Secretary, Enosh M. Onyango Ministry of Transport, Eng. Francis Gitau, Infrastructure Secretary: Ministry of Transport, Infrastructure, Housing & Urban Development Kenya National Highways Authority (KENHA): Eng. Wangai Ndirangu, KenHA Board of Directors Chairman (w.ndirangu@kenha.co.ke) Kenya Urban Roads Authority (KURA): Eng. Silas Kinoti, Director General (skinoti@kura.go.ke) Local: <ul style="list-style-type: none"> Nairobi Metropolitan Services, Moses Kuiyaki, Transport Engineer (mkuiyaki2@gmail.com);

	<p>- Mombasa County Government: Dr. Godfrey Nyongesa, County Executive Committee Member (natogodffrey@gmail.com); Eng. Keno, Chief Officer Transport (kenoalbert@gmail.com)</p> <p>- Kisumu County Government: Eng. Kevin Ajuul, City Engineer (kevinajuul@gmail.com)</p> <p><u>Rwanda:</u></p> <ul style="list-style-type: none"> • National: Ministry of Infrastructure (MININFRA), Amb. Claver Gatete, cgatete@gov.rw • Dieudonne Niyigena, Senior Engineer, National and Urban Road Design, Rwanda Transport Development Agency (RTDA), dieudonne.niyigena@rtda.gov.rw • Local: Dr. Ernest Nsabimana, Vice Mayor in charge of urbanization and Infrastructure, City of Kigali (vmurban.infra@kigalicity.gov.rw) <p><u>Mozambique:</u></p> <ul style="list-style-type: none"> • National: Ministry of Transport and Communication (MTC) • Local: Quelimane Municipality – Mayor, Dr. Manuel de Araujo <p><u>Guinea:</u></p> <ul style="list-style-type: none"> • National: Ministry of Transport, HE Aboubakar Sylla, Minister of Transport, arlettediarre@yahoo.fr • National: Ministry of Security • National: Ministry of Public Work • Local: Gouvernorat de Conakry, M. Moundjour Chérif, Head of Cabinet, cherifmoundjour@gmail.com
Beneficiary country(ies)	<p>The following list illustrates the beneficiary countries – with an indication of their road traffic death per 100,000 population (in comparison: African Average is at 26.6):</p> <p>Mozambique (30.1), Rwanda (29.7), Guinea (28.2), Kenya (27.8), Ethiopia (26.7),</p>
Country category	<p><input checked="" type="checkbox"/> Low-Income <i>indicate % of total budget: 80% (Ethiopia, Guinea, Mozambique, Rwanda)</i></p> <p><input checked="" type="checkbox"/> Middle-Income <i>indicate % of total budget: 20% (Kenya)</i></p>
Total budget including co-financing (in US\$)	USD 550,000
Budget to be funded by UNRSF (in US\$)	USD 500,000
Estimated start date	Sept 2021
Estimated end date	March 2024
Duration (in months)	30 months (2.5 years)
Primary contact person <i>Name, title, e-mail and telephone</i>	<p>Debashish Bhattacharjee, Programme Management Officer, Urban Mobility, Urban Basic Services Section, UN-Habitat</p> <p>Mail: debashish.bhattacharjee@un.org</p> <p>Phone: +254738496168</p> <p>Stefanie Holzwarth, Associate Programme Management Officer, Urban Mobility (Stefanie.holzwarth@un.org) (+254702721027)</p>

Submitted by	<p>UN-Habitat: Andre Dzikus Chief, Urban Basic Services Branch Email: andre</p> <p>Signature: </p> <p>Date: </p>
	<p>UNECA: Robert Lisinge Chief, Energy, Infrastructure and Services Section Private Sector Development and Finance Division Email: Robert.Lisinge@un.org</p> <p>Signature: </p> <p>Date: </p>
	<p>UN Environment Programme (UNEP): Rob de Jong Head, Sustainable Mobility Unit Email: rob.jong@un.org</p> <p>Signature: </p> <p>Date: 17.10.21</p>
	<p>UNICEF: Rory Nefdt Senior Advisor Health signed by: Anne Detjen (OIC) Email: rnefdt@unicef.org</p> <p>Signature: </p> <p>Date: 18 October 2021</p>

2. PROJECT DESCRIPTION

2.1 BRIEF DESCRIPTION

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

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

2.2 PROJECT SUMMARY

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

Background and Problem statement

African cities will gain over 900 million new residents by 2050¹, making Africa the most rapidly urbanizing region in the world. This entails significant challenges as well as opportunities to leverage on the urban dividend - the window of opportunity to improve people's well-being in cities when planning is properly undertaken. The promise of opportunity, however, often remains out of reach for many. This is particularly problematic for the one in four global citizens aged fourteen or under². While 60% of children will live in cities by 2025³, this group often remains excluded from urban policy, planning and practice. It is therefore a priority to understand children's vulnerabilities, respect and bolster their specific rights, and offer them a childhood that fosters a better life in present and future urban settings.⁴

Many cities across the African continent are dynamic hubs, bustling with formal and informal activities and an array of transport options. In a large number of those cities, residents walk, take minibuses or cycle to move around the city. Data for the capitals of Ethiopia, Kenya and Mozambique, for example, show that cycling and walking account for more than 40% of the transport trips (Source ITDP).

At the same time, the infrastructure for active mobility is often lacking or in poor condition, causing severe safety and health impacts for the urban population. Africa is the worst-performing continent in terms of road safety, with a fatality rate of 26.6 per 100,000 inhabitants, compared to the global average of 18.2, with numbers steadily rising. Moreover, it accounts for the highest mortality rate in terms of pedestrians and cyclists, with 44% of the overall deaths reported for this category of road users, according to the World Health Organization. Children make up a sizeable share of road injuries and fatalities. Moreover, this burden is once more highly unequally shared. Whereas, in high-income countries, road fatality incidence lies at 2.0 per 100,000 children aged 5-14, in low- and middle-income countries this incidence is 11.4 per 100,000⁵.

The alarming situation is compounded by the absence of road safety and issues stemming from the lack of integrated urban planning resulting in challenges particularly for vulnerable groups due to their age, gender, disability or poverty. The lack of a rigorously enforced regulatory framework; a priority towards car-oriented transport policies; outdated street design standards; and the non-existence of coordinated safety management; and the lack of reliable mobility data are some of the key causes underlying the challenge to improve road safety.

In addition, all too often, good efforts focus only on capital cities. The capacity to design, implement and integrate good pedestrian and cycling infrastructure in a holistic response to urban mobility needs remains low in smaller towns and medium sized towns which are growing very fast in Africa.

¹ WorldOMeters, based on United Nations Population Division. 2019. Last accessed September 1, 2019 at: <https://www.worldometers.info/world-population/africa-population/>

² World Bank 2018. Population ages 0-14 (% of total population). Retrieved from <https://data.worldbank.org/indicator/SP.POP.0014.TO.ZS>

³ Krishnamurthy, S. (2019). Reclaiming spaces: child inclusive urban design. Cities & Health, 3(1-2), 86- 98.

⁴ UNICEF, 2018. Shaping urbanization for children: A handbook on child-responsive urban planning.

⁵ Abertis 2019. The Impact of Road Traffic Accidents with Child Victims.

Cost-effective, locally appropriate and often innovative transport solutions for improving the conditions for pedestrians and cyclists are, however, increasingly available and promoted by African National and Local Governments. Good examples include the national Non-Motorised Transport (NMT) Strategy launched in 2020 in Ethiopia, the Street Design Manual for Urban Areas in Kenya (SDMUAK), and the inclusion of NMT in Rwanda's National Transport Policy.

Such policies and strategies are slowly being implemented and turned into action through pilot projects on active mobility, such as Nairobi's pedestrian street (Luthuli Avenue) or Kigali's efforts to build new sidewalks and cycle paths along new roads. However, the design quality of such projects often remains poor and the constructed facilities do not meet universal access standards, particularly for children who continue to face severe risk when mobile outdoors.

Proposed Solutions and Approach

Anchored on the principles of the "Safe System Approach", the project takes a comprehensive view and proposes a four-pronged approach to deliver concrete outcomes to enhance road safety and lower traffic injuries and fatalities in African cities (the concrete outputs and quantifiable indicators can be found in the table on project design below). In each of these project components, children's needs and rights will be explicitly integrated, alongside considerations of gender and ability. At all times, the project assumes that urban environments suitable for children are a truly inclusive environments for all.

Firstly, linked to Outcome 1, the project responds to the need to scale up and disseminate good road safety efforts from capital cities to secondary and tertiary cities. This will be done through large-scale capacity building programmes with local governments, transport and public space planners and engineers. This will be done in five partner countries with road fatality incidences well-above the African average: Ethiopia, Guinea, Kenya, Mozambique and Rwanda. Intra-country city-to-city exchange programmes will also be used to share knowledge and experiences to promote good approaches on street designs from capital cities to smaller towns and vice versa. Measures that reduce travel speeds, segregate pedestrians/cyclists from traffic, reduce car dependence and encourage a shift to public transport will be highlighted.

Secondly, related to Outcome 2, targeted support will be provided to partner countries lacking an established NMT framework through the development and review of National NMT Strategies and Street Design Guidelines. The project also facilitates multi-stakeholder collaboration and promote media outreach and advocacy of the NMT agenda.

Next, in relation to Outcome 3, there is need for the regional dissemination of good practices to inspire countries with poorer road safety indicators to follow successful pathways towards safer and more inclusive mobility. This will be done through regional exchange programmes and study visits.

Finally, linked to outcome 4, the project proposes to achieve wider regional impact on road safety beyond partner countries across the African continent through strong collaboration with Development Banks and Financiers. The project team will offer its support in providing NMT audits to externally financed mobility projects and will also collaborate closely with International Financial Institutions on the concept of Complete Streets.

>> see Section 2.4 "Approach And Effectiveness".

Intended Impact

The project intends to significantly reduce road fatalities in African cities by implementing safer streets for pedestrians and cyclists – while at the same time providing inclusive, equitable, affordable and low carbon mobility for all residents, and particularly children. This final impact will be measured through:

1. Observed reduction in overall and child road accident and fatality incidence. This will be measured by first identifying road safety "hot spots", and assessing reductions in injuries/fatalities in a sample number of location;
2. Increased budgets/investments for road safety infrastructure focused on road safety "hot spots".

Linkages/Synergies with ongoing initiatives

In all the countries, UN-Habitat, ITDP and UNEP have experience in urban and mobility projects. In addition, there is a local UN-Habitat presence, either through a regional or country office, or local staff, in each of the proposed beneficiary countries, with strong engagement with Government counterparts on national and local level and synergize with former or ongoing initiatives.

>> see chapter 3.3 "Synergies"

Linkages with national and local strategies

The listed countries were selected due to their 1) high level of road fatalities; and 2) existing political willingness and support to work on better streets for pedestrians and cyclists (see government endorsement).

>> see chapter 3.3 “Synergies”

Linkages with Global Frameworks (SDG, New Urban Agenda, UN Resolutions)

The project directly contributes to SDG 3 target 3.6 by halving road-accident related deaths and injuries, SDG 11 targets 11.2 and 11.7 by providing access to safe and sustainable transport systems and public spaces. The project also contributes to SDG target 3.9 by promoting clean mobility to reduce air pollution while also helping to achieve SDG target 13.1 by reducing emissions from transport.

The project also targets the mobility-related goals in the New Urban Agenda, particularly paragraph 113, as well as the UN General Assembly resolution A/RES/74/299 in which countries and cities commit to improving road safety and integrating it into sustainable mobility and transport infrastructure planning and design. The inclusive approach proposed ensures the promotion of urban planning for the creation of safe, inclusive, accessible, multifunctional and green public spaces, especially for children.

Possible scale-up/replication

- The project will be linked to the [Africa Network for Walking and Cycling](#), which was established by UNEP in 2020 with UN-Habitat and ITDP as strong partners. This can serve as a platform for dissemination and replication for the proposed project.
- Expert and Ministerial Forums under the aegis of the UNECA and the African Union will promote policy development for replication.
- All **partners have a mandate to work on Active Mobility in Africa** beyond the scope of the proposed project and can utilize lessons learnt for future country and city engagements on road safety.
- The **collaboration with International Financial Institutions** – in particular the African Development Bank - will help to scale safe NMT infrastructure across the continent.

Innovation

- The **project relies on peer-to-peer exchange between capitals and secondary/tertiary cities, and places children’s voices and rights at the heart of urban mobility planning and action**, setting it apart from prior NMT initiatives in the region.
- The project proposes a **collaborative Street Design challenge using the computer game Minecraft** as a community participation tool to test and refine ideas and gather public feedback, especially from children, before permanent implementation. At least 2 cities/countries will select a specific street that shall be redesigned in co-creation with the local community, spearheaded by its youngest citizens, while implementation will be done by the respective government.

2.3 PROJECT DESIGN

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

Description	Partners	Indicators for success	Start and end dates	Budget
Outcome 1: Good Street Designs are scaled-up in countries with established Road Safety Frameworks, developed through inclusive participatory processes, especially involving children (In-country scale-up – focus on countries with enabling NMT frameworks: Kenya, Ethiopia, Rwanda);	ITDP; UNH	Outcome Indicator 1: Additional kilometres of safer walking and cycling routes following international best practice (Baseline: n.a. /Target: 10 km in each city)	Sept 2021-Dec 2023	166,497

Output 1.1: Country-wide Capacity Building on scaling up high quality street design and road safety	ITDP; UNH		Sept 2021-Sept 2022	73,761
Activity 1.1.1: Provide large-scale nationwide Training and Capacity Building on scaling up high quality street designs to local governments and engineers with a focus on secondary and tertiary towns	UNH, ITDP,	Indicator 1.1.1: Number of officials trained on Street Design, with a particular focus on child-friendly design (baseline: 0/ Target: 600 officials)		
Activity 1.1.2: Facilitate in-country city-to-city exchanges to share good practices on NMT	UNH, ITDP	Indicator 1.1.2: Number of in-country city-to-city exchanges in each country (baseline: 0/ Target: 1 in each country)		
Output 1.2: Technical Assistance and Design Review for implementing safe NMT infrastructure	ITDP; UNICEF;		Dec 2021-Dec 2023	92,736
<p>Activity 1.2.1: Provide on-demand design review assistance and technical support on footpaths, cycle tracks, public space and public transport projects, and safe routes to schools, particularly concerning children's needs</p> <p>Activity 1.2.2: Support countries and cities in establishing a formal process for child-friendly design review to ensure alignment to guidelines in implementation projects</p> <p>Activity 1.2.3: Co-organise an innovative street design challenge in collaboration with the city, including child-only events (using the computer game Minecraft as a community participation tool)</p>		<p>Indicator 1.2.1a: Number of cities that have adopted a best-practice design for walking and cycling infrastructure following international best practice (baseline: 0/ Target: 3)</p> <p>Indicator 1.2.1b: Number of Road safety assessments (Safe Routes to School) carried out in the catchment of schools incl. road and street conditions and quality of public transport (see example Kibera Walkability Study, UN-Habitat) (baseline: 0/ Target: 2)</p> <p>Indicator 1.2.2: Number of cities/countries that have established a Design Review Committee including representation of parent-teacher associations (baseline: 0/ Target: 2)</p> <p>Indicator 1.2.3: Number of cities/countries that have co-organised an innovative street design challenge with strong civil society participation and child focus</p>		

		(baseline: 0/ Target: 2)		
Outcome 2: Road Safety Frameworks are improved in Africa countries with high fatality rates and interest in Road Safety is confirmed with countries initiating evidence-based policies and sparking action on NMT. (Initiating NMT policies and advocacy action – focus on Mozambique and Guinea);	ITDP; UNH	<p>Outcome Indicator 2.1: National Policy Papers on Road Safety published</p> <p>(Baseline: 0 /Target: 2)</p> <p>Outcome Indicator 2.2: Dedicated City Road Safety Budget</p> <p>(Baseline: 0 /Target: 2)</p>	Jan 2022-Dec 2023	205,762
Output 2.1: Enhanced data on the road safety situation in the country	ITDP; UNH		Jan 2022-Sept 2023	46,277
Activity 2.1 Strengthen the country's Road Safety Observatories and build the capacity of institutions on road safety data collection and reporting, with data on children collected separately		<p>Indicator 2.1: Number of trained officers, skilled and operational in the field for data collection and reporting; number of reports issued by the Observatory</p> <p>(baseline: 0/ target: 60 people)</p>		
Output 2.2: Development and Review of evidence-based NMT policies and standards	ITDP; UNH		Jan 2022-Dec 2023	103,598
<p>Activity 2.2.1: Build Capacity of government officials on NMT policies, complete streets and adequate design standards</p> <p>Activity 2.2.2: Support the development or review of National/ Local NMT Policies and Strategies incl. budgetary commitments for safe infrastructure</p> <p>Activity 2.2.3: Assist with the development, review or harmonization of Street Design Standards</p>		<p>Indicator 2.2.1: Number of officials trained on NMT policies, complete streets and adequate design standards</p> <p>(baseline: 0/ target: 200 people)</p> <p>Indicator 2.2.2: Number of countries/ cities that initiate preparation of an NMT Policy/ Strategy</p> <p>(baseline: 0/ target: 1)</p> <p>Indicator 2.2.3: Number of countries/ cities that develop, review or harmonize Street Design Standard</p> <p>(baseline: 0/ target: 1)</p>		

Output 2.3: Multi-stakeholder collaboration to promote and advocate for safe NMT and low carbon transport	ITDP; UNH		May 2022-Dec 2023	55,887
Activity 2.3: Strengthen stakeholder engagement and collaboration between government, civil society, academia, development banks, consulting firms and private sector through co-organization of pilot action, awareness raising, placemaking, car free days, advocacy and outreach events, discussion platforms to promote road safety, the use of helmets and visible clothing, and a shift to climate friendly transport including public transport, walking and cycling		<p>Indicator 2.3.1: Number of events organised in each country with multi-stakeholder participation, including a component focusing exclusively on road safety for children</p> <p>(baseline: 0/ target: 1 in each city/country)</p> <p>Indicator 2.3.2: Technical Guide on “How to promote Road Safety and Climate Friendly transport through public events”</p> <p>(baseline: 0/ target: 1 guide)</p>		
Outcome 3: Regional Exchange programmes on NMT policy, infrastructure and advocacy organised and good practice is disseminated across African countries to build capacity and learn from each other (Regional exchange of good practice);	UNH, UNEP; UNECA;	<p>Outcome Indicator 3: National Urban/Transport Policy reflect road safety considerations</p> <p>(baseline: 0/ target: 2 policies)</p>	Jan 2022-March 2024	72,248
Output 3.1: Regional Conventions to disseminate good practice on NMT			Jan 2022-March 2024	72,248
Activity 3.1: Organize Regional Exchange programmes, regional meetings of high-level officials from relevant ministries and authorities, as well as Study Tours between countries on best practice of NMT policies, designs and safer streets		<p>Indicator 3.1: Number of regional exchange programmes organised between the selected countries as platforms to learn from each other as part of the "Africa Network for Walking and Cycling"</p> <p>(baseline: 0/ target: 2)</p>		
Outcome 4: Strengthened Collaboration with Financiers of planned infrastructure projects (Regional impact)	UNEP; ITDP; UNECA; UNH	<p>Outcome Indicator 4: Number of MDB/IFI project preparation documents/ project documents incorporating NMT / road safety considerations</p> <p>(Baseline: 0 / Target: 2 project preparation documents)</p>	Sept 2022-March 2024	55,493
Output 4.1: Regional Conventions of International Financial Institutions and their counterpart country representatives			Sept 2022-March 2024	55,493

<p>Activity 4.1.1: Provide NMT audits of externally financed transport projects</p> <p>Activity 4.1.2: Organise Exchange Workshops on safer streets with International Financial Institutions and their counterpart country representatives as part of the Africa Network for Walking and Cycling</p>		<p>Indicator 4.1.1: Number of NMT audits conducted and recommendations endorsed by the financier</p> <p>(baseline: 0/ target: 2 NMT audits)</p> <p>Indicator 4.1.2: Number of technical workshops organised with engineers of development banks and consultancy firms on complete street design as part of the Africa Network for Walking and Cycling</p> <p>(Baseline: 0 technical workshops organised / Target: 2 technical workshops organised)</p>		
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2.4 APPROACH AND EFFECTIVENESS

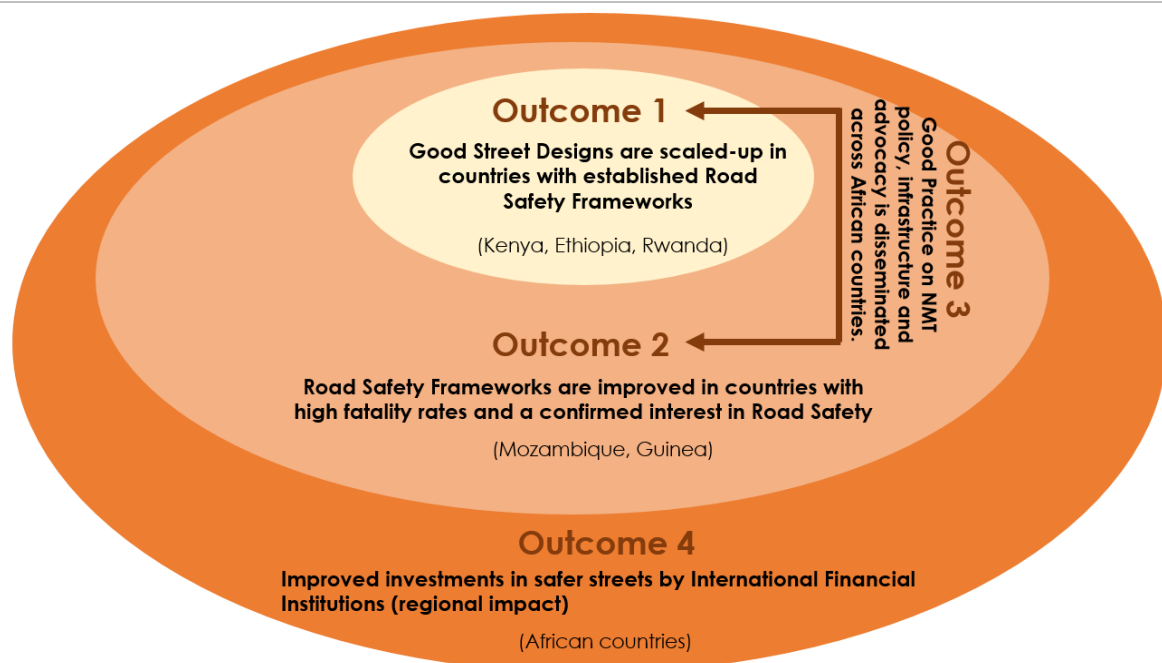
Explain why you consider this approach (scope/timeframe etc.) to be the most effective way to reach the project's objectives and outcomes. Outline why the country(ies) need assistance. (max 1000 words).

The proposed project aims to be mindful of the lessons learnt and good NMT practices coming from African countries. Experience has shown that the dissemination of successful approaches from within the continent is considered more relevant as pre-conditions are relatable and goals seems more “achievable” – as compared to deriving lessons learnt from the “Global North”. The project setup of peer-to-peer learning is considered to be the most effective, due to its context-sensitivity and geospatial proximity, enabling field visits, interaction, geographically similar conditions and the search for areas of overlap.

Against the above background, the proposed project is expected to build on the ongoing UNRSF project in Addis Ababa “Scaling Up Safe Street Designs”, which is considered to be successful in its approach due to the following reasons:

- High Level Commitment by Government (Minister of Transport) has helped to put NMT and Road Safety high on the country's political agenda. This resulted in budgetary allocations for NMT and mobilization of international financial institution resources and will also ensure the project's sustainability beyond the grant period.
- The combination of political will and strong technical support, capacity building and communications/ media outreach has created a wide impact.
- The strong collaboration with civil society through Car Free Day activities facilitated local ownership, public participation and strengthened relationships between government and residents.
- The project has helped to build vertical linkages between national and local government, which has facilitated wider commitment for the NMT agenda across different levels.
- The built-in flexibility in terms of activities helped to respond to on-demand requests by government, which seems appreciated from side of government.

Building on the Ethiopia project, the proposed programme therefore opts for a regional approach, proposing four interrelated outcomes to achieve the intended impact of “significantly reducing road fatalities in African cities by implementing safer streets for pedestrians and cyclists” through policy advice, technical assistance, advocacy and regional learning on safer street designs in and between African countries:



Outcome 1: Under Outcome 1, the proposed project will support in-country scale-up of good street designs in countries with established Road Safety Frameworks (such as Kenya, Ethiopia, Rwanda). Recent projects in these countries show good efforts towards better walking and cycling infrastructure, however, inadequacies do remain in terms of road safety design features. There is a clear need for mass training and capacity building of engineers in road agencies – particularly also in secondary and tertiary towns – to ensure that the recommendations of national frameworks are being implemented locally, and the interests of vulnerable road users are safeguarded. The proposed project will provide on-demand design review assistance and capacity building to ensure good quality designs during physical implementation of NMT infrastructure - in alignment with policies and standards, as well as resident’s needs, and particularly those of the youngest urban dwellers.

Outcome 2: Under Outcome 2, the project will initiate the development of road safety frameworks in African countries with high fatality rates (such as Mozambique and Guinea) and a confirmed interest in improving Non-Motorised Transport. These countries do not yet have evidence-based NMT policies or strategies in place. There is a clear and illustrated demand for improved data collection on road traffic accidents (with a focus on NMT users and children). Initial efforts have been put in place, such as the Urban Security Observatory within the Ministry of Security and Civil Protection in Guinea, however, additional capacity needs to be built to collect relevant data and to analyse it for improved transport policy frameworks. The project will initiate the development of evidence-based, child-centered NMT policies and Street Design Manuals, through a process of participatory “hazard mapping” involving children, their parents, schools and other stakeholders. The project will also include in its scope, the enhancement of the quality of public spaces, keeping in view the need for adequate “play activities” that can support the better health of children. Collaboration with UNICEF will ensure the implementation of an advocacy and dissemination programme, promoting the importance of adoption, implementation, and monitoring of road safety good practices and the technical aspects of these elements.

Outcome 3: The project will facilitate Regional Exchange by disseminating good practice on NMT Policy, infrastructure and advocacy between the beneficiary countries. Through Regional Exchange Programmes and Study Tours, the countries would have the opportunity to experience, learn and understand NMT improvements from selected countries/cities which will inspire policy development and spark action in the participating countries. The regional exchange will be linked to the African Network for Walking and Cycling to synergize with other ongoing efforts by a wide range of partners who are active on NMT projects in Africa (such as ICLEI, GIZ, FIA Foundation, iRAP, Walk21, or NACTO). A first regional convening is tentatively planned during the Africities conference taking place in Kisumu in November 2021, on the proposed theme of “Transport and Cities: Connectivity, Integration and Sustainable Health System”. A meeting of high level officials from the project countries representing different ministries such as transport, urban development and health will be convened by UNECA in coordination with UN-Habitat. The meeting will bring forward the experience from the respective countries with a view to preparing policy recommendations to be adopted at the national levels of the respective countries. These recommendations will be further taken forward at Ministerial level meetings under the Aegis of the African Union.

Outcome 4: Through collaboration with UNECA, Development Banks and Financiers, the project will contribute to improved investments in safer streets for pedestrians and cyclists across the African continent. Regular workshops will be organized with UNECA, International Financial Institutions and their counterpart countries to exchange views on current plans and provide review assistance on the proposed infrastructure designs. The workshops will target to build awareness of these institutions' country teams on road safety and complete street design. These workshops will also be embedded within the Africa Network for Walking and Cycling – to access additional technical expertise and benefit from partnerships by other organisations.

The presence of UN-Habitat country offices in each of the project countries will ensure effective coordination and implementation in 2.5 years. Due to former and ongoing projects and established government relationships in each of the countries, a quick start of activities can be expected at the beginning of the project – building on existing work, aiding project efficiency and effectiveness.

2.5 CONSISTENCY WITH GLOBAL FRAMEWORK PLAN OF ACTION FOR ROAD SAFETY

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

2.6 BENEFICIARY GOVERNMENT(S) ENDORSEMENT

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

- ☒ Received
☐ Under discussion
☐ Comments: _____

UN-Habitat has extensively consulted with the governments of the project countries and letters of support have been received from Ethiopia, Guinea, Rwanda and Kenya. The African Development Bank have also Confirmed their Support. Letters of support are Attached.

The proposed countries are selected due to their 1) existing political willingness and support to work on better streets for pedestrians and cyclists; 2) existing potential for country and regional level impact, as road accident-related injury and fatality incidence are high; 3) UN-Habitat's/ partners' ongoing projects in each of these countries.

3. PRIORITIES OF THE 2020 CALL FOR PROPOSALS

3.1 EXPECTED IMPACT

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

Infrastructure for pedestrians and cyclists, and especially those most vulnerable, across the African countries is inadequate. Streets lack adequate sidewalks and basic safety elements such as pedestrian crossings, refuge islands, and traffic calming measures.

For the best urban planning and design, five benefits should be considered with equal attention. For example, road safety measures often work to remove children from the road environment, instead of (re-)allocating that environment to children safely. However, although road casualties declined in many high-income countries, this comes at the cost of children's independent mobility. Such policies mean that children have less freedom to walk, bike and play in their neighborhoods without adult supervision, which limits children's natural physical activity, leading to health issues

such as obesity⁶. Similarly, car-oriented transportation policies raise inequity, as those who do not have the privilege of a car must still walk and are at even greater risk in car-oriented streets. Furthermore, the energy required to fuel automobiles, the materials and energy to build infrastructure, air and soil pollution lead to higher resource consumption, greater environmental degradation and worse climate change.⁷

The proposed project is expected to significantly reduce road fatalities in African cities by implementing safer streets for pedestrians and cyclists – while at the same time providing inclusive, equitable, affordable and low carbon mobility for all residents. This will be achieved through policy advice, technical assistance, advocacy and regional learning on safer street designs in and between African countries – linking policy with financing and action on the ground.

While the project will build on ongoing efforts in the countries' capital cities with a particular focus on safe design for walking and cycling infrastructure including road safety elements, it will also assist secondary and tertiary towns to implement high quality NMT infrastructure. Through its multi-level approach, by linking policies with design standards and action on the ground, the project is expected to achieve its intended impact. The project is expected to particularly enhance road safety for children, women and people with disability, who often highly depend on walking or cycling as the main mode of mobility, while being among the most vulnerable road users.

Besides achievements on road safety, the project is expected to achieve various co-benefits including better access to jobs and educational opportunities; improved public health due to active lifestyles; reduced climate emissions and improvements to the urban air quality. Improvements to the walking and cycling environments will also contribute to enhancing access to public transport, i.e. in Nairobi or Kigali, where BRT plans are on the drawing board.

In order to achieve sustainable and long-term results, the project proposes the following seven components, within which the rights and needs of children will play a pivotal role:

- (1) The project will build design capacity of key staff in national road agencies, transport ministries as well as local governments – with a focus on secondary and tertiary towns in Ethiopia, Kenya, and Rwanda - to fully capacitate them to develop high quality designs or revise designs made by consultants according to good standards;
- (2) Through the provision of on-demand technical review assistance of planned and ongoing NMT initiatives, the project is expected to add design quality to implementation projects that are already in the pipeline;
- (3) The establishment of formal design review processes within government entities will help to ensure continuity for design review beyond the project period;
- (4) Through the development and review of national policy frameworks (i.e. NMT Policy, Street Design Standards), and their endorsement by National Government, the project is expected to provide a guiding framework and common reference for high quality NMT initiatives also beyond the project period;
- (5) As the project will strengthen vertical linkages between national and local government, wide government commitment is expected for the project duration and also beyond;
- (6) As the project proposes collaborative Street Design Challenges as well as the Open Street Days, strong support and advocacy by civil society is expected including vulnerable groups such as children, women, elderly and persons with disabilities;
- (7) Through the sensitization and exchange with International Financial Institutions and Governments on the need for safer streets, the project is expected to achieve long-term change of investment decisions.

3.2 LINK WITH MANDATE OF PARTICIPATING UN ORGANIZATION(S)

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

UN-Habitat's overall vision is to promote transformative change in cities and human settlements through knowledge, policy advice, technical assistance and collaborative action to leave no one and no place behind. To achieve its objective to advance sustainable urbanization, UN-Habitat is making progress in its four interlinked Domains of Change (DoC) as per its Strategic Plan: 1. Reduced spatial inequality and poverty in communities across the urban-rural continuum, 2. Enhanced shared prosperity of cities and regions, 3. Strengthened climate action and improved urban environment, 4. Effective urban crisis prevention and response.

⁶ Bosch et al. 2019. Associations of extracurricular physical activity patterns and body composition in a multi-ethnic population of UK children (the Size and Lung Function in Children study): a multilevel modelling analysis, BMC Public Health 19(573), doi: 10.1186/s12889-019-6883-1

⁷ UNICEF, 2018. Shaping urbanization for children: A handbook on child-responsive urban planning.

The proposed project on NMT and road safety is closely linked to all Domains of Change – having a potential impact on access to mobility (DoC1) and economic opportunities (DoC2), on social integration and inclusion to enhance urban resilience (DoC4) as well as environmental benefits as NMT provides a low carbon, clean mobility option (DoC3).

To address the urban mobility challenge in cities, UN-Habitat provides technical assistance on policy development, project implementation, advocacy and facilitates access to finance. UN-Habitat believes that promoting road safety calls for a paradigm shift in urban planning, encouraging compact cities and mixed-land use as a way to increase accessibility and to reduce the need for transportation altogether. This should be coupled with the provision of access to safe, affordable, accessible and sustainable public transport systems for all, integrated with walking and cycling, and embedded in the concept of complete streets. Speed reduction measures for motorized transport in urban areas are essential to promote road safety. UN-Habitat encourages multi-stakeholder partnerships, citizen involvement as well as the application of innovative technologies i.e. for data collection on road safety.

UN-Habitat's approach to Road Safety is based on the 2030 Sustainable Development Goals – with a particular focus on Goal 11 (SDG target 11.2) - and the New Urban Agenda, Paragraph 113.

Against the above background, the proposed project would directly interlink with UN-Habitat's mandate as well as help UN-Habitat to contribute to the achievement of SDG target 11.2 and the commitments made in the New Urban Agenda.

3.3 SYNERGIES

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

In all partner countries, UN-Habitat, ITDP and UN Environment have experience in urban and mobility projects as listed below. This is combined with UNICEF's extensive experience in advocating for the needs and rights of children and child engagement strategies, as exemplified by the UN Road Safety Fund project in Paraguay. The proposed project can therefore build on existing strong relationships with Government counterparts on national and local level – and well as benefit from the support of UN-Habitat offices in each of these countries.

Ethiopia:

(i) Synergies with other past or ongoing road safety projects in the country or beyond

The proposed project will build on the ongoing UNRSF supported project "Scaling Up Safe Street Designs in Ethiopia". This project supports the Ethiopian government in the development of the National NMT Strategy (including a budgetary commitment on NMT), in harmonization of the existing street design guidelines, as well as through technical assistance and design review of planned walkways and cycle paths, and awareness programs such as car-free events and sustainable commuting days for government staff.

In addition, UNEP is implementing a project in Ethiopia, Rwanda and Zambia on "Investments in Walking and Cycling" funded by the UN Development Account.

(ii) Synergies with national priorities and strategies

With support from UN-Habitat (under the aforementioned UNRSF project) and UNEP's Share the Road Programme, Ethiopia launched its national NMT Strategy in 2020 in synergy with Addis Ababa's NMT Strategy in 2019. UN-Habitat has supported the review and harmonization of existing street design manuals and the project is currently setting up an interactive online platform for practitioners to engage on possible street designs. Ethiopia's Transport Ministry as well as AATB have expressed interest to UN-Habitat/ ITDP in further collaboration on NMT.

(iii) Synergies with other development challenges and issues

UN-Habitat has also worked with the Ethiopian government on better public and green spaces. There are clear synergies in providing high quality and attractive walkways and cycling paths as part of comprehensive urban regeneration programmes.

Kenya:

(i) Synergies with other past or ongoing road safety projects in the country or beyond

UN-Habitat and ITDP have for many years supported Kenya, Ethiopia and Uganda through the GEF-funded SUSTRAN (“Sustainable Transport for East African Cities”) Project. UN-Habitat is currently implementing the International Climate Initiative (IKI)-supported Urban Pathways project that aims at supporting cities in the development of Low Carbon Plans for Urban Basic Services in the context of the New Urban Agenda. Through this project and the Global Public Space Programme, UN-Habitat supported the transformation of an inner-city street (Luthuli Avenue) in Nairobi to a pedestrian zone. Moreover, UN-Habitat carried out an innovative project in the informal settlements of Kibera, Nairobi, using frontier technology such as stress monitoring and integrated pollution monitoring to assess children’s walkability along the route to school. Walk-along interviews were performed alongside participatory mapping exercises and child ‘town halls’ that provided unique, evidence-based policy suggestions to create child-friendly public spaces.

UN-Habitat and ITDP are currently also implementing the project “Growing Smarter – Sustainable Mobility in East Africa” project, supported by IKI. The project seeks to facilitate capacity building and technical assistance for transport officials and decision-makers to expand their knowledge and skills to implement sustainable mobility solutions.

(ii) Synergies with national priorities and strategies

Nairobi launched its NMT Policy in 2016 with support from UNEP, which included a first-of-a-kind commitment in Africa earmarking 20 percent of the transport budget to NMT. Moreover, the newly established Nairobi Metropolitan Services (NMS) has announced ambitious plans to decongest the city centre by upgrading and improving infrastructure for pedestrians and cyclists. As a new “Street Design Manual for Urban Areas in Kenya” is expected to be launched in early 2021, the proposed project would help to fast-track its implementation. In addition, NMS has requested UN-Habitat to collaborate on concrete urban regeneration and NMT projects in Nairobi, as well as across the country. Other Kenyan cities, including Kisumu and Mombasa, have launched implementation of pedestrian improvement projects and have ambitious plans for scaling up these initiatives.

Rwanda:

(i) Synergies with other past or ongoing road safety projects in the country or beyond

UN-Habitat and ITDP are currently implementing the project “Growing Smarter – Sustainable Mobility in East Africa” project, supported IKI. The project seeks to facilitate capacity building and technical assistance for transport officials and decision-makers to expand their knowledge and skills to implement sustainable mobility solutions.

In addition, UNEP is implementing a project in Ethiopia, Rwanda and Zambia on “Investments in Walking and Cycling” funded by the UN Development Account (see chapter 4).

(ii) Synergies with national priorities and strategies

ITDP has supported the inclusion of NMT in the National Transport Policy under UN Environment’s Share the Road Initiative. The Ministry of Infrastructure in partnership with ITDP recently launched the development of the Rwanda Urban Street Design Manual, which seeks to mainstream best practices in complete street design.

The city of Kigali has taken major strides to improve the pedestrian environment, through the creation of basic sidewalks on most arterial streets - as well as a pedestrian zone in the city center. Kigali also has adopted a forward-thinking approach to land use planning, adopting a metropolitan level TOD master plan and working to prepare urban design plans for local areas. The City of Kigali recently launched the Kigali Infrastructure Project, involving the redesign of 215 km of urban streets, and has expressed interest in reviewing the proposed designs to enhance NMT access and safety.

Mozambique:

(i) Synergies with other past or ongoing road safety projects in the country or beyond

UN-Habitat implemented the project Public Space for Children in 2019-2020 within the context of the Child Friendly City Initiative in Maputo and Quelimane Cities. The project is being currently replicated in Dondo City, with a major focus on communities affected to natural disasters, as part of a post crisis urban redevelopment project.

In 2019 UN-Habitat facilitated the establishment of the Sustainable Mobility Week for Greater Maputo, replicated annually by the Maputo Metropolitan Transport Agency, local Municipalities and all the relevant stakeholders.

(ii) Synergies with national priorities and strategies

The Maputo Metropolitan Transport Agency (AMT) has recently been established. In 2012, Mozambique adopted ProMaputo, a development programme that also serves as an urban plan, land use and infrastructure development policy for Maputo and neighbouring Matola. In addition, a Comprehensive Urban Transport Master Plan has been developed in 2014 and in September 2020, a Memorandum of Understanding (MoU) has been signed between the

Municipalities of Maputo Metropolitan Area in order to develop a joint metropolitan Sustainable Urban Mobility Plan, that will include a component of NMT promotion.

Great efforts are being undertaken in Quelimane City, which is considered as the Mozambican capital city of bicycles, with 47.1% of households owning a bicycle, compared with 5.7% in Maputo City (INE 2013). The most popular public transport are the 5,500 “bike taxis” that cross the city streets on a daily basis linking the center with the peri-urban areas (RTP 2019).

Quelimane Municipality developed a plan to propose a network of 12km bike lanes. The proposed project would help to build the capacity of local government on human-centered street design to promote road safety and enhance accessibility for vulnerable people, also building on the premises of the Public Spaces for Children project developed by UN-Habitat in 2019 in Maputo and Quelimane City.

Guinea:

(i) Synergies with other past or ongoing road safety projects in the country or beyond

UN-Habitat is currently implementing the “Guinea Sustainable Cities Support Programme” (SANITA project) in collaboration with the Ministry of City and Regional Planning and supported by the EU. Under this project, the Master Plan for the Greater Conakry is being developed in a participatory way along with aspects pertaining to mobility. As part of this wider programme, UN-Habitat is also implementing a public space project “Regaining Right to Conakry City Guinea: Urban Public Space and Places for Improved Social Relations and Community Wellbeing” supported by the Block by Block Project.

In addition, UN-Habitat and UNDP are providing technical assistance to the newly established Urban Security Observatory (OBSU) to enhance responsive decision-making and interventions in the physical environment to prevent and reduce insecurity on public roads and petty crime in public space.

(ii) Synergies with national priorities and strategies

The Grand Conakry vision 2040 recommends the setting up of a transport authority or at least a coordination mechanism as a priority to improve transport services regulation, traffic management, Public Transport services, parking management, and non-motorized modes. The country does not have an NMT policy or Street Design Manual – but is interested in the development.

Synergies on a Regional level:

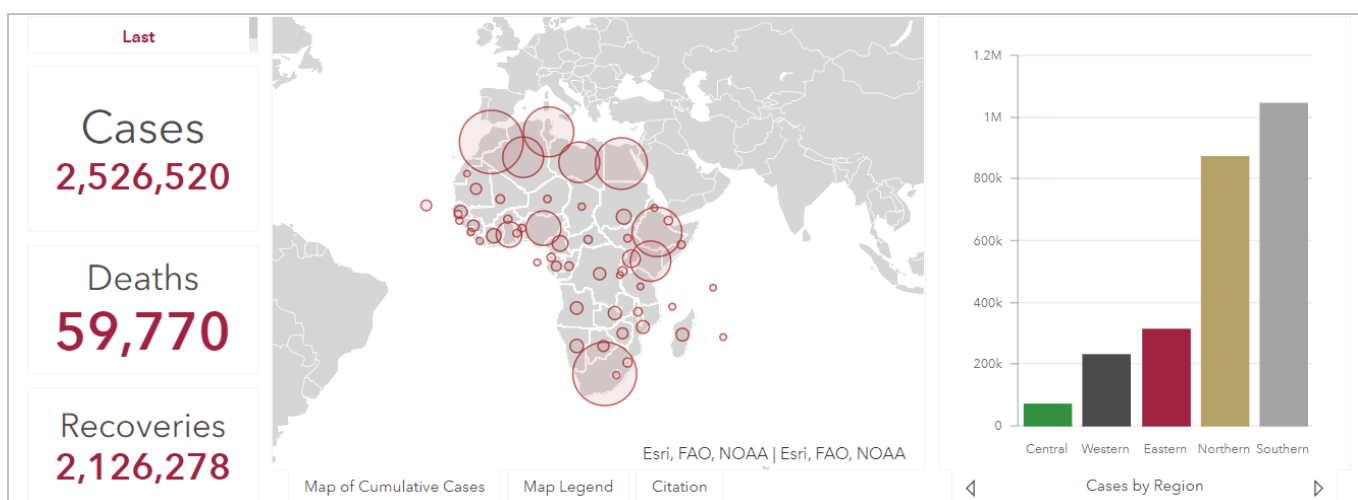
UN-Habitat in collaboration with Walk 21 is currently developing a “Best Practices Guide for Walking and Cycling in African Cities: Policy, Infrastructure, Advocacy, and Perceptions” – under the Urban Pathways project. This guidebook can be a resource tool for the capacity building and dissemination of good practice under proposed activities of the project.

3.4 COVID-19

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

The African continent has 17 percent of the world’s population. As of 23 December 2020, Africa reported a cumulative total of more than 2.5 million confirmed COVID-19 cases and 59,770 related deaths (ca. 3.5% of the global total). Most cases have been reported in the Southern and Northern African regions.⁸

⁸ <https://africacdc.org/covid-19/>



Between February and December 2020, many African countries curtailed trips and imposed physical distancing and hygiene measures in response to COVID-19. Like many parts of the world, daily living routines changed significantly and everyday mobility was disrupted.

The African Centre for Disease Control published Guidance for the transportation sector in May 2020 recommending measures for governments to adopt; this included:

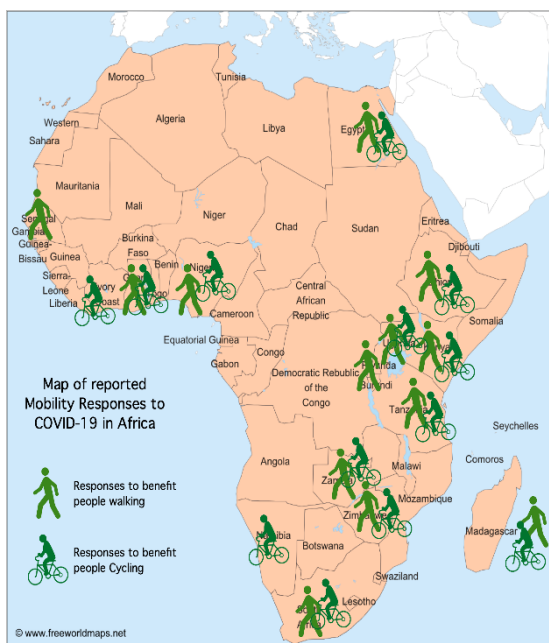
- restrictions in movement and physical distancing;
- reducing capacity of public transport services; and
- encouraging more walking and cycling for essential journeys.

The Research Report by UNEP and partners on the “Impact of COVID-19 on Walking and Cycling Policy and Practice in Africa”, assumes that African countries have changed their mobility habits less overall because of COVID-19 than other regions in the world. On average, in Africa, based on the Google mobility data, there was:

- 7.5% increase in time spent at home;
- 23% decrease in people travelling to workplaces;
- 7% decrease in visits to public transport stops.

The report furthermore suggests that there may be a link in terms of socio-economic status. For example, those with higher incomes rely less on jobs that require movement. Others, with lower incomes were forced to continue their movement, often in unsafe conditions, i.e. in packed buses or overcrowded streets. As walking already is the majority mode of travel either as a first and last trip to and from public transport or as the main mode in itself, COVID-19 has endangered the most vulnerable most, in addition to the already existing road safety risk. Better and wider NMT infrastructure is needed in African cities to make walking and cycling a safe mode during COVID-19 and beyond.

This COVID-19 pandemic has prompted governments to reflect on their road safety situation. Around the continent, there has been momentum to find innovative solutions to promote active mobility due the need for enhanced physical distance during the COVID-19 pandemic. In some countries, Governments quickly implemented Non-Motorized Transport Infrastructure, such as in Addis Ababa, Ethiopia, or in Lagos, Nigeria, where cycling was promoted through campaigns. Mobility thus constitutes a rare and exceptional case where Covid can entail unprecedented gains, stimulating physical activity, clean air, reduced greenhouse gas emission, better urban planning and meeting SDGs with a particular focus on those most vulnerable. The below map shows reported mobility responses to COVID-19 in Africa that benefit pedestrians and cyclists, however, the results suggest that many of these were pre-planned activities that were already in place before COVID-19, while COVID-19 could have accelerated their implementation.



(Diagram 1: Reported Mobility Responses to COVID-19 in Africa. UNEP Research Report - 2020)

Overall, only less than 20% of the survey respondents in UNEP’s Research Report illustrated targeted actions to make walking or cycling safer during COVID-19, while the modal share for walking is more than 70% of all trips in most African countries. This shows a clear imbalance between need and support.

But encouragingly, more than 90% reported that they were more aware of the value of walking and cycling since COVID-19 and expressed a better understanding of the benefits of safe walking and cycling, with 93.7% confirming that they were willing to do more to support the needs of walkers and cyclists in the future.

In addition, respondents identified a lack of money, local capacity and political commitment as the main reasons for not acting/doing more. The need for more training and development from external technical experts (56%); more collaboration between governments and agencies in Africa (40%); and the need to highlight more good practice (39%) were cited as the keys to ensuring the strategies, funding and implementation of further walking and cycling improvements in Africa are fully enabled.

The proposed project is expected to build on the momentum of COVID-19 and the increase in demand for safe walking, cycling and access to public transport in Africa.

4. BUDGET AND PROJECT MANAGEMENT

4.1 INDICATIVE BUDGET

See Annex I of Application Guidelines for description of UNDG budget categories. If this is a joint project with two or more participating UN organizations that will jointly implement activities, then Table 1: Budget Summary (multiple agency) from the Budget Form (Stage II) should instead be used.

	UN-Habitat	UNEP	UNECA	UNICEF	Totals
1. Staff and other personnel	\$ 213,370	\$ 13,000	\$ 9,000	\$ 8,000	\$ 243,370
2. Supplies, Commodities, Materials	\$ 920	-	-	-	\$ 920

3. Equipment, Vehicles, and Furniture (including Depreciation)	\$ 3,000	\$ -	\$ -	\$ -	\$ 3,000
4. Contractual services	\$ 55,000	\$ -	\$ -	\$ -	\$ 55,000
5. Travel	\$ 35,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 41,000
6. Transfers and Grants to Counterparts	\$ 90,000	\$ -	\$ -	\$ -	\$ 90,000
7. General Operating and other Costs	\$ 34,000	\$ -	\$ -	\$ -	\$ 34,000
Total project direct costs	\$ 431,290	\$ 15,000	\$ 11,000	\$ 10,000	\$ 467,290
7% Indirect Costs	\$ 30,190	\$ 1,050	\$ 770	\$ 700	\$ 32,710
Grand total	\$ 461,480	\$ 16,050	\$ 11,770	\$ 10,700	\$ 500,000

4.2 VALUE FOR MONEY

Why are the costs of reaching each output and outcome of your project justifiable? Is the project maximising the impact of each dollar spent? Will the project be leveraging any co-financing? (max 750 words).

The total project cost as proposed is USD 550,000. This cost has been broken down into the grant requested from the donor UNRSF (a total of USD 500,000) and co-financing of a total of USD 50,000 by project partners UN-Habitat (USD 30,000) and ITDP (USD 20,000). The co-financing will be achieved through in-kind contributions of staff time – creating efficiencies between the ongoing “Growing Smarter” and “Urban Pathways” projects.

It is important to note that the financing discussed here only includes technical support, policy advice and advocacy, and does not include any of the capital or infrastructure costs of the improved NMT lanes. Government subsidies required for the implementation of the NMT infrastructure with proper budgetary allocations can be expected as illustrated in the government endorsement letters. Ethiopia, Kenya and Rwanda do have strong political will along with the operational capacity in the local governments to ensure appropriate operational budgetary allocations.

As the project is of regional nature and proposing to support 5 countries in their improvements on NMT, the value for money is maximized. The replication of the successful approach of the ongoing Ethiopia project “Scaling Up Safe Street Designs”, will help to deliver the project efficiently – as the methodology is already tested and endorsed – and can be quickly implemented. Other countries will be fast in taking up similar ideas – as project successes are disseminated and made visible through country-to-country exchanges. The further regional dissemination of project outcomes beyond the 5 project countries as part of UNEP’s Africa Network for Walking and Cycling” (as part of outcome 3), will add further value for money.

Cost-effectiveness will also be gauged by the use of well-qualified specialists from UN-Habitat, UNEP, UNECA, UNICEF and ITDP, all of whom have a strong experience in assisting African countries in mobility and road safety projects. In addition, UN-Habitat and UNEP are headquartered in Kenya, and ITDP has its Regional Office of Africa located in Kenya. Furthermore, the local presence of UN-Habitat offices in each of the proposed countries will help to maximize value and deliver outputs efficiently with lower local staff costs as compared to the headquarters.

The collaboration with the African Development Bank and other financiers in enhancing investments towards NMT as part of large-scale infrastructure projects also illustrates the strong cost-effectiveness of the project. The project will leverage large sums of additional investments in NMT infrastructure across the continent, scaling up the requested funds from UNRSF.

4.3 IMPLEMENTATION ARRANGEMENTS

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

UNEP has been identified as a suitable partner due to the following reasons:

- Relevant partner to build sustainable, low carbon and safe urban centres through its innovative tools and approaches to the environment.
- UN Environment is currently setting up the Africa Network for Walking and Cycling to promote a collaborative network of partners supporting active mobility projects in Africa. The proposed project can build on the network in which UN-Habitat is a partner.
- UN Environment is implementing a UN Development Account funded project on “Investing in Walking and Cycling” in Ethiopia, Rwanda and Zambia. The project aims to build capacity of government officials in the 3 countries to systematically prioritize and allocate resources to NMT infrastructure – and enhance the engagement between policy-makers and vulnerable groups. The proposed project would complement UNEP’s efforts in Ethiopia and Rwanda by providing technical advice and implementation support on NMT infrastructure.
- UN Environment has also provided funding and technical assistance through its Share the Road Programme for developing national walking and cycling policies in Zambia and Ethiopia, a city policy in Lagos and the national transport policy in Rwanda.

ITDP has been identified as a suitable partner due to the following reasons:

- ITDP first began working in Africa in the late 1980s. Over the years, ITDP Africa has worked with cities in designing and implementing high-quality bus rapid transit (BRT) systems, bike networks and pedestrian projects. These include the Dar es Salaam’s BRT, or DART, which opened as the first world-class BRT in East Africa in 2016; Johannesburg’s silver-standard Rea Vaya BRT, Cape Town’s bronze-standard MyCiTi BRT. Today, ITDP manages projects in Africa through its regional head office in Nairobi, Kenya, and has projects in Kenya, Egypt, Ethiopia, Tanzania, Rwanda, and Uganda.
- ITDP is recognized and highly valued as a partner in NMT and complete street projects across the continent due to its outstanding support in the development of various national and local NMT Policies or Strategies such as in Zambia, Nigeria, Ethiopia, Rwanda and Kenya.
- For the proposed project, ITDP can build on its ongoing project portfolio such as the project “Growing Smarter – Sustainable Mobility in East Africa” project, supported by the International Climate Initiative (IKI) that supports Uganda (Kampala), Rwanda (Kigali), Kenya (Nairobi, Mombasa, Kisumu), Tanzania (Dar es Salaam).

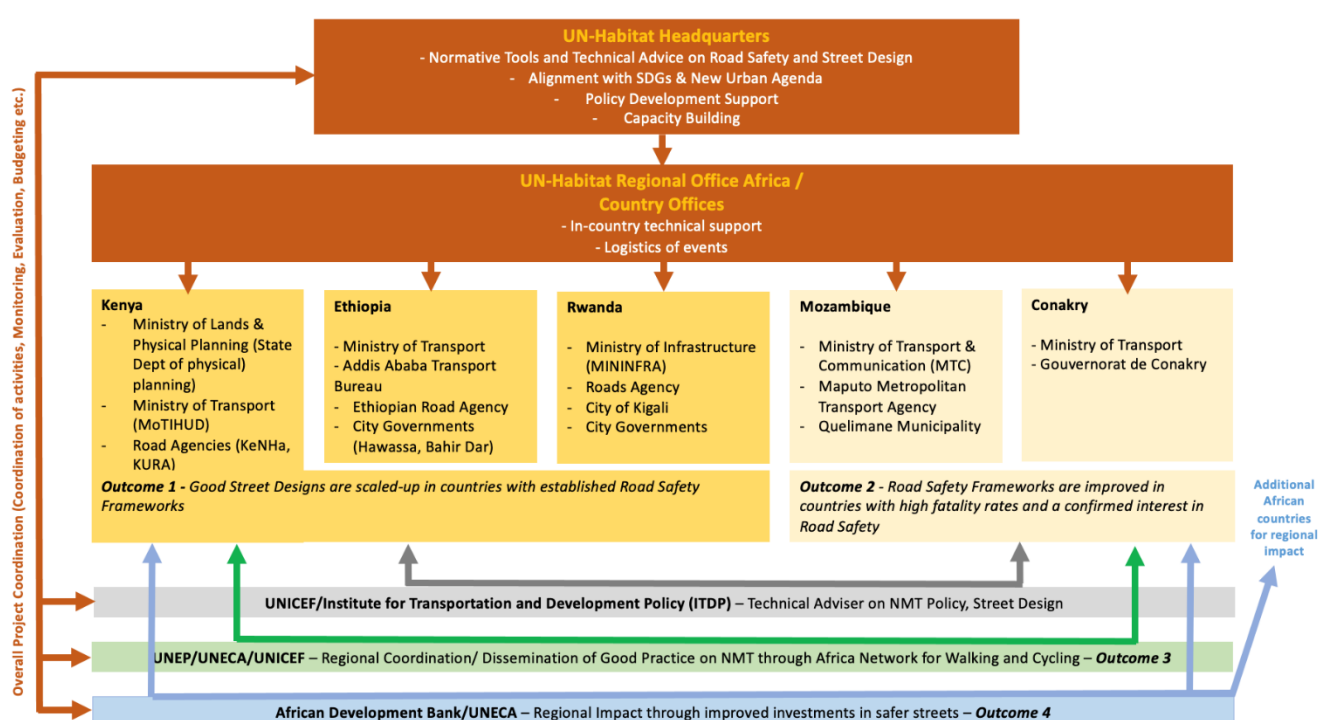
UNECA has been identified as a suitable partner due to the following reasons:

- UNECA spearheads road safety policy development in Africa, working closely with the African Union Commission. It developed the African Road Safety Action Plan for 2011-2020 and jointly articulated the Africa’s post-2020 Strategic Directions for Road Safety. UNECA is currently part of the Task Force to develop the Global Action Plan for the 2nd UN Decade of Action for Road Safety (2011-2030)
- UNECA has vast experience in undertaking road safety projects in African countries including road safety performance reviews in Cameroon, Ethiopia, Uganda and Tanzania. In addition, the Commission is involved UN Road Safety Trust Fund-funded projects in Tanzania and Uganda.
- By virtue of being closer to member States, ECA sub-regional offices are better equipped to prepare the country and sub-regional profiles that include risk analysis for the member States of the Economic Commission for Africa with a focus on strengthening the relationship with National Statistical Offices in the countries of the sub-region to produce and use quality statistical information.
- UNECA can facilitate the highest policy dialogue with Government Ministers with uptake at inter-ministerial forum covering the 5 countries involved in the project.
- UNECA can provide sub-regional repositories of statistical information that feed into the common databank and support analytical and research needs.
- UNECA can help formulate evidence-based plans and policies in support of economic and social transformation in the sub-region.
- UNECA can provide policy advisory services to member States, regional economic communities and sub-regional development actors in support of regional integration and sub-regional initiatives.
- UNECA can serve as facilitators of the integration activities of the organizations of the United Nations system operating within the respective sub-regions.

UNICEF has been identified as a suitable partner due to the following reasons:

- UNICEF can ensure the necessary advocacy and coordination between the different relevant ministries/line agencies.
- UNICEF can also facilitate multi-stakeholder collaboration to promote NMT through the organisation of pilot action, such as car free days, in order to spark discussion and action on road safety, especially focused on children's needs and rights.
- Through the support of UNICEF it will be ensured that children's needs and rights will be explicitly integrated, alongside considerations of gender and ability.

The following graphic illustrates the overall implementation arrangements between project partners and governmental counterparts. Overall project coordination will remain with UN-Habitat's Headquarters, Urban Basic Services Branch. The advantage of UN-Habitat's role as the main coordination agency will be through their physical presence in all proposed project countries. UN-Habitat will be managing Agreements of Cooperation with the Implementing Partners ITDP and UNEP.



5. PROJECT SUBMISSION

ARE ALL THE FOLLOWING ELEMENTS INCLUDED AND COMPLETED IN YOUR APPLICATION?

Section 1. Proposal Cover Page

☒ Yes

Section 2. Project Description	<input checked="" type="checkbox"/> Yes
Section 3. Priorities of the 2020 Call for Proposals	<input checked="" type="checkbox"/> Yes
Section 4. Budget and Project Management	<input checked="" type="checkbox"/> Yes
Letters of support from national counterparts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Any other annexes (depending on application)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A