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	People-friendly Streets in Afghan Cities
Participating UN Organization(s)	UN-Habitat
Technical advisory/implementation organization(s)	Global Road Safety Partnership (GRSP) (hosted program of The International Federation of Red Cross Red Crescent Societies) Afghanistan Transportation Engineering Centre (ATEC) (Afghanistan's transportation research entity at Kabul University)
Other UN partners	WHO (collaboration for UN Road Safety Week)
Other partner(s)	Government partners: Ministry of Transport (MoT), Kabul Municipality, Deputy Ministry of Municipalities (DMM) and municipal partners and potentially ADB
Beneficiary country(ies)	Afghanistan
Country category	☒ Low-Income *indicate % of total budget: __100%_____* ☐ Middle-Income *indicate % of total budget: _____*
Total budget including co-financing (in US$)	TBC
Budget to be funded by UNRSF (in US$)	USD 495,000
Estimated start date	March 2022 (subject to revision)
Estimated end date	February 2024
Duration (in months)	24 months
Primary contact person *Name, title, e-mail and telephone*	Jennifer Donovan, jennifer.donovan@un.org +93790854373/+610407501832
Submitted by	Name and title: Andre Dzikus Chief, Urban Basic Services Section, UN-Habitat Andre.dzikus@un.org Signature: Date: 03.03.2022

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 objective of this project is to improve the safety of urban roads and streets in Afghan cities by (i) influencing the agenda for reform of the policy and regulatory environment for road safety, (ii) strengthening technical capacity and awareness building for safe street design with a focus on the needs of pedestrians and cyclists and (iii) increasing awareness on safe road use.

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).***

Problem statement/background

There is an important need to address the hostile, people *un*friendly environment created by urban road/streets in Afghan cities. Poor safety, low levels of amenity and social perceptions deter active transport and reinforce vehicle dependence. Despite relatively low rates of car ownership and weak reporting of road crashes in Afghan cities, there is a recognized need to address road safety in Afghanistan especially in terms of injuries sustained due to road and traffic incidents. The Afghanistan Mortality Report (2010) found that road injuries were responsible for 24 percent of injuries among all ages of Afghan male population – causing more injuries than war or violence.[1] According to researchers from the Ministry of Public Health and WHO, for every road death in Afghanistan there are up to 10 times as many people, especially vulnerable road users (i.e. pedestrians, cyclists) seriously injured. Approximately 60 percent of road traffic injuries were sustained by those between 10-30 years old which indicates a need for actions which involve youth and young people [2]

Importantly – almost 50 percent of road traffic injuries were sustained by pedestrians and many (30-40 percent) of these injuries are sustained by people walking on the roads and/or in areas where there was inadequate protection for pedestrians or inadequate crossing.[3] This indicates an important area where road safety and urban practitioners can take action to improve urban street safety conditions for pedestrians.

Furthermore, urban streets in Afghanistan suffer from chronic congestion and poor conditions that make them very hostile to walking and cycling. Factors include inadequate irregular and unformed or absent sidewalks with interruptions and open drainage, a lack of pedestrian crossings, poor road markings and signage, where relatively uncontrolled vehicle usage dominates the public realm. Almost no streets have separate sections for pedestrian or cyclists. The Kabul Public Spaces Safety Audit, undertaken by UN-Habitat's Afghanistan Urban Safety and Security Programme (AUSSP) (see here), highlighted that the majority of these streets do not have a safe pedestrian area, leaving the street as one disorganized road dominated by cars with little room for pedestrians and cyclists. This affects mobility, as many residents, particularly the already disadvantaged (for example women, children, people living with disabilities) do not feel safe walking or cycling. The complex nature of Afghanistan's street network, the absence of signed street addressing, and poor wayfinding also contributes greatly to street usage inefficiency, congestion and crashes.

Afghanistan's public transportation is almost non-existent. With very few and isolated minibus services, with carpooling taxis instead the major means of 'public transport' which further exacerbates road traffic congestion. There are almost no collection stands, instead taxis collect passengers from on roads – which additionally exposes pedestrians to serious road traffic injuries. With no defined edge between the pedestrian and vehicle realms passengers are collected and disembark often within the vehicle stream. These poor conditions disproportionality affect the poor and women who rely on taxis owing to low rates of car ownership. Further, traffic congestion contributes to Kabul's severe air pollution. This pollution, rates of accidents and inadequate physical activity all contribution to very high levels of non-communicable diseases that add significantly to the burden of disease in Afghanistan and blight many lives.

[1] https://dhsprogram.com/pubs/pdf/fr248/fr248.pdf

[2] Epidemiological Patterns of Road Safety Accidents in Afghanistan (2013), Saed et all. Available at: https://www.researchgate.net/publication/299304104_Epidemiologic_Pattern_of_Road_Traffic_Injuries_in_Afghanistan_2013/link/56f0b11b08aeedbe3ce43e3f/download

[3] Ibid

Furthermore, people have flocked to the cities looking for relative peace, security and opportunity. This can only be expected to get worse as a result of conflict, emerging food crisis and the economic upheaval that will echo the political upheaval of August 2021. This added weight of humanity will put further pressure on overloaded urban infrastructure.

'People friendliness' requires looking beyond a narrow definition of safety. To just focus on safety from road crashes in isolation from all the other dimensions of human security[4] would miss an important opportunity to meet complementary objectives and may not, in themselves promote behaviour change. This requires not just mitigating risk but also to consciously enhance the habitability of streets as the settings for social interaction and physical activity and mitigate the urban heat island effect amongst other things.

These outcomes are not just nice to haves, they are qualities that have real and significant public health outcomes and their absence brings with it a significant health burden that will only grow with climate change and increasing urbanisation. Given propensity to walk is influenced by software factors (desire to walk, sense of safety and understanding of the opportunities to walk) and hardware factors (the restrictions and encouragements offered by the physical environment) this program will seek to recognize and address the interaction between the two so that the physical environment is designed to simultaneously make crashes less likely whilst also embody the physical qualities that make streets rich in the qualities that make them appealing places for people to walk and cycle.

Proposed solution/approach

- The project will work in three Afghan cities (envisaged to be Kabul, Jalalabad and Mazar), through a three-pronged approach.
  The first can be summarised as understanding the interactions between the policy landscape, the physical landscape and peoples behaviour and their decisions to walk or not. From that, a compelling plan of action will be prepared that can be used to guide future action, cultivate support amongst decision makers and enhance their capacity to formulate policies that support greater people friendliness in street design..
  The second will gather information based on the findings of the first prong and design and implement discrete interventions along key routes determined to be latent key walking routes in each city to make those streets more people friendly. This will allow people to 'learn by doing' how to implement these interventions. It will also allow us to gather real-world experience about the impacts of those interventions. The interventions will assist in drawing conclusions about how we can tip the balance of influences on people's behaviour to make walking and cycling realistic options. These insights will be compiled and shared in the form of a promotional design guidance.
  The third prong would be on awareness raising and promotional measures so drivers and others think differently about walking and cycling and it goes from possible (but not chosen) to preferable (and chosen) way of getting around for more people.
- The project will be led by UN-Habitat with technical advice from two key implementing partners: Afghanistan Transportation Engineering Centre (ATEC) (Afghanistan's transportation research entity at Kabul University) and the Global Road Safety Partnership (GRSP). WHO may also participate in particular through events such as the UN Global Road Safety Week and media campaigns where possible.
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The three expected outcomes are:

1. Greater emphasis on improving road safety and reducing injuries amongst non-state actors and joint formulation of recommendations to improve the policy and regulatory environment for road safety and reducing injuries

2. Exemplar safer urban street designs implemented that better integrate pedestrian and cyclist safety measures, combined with strengthened capacity of government authorities to undertake urban street safety assessments and implement the designs

3. Increased awareness of safe road use with a focus on increased awareness of the safety measures for pedestrians and cyclists and drivers behaviour

[4] https://www.un.org/humansecurity/what-is-human-security/

Expected Results Area 1

Expected Outcome 1: Greater emphasis on improving road safety and reducing injuries amongst non-state actors and joint formulation of recommendations to improve the policy and regulatory environment for road safety and reducing injuries

Before we can achieve people friendly streets the decision makers and stakeholders who influence policy need to want to achieve people friendly streets. This outcome is focused on the non government stakeholders who make or influence decisions. Its aim is to help them prioritise and advocate for measures and policies that support more people friendly streets. It does this through the production of a compelling Road Safety Action Plan that illustrates the steps this project will take and offers a rationale that reveals to decision makers why considering people friendliness is important, not only for road safety but also for achieving co-benefits on public health, reducing climate emissions and lowering pollution.

- ***Output 1: Endorsement of Road Safety Action Plan that increases awareness amongst decision makers about the link between built form and social outcome and includes recommendations for improving the existing/ promulgating legal framework, policies and strategies to better address preventing road traffic injuries and deaths with a focus on urban roads.***

  - **Activity 1.1.1 Review of existing policy and regulatory environment; including mapping of the weight given to different instruments/policies (displayed in pictogram)**

  Existing policy and regulatory environment will be reviewed; including mapping of the weight given to different instruments/policies. Given the state of flux of the policy landscape at the moment, rather than concentrating on formulating the exact policies and strategies that influence road safety at this stage (although these are obviously important) we will emphasise ensuring the decision makers are more aware of the issues and implications of their decisions so the new, emergent policy landscape has 'friendly streets' at the centre of their agenda.

  - **Activity 1.1.2 Mapping the social landscape of community values as they relate to their shared surroundings indicating major key barriers and issues that act to deter and encourage people to walking or cycling'**

  In addition, the social landscape of community values shall be mapped as they relate to their shared surroundings to understand how people perceive walking, cycling, active transport and the deterrents and encouragements for these activities in their surroundings. This will map the shared perceptions of how people see the different parts of their surroundings and what opportunities and deterrents they read into those surroundings. This will assist to identify how the policy landscape should change and also inform outcome area 2 by helping to identify where interventions should occur and will help make decision makers more aware of the link between physical design and social outcome and nudge and inspire them towards different design and policy decisions in the future, whatever the context of these decisions might be.

  - **Activity 1.1.3 Drafting of road safety recommendations and action plan (Road Safety Action Plan)**

  A Road Safety Action Plan shall be drafted to also include measures to support non-government actors to articulate and recommend policies for people friendly streets in a way that is implementation and adoption friendly. The content and direction of these proposed policies will be determined through a range of formal and informal exchanges amongst academics and practitioners. Should circumstances allow engagement with the de facto authorities within the life of this project we envisage engaging them to ensure the project has the greatest leverage.

  - **1.1.4 Launch, endorsement and dissemination of the Road Safety Action Plan**

  The final Road Safety Action plan will be launched and disseminated through a public event and media outreach.

Rationale for Outcome 1:

This outcome seeks to ensure that when design decisions are made the decision makers are better informed of the likely implications of their choices. Thus the decision makers and stakeholders may be in a better position to give greater weight and emphasis to characteristics that invite walking, cycling and that diminish crashes when weighing up competing priorities in urban street spaces.

Recognising the importance of results area 1 in setting the direction and focus of these projects it is envisaged that the detailed design and implementation of these activities will emphasise local partners in higher education and local municipalities to ensure it is relevant to local perspectives.

This activity will support the previous government's commitment to road safety policies/strategies and action plans as set out in the National Health Strategy 2016–2020 and the Safety Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030. Further, it will support to ensure urban road safety is integrated across policy and regulatory frameworks.

Expected Results Area 2

Expected Outcome 2: Exemplar safer urban street designs implemented that better integrate pedestrian and cyclist safety measures, combined with strengthened capacity of government authorities to undertake urban street safety assessments and implement the designs

This expected outcome area focusses on the users lived experience of walking, cycling and driving and seeks to sway behaviour by making the difference on the ground that overcome the physical and psychological deterrents identified in expected outcome area 1. It also seeks to provide stakeholders with experience of 'learning by doing' in implementing better street designs. This outcome area seeks also to ensure this has the greatest impact by recording the behaviour change that these measures have inspired.

- ***Output 2.1 Identification of potential key walking routes (greenways), one per city, based on social survey, site condition analysis and desktop assessment. It is envisaged that these routes will link residential areas to key destinations such as schools, markets, employment concentrations and utilise public right of way. This will include primary research to increasing baseline data on road safety injuries and high incident areas;***

  - **Activity 2.1.1 Desktop assessment of longlist of potential routes prepared for each city including documentation of potential routes, ranked by conformance with metrices in indicator column**

  - **Activity 2.1.2 Shortlist of pilot project sites - tested by site visit including documentation of potential route, ranking reviewed and confirmed by conformance with metrices in indicator column and final selection of 3 pilot sites**

- ***Output 2.2 Road safety analysis of 3 selected greenways***
  This will include the formulation of a mechanism to measure and quantify changes to the 'people friendliness' of streets based on qualitative and quantitative assessment (such as rates of fatal and serious injury crashes, footfall, dwell time, analysis of CCTV data, potentially GPS and brain activity monitoring etc).

  - **Activity 2.2.1 Conduct Mobility Assessment incl. Mapping of physical conditions, CCTV studies of traffic behaviour and footfall**

  - **Activity 2.2.2 Assess detailed social landscape along key routes including surveys of community knowledge and attitudes to include focussed interviews with people from particular vulnerable groups, historical police records of locations and circumstances of traffic accidents, assessment of accident data**

- ***Output 2.3. Design of 3x pilot 'safe urban streets', and street calming measures implemented***
  3 pilot 'safe urban streets' shall be redesigned and calming measures implemented (may include vertical, lateral and horizontal changes to alignment of travel path that also facilitate installation of features to improve amenity, address urban heat island effect, filter pollution as well as improve safety). We envisage stagger starting this to allow lessons learnt in the first area to benefit the latter areas. The project will aim to co-implement the calming measures together

with other hard measures in Kabul through co-funding from Kabul Municipality and/or the third phase of AUSSP, if these eventuate (TBC – see Section 4.3 "Value for Money). The design of interventions will draw extensively from engagement though local partners with marginalized groups such as women, children, people living with disabilities and IDP workshops through workshops and other means. It will also incorporate ephemeral placemaking/public art activities to get a sense of things are changing for the better, 'getting runs on the board', celebrating active transport and people friendly streets and raising interest in the wider community.

- **Activity 2.3.1 Organise workshops and placemaking events to test temporary measures of street designs**
- **Activity 2.3.2 Implement proposed measures and redesign street**
- **Activity 2.3.3 Conduct interviews and satisfaction surveys (before and after) with community and civil society**

- ***Output 2.4. Safe Urban Streets Design Manual/Guidelines produced***
  A Promotional Safe urban road and street design manual/guideline shall be developed[5], to promote 'people friendly' thinking in transport planning. The guidelines will demonstrate the link between built form characteristics, walking rates, public health outcomes and accidents to provide evidence of the types of interventions that simultaneously increases the appeal of walking and support a sense of greater safety. This will provide examples of good design and outline how particular interventions address the challenges we have established to exist along the latent key active transport routes. The perspective from which these conclusions will be drawn will be established by the social landscape described in outcome area 1 to ensure they reflect local values and address local issues.
  - **Activity 2.4.1 Compile of international best practice, key data, and findings relating to concerns and perspectives of local communities conforming to social profile of issues identified in 1.1.2**
  - **Activity 2.4.2 Draft urban street design manual and test through workshops with stakeholders and multiple community groups in person and online.**
  - **Activity 2.4.3 Review, launch and dissemination of final guidelines**

- **Output 2.5. Capacity building to government authorities and other stakeholders, including through co-production of analysis, street designs and guidelines**
  The proposed capacity building is expected to help local governments become 'champions' of the model and advocates for its further adoption.
  - **Activity 2.5.1 Organise workshops on analysis, street design and manual/guidelines**
  - **Activity 2.5.2 Development of app/game to gamify the insights learnt in the design guidelines**

Rationale for Outcome 2:

Afghan streets are not typically 'hardwired' for safety or comfort of pedestrians or cyclists and provision for these modes is minimal. Design and maintenance attention is low. This results in unpleasant and unsafe experience of walking and cycling make active transport unnecessarily difficult for many, in particular the most vulnerable (the old, the young, women, people living with disabilities). Given Afghan city streets lack adequate division between vehicles and sidewalks, over half of road accidents involve pedestrians, these activities are proposed to address the existing design/condition inadequacies, so that people have lived experience of streets that are more people-friendly and safer for all, leading to reduction in injuries from urban road traffic accidents and improved public health outcomes. This is particularly important as a greater level of health has been demonstrated to offer a degree of protection against COVID 19 and many non communicable disease that are a rapidly growing area of concern.

[5] See, for example, the 'Africa Safe Streets for Walking and Cycling Guide'

Expected Results Area 3

Expected Outcome 3: Increased awareness of safe road use with a focus on increased awareness of the safety measures for pedestrians and cyclists and drivers behaviour

This expected outcome area focusses on the road users attitudes and seeks to make them more aware of behaviours that keep other road users safe and value streets more as a place for walking, socializing and less as a conduit for moving vehicles.

- **Output 3.1: Output 3.1 2x UN Road Safety Week in Afghanistan convened**
  The project aims to engage twice during the UN Global Road Safety Week events, including through events to discuss the importance of road safety and people-friendly streets and strengthen commitment to road safety.

  - **Activity 3.1.1 Develop road safety messages with relevance for Afghanistan**

  - **Activity 3.1.2 Disseminate road safety messages through social media, interviews, and public announcements during UN road safety week in collaboration with local media**
    Two media campaigns will be undertaken to improve awareness of the importance of safe driving and road use, including through, for example, social media campaigns with a focus on youth engagement, undertaken in the lead up to UN Global Road Safety Week (17-23 May) and World Bicycle Day (3 June).

- **Output 3.2: Awareness raising on the importance of safe driving and road use**
  To ensure that the local media is favorable to the topic of road safety, as well as better street design, workshops with journalists shall be organised to train them.

  - **Activity 3.2.1 Organise 1 workshop to train journalists on road safety issues**

  - **Activity 3.2.2 Co-develop news stories with local journalists on road safety**

Rationale for Outcome 3:

Although the physical characteristics of road plays a critical role in deterring dangerous behaviour and diminishing the barriers to walking they alone will not address all the issues. Many of the issues are influenced by people's attitudes and lack of awareness of the danger posed by their behaviour. Increasing awareness of safe road use is vital for reducing road fatalities and injuries; but in Afghanistan awareness of safe road use remains low. With its high youth population – 70 percent of the population is under 30 – there is a key opportunity to increase the participation and awareness of youth for urban road safety and influence their behavior as they come to driving age. This is particularly relevant when road safety is the main cause of death among those aged 15–29 years. [6] The project will therefore work with local media to raise awareness of the issue, particularly targeting young people.

Intended impact: See Section 3.1: Expected Impact below.

Potential for innovation and scaling: See Section 2.4 Approach and Effectiveness below.

Links to SDGs, UN General Assembly resolution A/RES/74/299

This project will support progress towards the Sustainable Development Goals 2030 as follows:

- Overall, the project will contribute to SDG 3, 'Ensure healthy lives and promote well-being for all at all ages' and in particular: Target 3.4, which aims to cut the incidence of non-communicable diseases by promoting health and wellbeing as is facilitated by active transport; 3.6, which aims to halve the number of global deaths

[6] WHO Global Status Report on Road Safety 2018

and injuries from road traffic accidents and contribute to 3.9 which aims to cut pollution by offering a scalable model to facilitate a move to non-polluting active transport from vehicles. In relation to SDG 10 'Reduce inequality within and among countries' it can contribute to empowering and promoting 'the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status' by diminishing the barriers to opportunity for those who have to walk or are otherwise marginalised.

- Further, with its actions to improve safe and people-friendly urban street designs, the project will contribute to Target 11.2, which aims to provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding active and public transport, as well as Target 11.3, which aims to enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries.
- By promoting safe walking and cycling, the project will contribute to making basic services and transport infrastructure more accessible and safe for all, thereby supporting SDG 1, and its Target 1.4, which aims to ensure all men and women, in particular the poor and the vulnerable, have equal rights to economic resources, as well as access to basic services; and SDG 9, and its Target 9.1 to Develop quality, reliable, sustainable and resilient infrastructure for all.

The project will also support progress towards the New Urban Agenda (NUA). The project's focus on improving road safety and promoting walkability and cycling as a key form for inclusive, accessible and sustainable urban mobility, the project will contribute to the commitments of Articles 54, 113, 114, 115, 117, and 118.

The project is directly aligned with the UN Resolution on Improving Global Road Safety of August 2020, building on the Stockholm Declaration, including its call to promote safe road use, alternate modes of transport and, in particular, protect young road users and pedestrians, including by engaging various stakeholders including youth and academia. Additionally, it will support progress in like with the WHO Global Road Safety Performance Targets. In particular, the project will contribute to Target 4[7] and Target 6[8].

C*onsistency with the Global Framework Plan of Action for Road Safety:* Pillar 1, 2 and 4 (Safe Road Management, Safe Users and Safe Roads) as outlined below. This project aligns to the safe system approach and the global framework plan of action for road safety outlined in the Decade of Action for Road Safety. In particular, it will contribute to:

- Pillar 1: Safe Road management
- Pillar 2: Safer roads and mobility
- Pillar 4: Safer road users

Consistency with the UNITED NATIONS SUSTAINABLE DEVELOPMENT COOPERATION FRAMEWORK (UNSDCF) for AFGHANISTAN 2022-2025

Although overtaken by recent events the UNSDCF remains the overall UN framework for Afghanistan.

The framework has three pillars of peace, development and prosperity. The high-level Theory of Change outlines a pathway to these aspirations that sought to enable the people of Afghanistan, especially the marginalized and most vulnerable, to contribute to and benefit equitably from sustainable and rights-based social, environmental and economic development in a peaceful and cohesive society, leading to achievement of the 2030 Agenda and its SDGs. Whilst this program will evidently not address many of the underlying causes of the present problems, it will go a long way to ensuring the streets can be 'hard wired' in a way that does not amplify these problems and are intrinsically accessible to the disadvantaged. It will be an expression of how the opportunities of the city can be shared more equitably and so facilitate more people to participate in society and contribute to their community, when the underlying political structures allow it.

In relation to the 5 strategic priorities:

[7] By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety

[8] By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities

Strategic Priority 1: Prosperity - Sustainable and Inclusive Economic Development. The proposal will help wean cities from car dependency and cultivate the most important generator of prosperity through nurturing human potential.

Strategic Priority 2: People - Equitable Human Development and Well Being. Walking and cycling are the most broadly latently accessible modes of transport. The proposal simultaneously articulates and demonstrates what makes streets more attractive and walkable and facilitates them to meet many needs: a means to an end as walking /cycling conduits and an end in themselves as recreational and social spaces. In this way addressing many basic needs and supporting human health by addressing the causes of many non-communicable diseases, reducing accidents and pollution.

Strategic Priority 3: Planet - Sustainable, Healthy and Resilient Environment. This proposal will provide a critical component in reducing car dependence and with it a dependence on fossil fuels. The program looks to provide a means of addressing the diverse problems associated with endocrine disrupting fine particulates, noise and light pollution that attend car usage.

Strategic Priority 4: Peace - Transformative Governance for Sustainable Peace and Development. The program will provide a model that can inform the development that will come with peace.

Strategic Priority 5: Partnerships - Revitalized Partnerships for Sustainable Peace and Development. The program builds on our experience of 'the peoples process' with its commitment to subsidiarity and inclusion to engage other UN agencies, civil society and when circumstances allow also municipalities.

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 (USD)
Expected Outcome 1: Greater emphasis on improving road safety and reducing injuries amongst non-state actors and joint formulation of recommendations to improve the policy and regulatory environment for road safety and reducing injuries	**UN-Habitat, GRSP, ATEC**	**Stakeholder focal points reporting increased awareness of key policy and regulatory measures to be improved**	**November 2021 – June 2022**	**USD 68,487**
Output 1.1: Endorsement of Road Safety Action Plan	Led by ATEC and government partners (if possible, otherwise civil society partners) with technical support from UN-Habitat and GRSP	Road Safety Action Plan endorsed by stakeholders	November 21 – March 22	**68,487**
1.1.1 Review of existing policy and regulatory environment; including mapping of the weight given to different instruments/policies 1.1.2 Mapping the social landscape of community values as they relate to their shared surroundings indicating major key barriers and issues that act to deter and encourage people to walking or cycling	*Partner roles:* ATEC to (i) consolidate and review the existing policy and regulations related to road safety and in particular urban road safety in Afghanistan and (ii) review the draft action plan and consolidate comments from govt partners support dissemination and government endorsement (i.e. through a /workshop)			

1.1.3 Drafting of road safety recommendations and action plan (Road Safety Action Plan) 1.1.4 Launch, endorsement and dissemination of the Road Safety Action Plan	Interview key decision makers about the relative weight placed on the different guidelines and requirements in laying out roads Undertake workshops and consultation to establish the social landscape(s) recognizing that different groups will have different perceptions of their surroundings. This will identify the attractors and deterrents of particular modes of transport and key geographical barriers or conduits. GRSP to support engagement of expert consultant, provide guidance on global best practice, assist in surveys and analysis and review and provide inputs to the findings and action plan as required to ensure it is a compelling document that can influence the priorities of readers and enhance their capacity to formulate policies that support people friendly roads			
Expected Outcome 2: Exemplar safer urban street designs implemented that better integrate pedestrian and cyclist safety measures, combined with strengthened capacity of government authorities to undertake urban street safety assessments and implement the designs	**UN-Habitat to lead, together with government partners, with technical guidance/inputs from GRSP and ATEC**	**3x pilot road safety analyses undertaken, design produced and government officials reporting increased capacity to design safe and people-friendly streets**	**December 2021 – August 2022**	**USD 337,541**
Output 2.1: Identification of potential key walking routes (greenways), one per city, based on social survey, site condition analysis and desktop assessment	*Partner roles:* UN-Habitat and ATEC to identify greenway alignments that would help meet an identifiable latent need to make trips to socially important destinations by walking or cycling.	It is envisaged these routes will link residential areas to key destinations such as schools, markets, employment concentrations and utilise public right of way. Along these greenways This will include primary research to increasing baseline data on road safety injuries and high incident areas;	December 2021- June 2022	**9,783**
2.1.1 Desktop assessment of longlist of potential routes prepared for each city including documentation of potential routes, ranked by	*Partner roles:* *Longlist developed collaboratively by all partners, shortlist testing by ATEC.*	Identification of routes that best meet criteria for greenways in each of the city and documented		

conformance with metrices in indicator column 2.1.2 Shortlist of pilot project sites - tested by site visit including documentation of potential route, ranking reviewed and confirmed by conformance with metrices in indicator column and final selection of 3 pilot sites	*ATEC finalise proposed greenways and 2 alternates*	evidence supporting that conclusion		
Output 2.2 Road safety analysis of 3 selected greenways	Partner roles: ATEC to undertake analysis under guidance of GRSP. GRSP to develop multi-faceted methodology for assessing people friendliness under guidance of UN Habitat and in consultation with ATEC	urban road and street safety analysis undertaken along proposed greenways reflecting perspectives of different groups with the community and in particular marginalized groups. This will include the formulation of a mechanism to measure and quantify changes to the 'people friendliness' of streets based on qualitative and quantitative assessment (such as rates of fatal and serious injury crashes, footfall, dwell time, analysis of cctv data, potentially GPS and brain activity monitoring etc).		34,243
2.2.1 Conduct Mobility Assessment incl. Mapping of physical conditions, CCTV studies of traffic behaviour and footfall 2.2.2 Assess detailed social landscape along key routes including surveys of community knowledge and attitudes to include focussed interviews with people from particular vulnerable groups, historical police records of locations and circumstances of traffic accidents, assessment of accident data	GRSP developed methodology for analysis ATEC User and community feedback and Field visits, observation and interviews.	Production of multi layered cartographic representation that can be interrogated to reveal corellations, distribution and combinations of issues and attractors/deterrents to walking and cycling along the alignment of the greenway		
Output 2.3: Design of 3x pilot 'safe urban streets' , and street calming measures	UN-Habitat and/or community partners to co-design the street designs including by convening workshops as required Permissions and/or non interference agreements with de facto authorities secured by ATEC or UN Habitat as extant circumstances dictate.	3x (one per city) pilot 'safe urban streets' designed and improvement measures implemented including multiple transitory and permanent measures and programmatic and placemaking events	June 2022-June 2023	176,109

	GRSP to provide technical inputs on best practice global designs standards ATEC to review designs and support the workshops			
2.3.1 Organise workshops and placemaking events to test temporary measures of street designs 2.3.2. Implement proposed measures and redesign street 2.3.3. Conduct interviews and satisfaction surveys (before and after) with community and civil society		Multiple placemaking interventions undertaken along the length of each greenway (minimum 4, one at each end, two alng course. Multiple placemaking events undertaken at launch and at regular intervals Survival of interventions for the duration of the project Increase in number of people walking and cycling through the greenway Demographic and gender proportions of users reflective of the populations of that part of the city		
Output 2.4: Safe Urban Streets Design Manual/Guidelines produced	UN-Habitat to co-develop, together with non government partners, the manual including by convening workshops as required GRSP to provide technical inputs on global best practice ATEC to provide technical inputs and review of the manual/guidelines	1x promotional manual/guideline on safe urban street design produced including case studies and examination of what worked and what didn't on past projects	December 2021-September 2023	68,487
2.4.1 Compile of international best practice, key data, and findings relating to concerns and perspectives of local communities conforming to social profile of issues identified in 1.1.2 2.4.2 Draft urban street design manual and test through workshops with stakeholders and multiple community groups in person and online. 2.4.3 Draft urban street design manual and test through workshops with stakeholders	GRSP to compile best practice UNH to revise social landscape to articulate concerns and perspectives of local communities ATEC to co-facilitate workshops GRSP to provide best practice data for guidelines	Endorsement by stakeholders Number of downloads of guidelines Surveys of users		

and multiple community groups in person and online.				
Output 2.5. Capacity building to government authorities and other stakeholders, including through co-production of analysis, street designs and guidelines	GRSP to lead development of the training material, UN-Habitat to lead development of training app/game, UN-Habitat to facilitate the training and support GRSP to develop the material including exploration of app/game ATEC to provide technical inputs to and support dissemination of the guidelines/manual and develop through learning material/programmes to students If the political climate precludes working with ministries directly we will further develop avenues to work directly with officers to build awareness and influence priorities	3x workshops on the design development and manual/guidelines convened 2x dissemination capacity building sessions convened Minimum 15 government counterparts trained reporting, reporting increased knowledge and awareness (note wherever possible these will be on line to make most efficient use of resources and may change to other means of capacity building if it proves to be not possible to work directly with ministries) We envisage the capacity building will include measures to nudge to decision makers; to this end we envisage this will include provision for apps and on line games for decision makers to learn about and value the link between social processes and built form.	Throughout / Year 2	48,919
2.5.1 Organise workshops on analysis, street design and manual/guidelines 2.5.2 Development of app/game to gamify the insights learnt in the design guidelines				
Outcome 3: Increased awareness of safe road use with a focus on increased awareness of the safety measures for pedestrians and cyclists	**UN-Habitat, GRSP, ATEC, government partners + WHO and other UN agencies where possible**	**Government officials (where possible) community advocates, journalist and other target audience members reporting increased road safety awareness including for pedestrians and cyclists**	**Throughout**	**USD 78,271**
Output 3.1: 2x UN Road Safety Week in Afghanistan convened	UN-Habitat to support government partners to lead (to be government-led events) by engaging local media company	2x UN Global Road Safety Weeks convened	As above	26,090

	to develop the media campaign, to be co-branded with WHO. If government partners are unavailable because of political policies at the time we will seek community leadership for this process ATEC to support to facilitate and contribute events and help drive youth engagement in the event			
3.1.1 Develop road safety messages with relevance for Afghanistan 3.1.2 Disseminate road safety messages through social media, interviews, and public announcements during UN road safety week in collaboration with local media				
Output 3.2: Awareness raising on the importance of safe driving and road use, including for students and youth undertaken	UN-Habitat to support government or community partners to lead, WHO to provide co-branding and ad-hoc inputs where possible ATEC to support to engage university students and youth in the awareness raising and media campaign GRSP to provide technical inputs on global best practice	2x media campaigns on safe urban road safety campaigns each undertaken during the month of UN Global Road Safety Week At least 10 journalists trained on reporting on road safety issues to support awareness raising	As above	52,180
3.2.1 Organise 1 workshop to train journalists on road safety issues 3.2.2 Co-develop news stories with local journalists on road safety				

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 project has three-pronged approach of three key Expected Result Areas and associated activities that can be implemented simultaneously to enable effective implementation. Additionally, the project's approach is centred on strong multi-partnerships which leverage the expertise of the specific entities so that the expected outcomes can be effectively reached. For example, UN-Habitat brings a strong existing presence in Afghanistan – historically one of UN-Habitat's largest programmes globally – where the agency has a presence in 12 cities and strong relations with government partners. UN-Habitat has implemented over 300 local infrastructure projects in the last three years alone, as well as supporting the Afghan government to develop numerous key

policies and laws. The project proposes to focus on three pilot cities where UN-Habitat has existing strong relations with government authorities through implementation of the street addressing project and Urban Safety and Security Programme to enable effective community led implementation in the public realm. The guidelines and capacity building to various key government and community entities would enable the methodologies and design principles to be scaled to additional areas within each city and to additional cities and maximize effectiveness.

If direct access to government ministries is not possible in the short to medium term our approach is to plant a seed at community/civil society and via individual officer level that changes perspectives and can lay dormant until more conducive circumstance arise for more widespread adoption.

By engaging Afghanistan's academia and research entity ATEC the project will further enable the lessons learned to be scaled and the principles embedded within professional practice. AETC's existing strong connections with various government counterparts and strong local knowledge will also be key to enable effective coordination and implementation. Institutionalizing the products in the university will also enable the knowledge and outcomes to be institutionalized in academic curriculum. Working with ATEC will also be key to facilitating the involvement of youth and students in the media campaigns.

Collaborating with GRSP will also enable effective implementation by leveraging their existing strong in-house knowledge to enable the project to be implemented quickly and with strong technical expertise. For example, GRSP has implemented various road safety projects globally and has existing strong urban safety assessment methodologies and design principles that can be adapted to the Afghan context. GRSP also brings strong experience with mass media campaigns, including by engaging/training to journalists to better report on road safety related matters, and has existing associated tools and guidelines which will be utilized.

Why the country needs assistance

Assistance to the Afghan cities is greatly needed at this pivotal time given increasing uptake of motor vehicles, rapid urbanization and at a time when road safety is increasingly on the national agenda in Afghanistan – yet there is an absence of road-safety focused projects. As outlined in the project background, over half of road traffic injuries involve pedestrians. After national security, the infrastructure sector, specifically roads, receives the highest level of funding in Afghanistan owing to the urgent need to improve road conditions and connectivity. National government and donors increasingly recognize that as national and urban road networks are developed, there is an important opportunity to integrate safety measures at this early stage. As Afghanistan continues to rapidly urbanize, urban roads and streets play an increasingly important role in providing development foundations.

There have been important policy and regulatory developments such as the Transportation Law, and Afghanistan has committed to the 'Safety Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030'. Reducing deaths, injuries and disabilities due to road accidents was a key pillar of Afghanistan's National Health National Health Strategy 2016–2020, but the progress has been slow and the recommended review of national policy and regulatory measures to improve road safety has not yet been undertaken.

Our investigations and the evidence of working in Afghanistan reveal that in practice the pursuit of improved road conditions has been interpreted as enhancing traffic flows and has overwhelmingly prioritized vehicles with all other potential uses of the public realm (as a place to walk, cycle or to accommodate utilities and amenities) given a relatively low priority. The relative 'bias' in design priorities this represents is acutely felt by disadvantaged groups such as women, children, the elderly and people living with disabilities. For these people the design of the public realm reinforces perceived and actual barriers and amplifies other forms of disadvantage.

At the city level, there have been some initiatives to improve road design and engineering practices to improve the safety of roads, but these design measures have not addressed the need to improve safety for pedestrians and cyclists. The target municipalities have recently endorsed urban design frameworks (masterplans) in the cities' urban development spatial structure is to be guided around pedestrian and cyclist friendly "corridors". There is increasing recognition of Afghan government of the need for improved mobility and reduced reliance on car use – in particular in Kabul where air pollution is severe. In Kabul, plans have been developed for a Bus Rapid Transport system. It will be important to integrate safety measures, particularly at sidewalks, intersections and cycle ways, in the early stage of designing these systems.

Potential for innovation and scaling:

The approach will also be effective as the manual/guidelines will enable the designs to be scaled to other cities. By involving ATEC, the manual/guidelines and technical findings will be integrated in teaching to students and disseminated more widely to various stakeholders in the sector. it is envisaged the project will start with a pilot focus in Kabul, and then be extended to the secondary cities. The street safety analyses will also identify other streets which should be prioritized for improvements and

therefore where the design measures can be scaled to. The project places a focus on capacity building so that government partners or in the absence of government leadership civil society organisations can scale the 'pilot safe streets' to various streets across the city and to other secondary cities.

The project will produce a freely available app/game that will utilize the almost ubiquitous mobile phone ownership to 'gamify' awareness of the link between environmental factors (built form, landscape and behaviour of others) and peoples choice of mode of transport or whether they travel at all. This can be spread organically and by informal promotion by individuals involved in the project to influence priorities beyond the project.

2.5 CONSISTENCY WITH GLOBAL FRAMEWORK PLAN OF ACTION FOR ROAD SAFETY

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

Area / Pillar	Legislation	Enforcement	Education	Technology	International Regulatory Support
	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

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: Request/support letters from the lead partners, Ministry of Transport and Kabul Municipality.

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)***.

The project aims to enhance streets as a setting for people to meet their needs by enhancing them as settings for active transport by reducing accidents and increasing amenity. This will be achieved through its three-pronged approach which will (i) bring about a growing pressure to give greater emphasis to people friendly streets and so support the eventual changes to the policy landscape to ensure action on improving road safety in a way that improves amenity is institutionalized and mandated, thereby by contributing to longer term commit and sustainability; (ii) by undertaking safety audits, developing designs and supporting government and/or civil society organisations to implement these improvements along key alignments and on those alignments in particular at high fatality and injury locations this project will 'unlock' the potential of these alignments to invite people to walk and cycle. By making streets safer and encouraging mode shift this will directly contribute to reducing injuries and deaths from road injuries in cities; and (iii) the project will undertake a media campaign to improve awareness as well as public commitment to safe road use, including by engaging youth and journalists to drive continued and expanded commitment to road safety.

Additionally, there are important broader impacts in terms of improvement of urban streets as fundamental public spaces and promoting walkability. For example, the project's expected outcomes also intend to bring wider impacts that include (i) improved urban road conditions leading to reduced congestion improved walkability which will contribute to improved urban safety and health conditions, including reduced air pollution; (ii) improved awareness and appreciation for people-centred urban development and expanded access to public spaces; (iii) improved collaborative action for urban safety, including collaboration between government authorities, universities and citizens and strengthened government-citizen relations.

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).***

Link to the outcome areas of UN-Habitat's Strategic Plan: This project would contribute to Domain of Change 1 (mobility), Domain of Change 2 in terms of economic activities (owing to increased access to opportunities), and Domain of Change 3 through lower carbon emissions through increased pedestrianization and cycling and domain of Change 4 through social integration and inclusion to enhance urban resilience through improving urban road/pedestrian safety especially for women, youth and the poor.

Link to outcome areas of the flagship programmes: Flagship 1: by contributing to more inclusive people-centred streets; Flagship 3 through low carbon mobility

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).***

This project will synergize with momentum created by the ex-national government around urban road safety, coupled with important commitments and programmes for urban safety and sustainable urban development. In this regard, the project represents an important opportunity to leverage the national and municipal-level commitments.

Road Safety was increasingly on the national agenda in Afghanistan and this project provides an important opportunity to keep it on the agenda as the new de facto government decides on its priorities. After national security, the infrastructure sector, specifically roads, receives the highest level of funding in Afghanistan owing to the urgent need to improve road conditions and connectivity. National government and donors increasingly recognize that as national and urban road networks are developed, there is an important opportunity to integrate safety measures at this early stage. Afghanistan has also officially joined as a member country of the recently formed Asia Pacific Road Safety Observatory, which signals a keen interest in developing road safety capacity in the country. As Afghanistan continues to rapidly urbanize, urban roads and streets play an increasingly important role in providing development foundations.

There have been important policy and regulatory developments (see list below) such as the Transportation Law, and Afghanistan has committed to the "Safety Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030' Reducing deaths, injuries and disabilities due to road accidents was a key pillar of the Afghanistan's National Health National

Health Strategy 2016–2020, but the progress has been slow and the recommended review of national policy and regulatory measures to improve road safety has not yet been undertaken.

At the municipal level, there have been some initiatives to improve road design and engineering practices to improve the safety of roads (see list below), but these design measures have not addressed the need to improve safety for pedestrians and cyclists. The target municipalities have recently endorsed urban design frameworks (masterplans) in the cities' urban development spatial structure is to be guided around pedestrian and cyclist friendly "corridors". There is increasing attention to the improved of improved mobility and reduced reliance on car use – in particular in Kabul where air pollution is severe. In Kabul, plans have been developed for a Bus Rapid Transport system. It will be important to integrate safety measures, particularly at sidewalks, intersections and cycle ways, in the early stage of designing these systems.

This project also synergizes well with existing donor-funded projects in Afghanistan including the JICA's support to Kabul Municipality and their engineering-focused road guidelines; UN-Habitat Afghanistan Urban safety and Security Programme which has a long track record of facilitating community led street improvements and will address the differential access of women, children, the elderly and people living with disabilities to the opportunities of the public realm. UN-Habitat Street Addressing Project which has been completed in Kabul, Mazar and Jalalabad, where UN-Habitat has strong relations with government who have demonstrated strong buy in and leadership in terms of street addressing – this project would be a key logical next step to the street addressing project; and UN-Habitat Afghanistan Urban Safety and Security Programme, which this Project would be implemented in parallel.

Additionally, improving urban street safety and promoting walking and cycling would have multiple benefits for Afghanistan cities which would contribute to broader development objectives. Pedestrian-friendly streets and cycle ways, including through improved street greenery, offer great potential contributions in terms of reducing congestion and air pollution and mitigating the extremes of climate change. This is urgently needed in Kabul which suffers from severe travel congestion and air pollution particularly in the winter. Safer streets would also have multiple benefits for women and children, who face access challenges and exclusion from urban public spaces: making streets safer for urban residents would be a positive first step in this regard.

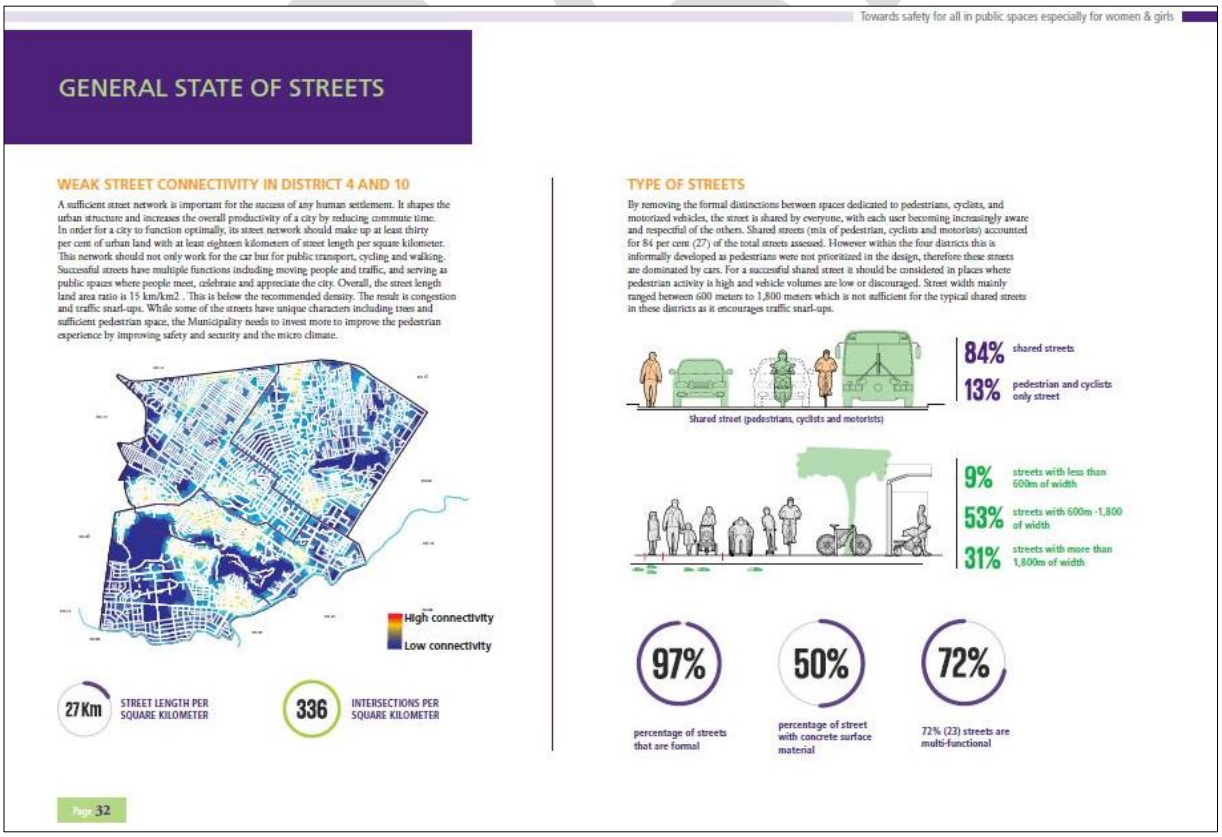
Key Related National and Local Policies and Plans

- The Afghanistan National Peace and Development Framework II 2021-2025, which sets out the national vision for progress towards self-reliance outlines the importance of infrastructure – including safe and well maintained road – for achieving the ANPDF's three key objectives related to state, market and peacebuilding, including the Infrastructure Development Program (2021-2025).
- Reducing deaths, injuries and disabilities due to road accidents has been a key pillar of the Afghanistan's National Health National Health Strategy 2016–2020, which recommended review of national policy and regulatory measures to improve road safety though this has not yet been undertaken.
- In 2017 Afghanistan together with other CAREC member countries, chaired by the Asian Development Bank, developed the 'Safety Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030' which provides a framework to effectively implement CAREC's commitment to road safety. In line with the Global Plan for the Decade of Action for Road Safety 2011-2020, the CAREC strategy sets among other things, the countries commitment to develop a National Road Safety Policy and Strategy or similar.
- The Ministry of Public Works Strategy 2019 -2023 sets out the ministry's plan to develop the National Road Safety Strategy (NRSS) in line with the CAREC Road Safety Strategy by 2023 so that safety will become an essential part of all road engineering-designs.
- In an important step, the Afghanistan Transport Law is currently under revision including through additions on urban safety as well as recommendations on establishment of a Transportation Safety Board. It remains to be seen if this will be persued but it should be noted this RSF project could assist in keeping urban safety on the agenda.
- At the local level, Kabul Municipality has developed a Mobility Masterplan as part of the Kabul Urban Design Framework (KUDF). The KUDF and its Mobility Masterplan set out a commitment to 'promote public transit over car ownership and encouraging alternative forms of transportation will reduce traffic congestion and create a safer, more sustainable capital city.' It also sets out a BRT network including the drop off and pick up stations, which is currently under design and would benefit from support to integrate pedestrian-friendly designs.
- Kabul Municipality has also taken steps to integrate road safety in design manuals and uses some international guidelines – but there is a need for road safety to find a more central place in these manuals. The municipality has a Deputy Mayor for Transportation, whose unit has developed a "Street Design Manual" and "Technical Guidelines for Urban Transport" with support from the Japan International Cooperation Agency (JICA) which

integrate some aspects of road safety. Additionally, Kabul Municipality engineers utilizes the "Global Street Design Guide" published by NACTO, as a reference but this is not adapted to the Afghan context. There is a need to support adaptation of these manuals and ensure a focus on safety including for pedestrian and cyclist safety.

Key related past or ongoing activities in the target countries:

- JICA has supported Kabul Municipality to develop a "Road Design Manual" as part of the Capacity Building Project for Road Improvements in Kabul city, two years ago, but it focuses on urban road engineering, not pedestrian-friendly considerations or cycling measures. It needs to be updated and additional specific guidelines on street sidewalk section designs are needed.
- In addition, the project would build on the World Bank supported to develop "Technical Guidelines for Urban Transport" and the government's BRT development initiatives. The project would also link with the CAREC and the ADB's regional road strategy (see above), by localizing this initiative to the intra-city level.
- UN-Habitat, through the AUSSP programme, has undertaken Afghanistan's first Public Space Safety Audit in four Kabul districts. The analysis was focused on public spaces but also included an analysis of urban streets and their conditions. It highlighted that some of the streets have unique characters including trees and some sidewalks but the majority do not have designations for different users, noting the Municipality needs to improve the pedestrian experience by improving safety and security and the microclimate. This project would therefore build on this study and AUSSP more broadly, with its focus on urban safety and security.
- UN-Habitat Afghanistan's City for All programme has undertaken city-wide street digitization and naming and numbering, as well as supported government authorities to implemented over 150 infrastructure projects, including urban street projects. This included supported Kabul Municipality to implement street addressing in six Kabul districts, as well as in Jalalabad and Mazar municipalities, but there is a need to expand and build on this street addressing with additional, larger and improved road signage, traffic crossing and markings to support safer urban movement.
- More broadly, UN-Habitat Afghanistan maintains field offices in 12 cities, including the target cities of this project has almost 30 years of operations in Afghanistan which this project would build on.

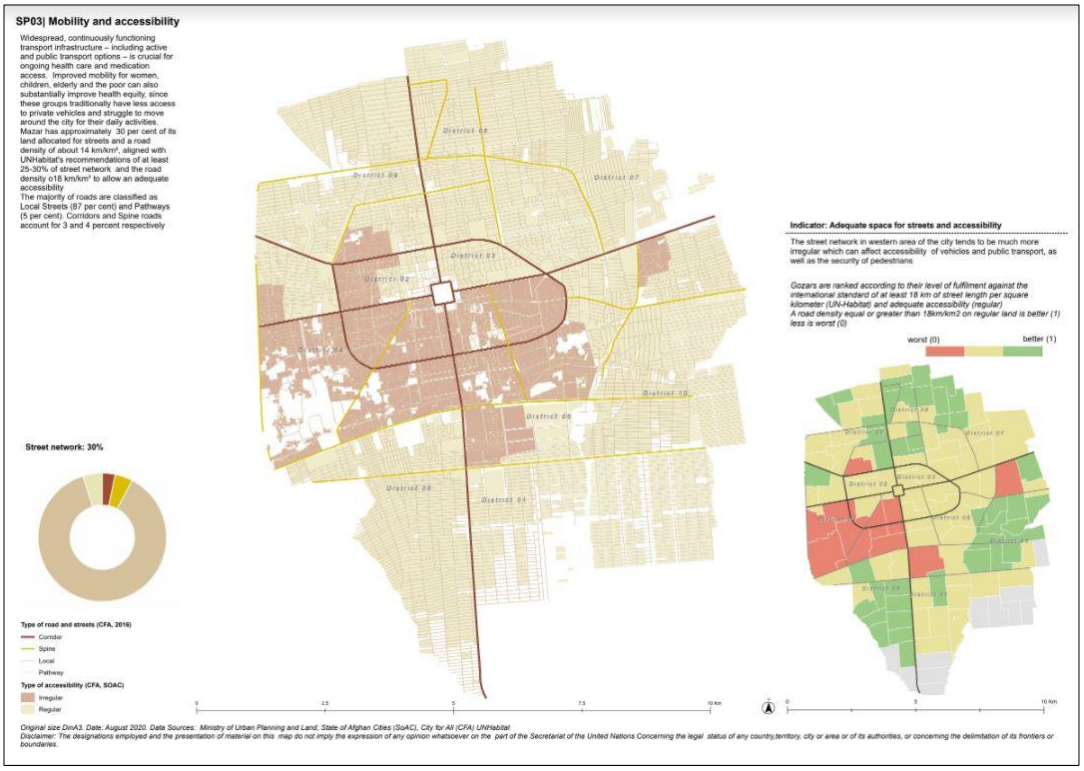


Above: Example analysis of the street network in two Kabul Districts, Kabul Safe Public Spaces Audit, UN-Habitat (2019)

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 Covid-19 pandemic has highlighted the importance of improved urban conditions for improving the resilience of Afghans to withstand shocks. In particular, there is a need to address inadequate access and mobility in urban areas. There is also a need to provide a viable alternative to overcrowded shared taxis as the sole means of getting around for those without a car. As part of UN-Habitat Afghanistan's Covid-19 response project, 'Urban Vulnerability Analyses' have been undertaken for the five target cities. As shown in the example here the analysis includes an analysis of mobility and accessibility (see below) and identified particular neighborhoods which have inadequate accessibility, which would serve as a useful basis for identifying priority areas for targeted improvements.



Above: Covid-19 Urban Vulnerability Analysis findings for Mazar City. UN-Habitat, 2020

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.

	Object of expenditure	Notes	Requested from UNRSF (US$)	Co-financing (US$) in-kind
1.	Staff and other personnel costs from sharing offices and workload amongst local officers	37%	185,440	81,714

2.	Supplies, commodities, materials	2%	11,736	
3.	Equipment, vehicles and furniture including depreciation	2%	10,500	
4.	Contractual services	19%	93,151	
5.	Travel	2%	8,512	
6.	Transfers and grants counterparts	26%	130,000	
7.	General operating and other direct costs	5%	23,278	
Total project direct costs			462,617	
8.	Indirect support costs (7%)		32,383	
Grand total			495,000	81,714

4.1 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)***.

This project will be led by UN-Habitat with technical and implementation support from implementation partners ATEC and GRFC which will leverage existing internal expertise of the various partners and enable synergising across the partners' existing projects. For example, UN-Habitat will complement the project's operation personnel costs with other existing projects such as AUSSP where possible. This will be particular important in Afghanistan where operation costs are typically high, but will need to be limited in line with the UNRSF requirements.
Amongst our partners we will seek a general emphasis on working with local partners to ensure funds and insights remain in the country to maximise the local multiplier effect and ensure insights and impacts are as indigenous as possible.

By bringing together the various partners, their international and local Afghan expertise will be leveraged to add and to keep the cost of each output low while ensure quality outputs. For example, GRSP has over 20 years of international experience, including a presence in over 43 countries. Their existing programmes related to urban road safety audits, safer street design and mass media campaigns will be particularly vital. ATEC, given its position at Kabul University will also contribute its strong local expertise and networks to ensure the outputs are suited to the local context.

Additionally, Kabul Municipality have committed endeavor to co-fund the hard infrastructure improvements for the "safe Street Pilot" in the next fiscal year (should this be possible). Kabul Municipality has previously contributed over USD700,000 to co-finance infrastructure sub-projects in the 2018-2020 fiscal years and provides ongoing maintenance funding and responsibility to all previously completed UN-Habitat projects. Given the municipalities project budgeting for the 2021 fiscal year is completed, this contribution will be requested/confirmed during the next municipal annual budget.

The outputs have been carefully selected to get the most value for money by seeking to make improvements to the street designs; to give safety and walkability a greater emphasis for decision makers when designing streets and determining priorities and to provoke a perception that walking and cycling are appealing, safe activities that are not just possible but preferable. The outputs will do this by increasing the awareness of decisions makers about the safety, health and quality of life implications of their proposals and promoting the desire to use active transport within the community by programmatic measures and improvements to the streetscape. Our guidelines will be designed to be compelling promotional documents relevant to the issues of importance to the community and accessible for decision makers. They will explain not just what is required but also why it is required and back this up with evidence so it might be used to effectively convince people. The guidelines will be attractively laid out and make extensive use of graphics as well as reference to relevant and inspiring case studies.

We further note streets are contested places, called on to meet many competing needs. Our actions will be designed to reconcile these competing uses as much as possible and ensure everything serves multiple purposes; for example traffic calming measures will be considered in terms of their potential to improve amenity as well as slow down traffic wherever possible.

4.2 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)***.

UN-Habitat's Afghanistan office with lead the project implementation and project coordination, as well as co-leading together reporting and monitoring with UN-Habitat's Urban Basic Services Section (UBSS). UBSS will also be responsible for coordination with the donor as well as for contributing to the manuals/guidelines under Output 2.3. GRSP and ATEC's responsibilities are set out in the project design framework above. They will be engaged using UN-Habitat's Agreement of Cooperation modality.

Overall multi-partner coordination of the project will be facilitated through a National Steering Committee to be established of all relevant government and other partners. UN-Habitat holds or will hold again office space within Kabul, Jalalabad and Mazar municipalities. Informal, individual connections with officers in these municipalities will further contribute to the project being 'implementation friendly' so when circumstances allow the changes to make streets more people friendly can be easily adopted. UN-Habitat's existing Memorandums of Understanding with government partners can be updated as needed to include this project.
Experience of implementing streetscape improvements suggest that enabling local communities to become involved in designing, implementing and maintaining interventions will assist in their long-term sustainability of the project.

The developing security situation and possible political instability cannot be ignored. Detailed risk matrix has been prepared and will be refined before the implementation of the project.

(matrix to follow)

5. PROJECT SUBMISSION

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