General Information

Fund	MPTF_00161: UN Road Safety Trust Fund						
FMP Record	MPTF_00161_00016: Safer Streets for Road Users in Nigeria						
MPTFO Project Id							
Start Date							
End Date							
Applicants	**Status**	**Contact Type**		**Name**	**e-mail**	**Position**	**Telephone**	**Skype**
	Active: 22-Nov-2022 10:05:00 AM	Project Manager		Andre Dzikus	andre.dzikus@un.org			
Signatories	**Signature Process**	**Role**	**Name of Organization**			**Name**	**User Email**
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Description	Mobility patterns in Nigerian cities are largely defined by a combination of informality and car-centricity. From the early 70s as a consequence of the oil boom and the presence of several automobile manufacturing plants, attention shifted towards individual car use and ownership in urban planning, policy, infrastructure development and in the minds of Nigerians.
	The consequences are dire. Although the road traffic fatality rate has reduced in recent years, it is still very high. The WHO estimates that approximately 35,641 people die on Nigerian roads annually. Heavy traffic congestion, emissions, an increasing cost of transportation, air and noise pollution together with inefficiencies in the transport system are commonplace. Although there have been consistent local and national efforts from government and civil society organizations to transform the system, the impact has been limited due to capacity gaps, public perception and few examples of good practice in the region. It is on this basis that "Safer Streets" has been developed.
	Recognizing that Abuja, the Federal Capital, is at a critical moment in its development and has taken steps to improve road safety, it has been selected as the focus area for the Safer Streets project due to its ability to have a national and regional impact. Abuja has made some progress in the development of sustainable transport systems that focus on the needs of people that walk and cycle, but the city is still largely car-centric. Abuja has the highest rate of road crashes of all cities in Nigeria and lacks the infrastructure and policy framework to shift swiftly to safer, more universal streets and public space due to widening roads and vehicle priority.
	This project aims to support the delivery of the Nigeria Road Safety Strategy II (NRSS II) through strengthening safety programmes on a city scale and supporting a prioritization of low carbon, inclusive mobility systems nationally that place vulnerable road users, particularly cyclists, at the center of strategy and infrastructure planning.
	Specifically the project will undertake the following:
	Support the development of a long-term national bicycle Policy and strategy for Nigeria
	- Capacity development for stakeholders in Nigeria - Nationwide Advocacy and Awareness campaign - A feasibility study on a cycle network and bike share scheme for the city of Abuja - Development of a draft NMT implementation strategy for Abuja - Delivery of the 30km/h initiatives in selected districts in Abuja - Retrofit 2 intersections as pilot
	The project will also create synergies and draw inspiration from it's sister project, "Reclaiming Streets for Pedestrians and Cyclists in Africa" to enhance road safety through the improvement of pedestrian and cycling infrastructure, contributing to the drop of road traffic-related deaths. 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 liveable public spaces.

Universal Markers	Gender Equality Marker	Risk		
	• GEM1 - The Key Activity contributes to GEWE in a limited way	• Low Risk		
Optional Markers	**WB Income Category**	• Lower Middle Income		
Fund Specific Markers	**Core Strategic Priorities**	**Core Strategic Priorities** • Road Safety Priority (1) Strengthened road safety management • Road Safety Priority (2) Improved safety of road infrastructure and broader transport networks		

Geographical Scope	Geographical Scope	Name of the Region	Region(s)	Country
	• Country	• West Africa	• Africa	• Nigeria

Participating Organizations and their Implementing Partners	Participating Organizations	Government/ Multilateral/ NGO/ Other	New Entities	Implementing Partners
	• UNEP - UNEP (United Nations Environment Programme) • UNHABITAT - UNHABITAT (United National Human Settlements Programme) • WHO - WHO (World Health Organization) • ECA - Economic Commission for Africa			Federal Government: 1. Ministry of Transportation 2. The Federal Road Safety Corps 3. Federal Capital Territory Administration 4. Federal Ministry of Environment NGOs and Development Agencies 1. Transportation Growth Initiative 2. Africa Urban Cycling Organisation 3. Greenlight Initiative 4. Driving Schools Association of Nigeria 5. Institute for Transport and Development Policy

Programme and Project Cost	Participating Organization	Amount (in USD)	Comments
	Budget Requested		
		$104,000	
	Total Budget Requested	**$104,000**	
	Tranches		
	Tranche 1 (100%)		
	:	$104,000	
	Total:	$104,000	
	Other Sources (Parallel Funding)		
	Total	**$104,000**	

Thematic Keywords		

Programme Duration	Anticipated Start Date	24-Jan-2023
	Duration (In months)	18
	Anticipated End Date	24-Jul-2024

Comments	1. Information session Mandatory Guidance points not addressed:
	- Point No 2 .In its early phase, the project should collect baseline data from the police on non-motorized transportation fatalities in Abuja, United Nations Road Safety Fund Information Session: Safer Streets for Road Users in Nigeria 3 including data on the bicycle use and acceptance of bicycling in the country.
	- Point No 6. Before and after project implementation, in addition to the fatalities data for non-motorized transportation, the project team should also conduct an observational study of the number of cyclists on the road to better determine impact.
	2. Logframe guidance to be addressed:
	Outcomes Tab:
	- The project impact level is missing.
	- It is not clear on how the proposed activity for output 2.3 'Harmonization of Street Design Standards' leads to the output 'multi-stakeholder collaboration to promote and advocate for safe walking, cycling and integrated low carbon transport.' It needs to be further fleshed out.
	- The wording for outcome 3 change should focus on the dissemination of the good practice, instead of repeating the exchanges as those are already mentioned in the output level.
	Manage indicators tab
	Imported Fund Outcome / Output Indicators:
	- The target values don't correspond to the specified indicators. For example, if the indicator specifies number of country, the target cannot be XX number of people trained.
	- It is not clear on which indicators are proposed as the project's output indicators and which are outcome indicators. They need to be clearly differentiated.
	- Sometimes the targets put does not match the outputs and outcomes. For example, for 'Road Safety Frameworks are improved in and interest in Road Safety is confirmed with countries initiating evidence-based policies and sparking action on NMT' a target of '60 of respondents state that pilot initiatives had a positive impact on road safety' doesn't seem to report on the same thing.
	Project indicators:
	- The indicators are not worded as indicators and not clear on which specific outputs or outcomes they are referring to.
	- There are no means of verification, can that be added under description?
	(Comments on behalf of the experts review team)

Narratives

Title	Text	Comments
FOUNDATION Location: List the countries where this project is being implemented.	The project is being implemented in Nigeria with a city-level focus on Abuja. Safer Streets will, however, take advantage of the synergies created in the mother project, "Reclaiming Streets". Reclaiming Streets is currently being implemented in Rwanda, Kenya, Ethiopia, Mozambique and Guinea.	Please see comments in the General Information and Workflow tabs.
FOUNDATION Purpose: Why are we doing the project? 200 words	Nigeria has made some progress in achieving safer and more inclusive cities and streets. However, the impact has been limited and more consistent and targeted interventions are needed to achieve the ambitions set in the Second Decade of Action for Road Safety and the Nigerian Road Safety Strategy. On a national level, the First Decade of Action saw an 8% reduction in fatalities compared to the projected 50%. As illustrated in the 2022 Walking and Cycling in Africa Report, 31% of deaths and 56% of injuries nationally impact pedestrians and cyclists. In Abuja, in 2019 and 2020, the city recorded the highest number of crashes. The city accounts for more than 10% of all crashes in Nigeria respectively, while featuring among the five highest fatality cases with an average 250 deaths annually. While there is some level of progress when it comes to the implementation of pedestrian infrastructure, the opposite is the case with cycling. There is a total absence of facilities for cyclists in all Nigerian cities.	Please see comments in the General Information and Workflow tabs.

PEOPLE Sponsorship: Who is accountable for the project? 500 words	UN-Habitat: Project management and reporting, regional knowledge management ITDP: Monitoring and evaluation, review and quality control Federal Ministry of Transportation: Provides leadership and Policy coordination Transportation Growth Initiative: Responsible for the overall project implementation, capacity building and awareness raising Federal Capital Territory Administration: Provides landed properties and enabling project environment Federal Road Safety Corps: Strategic enforcement, policy support, feasibility and data management Africa Urban Cycling Organization: Technical support, advocacy and awareness Greenlight Initiative: advocacy and Awareness to youth related organizations Driving school association of Nigeria: Specific advocacy to driving schools	Please see comments in the General Information and Workflow tabs.
PEOPLE Stakeholders: Who will benefit from and be affected by the project? 300 words	1. The Federal Ministry of Transportation as well as related ministries and sister agencies at federal and each state of the federation. 2. Federal Ministry of Health as there is a foreseen reduction in fatalities and injuries as well as a focus on the health benefits of active mobility. 3. The Federal Ministry of Environment, as activities are in line with the ministry's effort to reduce carbon emissions from motorised transportation. 4. The cycling community will enjoy a boost in visibility and public awareness 5. The Federal Capital Territory Administration as knowledge on bicycle infrastructure and implementation will be disseminated. 6. Car owners who, in the long term will benefit from increased transport options and reduced congestion and vehicle maintenance costs. 7. Commercial commuters who will benefit from mode integration and more inclusive, transit orientated development. 8. Urban residents are expected to benefit from multi-modal transport systems made of safe and efficient public transport integrated with walking and cycling. 9. Retail business positioned along proposed cycling corridors will experience increased economic opportunity and improved store frontage. 10. This project will benefit Abuja through targeted capacity building opportunities, support for city level policy development, on-demand technical advice for project implementation, as well as city-to-city exchange through the sister project, Reclaiming Streets.	Please see comments in the General Information and Workflow tabs.
PEOPLE Stakeholders: Which vulnerable road user groups will be directly affected by the project? 100 words	The cycling community will be the directly affected as their experiences and challenges will be emphasized throughout project implementation. Importantly, all marginalized road users and people in vulnerable situations, particularly children, will be affected as the project implementation plan includes systematic efforts towards speed reduction which is a main contributor to road traffic related injuries and deaths, impacting this demographic.	Please see comments in the General Information and Workflow tabs.

| PEOPLE Resources: What expertise is needed to deliver the project successfully? 300 words | UN-Habitat:

• Project manager, Urban Mobility team, UN-Habitat HQ in coordination with in-country office, responsible for the overall coordination and management of Safer Streets. Staff member will be responsible for aligning with UN-Habitat's mandate, tracking delivery of activities and outputs; donor reporting (narrative)
• Responsible for financial reporting and monitoring
• Regional coordination

UNEP:

• Strategic oversight and guidance in line with the Share the Road Programme and the Pan African Action Plan for Active Mobility (PAAPAM).

UNECA:

• Technical officer Africa: responsible for regional policy engagement and collaboration on Member State level

ITDP:

• Technical expert for monitoring and evaluation of project activities.

Transportation Growth Initiative:

• Day-to-day project management
• Responsible for feasibility studies and implementation of infrastructure modifications including cycle lane recovery, calming devices and road signs
• Development of the National Bicycle Policy and Strategy, and Implementation plan for cities
• Lead Consultant (capacity development and advocacy): will be responsible for the training and capacity development of all stakeholders together with advocacy, public awareness and media engagements. | Please see comments in the General Information and Workflow tabs. |
| PEOPLE Resources: How have the intended implementation partners demonstrated this expertise? 200 words | UN-Habitat and ITDP have successfully implemented the UNRSF "Scaling up Safe Streets" project and are currently implementing the "Reclaiming Streets" Project. Both projects focus on complete streets in the context of a multimodal transport. UN-Habitat is equipped with experts that have vast experience in providing technical advice to cities on sustainable mobility.

Transportation Growth Initiative which will be responsible for overall project implementation. TGI has been responsible for the NMT components and 5 critical initiatives (Targets) in the Nigeria Road Safety Strategy 2021-2030. With other partners, TGI led the proposal for the approval of 30km as default speed in urban areas in Nigeria at the national council on transportation in 2011.

The Federal Ministry of Transportation and the Federal Road Safety Corps (FRSC) will be engaged in this project. Both agencies have delivered on road safety interventions in Nigeria throughout their tenure.

UNEP is currently coordinating the PAPAAM process and has extensive expertise in low carbon UNEP is also coordinating the Africa Network for walking and cycling and can facilitate synergies.

WHO is the global lead on health data and specifically on road injuries and prevention, this expertise it will bring to bear in supporting data efforts on injuries and deaths. | Please see comments in the General Information and Workflow tabs. |

PEOPLE Engagement: How have government officials (GO) in the beneficiary country(ies) been engaged in concept note development? 300 words	Government of Nigeria is directly involved and supports this project and has worked with the under mentioned principal officers and partners: **Federal Ministry of Transportation:** • Rt. Hon. Rotimi Amaechi • Sen. Gbemisola R. Saraki • Udu-Ejembi Mary C. (Mrs) • Akoji Perpetua Dumebi (Mrs) **Federal Ministry of Health** • Dr Dakum Longji **Federal Road Safety Corps** • Ag Corps Marshal Dauda Biu • DCM Kayode Fanola • CC Joshua Asholu **World Health Organisation** • Ms. Mary Tongkhir Dewan, **Non-Governmental Organisations** • Engr. Emmanuel John, Transportation Growth Initiative (TGI) • Andrew Benjamin, Africa Urban Cycling Organization (Glory Oche) • Simon Patric Obi, GreenLight Initiative • Jide Owatumise, Driving Schools Association of Nigeria. Upon the request of the UNRSF, The update of this concept was coordinated UN-Habitat in partnership with the Federal Ministry of Transportation and local partners including Transportation Growth Initiative. A series of meetings took place with all participating organizations involved and rotationally among the agencies	Please see comments in the General Information and Workflow tabs.
OUTCOME Deliverables: What critical aspect of the National Road Safety Plan/Strategy (NRSP/S) will this project address in response of the stated road safety challenge? 200 words	The Project will contribute to implementing the following Nigeria Road Safety Strategy targets: 1. Target 5.2.8 Development and approval of the national Bicycle Policy and Strategy 2. Targets 5.3.10 Upgrade of intersections of road networks to meet the safety needs of NMT 3. Target 5.4.7 Implementation of the National Bicycle Policy and Strategy 4. Target 5.4.7 Reduction of road fatalities involving The other activities including NMT and bike share feasibility Study for the city of Abuja, development of NMT implementation strategy for the city of Abuja, capacity building (for Federal level and NGOs, state and city levels, Media, and FCT directly responsible project officers), Open Streets and tactical urbanism initiatives and general advocacy and public awareness initiatives will also increase awareness and technical capacity to address road safety related challenges.	Please see comments in the General Information and Workflow tabs.
OUTCOME Deliverables: Which of the UNRSF core and special priorities will this project address? 200 words	This project will contribute to two of the strategic priorities of the Safe Systems approach. *Safe Users: The project core focus is the safety of vulnerable groups particularly cyclists and pedestrians* *Safe Roads: The project intervention includes, primarily, infrastructure modifications and installation of road signs and markings and recovery of cycle lanes* This project will also address three (3) of the UNRSF special priorities, specifically: 1. **Project addressing different development goals in additional to road safety**: The project addresses directly 7 of the SDGs and 5 others indirectly, it addresses the goals of the New Urban Agenda and several UN resolutions such as the UN World Bicycle Day declaration, April 2018, UN Resolution of Bicycle as a tool for combating climate change, March 2022. These are in addition to the specific targets of the Global Plan of Action for Road Safety, 2021-2030 2. **Project addressing Multimodal transport and land use:** The project will provide a cognate interconnect at transport interchanges, providing first mile and last mile, enabling de-motorisation and connecting public buildings. It's a strategic intermodal connect. 3. **Project addressing multi country:** The project will make use of the synergies with the Reclaiming Streets project and contribute to the delivery of regional knowledge sharing and city-city exchange	Please see comments in the General Information and Workflow tabs.

OUTCOME Plan: What is the expected sequencing of the project deliverables? 300 words	**Year 1 (2023)** • Project kick off, desk top analysis of status quo • Stakeholders forum • Development of the draft national cycling policy and strategy (review of current draft, includes initial data collection, different stakeholders engagement, etc) • Draft NMT network and bike share feasibility Study for the city of Abuja • Capacity building activities begin **Year 2 (2024)** • Development of draft NMT implementation strategy for the city of Abuja • 2 sessions of Open Streets and tactical urbanism initiatives • Infrastructure modifications • Submit national cycling policy documents for acceptance • Finalise feasibility studies • Project evaluation, close out stakeholders forum, project round off, and reporting *General advocacy and public awareness initiatives shall run staggered throughout the project life span (includes targeted advocacy to youth groups, driving school associations, the cycling community, transport unions, women groups, etc)*	Please see comments in the General Information and Workflow tabs.
INVESTMENT National ownership: Explain what government action has already taken place or is planned to take place in support of this critical aspect of the national road safety 500 words	1. The Nigeria highway code has been reviewed in conformity with the cycling drive; relevant provisions of the code provides for the implementation of the project focus 2. The Nigeria Road Safety Strategy, 2021-2030 already contained a provision for the completion and approval of the national cycling policy and strategy. A draft policy and Strategy already exists and needs to be updated and completed. The NRSS also demands for the reengineering of urban road intersections to accommodate safe cycling and walking in Nigerian cities which conforms to the traffic calming initiatives in the project 3. The draft National Transport Policy which is currently pending before the Federal Executive Council for approval has included a section on cycling development which goes in line with the implementation of this project 4. The 15th National Council on Transportation has approved 30km/h as default speed in urban areas of Nigeria, and the Federal Road Safety Corps is empowered by law to implement and enforce appropriate speeds in Nigeria. Based on these, no new law is required as the project fits absolutely into the existing policies. 5. The National Councils on Works and Transport in their independent resolutions have demanded for the review of the road design manuals to provide for mandatory cycle lanes on certain category of roads in urban environments in Nigeria. This, the Ministry of Works and Housing is currently working on.	Please see comments in the General Information and Workflow tabs.
INVESTMENT List the sources and kind (in-kind or cash) of co-financing	The following in kind co-financing is prepared to enable implementation of the project: 1. FCDA (Abuja City Authority): Provides landed properties for cycle storage facilities, park and ride parks, and related administrative costs 2. Ochenuel Mobility: Provides platform and 23 personnel for the hosting of open streets initiative/advocacy	Please see comments in the General Information and Workflow tabs.
INVESTMENT Efficiency: Indicate how much (US$) of the budget will go towards 1) Staff and other personnel costs; 2) Equipment, vehicles and furniture including depreciation; 3) Travel; 4) Transfers and grants to counterparts	The budget for this project has been co-developed and may change depending on the final validation meetings. However, preliminary allocations are indicated below. <table><tr><td>Staff and Personnel Costs</td><td>23623,865</td></tr><tr><td>Equipment, vehicles and furniture</td><td>0</td></tr><tr><td>Travel</td><td>8200</td></tr><tr><td>Transfers and Grants to Counterparts</td><td>61900</td></tr><tr><td>*Contractual Services*</td><td>10200</td></tr><tr><td>**Total:**</td><td>103923,865</td></tr></table>	Please see comments in the General Information and Workflow tabs.

IMPACT How will we know that the project is successful? 300 words	A project monitoring and evaluation mechanism will be set out to monitor the project at each land mark period with a view of keeping the project objectives on track and ensure the achievement of the overall goal. Towards this end, the following shall be the key performance indicators:	Please see comments in the General Information and Workflow tabs.

A project monitoring and evaluation mechanism will be set out to monitor the project at each land mark period with a view of keeping the project objectives on track and ensure the achievement of the overall goal. Towards this end, the following shall be the key performance indicators:

1. A national cycling policy and strategy would be completed, with an implementation strategy for the city of Abuja
2. 100 national level officials and NGOs would have be trained and have the capacity as champions to influence and facilitate cycling and walking policy/initiative inclusion in other sectors such as health, environment, urban development, education, sports, commerce, etc
3. 100 State/city level directly responsible persons for urban transport and road safety development would have been trained with requisite capacity to understand and implement cycling and walking initiatives in the wider transport development programs and projects in their city
4. 50 lead media house personnel would have been trained with capacity to effectively report on cycling and walking in their radio, TV and newspaper organizations
5. at least 30% of Abuja urban dwellers will be effectively reached in the awareness campaigns,
6. An NMT and bike share and cycle network feasibility study would have been completed and report published for the city of Abuja
7. In selected districts in Abuja up to 30% vehicles have reduced their average speed to 30km/h on arterial and lower category streets at the city center

PROJECT SUMMARY 1500 words	Many cities across Nigeria, like many cities in Africa 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. In Nigeria, many residence rely on walking, however, there is great potential for cycling to fulfill several mobility needs. 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.	Please see comments in the General Information and Workflow tabs.
	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.	
	Nigeria has made some progress in achieving safer and more inclusive cities and streets. However, the impact has been limited and a bit inconsistent, and targeted interventions are needed to achieve the ambitions set in the Second Decade of Action for Road Safety and the Nigerian Road Safety Strategy. On a national level, the First Decade of Action saw an 8% reduction in fatalities compared to the projected 50% target of the first decade. As illustrated in the 2022 Walking and Cycling in Africa Report, 31% of deaths and 56% of injuries nationally impact pedestrians and cyclists. In Abuja, in 2019 and 2020, the city recorded the highest number of crashes. The city accounts for more than 10% of all crashes in Nigeria respectively, while featuring among the five highest fatality cases with an average 250 deaths annually.	
	While there is some level of progress when it comes to the implementation of pedestrian infrastructure, the opposite is the case with cycling. There is a total absence of facilities for cyclists in all Nigerian cities. Further, in cities like Lagos, people are generally reluctant to cycle due to many micro, meso and macro challenges.[1]	
	This project will support the implementation of national road safety strategies and ensure meaningful delivery of the objectives related to walking and cycling. Anchored on the principles of the "Safe System Approach". The initiative will take advantage of the regional components integrated in the Reclaiming Streets project and define activities in line with the mother project's outcomes and indicators. The activities in Nigeria will fall under 3 of the main outcomes from the Reclaiming Streets for Pedestrians and Cyclists in Africa project.	
	Outcome 1: Good Street Designs are scaled-up in countries with established Road Safety Frameworks, developed through inclusive participatory processes. **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. **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).	
	Firstly, linked to Outcome 1, the project responds to the need to scale up and disseminate good road safety efforts. This will be done through large-scale capacity building programmes with local governments, transport and public space planners and engineers. 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 the city of Abuja through the development and review of National NMT Strategies and Street Design Guidelines and multi-stakeholder collaboration to 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.	
	[1] Emmanuel Mogaji, Cycling in Lagos: The challenges, opportunities, and prospects, Transportation Research Interdisciplinary Perspectives, Volume 14, 2022, 100608, ISSN 2590-1982, https://doi.org/10.1016/j.trip.2022.100608.	

| GLOBAL PLAN FOR THE SECOND DECADE OF ACTION 2021-2030 300 words | The Global Plan for the Second Decade of Action emphasizes the need for multimodal transport and land use planning, safe infrastructure including speed reduction to achieve 30km as default speed in urban areas, and safe road use, these elements are at the core of the project. A key component of Safer Streets is the implementation of the approved 30km/h default speed in the city of Abuja. 2 key safe systems approach principles are addressed directly, namely:

1. Safer Road User; the intensive public awareness component of the project will bring drivers, , transport operators, other stakeholders and the public into knowledge of the safety of cyclists and pedestrians
2. Safer Roads; the implementation of speed calming measures, installation of road signs and intersection retrofit will result in safer roads on the selected corridors with potentials for upscale as the city would have found a best practice example to emulate. The project implementation includes a citywide speed reduction strategy and campaign and targets to have at least 30% of vehicles in selected districts obeying the 30km speed limit. | Please see comments in the General Information and Workflow tabs. |
| REPLICATION AND SCALE-UP 500 words | The close coordination with federal government, knowledge exchanges and capacity building efforts that form part of this initiative on both, local, national and regional level as a result of the integration with the mother project, Reclaiming Streets, combined with the pilot schemes ensure the project will be scaled up in line with the existing National policy objectives. The implementation strategy for the city of Abuja will also provide a good practice example for other cities in the region. The city authorities have confirmed an interest in interest fostering collaborations and budgetary support to upscale the project.

The initiative aligns with the city's vision to build an inclusive world class city with best practice inter-modal transport systems. The city is also planning on using the baselines, lessons learnt and activities in this project to apply for additional funding.

The project will build design capacity of key staff in national road agencies, transport ministries as well as local governments. And lastly, as the project proposes collaborative Open Street Days, strong support and advocacy by civil society is expected including vulnerable groups such as children, women, elderly and persons with disabilities. | Please see comments in the General Information and Workflow tabs. |

SYNERGIES 1500 words	**Synergies with other past or ongoing projects** UN-HABITAT has worked in several Nigerian cities mainly in Akure, Ondo, Owo, Okitipupa, Ikare and Ore, Lafia, Doma, Karu, Keffi, Oshogbo, Ile Ife, Ilesa, Iwo, Ede, Ejigbo, Ila Orangun, Ikire and Ikirun. UN-Habitat was also directly involved in the development of Structure plans for 4 cities to promote sustainable human settlements development and management and the attainment of HABITAT Agenda, the goals of Nasarawa State Economic Empowerment and Development Strategies (NASEEDS). UN-Habitat has also worked with 9 cities in Nigeria to adopt City Development Strategies that will guide their growth and development. UN-Habitat will make use of the many years of institutional knowledge to work in this region. This project builds on the UNRSF supported "Scaling up Safe Streets in Ethiopia" project (completed) and on the ongoing project "Reclaiming Streets for Walking and Cycling" (embedded). It will also take advantafe of the newly approved Alliance for Road Safety project (ACROS). ACROS aims to take a more comprehensive approach to not only focus on Safe Roads and Infrastructure, but on all pillars of the Safe Systems approach. Particular focus will be given to ensuring strong synergies with the ongoing EU funded TRANS SAFE project, in which UN-Habitat and UNEP are partners as well. Through joint work planning sessions, synergies and efficiency gains shall be identified around training needs assessment, capacity building, innovation challenges as well as investment proposals. **Synergies with national priorities and strategies** Road Safety is high on the agenda of federal and local governments in Nigeria. Various efforts are being made on city, national and regional scale. Recognizing this momentum, UNEP is currently spearheading an effort to develop a Pan-African Action Plan for Active Mobility (PAAPAM) together with African governments and several partners including UN-Habitat, Transportation Growth Initative and ITDP. **Synergies with other development challenges and issues** Strong synergies will be created with projects that have a focus on climate change, as road accidents and climate change are both considered essential challenges for sustainable mobility in cities. There are various opportunities to meet both challenges simultaneously. Promoting a shift to multi-modal public transport integrated with walking and cycling does create benefits on reduction of climate emissions as well as road fatalities. A strong focus will also be placed on ensuring mobility equity and safety, particularly for women, children and people from marginalized communities. Many stakeholders in the transport sector are unaware of systems in place to address sexual violence by government and organizations. According to a recently concluded project, EMPOWER (KAid funded Action Research through the UK Foreign Commonwealth & Development Office) there is disconnect between government and NGOs' efforts towards tackling sexual violence in the transport sector. This project will aim to ensure that gender related issues are mainstreamed. Safer Streets 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. These targets are central to the work of UN-Habitat and so throughout the project synergies will be capitalized on. 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 planned activities align with A/RES/72/272 declaring June 3 the World Bicycle Day and more recently, A/RES/76/255 on Integrating mainstream bicycling into public transport systems.	Please see comments in the General Information and Workflow tabs.
APPROACH AND EFFECTIVENESS 1000 words	The project will make use of a tried and tested methodology applied in the Scaling Up Safer Streets project (Ethiopia) and the Reclaiming Streets project (being implemented in 5 other countries). This methodology incorporates a multilevel approach though city level action, pilot implementation and community engagement, national level coordination and systematic capacity development and advocacy work. All of this takes place within a comprehensive knowledge sharing network where city authorities are empowered to share experiences and learn from others with similar challenges and opportunities As verified by SSATP The World Bank, UN Habitat, UNEP and other leading development agencies, a lack of knowledge and capacity is one of the main reasons for the lag in implementation of walking and cycling infrastructure in many African cities. This project has prioritized knowledge sharing and exchange with strong awareness building initiatives to bring all actors into the framework is required to achieve safe walking and cycling in Abuja and other cities in Nigeria.	Please see comments in the General Information and Workflow tabs.

EXPECTED IMPACT 750 words	Stakeholders in the urban transport development value chain will know what to do, how to do it and are likely to become willing to do it, using the pilots as stepping stone. Empowered by co-developed strategy documents and knowledge products and informed by robust data sources, the activities mitigate the risk of being relevant only in the short term. Further, urban residents will become more aware not only of the possibilities of better walking and cycling infrastructure but also their entitlements. This will encourage people to take up cycling and walking as means of transport and leisure, leading to less car use in the city and more accountability for local governments. From the very beginning several federal ministries and key focal points have been engaged in the activities ensuring a multisector collaboration and shared responsibility for the outcomes of the project. **Short term** The target districts in Abuja will experience rapid speed reduction, making spaces safer and more inclusive. Throughout the project this will be be monitored in partnership with the Federal Road Safety Corps who will collect and compare the relevant data sources to illustrate the impact. **Medium term** The stakeholders in the transport value chain across Nigeria will become more aware of what to do to develop cycling and walking in the respective cities, Similarly, the pilot schemes and the open streets initiative will bring sustainable mobility to the neighborhood with corresponding crash and fatality reduction. 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. **Long term** With speed accounting for nearly 80% of are crash cases in Nigeria and Abuja projected to have higher percentage, achieving the target speed reduction to 30km/h means that we can reduce fatalities up to 50% which meets the Global Action for Road Safety target 2030.	Please see comments in the General Information and Workflow tabs.
LINK WITH MANDATE OF PARTICIPATING UN ORGANIZATION(S) 750 words	UN-Habitat's overall vision is to promote trans-formative 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. The proposed project on NMT and road safety is closely linked to three Domains of Change – having a potential impact on access to mobility (DoC1) and economic opportunities (DoC2) 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.	Please see comments in the General Information and Workflow tabs.
MONTHLY MONITORING 500 words Please see the offline "UNRSF Projects Monthly Reporting Template" which is required to be submitted to the Secretariat. Please provide a short text of any additional information/type of information you plan to communicate to the secretariat on a monthly basis.	The UN-Habitat project manager will be responsible for regular monitoring of the project implementation and the project's outcome indicators. The outcome indicators will be monitored through the regular collection of evidence – and reported every 6 months (or whenever required by donor) to assess how the project is performing with regards to its outcomes. Evidence data will be collected through ongoing monitoring and exchanges with national-level and city level partners in each country, and at dedicated partner meetings. UN-Habitat will also report progress in alignment with SDG 11.2 on the proportion of the population living within 500 m of safe, affordable, accessible, and sustainable transportation systems, as well as two additional indicators on people who live near protected bicycle lanes and people near walkway improvements (300 m to a walkway/bike lane).	Please see comments in the General Information and Workflow tabs.

| EVALUATION 1500 words | UN-Habitat emphasizes that the evaluation aims to serve dual purposes of accountability and learning. The evaluation approach should be as participatory as possible and utilization-focused. The evaluation will be carried out in conformity with evaluation Norms and Standards of the United Nations System and best practices in the evaluation field.

UN-Habitat in consultation with all relevant stakeholders, including the Donor and the governments of Nigeria will jointly agree on the purpose, use, timing, financing mechanisms and terms of reference for evaluation of the project if necessary. However, some preliminary steps have been identified below:

1. A project steering committee will be established to monitor the project implementation
2. Project evaluation templates will be developed and used for M&E
3. Each of the project initiatives are time bound and will be evaluated during and upon completion by the project steering committee
4. There will be a monthly strategy session to assess progress, evaluate initiatives completed and monitor impact
5. The project will be embedded in the Reclaiming Streets evaluation framework | Please see comments in the General Information and Workflow tabs. |

COMMUNICATIONS PLAN 3000 words	**Communications Targets**	Please see comments in the General Information and Workflow tabs.
	The project will make use of the ACROS Communications, Visibility and Advocacy plan as well as the communications strategy utilized in the Reclaiming Streets project to co-develop a communications strategy in the first quarter of project implementation. Clear, key messages will be formulated to support communications mainly between cities and other key stakeholders involved in the road safety agenda.	
	The strategy will also public awareness and outreach to change mindsets and norms at the level of the individual, community, and society. Consistent communication with civil society, especially vulnerable road users such as women, children, youth, older persons and persons with disabilities, will be established to derive human impact stories of the project and support a shift in the perception of walking and cycling in Nigerian cities. Available evidence indicates a generally negative image associated with the bicycle as it is mainly linked to poverty, this is in the midst of several years of car-centric development. This project will engage with all relevant stakeholders in the transport development value chain, targeted advocacy groups, motorised road users, and residents to shift perspectives on bicycle development and usage.	
	Focus areas	
	The key messages shall revolve around investment in cycling and walking infrastructure and other systems. Emphasis on the fact that residents irrespective of age, ability and status can be safe on the road, become healthier, enjoy better environments and greater accessibility and general sustainability.	
	Content will be particularly derived from the pilot projects and 30k/h zones with particular emphasis on number of beneficiaries as well as satisfaction levels with the interventions (i.e. Do you like the intervention? Do you think the intervention improved road safety in this area? Etc.). In addition, the project team will ensure to issue at least two human impact stories to illustrate impact on individual scale.	
	Milestones	
	- Project launch in early 2023 - Stakeholders forum - Capacity development workshops - Publication of the national cycling policy and strategy 2 sessions of Open Streets and tactical urbanism initiatives - Infrastructure modifications in Abuja	
	Methodology	
	Authorities and key stakeholders in the transport development value chain, at national and city levels as well as NGOs, and the media will be reached through direct capacity building workshops. 4 different sessions are scheduled within the project, each of which will feature interviews and surveys which can later be used to report on impact.	
	A stakeholders forums will be held in which fliers and information sheets will be disseminated. Further, different road user groups will be reached through targeted advocacy forums and visits and distribution of printed materials. Residents and the general public will be reached through 2 sessions open streets initiative/Tactical Urbanism sessions, regular mainstream electronic, print and social media programs and publications.	
	General advocacy and public awareness initiatives shall run staggered throughout the project life span (includes targeted advocacy to youth groups, driving school associations, the cycling community, transport unions, women groups).	
	Responsibility	
	The main responsibility for communications lies with UN-Habitat as the project manager, particularly with the technical staff coordinating the project, however, local partners will be responsible for generating content and ensuring that impact stories are captured and interviews conducted. The project team has a shared responsibility for developing communications materials including web stories, videos, fliers and otherwise.	
	Tentative budget:	
	The budget for communications is estimated at $4,500, however the final costing will be calculated at the time of implementation. The communication support for will be shared with other ongoing initiatives such as the ongoing UNRSF Reclaiming Streets project or the EU funded TRANS SAFE project.	
BENEFICIARY GOVERNMENT(S) ENDORSEMENT 1000 words	Letters of support have been received from the Federal Road Safety Corps, the Federal Capital Territory Administration and the Federal Ministry of Transport. In the letters of support, the government organisations have expressed support of the project objectives and the activities. They have indicated that they are willing and able to contribute to the project as it aligns with the national road safety strategies and the global objectives aimed at reducing fatalities.	Please see comments in the General Information and Workflow tabs.

STRENGTHENING NATIONAL CAPACITIES 1500 words	Strengthened local government capacity will be achieved through targeted capacity building opportunities, support for city level policy development, on-demand technical advice for project implementation, as well as city-to-city exchange. Abuja will also be supported in the development of investment proposals to scale up their efforts on road safety. The development of a national cycling policy and strategy aligned with the Nigeria Road Safety Strategy and the draft national Transport policy will also create multiple opportunities for engagement and capacity development both formally (workshop and seminars) and informally (ad hoc meetings).	Please see comments in the General Information and Workflow tabs.
LEVERAGING 750 words	While the implementation of the initiatives contained in this project can standalone to deliver the objectives of the project, a greater success story is envisaged from project upscale. The city of Abuja has indicated that it plans to leverage on this grant to apply for other financing opportunities to, specifically, deliver cycling infrastructure in the city. The city will be submitting a proposal through the Bloomberg Initiative for Cycling Infrastructure (BICI) grant which application process has just opened. The BICI grant could give up to $1m USD to successful cities, the city is gearing up for this and the project team has been contacted for possible collaboration.	Please see comments in the General Information and Workflow tabs.
IMPLEMENTATION ARRANGEMENTS 750 words	The project will be executed by UN-Habitat (lead) with support from UNEP, WHO and UNECA. UNHabitat will further solicit cooperation from other interested international agencies to promote coordination and synergies between different initiatives aimed at addressing road safety in Nigeria. The project will be implemented in close collaboration with federal governments, local NGOs, Road safety agencies and city level authorities. The main focal points are: **Federal Ministry of Transportation:** - Mr Musa Ibramim - Mr Reuben **Federal Ministry of Health** - Dr Dakum Longji **Federal Road Safety Corps** - DCM Kayode Fanola - CC Joshua Asholu **World Health Organisation** - Ms. Mary Tongkhir Dewan, **Federal Capital Territory Administration (Transport Secretariat of Abuja**) - Engr. Okey Nwaegbu **Non-Governmental Organisations** - Engr. Emmanuel John, Transportation Growth Initiative (TGI) - Andrew Benjamin, Africa Urban Cycling Organization (Glory Oche) - Simon Patric Obi, GreenLight Initiative - Jide Owatumise, Driving Schools Association of Nigeria.	Please see comments in the General Information and Workflow tabs.
GENDER EQUALITY 300 words	The project will draw lessons on the gender-sensitivity of different mobility solutions from the partner cities, with a view to empowering women, girls and other vulnerable groups in the active mobility landscape. As women tend to rely more on non-motorized modes of mobility as compared to their male counterparts, the project has a strong relevance for them. Walking and cycling offers an affordable and inclusive mode of mobility for all, and hence contributes to better accessibility and safety of women and girls. Beyond prioritizing sex-disaggregated data, the project will strive to actively involve actors and stakeholder groupss, such as institutions representing women's specific needs and perspectives on sustainable mobility. The project will also address the need for gender mainstreaming in its capacity building and networking, with sensitivity towards religious and social context, to ensure that women are represented and involved in all workshops, regional convenings and outreach events with local and national authorities, and other related stakeholder organizations.	Please see comments in the General Information and Workflow tabs.

AGE 300 words	The project will ensure to have a positive impact on the experiences and patterns of children, young people and older people. The project assumes that mobility systems that are suitable for different age groups are a truly inclusive environments for all. The project will incorporate outreach to civil society representatives including children, youth and elderly to help expand third-party oversight for street improvement projects. As children and youth are particularly affected by road safety fatalities in African cities, these groups will be strongly engaged in participatory street design processes and outreach events, such as bicycle days or Open Street events. In particular, school aged children will benefit a lot from speed reduction that enables them walk or cycle to school as against the car-centric mobility that currently prevails, with its associated consequences in the city.	Please see comments in the General Information and Workflow tabs.
EXCLUDED GROUPS 300 words	Physical accessibility is a core concern of UN-Habitat's work in the field of sustainable urban mobility, particularly in the projects focusing on street design which take universal access principles into consideration. The project is expected to particularly enhance road safety for women and girls, children, people with disabilities and other excluded groups, who often highly depend on walking or cycling as the main mode of mobility, while being among the most vulnerable road users. In particular, the opens streets initiatives provides ample opportunity to provide accessibility and public spaces that is safe and convenient for all especially PWDs, women, children and older persons who are the most excluded in mobility development.	Please see comments in the General Information and Workflow tabs.
ENVIRONMENT 300 words	The project aims to have a positive environmental impact by promoting public transport and non-motorized transport including walking and cycling as zero-emission modes of mobility. Through the strengthened role of non-motorized transport, the project aims to reduce the amount of transport-related emissions by reducing the overall number of vehicles in cities, thus effectively improving air quality within the city and reducing the impact of urban mobility on the environment and climate emissions. In addition, walking and cycling can result in the reduction of noise pollution in cities as compared to motorized transport, and contribute positively to the well-being of urban residents. The proposed implementation of footpaths and cycle tracks will ensure minimal impact on the environment as compared to car-oriented infrastructure and will aim to be as resilient and adaptive as possible. Environmental considerations will be included in the proposed street designs such as the inclusion of trees and plants for greening the roadside, drainage, as well as the use of recycled materials for street furniture.	Please see comments in the General Information and Workflow tabs.
STATEMENT OF COMPLIANCE 100 words	Statement of Compliance will be signed by designated signatory of the organization.	Please see comments in the General Information and Workflow tabs.

SDG Targets

Target	Description
Main Goals	
Goal 3. Ensure healthy lives and promote well-being for all at all ages	
TARGET_3.6	3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents
Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable	
TARGET_11.2	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons
Secondary Goals	
Goal 13. Take urgent action to combat climate change and its impacts2	
TARGET_13.2	13.2 Integrate climate change measures into national policies, strategies and planning
Contributing Goals	
Goal 1. End poverty in all its forms everywhere	
TARGET_1.4	1.4 By 2030, ensure that all men and women, in particular the poor and the vulnerable, have equal rights to economic resources, as well as access to basic services, ownership and control over land and other forms of property, inheritance, natural resources, appropriate new technology and financial services, including microfinance

SDG Indicators

Indicator Code	Description
C010401	1.4.1 Proportion of population living in households with access to basic services
C110201	11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities
C130201	13.2.1 Number of countries that have communicated the establishment or operationalization of an integrated policy/strategy/plan which increases their ability to adapt to the adverse impacts of climate change, and foster climate resilience and low greenhou
C030601	3.6.1 Death rate due to road traffic injuries

Contribution to SDGs

Participating Organization	% TARGET_11.2	% TARGET_13.2	% TARGET_3.6	% TARGET_1.4	% Total
UNEP	0	100	0	0	100
UNHABITAT	70	0	30	0	100
WHO	0	0	100	0	100
ECA	20	20	60	0	100
Total contribution by target	**90**	**120**	**190**	**0**	
Project contribution to SDG by target	**23**	**30**	**48**	**0**	**101**

List of documents

Document	Document Type	Document Source	Document Abstract	Document Date	Classification	Featured	Status	Modified By	Modified On
Federal Road Safety Corps.pdf	Other Docs	Concept	Support letter from the Federal Road Safety Corps	25-Nov-2022	Internal	No	Draft	janene.tuniz@un.org	22-Dec-2022 8:41:55 AM
Federal Capital Territory Administration.pdf	Other Docs	Concept	Support letter from the Federal Capital Territory Administration	01-Dec-2022	Internal	No	Draft	janene.tuniz@un.org	22-Dec-2022 8:40:49 AM
Federal Ministry of Transportation.pdf	Other Docs	Concept	Support letter from the Federal Ministry of Transportation	30-Dec-2022	Internal	No	Draft	janene.tuniz@un.org	22-Dec-2022 8:39:32 AM
Improving non-motorized transport safety through implementation of cycling Systems in Nigeria-NMT.docx	Other Docs	Concept		23-May-2022	Internal	No	Draft	aconkpanle.badji@un.org	23-May-2022 4:32:53 AM

Project Results

Outcome	Output	Description
OUTCOME 1: Good Street Designs are scaled-up in Nigeria developed through inclusive participatory processes, especially involving marginalized groups.		In-country scale-up – focus on enabling walking and cycling frameworks and connecting relevant stakeholders.
	OUTPUT 1.1: Country-wide Capacity Building on scaling up high quality street design and road safety that prioritizes Walking and Cycling	Improved capacities on national and city level to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations.

Outcome	Output	Description

Activities				
Title	**Description**	**Lead Participating Organization**	**Participating Organization**	**Other Organizations**
Activity 1.1.1: Training and Capacity Building on a national level	Provide nationwide Training and Capacity Building on road safety, policy, safe street design and infrastructure that prioritises cycling and walking.	UNHABITAT - UNHABITAT (United National Human Settlements Programme)	• UNEP - UNEP (United Nations Environment Programme)	Transportation Growth Initiative Institute for Transportation Development Policy
Activity 1.1.2: City-to-city exchanges	Facilitate in-country city-to-city exchanges to share good practices on cycling and walking	UNHABITAT - UNHABITAT (United National Human Settlements Programme)	• UNEP - UNEP (United Nations Environment Programme)	Federal Capital Territory Administration (City of Abuja) Transportation Growth Initiative

Outcome	Output	Description
	OUTPUT 1.2: Technical Assistance and Design Review for implementing safe walking and cycling infrastructure	Review of proposed cycle networks, pedestrian zones and related transport systems. Process includes a focus on both design and materials used to ensure sustainability and resilience.

Activities				
Title	**Description**	**Lead Participating Organization**	**Participating Organization**	**Other Organizations**
Activity 1.2.1: On-demand design review assistance and technical support	Provide on-demand design review assistance and technical support on feasibility studies, foodpath and pedestrian zone designs, cycle tracks and associated facilities for bike share.	UNHABITAT - UNHABITAT (United National Human Settlements Programme)		Institute for Transportation and Development Policy Transportation Growth Initiative
Activity 1.2.2: Engage with communities to understand walking and cycling needs and perceptions through participatory processes, especially involving marginalized groups.	Conduct community engagement and observational studies on cycling behaviour and perceptions in Abuja to inform infrastructure interventions and policy developments.	UNHABITAT - UNHABITAT (United National Human Settlements Programme)		Institute for Transportation and Development Policy Transportation Growth Initiative Greenlight Initiative
Activity 1.2.3 30km/h and Pilot initatives	Support the implementation of the Nigeria Road Safety Strategy through pilot projects focused on 30km/h zone implementation and intersection redesign using tactical urbanism to ensure cyclist and pedestrian safety.	UNHABITAT - UNHABITAT (United National Human Settlements Programme)		Institute for Transportation and Development Policy Transportation Growth Initiative Greenlight Initiative

Outcome	Output	Description
OUTCOME 2: Road Safety Frameworks are improved in and interest in Road Safety is confirmed with countries initiating evidence-based policies and sparking action on NMT.		Initiating walking and cycling policies and data sharing activities to support advocacy and action.
	OUTPUT 2.1: Enhanced data on the road safety with particular focus on cycling and walking	Improved data collection and management strategies that focus on transparent and disaggregated approaches ad the unique needs of pedestrians and cyclists.

Outcome	Output	Description			

	Activities				
	Title	**Description**	**Lead Participating Organization**	**Participating Organization**	**Other Organizations**
	Activity 2.1.1: Increased collaboration	Increase collaboration between data collectors and city level authorities	UNHABITAT - UNHABITAT (United National Human Settlements Programme)	• ECA - Economic Commission for Africa • WHO - WHO (World Health Organization)	Transportation Growth Initiative Federal Road Safety Corps
	Activity 2.1.2: Develop baselines on cycling infrastructure	Collaborate with police and road safety institutions to develop a baseline of non-motorised transport facilities, fatalities and injures in Abuja	UNHABITAT - UNHABITAT (United National Human Settlements Programme)	• ECA - Economic Commission for Africa • WHO - WHO (World Health Organization)	Transportation Growth Initiative Federal Road Safety Corps Institute for Transportation and Development Policy

	OUTPUT 2.2: Development and Review of evidence-based walking and cycling policies and standards	Review of existing and proposed policies and standards and set evidence based targets not only for walking and cycling but whole transport systems.			

	Activities				
	Title	**Description**	**Lead Participating Organization**	**Participating Organization**	**Other Organizations**
	Activity 2.2.1: Build Capacity	Build Capacity of government officials on walking and cycling policies, complete streets and adequate design standards	UNHABITAT - UNHABITAT (United National Human Settlements Programme)	• UNEP - UNEP (United Nations Environment Programme) • ECA - Economic Commission for Africa • ECA - Economic Commission for Africa • UNEP - UNEP (United Nations Environment Programme)	Transportation Growth Initiative Institute for Transportation and Development Policy
	Activity 2.2.2: Support review of new designs and policy frameworks	Support the development or review of National/ Local walking and cycling Policies and Strategies including budgetary commitments for safe infrastructure	UNHABITAT - UNHABITAT (United National Human Settlements Programme)	• UNEP - UNEP (United Nations Environment Programme) • ECA - Economic Commission for Africa • WHO - WHO (World Health Organization)	Transportation Growth Initiative
	Activity 2.2.3: Training programmes for journalists and other public figures on walking and cycling benefits	Together with local NGOs and advocates, develop a media training programme for journalists to better report on road safety issues, focusing on walking and cycling.	UNHABITAT - UNHABITAT (United National Human Settlements Programme)	• UNEP - UNEP (United Nations Environment Programme)	Transportation Growth Initiative

	OUTPUT 2.3: Multi-stakeholder collaboration to promote and advocate for safe walking, cycling and integrated low carbon transport	Stakeholder engagement, capacity development and collaboration on all government levels and across agencies.			

Outcome	Output	Description
	Activities	

Title	Description	Lead Participating Organization	Participating Organization	Other Organizations
2.2.3: Harmonization of Street Design Standards	Assist with the development, review or harmonization of Street Design Standards	UNHABITAT - UNHABITAT (United National Human Settlements Programme)	• UNEP - UNEP (United Nations Environment Programme)	Institute for Transportation Development Policy Transportation Growth Initiative

Outcome	Output	Description
OUTCOME 3: Regional Exchange programmes on 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)		Coordination with existing networks including the Africa Network for Walking and cycling, the Africa Urban Cycling Organization and the Pan African Action Plan for Active Mobility (PAAPAM)
	Output 3.1 Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations	Engagement in national and regional convening on walking and cycling together with cities in Kenya, Rwanda, Ethiopia, Mozambique and Guinea to share experiences and knowledge on walking and cycling infrastructure challenges and opportunities.
	Activities	

Title	Description	Lead Participating Organization	Participating Organization	Other Organizations
Activity 3.1: Regional Exchange programmes	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 in order to disseminate good practice.	UNHABITAT - UNHABITAT (United National Human Settlements Programme)	• UNEP - UNEP (United Nations Environment Programme) • ECA - Economic Commission for Africa	

Outcome	Output	Description
OUTCOME (impact level): To contribute to a substantial reduction of road traffic fatalities and injuries in low and middle-income countries.		To contribute to a substantial reduction of road traffic fatalities and injuries in low and middle-income countries through prioritisation of walking and cycling.
	No outputs available.	

Signature Indicators

Indicator Title	Component Title	Description	Means of Verification	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
FUND INDICATOR 1.1: Number of countries and municipalities that have taken road safety action to improve coordination and monitoring.				Capacity	Yearly	Country	Number		2022		2025	**Outcome:** FUND OUTCOME 1: Improved road safety management.

FUND INDICATOR 2.1: Number of countries and municipalities that have taken road safety action to improve the safety of their road infrastructure.				Capacity	Yearly	Country	Number		2022		2025	**Outcome:** FUND OUTCOME 2: Improved safety of road infrastructure.
FUND INDICATOR 4.1: Number of countries and municipalities that have taken road safety action to ensure lawful road user behaviour.				Capacity	Yearly	Country	Number		2022		2025	**Outcome:** FUND OUTCOME 4: Improved behaviour of road users.

Imported Fund Outcome / Output Indicators

Indicator Title	Component Title	Description	Means of Verification	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
FUND INDICATOR 2.1.3: Number of countries and municipalities supported in implementing road safety educational awareness raising or training in support of safe road construction, maintenance or use.				Capacity	Yearly	Country	Number	0	2022	1	2024	**Outcome:** OUTCOME 1: Good Street Designs are scaled-up in Nigeria developed through inclusive participatory processes, especially involving marginalized groups. **Output:** OUTPUT 1.1: Country-wide Capacity Building on scaling up high quality street design and road safety that prioritizes Walking and Cycling

Indicator Title	Component Title	Description	Means of Verification	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
FUND INDICATOR 2.1.1: Number of targeted countries and municipalities supported in developing safety standards for road design that take into account safety of all road users – including children, persons with disabilities and/or older persons and women.		FUND INDICATOR 2.1.1: Number of targeted countries and municipalities supported in developing safety standards for road design, construction, maintenance or signage that take into account safety of all road users – including children, persons with disabilities and/or older persons and women.		Capacity	Yearly	Country	Number	0	2022	1	2024	**Outcome:** OUTCOME 1: Good Street Designs are scaled-up in Nigeria developed through inclusive participatory processes, especially involving marginalized groups. **Output:** OUTPUT 1.2: Technical Assistance and Design Review for implementing safe walking and cycling infrastructure
FUND INDICATOR 1.1.2: Number of targeted countries and municipalities supported in improving coordination related to road safety among designated authorities.				Capacity	Yearly	Country	Number	0	2022	1	2024	**Outcome:** OUTCOME 2: Road Safety Frameworks are improved in and interest in Road Safety is confirmed with countries initiating evidence-based policies and sparking action on NMT. **Output:** OUTPUT 2.1: Enhanced data on the road safety with particular focus on cycling and walking
FUND INDICATOR 2.1.1: Number of targeted countries and municipalities supported in developing safety standards for road design that take into account safety of all road users – including children, persons with disabilities and/or older persons and women.		FUND INDICATOR 2.1.1: Number of targeted countries and municipalities supported in developing safety standards for road design, construction, maintenance or signage that take into account safety of all road users – including children, persons with disabilities and/or older persons and women.		Capacity	Yearly	Country	Number	0	2022	1	2024	**Outcome:** OUTCOME 2: Road Safety Frameworks are improved in and interest in Road Safety is confirmed with countries initiating evidence-based policies and sparking action on NMT. **Output:** OUTPUT 2.2: Development and Review of evidence-based walking and cycling policies and standards

Indicator Title	Component Title	Description	Means of Verification	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
FUND INDICATOR 4.1.3: Number of countries and municipalities supported in implementing road safety educational awareness raising or training in support of safe road user behaviour.				Capacity	Yearly	Country	Number	0	2022	1	2024	**Outcome:** OUTCOME 2: Road Safety Frameworks are improved in and interest in Road Safety is confirmed with countries initiating evidence-based policies and sparking action on NMT. **Output:** OUTPUT 2.3: Multi-stakeholder collaboration to promote and advocate for safe walking, cycling and integrated low carbon transport
FUND INDICATOR 1.1.2: Number of targeted countries and municipalities supported in improving coordination related to road safety among designated authorities.				Capacity	Yearly	Country	Number	0	2022	1	2024	**Outcome:** OUTCOME 3: Regional Exchange programmes on 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) **Output:** Output 3.1 Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations

Project Indicators

Indicator Title	Component Title	Description	Means of Verification	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
Indicator 1.1.1: 100 National level officials and NGOs trained and have the capacity to influence cycling and walking policy/initiative inclusion in other sectors such as health, environment, urban development and education.		MOV 1.1.1: Meeting participant lists and agendas, activities completed by participants (including the development or roadmaps, street audits and quizzes) and workshop outcome documents.		Capacity	At closure	Country	Number	0	2022	100	2024	
	No components available.											
Indicator 1.1.2: Abuja has engaged with at least 3 cities in African countries on walking and cycling related challenges and good practice		MOV 1.1.2: Agendas, email exchanges and meeting outcome documents verifying shared experiences.		Policy	At closure	Others	Number	0	2022	3	2024	
	No components available.											
Indicator 1.2.1: Walking and Cycling Implementation strategy or related documents for the city of Abuja developed		MOV 1.2.1: Final strategy developed and proof of submission to local authorities.		Policy	At closure	Country	Yes/No	0	2022	1	2024	
	No components available.											
Indicator 1.2.2: Baseline data on cycling behaviour and perceptions in Abuja developed		MOV: 2.2.2: Baseline data integrated in the walking and cycling implementation strategy and pilot or 30km/h zone activities.		Other	At closure	Country	Yes/No	0	2022	1	2024	

Indicator Title	Component Title	Description	Means of Verification	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
	No components available.											
Indicator 1.2.3: At least 30% vehicles have reduced their average speed to 30km/h on arterial and lower category streets at the city center as a result of pilot initiatives or open streets activities.		MOV: 1.2.3: Data collected with support from the Federal Road Safety Corps verifies change in speed and/or surveyed vulnerable road users perceive slower speeds and safer road use.		Beneficiaries	At closure	Country	Yes/No	0	2022	30	2024	
	No components available.											
Indicator 2.1.1: Engineers and experts engaged in road safety, road development, transport or urban development landscape appreciate the significance of walking and cycling data in the urban mobility landscape.		MOV 2.1.1: Agendas, email exchanges and meeting outcome documents verifying the usage of walking and cycling data in decision making processes.		Capacity	At closure	Country	Yes/No	0	2022	1	2024	
	No components available.											
Indicator 2.1.2: Baseline data on injuries and and deaths in Abuja collected		MOV: 2.1.2: Baseline data integrated in the walking and cycling implementation strategy and pilot or 30km/h zone activities.		Other	At closure	Country	Yes/No	0	2022	1	2024	
	No components available.											

Indicator Title	Component Title	Description	Means of Verification	Category	Cycle	Scope	Value Type	Baseline Value	Baseline Year	Target Value	Target Year	Linked Outcome / Output
Indicator 2.2.1: 100 City level officials and NGOs trained and have the capacity to influence cycling and walking policy/initiatives.		MOV 2.2.1: Meeting participant lists and agendas, activities completed by participants (including the development or roadmaps, street audits and quizzes) and workshop outcome documents.		Capacity	At closure	Country	Number	0	2022	1	2024	
	No components available.											
Indicator 2.2.2: National cycling policy or related document developed.		MOV 2.2.2: Correspondence on submission with local officials submitted.		Policy	At closure	Country	Yes/No	0	2022	1	2024	
	No components available.											
Indicator 2.2.3: 50 local and national journalists are better equipped to report on road safety issues, focusing on walking and cycling.		MOV 2.2.3: At least 3 articles, reports or news briefings on road safety on Nigeria reported by agencies that have attended the training.		Other	At closure	Country	Number	0	2022	3	2024	
	No components available.											
Indicator 3.1.1: At least 2 national or city level authorities have participated in regional exchange programmes.		MOV 3.1.1: Meeting participant lists and agendas, activities completed by participants (including the development or roadmaps, street audits and quizzes) and workshop outcome documents.		Capacity	At closure	Global	Number	0	2022	2	2024	
	No components available.											

Risks

Event	Category	Level	Likelihood	Impact	Mitigating Measures	Risk Owner

Shifting focal points in government agencies leads to lags in implementation and breaks in the development cycle	• Political	Medium	Possible	Minor	A robust steering committee has been set up to monitor and track the progress of the activities. Each meeting of the committee results in detailed minutes and a well recorded activity log. The steering committee which comprises federal government representation from several agencies will ensure that no momentum is lost due to changing focal points and agency priorities.	Transportation Growth Initiative
Local sentiments towards cycling as a mode of transport hinder efforts to deliver	• Social and Environmental	Low	Unlikely	Insignificant	The intensive advocacy and public awareness through the open streets initiative, social media, community outreach and the mainstream electronic and print media will be designed to diffuse such notions when coupled with the project practical/pilot initiatives	Greenlight Initative
Addition of Nigeria to the "Reclaiming Streets" project results in misaligned agendas	• Organizational • Operational	Low	Unlikely	Minor	Refined project documents with clear work packages, budget allocations and implementation strategies together with regular team meetings and communication will ensure that agendas are well aligned.	UN-Habitat

Budget by UNSDG Categories

Budget Lines	Description	UNEP (7%)	UNHABITAT (7%)	WHO (7%)	ECA (7%)	Total
1. Staff and other personnel		0	15,263	0	0	15,263
2. Supplies, Commodities, Materials		0	0	0	0	0
3. Equipment, Vehicles, and Furniture, incl. Depreciation		0	0	0	0	0
4. Contractual services		0	9,700	0	0	9,700
5. Travel		0	8,200	0	0	8,200
6. Transfers and Grants to Counterparts		0	62,534	0	0	62,534
7. General Operating and other Direct Costs		0	1,500	0	0	1,500
Sub Total Project Costs		**0**	**97,196**	**0**	**0**	**97,196**
8. Indirect Support Costs		0	6,804	0	0	6,804
Total		**0**	**104,000**	**0**	**0**	**104,000**

Performance-based Tranches Breakdown

	Tranche %		Total
Tranche 1	100%	$104,000	$104,000
Total		**$104,000**	**$104,000**

Results based budget

Outcome *	Output *		Agency *	Budget (USD) *	% allocated to GEWE (if any)	
OUTCOME 1: Good Street Designs are scaled-up in Nigeria developed through inclusive participatory processes, especially involving marginalized groups.			**Sub Total**	**$38,750**		**$15,500**
	OUTPUT 1.1: Country-wide Capacity Building on scaling up high quality street design and road safety that prioritizes Walking and Cycling		UNHABITAT (7%)	$28,000	40%	$11,200
	OUTPUT 1.2: Technical Assistance and Design Review for implementing safe walking and cycling infrastructure		UNHABITAT (7%)	$10,750	40%	$4,300
OUTCOME 2: Road Safety Frameworks are improved in and interest in Road Safety is confirmed with countries initiating evidence-based policies and sparking action on NMT.			**Sub Total**	**$50,250**		**$23,550**

	OUTPUT 2.1: Enhanced data on the road safety with particular focus on cycling and walking	UNHABITAT (7%)	$6,250	60%	$3,750
	OUTPUT 2.2: Development and Review of evidence-based walking and cycling policies and standards	UNHABITAT (7%)	$22,000	40%	$8,800
	OUTPUT 2.3: Multi-stakeholder collaboration to promote and advocate for safe walking, cycling and integrated low carbon transport	UNHABITAT (7%)	$22,000	50%	$11,000
OUTCOME 3: Regional Exchange programmes on 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)		**Sub Total**	**$15,000**		**$6,000**
	Output 3.1 Improved capacities in target countries and municipalities to put in place road infrastructure, with special attention to the safety needs of those in vulnerable situations	UNHABITAT (7%)	$15,000	40%	$6,000
Total			**$104,000**		

Budget per Gender (GEWE)

	UNEP	UNHABITAT	WHO	ECA	Total $
$ Towards GEWE	$0	$48,204	$0	$0	$48,204
% Towards GEWE					46.35%

Signatures

UNHABITAT: UNHABITAT (United National Human Settlements Programme) (Digital) Mr Andre Dzikus Mr. andre.dzikus@un.org	**SIGNATURE:** Andre Dzikus **DATE:** 13-02-2023