

TERMS OF REFERENCE

Evaluation of Road Safety Projects (Phases I to IV)

I. Purpose

The purpose of this evaluation is to review the implementation and assess the extent to which the objectives of the “Road Safety Project” (Phase I-IV) were achieved. The evaluation will assess the relevance, effectiveness, efficiency, impact and sustainability of the project in supporting the activities of the United Nations Secretary-General’s Special Envoy (Special Envoy) in achieving the objectives under his terms of reference. The results of the evaluation will support improvement of the services provided as well as future projects and activities implemented by Secretariat of the Special Envoy.

II. Scope

The evaluation will be guided by the objectives, indicators of achievement and means of verification established in the logical framework of the project documents. The evaluation will cover the full period of implementation from 2015 to June 2019. While the Special Envoy’s efforts are global in nature, special attention is given to low- and middle- income countries, which are the most affected.

Since the start of his mandate and through 2018, Special Envoy visited 73 Member States, where he held nearly 150 bilateral meetings with the highest-level government officials, including 22 heads of States.

The universally recognized values and principles of human rights and gender equality need to be integrated at all stages of an evaluation, in compliance with the United Nations Evaluation Group’s revised gender-related norms and standards. Therefore, the evaluation will assess how gender considerations were included in the process and it would make recommendations on how gender can be better included in the process.

III. Background

Strong transport systems can lead to local and regional economic growth. If designed well, transport can improve livelihood by increasing access to opportunities, education, medical services, goods and each other. It can contribute to achieving many of our Sustainable Development Goals (SDGs). However, if all relevant considerations are not made, new roads and transport infrastructure yield the opposite result, as reflected in global road fatality and injury figures. Every year, 1.25 million people die on the roads and more than 90 percent of these deaths occur in low- and middle- income countries.

As countries develop, and urban areas grow, traffic volumes simultaneously increase resulting in an ever-growing movement of people and goods. By 2030, annual passenger traffic is expected to exceed 80 passenger- kilometers travelled; a 50 percent increase from today. If the current modal mix continues, there is an expected doubling of the number of vehicles on the roads by 2050, with 1.2 billion cars on the roads. In 1990, only a third of Africa’s population lived in urban areas and projections show that by 2035, the figure will

reach nearly 50 percent. Consequently, the number of road traffic fatalities and injuries are expected to increase. Measures must be taken to ensure that roads, which are often the most frequently used inland transport mode, are not taking the lives of those they aim to serve. Roads should not continue to result in injuries that, today, are the leading cause of death for young people aged 15-29. As youth are among the most affected by the road traffic injuries, women as mothers and care-takers have a key role in reducing the negative impacts of traffic accidents.

This makes the crisis on the world's roads arguably one of the most pressing development challenges of our time. The core solutions to address road safety at the country level fall under the five pillars of the Global Plan for the Decade of Action for Road Safety (2011-2020): improved road safety management (pillar 1), safer roads and mobility (pillar 2), safer vehicles (pillar 3), safer road users (pillar 4), and better post-crash response (pillar 5); which include applying the UN Road Safety Conventions. Unfortunately, one billion people live in countries which are not a contracting party to any of the UN Road Safety Conventions. These legal instruments --- particularly those on Road Traffic, on Road Signs and Signals, on Vehicle Safety and on transport of dangerous goods by road are the basis for creating good governance and for establishing laws and institutions that address risk factors such as drinking driving, seat belt and helmet use, child restraints and speed which, on their own, can significantly decrease the number of road traffic fatalities.

Despite the lessons learned and resources accumulated through the Decade of Action for Road Safety, it reached its mid-term review in 2015 with relatively little observed change in the number of global annual road traffic deaths. It is within this context that the United Nations Secretary-General appointed Mr. Jean Todt as Special Envoy for Road Safety on 29 April 2015. The Special Envoy's the priority areas below:

- Promoting a global partnership to support the design and implementation of strategies and activities to improve road safety;
- Advocating with governments, civil society and the private sector for the promotion of road safety, particularly in countries with high level of road fatalities and injuries;
- Participating in global and regional conferences and meetings on road safety; and
- Advocating the accession to, and more effective implementation of, United Nations road safety legal instruments.

The following outlines the project in four Phases along with corresponding timelines and resources; phases often overlap as the project is ongoing. The Project operates with three full time staff (P4 – Programme Management Officer, P3– Programme Management Officer and G5– Programme Assistant) with short-term consultants hired as needed.

- Phase I &II (E259) – Timeline: 1 August 2015 to 31 March 2018; Total budget: Euro 1,500,000

- Phase III (E284) – Timeline: 1 July 2017 to 31 December 2018; Total budget: Euro 750,000

- Phase IV (E313) – Timeline: 1 July 2018 to 30 June 2019; Total budget: Euro 750,000

IV. Issues

The evaluation will answer the following questions:

RELEVANCE

1. How relevant was the project to the specific needs and priorities of the beneficiary countries in the area of the road safety?
2. To what extent was the project related to the UNECE programme of work?
3. To what extent was the project development consistent with global and regional priorities and the programme of work of the UN Regional Commissions?
4. To what extent was the project design and development intervention relevant for meeting the project objectives?
5. How relevant are the project activities to supporting the Special Envoy in achieving the objectives of his mandate?
6. How relevant are the activities with regards to gender equality and empowerment of women?
7. How relevant is the partnerships with other entities in the UN system and other international organizations to achieving the mandate of the Special Envoy?

EFFECTIVENESS

8. To what extent were the expected accomplishments of the project achieved?
9. What were the challenges/ obstacles to achieving the project objective and expected accomplishments?
10. How effective are the project activities to helping the Special Envoy achieving the objectives of his mandate?
11. To which extent a human rights-based approach and a gender mainstreaming strategy were incorporated in the design and implementation of the intervention?

EFFICIENCY

12. Did the project achieve its objectives within the anticipated budget and allocation of resources?
13. Were the resources (financial and human) appropriate to the design the project?
14. Were the activities implemented according to the planned timeframe?

SUSTAINABILITY

15. To what extent will the results of the project continue after completion of the project in the beneficiary countries?
16. How is the stakeholders' engagement likely to continue in the beneficiary countries?
17. To what extent the key national road safety institutions are ready to take over and have required capacities to sustain the project results?

IMPACT

18. Have the activities been used and/or results led to new policies or policy changes in the beneficiary countries?
19. Did the activities increase the impact of Special Envoy?
20. Is there any evidence that measures have been taken to implement recommendations

- following the publication of the recommendations for improvement of national road safety?
21. To what extent has the work contributed to impact at the UNECE level?
22. Were there any unintended effects on any groups that were not adequately considered in the intervention design?

V. Methodology

The evaluation will be conducted on the basis of:

1. A desk review of all the relevant documents obtained from project files including:
 - Programmes and materials (presentations, background documents) developed for national and regional workshops as well as lists of participants;
 - Reports of workshops;
 - Project webpage;
 - Road Safety Performance Review reports including the recommendations for improvement of national road safety;
 - Annual progress reports (for 2015, 2016 and 2017).

2. An electronic questionnaire will be developed by the consultant to assess the perspective of the beneficiary countries and partners; results of the survey will be disaggregated by gender.

3. This questionnaire will be followed by selected interviews (methodology to be determined by the evaluator in consultation with the Secretariat). The interviews will take place via phone and Skype. The project manager will provide the list and contact details. The report will summarize the findings, conclusions and recommendations of the evaluation. An executive summary (max.2 pages) will summarize the methodology of the evaluation, key findings, conclusions and recommendations.

All material needed for the evaluation, will be provided to the consultant: project document and reports, meeting reports and publications, list of involved experts that can be interviewed by telephone. The evaluation will be conducted in accordance with the UNECE Evaluation Policy.

UNECE will provide support and further explanation to the evaluator as needed. A gender-responsive methodology, methods and tools, and data techniques are selected. The evaluation findings, conclusions and recommendations reflect a gender analysis.

VI. Evaluation Schedule

I. Timeline	Action
March 2019	Launch of ToR process
10 April 2019	TOR approved by PMU
25 April 2019	Consultancy contract approved by PMU
5 June 2019	Evaluator selected
7 June 2019	Contract signed. Project Manager briefs evaluator and evaluator starts work

	on desk review
July 2019	Evaluator begins survey development – and distribution
August 2019	Evaluator conducts interviews with staff and relevant stakeholders, and conducts analysis
16 September 2019	Evaluator submits draft report to Project Manager
30 September 2019	Consolidated comments from PMU and Project Manager are sent back to the evaluator
15 October 2019	Evaluator submits the final report to PMU and Project Manager
30 November 2019	Final Management response is uploaded in Open UNECE

VII. Resources

An independent consultant will be engaged for a period of 40 days to conduct the evaluation, Ms. Priti Gautam, the Programme Management Officer, Secretariat of the Special Envoy, will manage the evaluation in consultation with the Chief, Transport Facilitation and Economics, of UNECE Sustainable Transport Division, Konstantinos Alexopoulos. The Programme Management Unit (PMU) will provide guidance to the Project Manager and evaluator as needed on the evaluation design, methodology and quality assurance of the final draft report.

VIII. Intended Use/Next Steps

The evaluation results will be used in the planning and implementation of future similar projects, particularly in the continuation of the Special Envoy Secretariat. The findings of the evaluation will inform follow up actions and guide initiatives already started and required to disseminate the knowledge created and enhance its use. The outcomes of the evaluation will also contribute to the broader lessons learned, by being made available on the project website (UNECE sub-page).

IX. Criteria for Evaluators

Evaluators should have:

- An advanced university degree or equivalent background in relevant disciplines
- Specialized training in areas such as evaluation, project management, social statistics, advanced statistical research and analysis.
- Demonstrated relevant professional experience in design, management and conduct of evaluation processes with multiple stakeholders, survey design and implementation, and project planning, monitoring and management.
- Demonstrated methodological knowledge of evaluations, including quantitative and qualitative data collection and analysis for end-of-cycle project evaluations.
- Fluent in written and spoken English. Knowledge of another language (for example Russian) may be desirable depending on the countries included in the project (for the purpose of being able to seek inputs from national authorities in their native tongue).

Evaluators should declare any conflict of interest to UNECE before embarking on an evaluation project, and at any point where such conflict occurs.