

## PRELIMINARY DESIGN AND MONITORING FRAMEWORK

Impacts the Project are Aligned with			
Strengthened transport sector governance framework. <sup>a</sup>			
Improved, sustained, and climate-proofed road transport network. <sup>a</sup>			
Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting	Risks
<b>Outcome</b> More reliable and safer road network.	a. By the end of 2021, travel time on the Central Cross Island Road drops by xx% (2018 baseline: xx hours).  b. Rate of crashes resulting in serious injury or loss of life per year does not increase (2018 Baseline: xx fatalities, xx serious injuries).	a–b. Project completion report prepared by LTA.  b. National accident statistics produced by LTA.  b. At least three-star ratings by iRAP for pedestrians in urban and peri-urban areas and for vehicle occupants on the entire road. <sup>b</sup>	b. Weak road safety plans.
<b>Outputs</b> 1. Upgraded and safe Central Cross Island Road.  2. Strengthened institutional capacity.	1a. Upgrading of about 20 km of road.  1b. Implementation of xx km of footpaths, xx pedestrian crossings and xx bus stops particularly for vulnerable road users including women.  2a. At least xx government's officials (with at least 50% women) participated in capacity development training with at least 70% reporting gaining knowledge.	1a–1b. Project completion report prepared by LTA.  2a. Participation and evaluation reports by LTA and MNRE.	To be determined.

## **Key Activities with Milestones**

### **1. Civil works**

1.1 Civil works contracts for the upgrading of the Central Cross Island Road commences by December 2019.

1.2 Completion of civil works by December 2021.

### **2. Strengthening of institutional capacity**

2.1 Assessment of institutional needs by July 2019.

2.2 Design and implementation of capacity plans by October 2019.

2.3 Review of effectiveness of the institutional development plans by June 2021.

### **Project Management Activities**

Assessment and confirmation of the implementation arrangements in consultation with World Bank and Ministry of Finance.

Implement resettlement plan prior to commencement of works.

Oversee implementation of environmental management plan.

Oversee performance of supervision consultant and contractors.

### **Inputs**

ADB: \$25 million (grant)

Government: \$5 million

### **Assumptions for Partner Financing**

None

iRAP = International Road Assessment Program, km = kilometer, LTA = Land Transport Authority, MNRE = Ministry of Natural Resource and Environment.

<sup>a</sup> Ministry of Works, Transport and Infrastructure. 2014. *Transport Sector Plan, 2014–2019*. Apia.

<sup>b</sup> iRAP has delivered road safety solutions in over 70 countries and is uniquely placed in ADB road safety operations being the only entity that has established a specialized road safety assessment methodology that has been successfully implemented in several DMCs. The methodology is named Star Ratings and provide an objective measure of the level of safety which is 'built-in' to the road. Five-star roads are the safest while one-star roads are the least safe.

Source: Asian Development Bank.