

Annex 7: Updated Results Matrix

<p><u>Project Development Objective (PDO):</u> The PDO are to (a) improve mobility along prioritized corridors; and (b) promote a shift to more environmentally sustainable urban transport modes.</p>												
<p><u>Revised Project Development Objective:</u> Same as before</p>												
PDO Level Results Indicators*	Core <input type="checkbox"/>	D=Dropped C=Continue N= New PR=Previousl y Revised PD=Previously dropped	Unit of Measure	Baseline	Cumulative Target Values**					Frequency	Data Source/ Methodology	Responsibility for Data Collection
					YR 1	YR 3	YR 4	YR 4 ACTUAL	YR5			
Indicator One: Average time spent by individuals on travel along project corridor (Ikorodu to TBS) per trip (minutes)	<input checked="" type="checkbox"/>	C	Minutes	120 minutes	120 minutes	120 minutes	120 minutes		86.62 minutes	Before & after	Field/HH Survey	LAMATA
Indicator Two: Money spent monthly by poor individuals* on bus travel along project corridor	<input checked="" type="checkbox"/>	N (Revised wording)	Naira	14,523 (2017 price)				7,546 (2017 price)	9,996 (2017 price)	Before & after	Field/HH Survey	LAMATA
Indicator Three: Av. No. of pass. Carried/standard bus/day along BRT corridor	<input type="checkbox"/>	C	Pass/bus/day	500	500	500	500	474	458	Annually	On-board survey	LAMATA
Indicator Four:	<input checked="" type="checkbox"/>	PR						36%	156,000	After project		LAMATA

Number of direct beneficiaries (of which % women)			Average/day						(47%)		Supervision missions	
Indicator Five: Number of indirect beneficiaries measured as the number of people who could travel from Ikorodu to Lagos Mile 12 in 45 minutes or less.		PR		437,987				27%	721,031	Before & after	Field Survey	LAMATA
Global Environmental Outcomes												
Indicator one: Percent of BRT users report owning a car or two wheeler		C	%	14				30%	30%	Annually	Field/HH Survey	LAMATA
Indicator two: Calculated CO2 emissions based on observed vehicle activity and fuel consumption measurements	X	C	Kilotons CO2)	371 kilotons		Base case study concluded		403 kilotons	349 kilotons	One time calculation at EOP	Derived from Emission Study(conducted base case late in 2013	LAMATA
INTERMEDIATE RESULTS												
Intermediate Result (Component One): Institutional Development and Capacity Building												
Revised Intermediate Result (Component One): Same as before												
Intermediate Result indicator One: Number of Transport Planning Units established and functioning	<input type="checkbox"/>	C		2	2	2	4	5	5	Annually	The figures came out of a discussion at LAMATA not through a study	LAMATA
Intermediate Result indicator Two: -% of activities in annual plan achieved on target.	<input type="checkbox"/>	N	%	65	67.5	72.5	80	85%	100	Annually	Microsoft Project tracking & monitoring	LAMATA

Intermediate Result indicator Three: Updated travel demand and network models, databases, and other tools (such as GIS) are available for use		C				Data collection for model calibration complete	Model completed and running	Travel demand database systematized	Travel demand database systematized	Available for use	MTR & EOP	Strategic Transport Master Plan (STMP)	LAMATA
Intermediate Result indicator Four: Concept for hubs and terminals program in Kano developed.		C					Strategic Plan completed	Consultancy services for study completed	Developed	Developed	MTR & EOP	Preliminary report from on-going report on Kano	LAMATA
Intermediate Result (Component Two): Public Transport Infrastructure and Traffic Management													
Revised Intermediate Result (Component Two): Same as before													
Intermediate Result indicator One: Physical completion of works	<input type="checkbox"/>	C	%			0	55	80	85	100	Annually	Certificated Work Completion	LAMATA
Intermediate Result indicator Two: Average travel speed of public transport services along BRT corridor (Mile 12 to Ikorodu) in kph		C	kph	10					23	23	Before & after	Traffic surveys	LAMATA
Intermediate Result indicator Three: Average travel time of formal public transport TBS-Ikorodu			Minutes	120						107 minutes	Before & after	Traffic surveys	LAMATA
Intermediate Result indicator Four: Percent of public transport users rating their BRT service as satisfactory		C	%	20					80	80	Annually		LAMATA
Intermediate Result indicator											Annually		Survey

Five: Percent of two wheelers and car owners who report having a somewhat or highly favorable impression of BRT services		C		42			60	62%	67.1%		Parking lot surveys	
Intermediate Result (Component Three): Road Network Improvement												
Revised Intermediate Result (Component Three): Same as before												
Intermediate Result indicator One: Road rehabilitated, non rural (Lane km)	X	C	km		0	0	17.8	17.8	17.8	After project intervention	Supervision missions	LAMATA
Intermediate Result indicator Two: Average travel speed along resurfaced and rehabilitated roads		C	kph	12		14		50	50		Traffic surveys	LAMATA
Intermediate Result (Component Four): Project Management and System Monitoring												
Revised Intermediate Result (Component Four): Same as before												
Intermediate Result indicator One: Financial and technical performance of project based on audits		C			Satisfactory	Complete and satisfactory	Satisfactory	Satisfactory	Satisfactory	Annually		LAMATA
Intermediate Result indicator Two: No. of accidents per 100,000 vehicle-kms: - Fatal*** - Serious** - Minor*		C (newly defined)		14 31 94				0 4 24	11 25 76	Annually 3 15 48	Police records from Police stations along the corridor	LAMATA
Intermediate Result indicator Three: Ambient concentration		C			3 Air Quality Monitoring Stations established & capacity	On hold		On hold		Annually	Emission Screening study and Specification development	LAMATA

of pollutants along intervened corridors.					for effective monitoring developed.							
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***** Involving deaths**

**** Involving deep bodily harm & hospitalization**

*** With or without minor injuries**

***Poor Individuals (PDO Indicator 2):** Defined as persons earning less than N10,000 (\$62.50) salary per month.

