SDG PROJECT ASSESSMENT TOOL
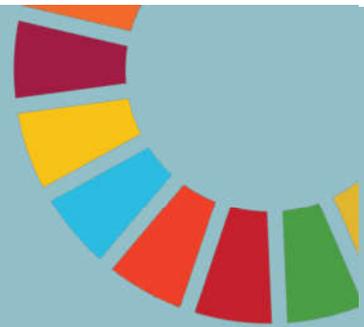
UK Government

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FOR A BETTER URBAN FUTURE

Abeokuta
Public Transport Policy

This tailormade sheet aims to demonstrate how the SDG Project Assessment Tool's General Framework has been tailored to the project in Abeokuta, Nigeria. It highlights how the project includes the priorities within the Sustainable Development Goals, and the different principles that were selected for this project. As this sheet has been tailored to the project's scope and needs, the performance criteria has been selected in consultation with the partners of the Programme.

Sustainable Development Goals

B) This is the SDG alignment summary

This shows how the project include the priorities stated within the SDGs.
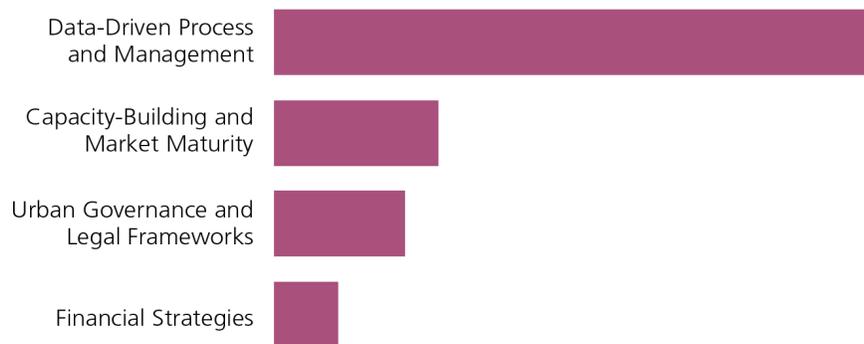
Sustainable Development Goals
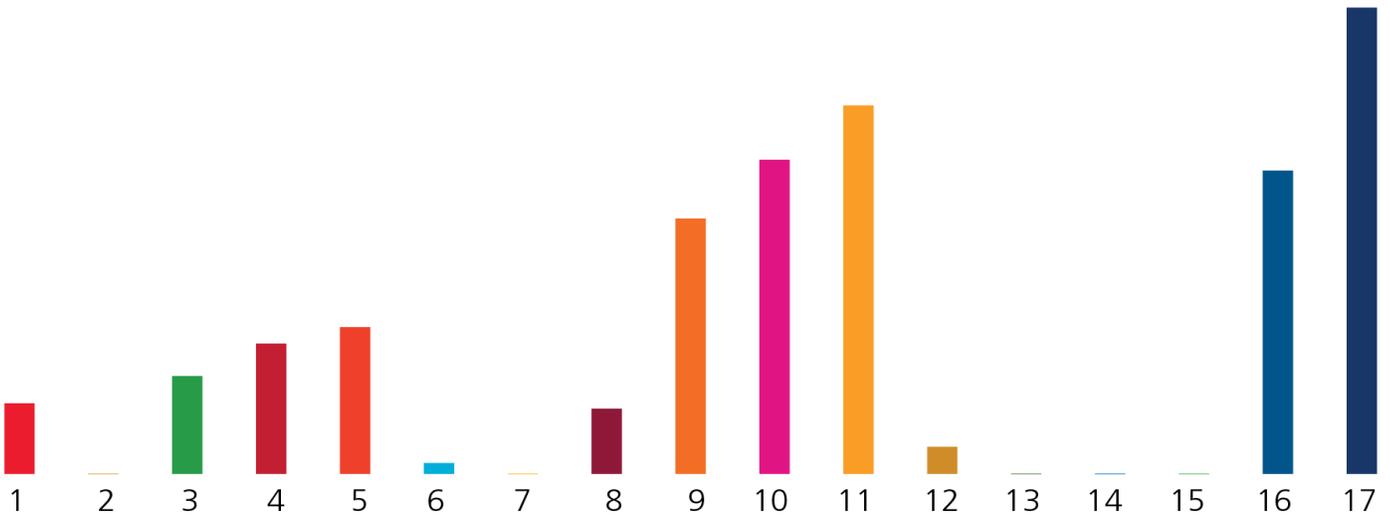
Fields of Assessment

A) These are the fields of assessment

This is a summary of the assessment in relation to 8 key drivers, split into Technical & Effectiveness aspects of the project. While the technical aspects show the technical design of the projects, effectiveness aspects focus on the long-term sustainability and impact

Data-Driven Process and Management	████████████████████
Capacity-Building and Market Maturity	████
Urban Governance and Legal Frameworks	████
Financial Strategies	██

Selected Performance Criteria

This is a list of all selected performance criteria. Note that caveats/comments have been included in the internal version of this document to some performance criteria in accordance with the nature of the project and the participatory discussions with the city authorities and delivery partners.

Ref	Sustainability Principle	Ref	Performance Criteria
Key Driver: Social Inclusion			
4	Alternatives to evictions and resettlement planning mitigate negative consequences when unavoidable	4.1	The project treats eviction or resettlement as a last resort, and considers all possible alternatives. Any eviction or resettlement exercise is accompanied by a detailed justification of the decision taken.
5	Ensuring representativeness in datasets facilitates policy making for improving the conditions of all	5.1	The project is based on stakeholder and beneficiary mapping that examines how data may be generated and used by different groups.
		5.2	The project provides access to managed, transparent and intelligible data sets, where the data is disaggregated and personalised (for example, according to age, sex, race, disability, economic status etc).
6	The inclusive design of urban services ensures accessibility for vulnerable groups	6.1	The project is based on a background assessment that identifies the needs of vulnerable and disadvantaged groups, including women, children, the elderly, people with disabilities, indigenous people and migrants.
		6.2	The project contains a holistic strategy for social inclusion of vulnerable groups.
		6.3	The project enhances accessibility for people with special needs, including but not limited to those who are physically, visually, and/or hearing-impaired, as well as those with temporary disabilities and the elderly.
		6.4	The project is gender-sensitive by ensuring women's access, preferences, special needs, safety and security.
		6.5	The project is sensitive to the needs and circumstances of diverse cultural groups including migrants and indigenous peoples.
		6.6	The project is sensitive to the needs and circumstances of diverse age groups, including the elderly, youth, and children.
7	Holistic design strategies improve safety and security of the urban environment	7.5	The project promotes inclusive access to social facilities and public space, and includes strategies to ensure active use at different times of the day and the year. It considers activities and access regarding operating hours, cost, spatial barriers and users, especially vulnerable groups, women, children and youth.
		7.6	The project includes maintenance strategies for urban services and public space. These include community management of public space, and community-based safety measures.
Key Driver: Spatial Planning			
8	Supply and distribution of urban services and mobility ensures equitable distribution of benefits and easy access for all	8.1	The project is based on a background assessment of the distribution, design, quality and accessibility of urban services (e.g. basic services, mobility systems, social facilities and public space).
		8.2	The project contains a spatial assessment, mapping current and future flows and modes of transport, with particular attention to areas of lower socioeconomic status or near public services.
		8.3	The project proposes strategies for the provision of urban services.
		8.4	Urban services provided by the project are located to serve all residents, including vulnerable and/or marginalised groups.
		8.6	The project plans for upgrading, maintenance and management of existing urban services, rather than duplicating such services.
9	Affordable and reliable public transport reduces cost burdens for all	9.1	The project includes a background assessment of the existing (public) transport system and its conditions, including how it serves vulnerable or marginalised groups.
		9.2	The project improves public transport accessibility through increasing affordability and reliability, including for vulnerable or marginalised groups.
12	Integrated urban planning and design at different scales (neighbourhood, city, region) and across different sectors (transportation, infrastructure, land use, etc.) ensures consistency and positive catalytic effects	12.2	The project uses data gathering and/or assessments in the design of all aspects of the intervention.
		12.3	The project considers how it relates to other interventions including plans, projects, and strategies, in order to build on synergies and avoid overlap.

		12.5	The project contributes to the creation of a georeferenced information platform (such as GIS), and helps define rules and processes for data sharing between government bodies.
14	Mixed-use development creates more vibrant cities with improved distribution of opportunity	14.1	The project is based on a background assessment and understanding of the existing urban form, population growth, population and job density, and accessibility and transportation trends, considering past, present and future trends.
15	Transit-oriented development increases access to residential and commercial land uses while reducing the need for private motorized travel	15.1	The project is based on a background assessment of mass transit and mobility services, including the location of residential, social and commercial land uses.
		15.3	The project improves accessibility for all, including for vulnerable and marginalised groups, and access to and from public services.
		15.5	The project promotes new development, higher density, and more mixed-uses, around high capacity mass transit.
18	Multi-modal mobility systems improve ease of access and efficiency of movement within urban environments	18.1	The project is based on an assessment of how different transport systems interact and connect, and identifies current and future areas and priorities for improvement.
		18.2	The project identifies ways to integrate different transport modes, including public, private, and non-motorised forms, as well as public (formal) and private (informal) modes.
		18.3	The project ensures that different modes of transport connect and complement each other to increase overall reach and quality of the network, considering factors including
		18.5	The project addresses existing gaps between different transport networks and modes to improve the overall system.
		18.7	The project explicitly addresses sustainable options for first/last mile connectivity to mass transit services, in particular for vulnerable and marginalised groups.
		18.8	The design of transfer points makes it easy and simple to move between modes of transport, eg through signage, clear pedestrian paths, and lighting.
19	Adequate provision of non-motorised transport (cycling, walking, etc.) promotes sustainable travel and improves the urban environment	19.2	The project contributes to safe and unobstructed pedestrian and cycle networks separated from motorised traffic. Non-motorised transport routes form a network, connect to the public transport system and, where possible, enhance public space.
		19.3	The project seeks to guarantee the safety of all non-motorised transport users through physical design (e.g. separated cycle and footpaths, traffic calming, safe crossings, cycle parking, lighting) and regulatory mechanisms (e.g. speed limits, access restrictions for motorised transport, promotion of an active street life). It focuses on those most vulnerable to accidents, theft, harassment and other risks (e.g. children).
		19.5	The project reduces trip lengths and increases connectivity through land use densification, the promotion of mixed-use areas and compact developments.
Key Driver: Economic Development			
33	Protection and integration of the informal sector makes the economy resilient and supports livelihood and job creation	33.3	The project provides urban services to the informal sector, including transport, water, energy, waste management, etc.
		33.5	Urban services improvement and skills development that support the productivity of informal sectors are proposed.
Key Driver: Data-Driven Process and Management			
34	Incentives to promote behavioural shifts increase the use and provision of alternative, sustainable modes of transport	34.1	The project is based on a comprehensive background assessment considering the reasons for transport choices and behaviour.
		34.2	The project uses an assessment of existing transport services (including performance, availability, reliability, affordability, and quality) to understand user behaviour.
		34.3	The project incentivizes sustainable travel behaviour, through subsidies or other financial mechanisms.
		34.5	The projects increases the attractiveness of sustainable modes of transport through improved quality, comfort, accessibility, efficiency.
		34.8	The project provides access to information about travel options to all, including marginalised and vulnerable groups.
35	Efficient data collection based on planning needs supports efficient planning processes and resource management	35.1	The project is based on a background assessment to identify data gaps within the project scope that are critical for the urban planning and management processes.
		35.2	The project establishes data collection strategies bases on an assessment of planning data needs.
		35.5	The project establishes mechanisms for requesting and accessing data, with clear response times.
36	Effective data management systems supports sustainable planning processes	36.3	The project provides a detailed roadmap describing the participation process of the government and third party collaborators within the data framework, including best practices recommendations (e.g. data update routines and quality control).
		36.5	The project explores the possibility for building collaborative and pluralist groups (committees that involve municipality, civil society, academia, private sector) for evaluating and validating data sources and data-related cooperation agreements.
37	Efficient use of data supports evidence-based and justifiable decision-making processes	37.1	The project contains a background assessment on data flows between stakeholders, identifying gaps and barriers.
		37.3	The project builds and formalizes practices for integrating data analysis into decision-making processes, taking into account relevant data sets.
38	Monitoring and evaluation ensures long-term impact	38.1	The project includes a background assessment on data availability and requirements to conduct impact assessments, as well as monitoring and evaluation beyond the programme period.

39	Inclusive, transparent, continuous and meaningful participation ensures that the needs and aspirations of the community are addressed though the project.	39.1	The background assessment identifies public, private, academia and civil society stakeholders at city, regional and national level that are relevant to the project. The project assesses how affected groups can be included and how to ensure a gender sensitive approach.
		39.3	The participatory process includes all relevant stakeholders and ensures that the views of marginalised and vulnerable groups are represented. The participatory process ensures a gender sensitive approach. If indigenous people are affected by the project, prior informed consent is ensured.
		39.4	The participatory process is ongoing throughout the project lifecycle, starting from the formulation stage onwards.
		39.5	Stakeholders have opportunities to influence the project through a meaningful participation process. The project targets the needs of the population.
		39.6	The project clearly communicates how participatory processes will be conducted. Relevant information is provided regularly to stakeholders and affected communities on the project development and outcomes of participatory engagements. Information is made available, shared in a reasonable timeframe and channels have been provided for stakeholders to submit their concerns or request information.

Key Driver: Capacity-Building and Market Maturity

40	Strong technical and professional capacity from all relevant stakeholders secures long-term implementation	40.1	The project conducts a needs assessment (including skills, human resources, and equipment) to understand the ability of partners to support project implementation and ongoing maintenance.
		40.2	The background assessment identifies capacity gaps in all relevant partners and stakeholders. This can include stakeholders within government at technical or leadership level, and third parties such as the private sector, civil society and academia.
		40.4	The project proposes strategic capacity development activities that will support implementation and sustainability.
41	Public relations and education campaigns gathers early support and improves the likelihood of positive impact	41.2	The project has an effective communication strategy to reach all stakeholders and community groups during various phases of the project.
		41.3	The project's communication methods address potentially exposed and/or threatened individuals/communities using the appropriate linguistic and technological means for disseminating knowledge effectively.

Key Driver: Urban Governance and Legal Frameworks

44	Alignment and coherence with existing laws and policies at local, regional and national level enhances the viability and impact of projects	44.1	The project aligns with existing policies (at local, regional and national level).
		44.2	The project's development and implementation is enabled through the existing legal framework (at local, regional and national level) in housing, planning, transport, procurement, etc.
		44.3	The project aligns to the city's strategic goals including spatial, economic and environmental strategies as well as existing projects implemented or in the pipeline.
45	Action plans for long-term sustainability increase the impact of projects	45.2	The project establishes a strategy to continue and maintain the projects after the Programme. This includes but is not limited to establishing clear steps for implementation and defining a process to formalize the project as a legal instrument. .

Key Driver: Financial Strategies

53	Mechanisms for own-source revenue through the project strengthen the government's financial standing	53.1	The project is backed by a background assessment of existing and new potential revenue streams for project finance. This includes an assessment of existing revenue sources and their value, legal regulation, and the government's capacity to enforce the rule of law. It also identifies potential areas where revenues and the existing tax base can be expanded or improved.
54	Data literacy and capacity building enhances technology development, research and innovation to support sustainable urbanization	54.4	The project provides data-oriented capacity building for improving data-driven urban management in public departments.