Prosperity Fund Global Future Cities Programme

SDG PROJECT ASSESSMENT TOOL

UK Government

UN HABITAT
FOR A BETTER URBAN FUTURE

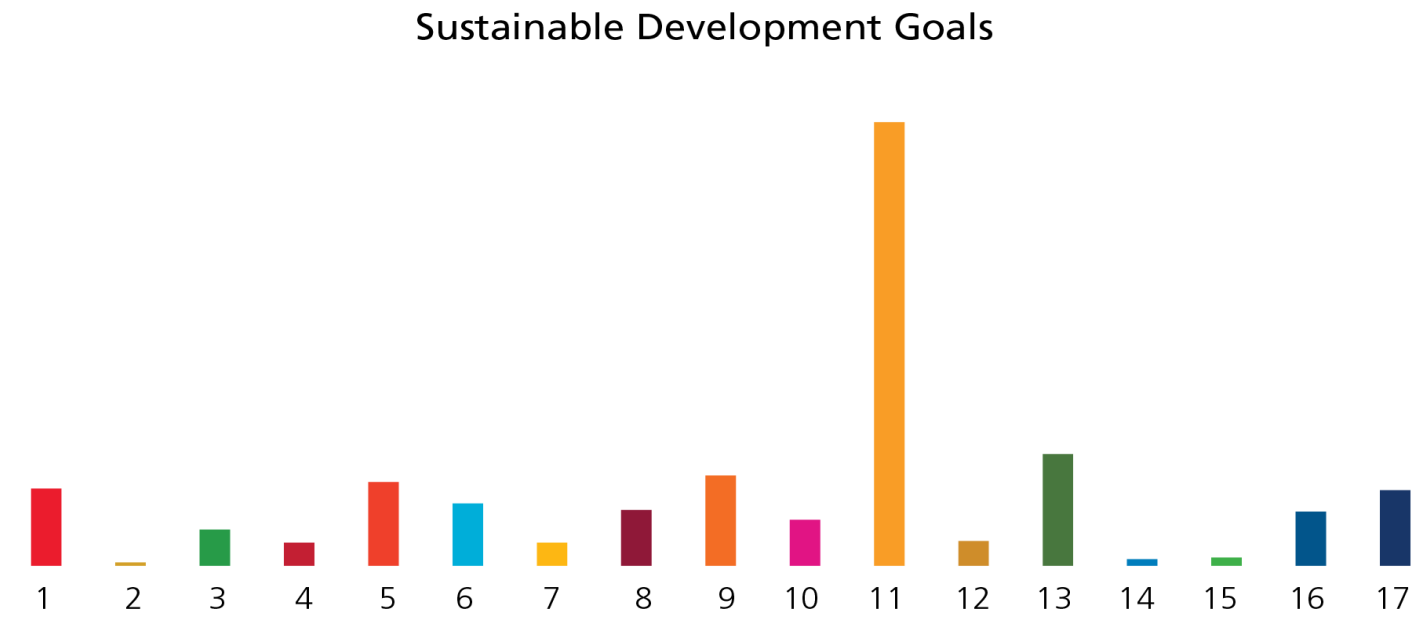
Bangkok
Transit-Oriented Development (TOD): Khlong Bang Luang

This tailormade sheet aims to demonstrate how the SDG Project Assessment Tool's General Framework has been tailored to the project in Bangkok, Thailand. 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

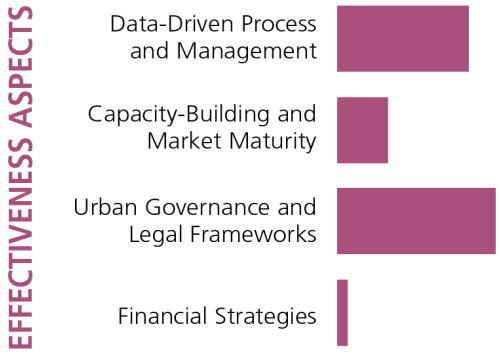
This shows how the project include the priorities stated within the SDGs.



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



Selected Performance Criteria

This is a list of all selected performance criteria. Note that caveats/comments/amendments 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			
1	Diversity of housing types based on income, tenure, and size ensures housing stock that meets local demand	1.1	The project assesses current and future demographics and trends, and tries to meet the identified housing needs of the population.
		1.2	The project provides a range of housing tenure typologies, including tenure that is appropriate for vulnerable groups or the poor.
		1.4	Housing typologies are appropriate to local cultural values and lifestyles.
		1.5	The project proposes a mix of housing and design typologies (including factors such as house and block size, layout, and use).
		1.6	(If the project includes informal areas) The project provides strategies for informal settlement upgrading and other informal settlement solutions such as incremental housing or site-and-services schemes.
		1.7	Proposed housing is affordable to the current and future population, including vulnerable and disadvantaged groups.
2	Appropriate provision and spatial distribution of affordable housing meets shelter needs and ensures access to basic services and livelihood opportunities for all	2.1	The project is based on a comprehensive housing assessment, including current supply, future needs, and location. The housing assessment considers the needs of women, children, youth, the elderly, and people living in informal areas.
		2.2	The project contains measures to specifically understand and address the housing needs of vulnerable and disadvantaged groups.
		2.3	The project aims at achieving social mix of residents (a mix of different income levels).
		2.5	The project ensures that housing is in locations which allow good access to infrastructure and services and employment opportunities, including for vulnerable and marginalised groups.
		2.6	The project increases overall access to adequate and affordable housing for all, including vulnerable and marginalised groups.
3	Housing conditions, especially in informal settlements, are safe, secure, and promote well-being	3.1	The project is based on a comprehensive assessment of existing housing quality, especially in informal settlements. The assessment includes accessibility, security, and safety.
		3.2	The project promotes housing in locations which are not exposed to natural disasters or other threats to health (i.e. hazardous chemicals and air, water and soil pollution and contamination).
		3.3	The project ensures that houses are well-built, and housing construction materials and techniques are able to withstand weather conditions and natural disasters.
		3.5	The project ensures that housing meets minimum standards for a satisfactory standard of living, including safe drinking water, adequate sanitation, sustainable energy for cooking, heating, lighting, food storage, refuse disposal and emergency services.
		3.6	The project considers land tenure security as an essential part of access to housing, and proposes solutions to improve land tenure conditions where needed.
4	Alternatives to evictions and resettlement planning mitigate negative consequences when unavoidable	4.2	If evictions are unavoidable, the project identifies relocation sites that fulfil the criteria for adequate housing, access to affordable urban services, public transport and economic and livelihood opportunities, while avoiding segregation or marginalization of the relocated population.
		4.4	If evictions are unavoidable, resettlement locations include site planning and community planning to ensure that they are connected, well-designed and economically viable neighbourhoods with the possibility for future growth and development. Resettlement sites include good urban design and planning to ensure that they are pleasant places to live and work, and are connected to the rest of the city.
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.
		6.3	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	7.1	The project is based on an assessment of urban safety and security issues in the city.
		7.2	The project develops risk mapping in consultation with the community to help identify crime hotspots and perceptions of safety.
		7.3	The project proposes a holistic approach for improved safety and security in public open spaces, particularly through the integration of urban design measures that consider access, lighting, materiality and colour of surfaces, spatial and physical barriers, etc.
		7.4	The project employs a Crime Prevention through Environmental Design (CPTED) approach which prioritises natural solutions such as (passive surveillance and natural access control) over mechanical solutions.
		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.
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.
		9.3	The project uses innovative technologies to improve cost efficiency and reliability of the transport systems, for example by using real-time data on use and performance.
10	Affordable and reliable public transport reduces cost burdens for all	10.6	The project undertakes city-wide climate risk mapping under a range of scenarios.
11	Urban regeneration before developing new areas promotes compact city form and helps prevent destruction of natural features and habitats	11.1	The project includes an assessment of potential assets (i.e. existing vacant land, buildings and infrastructure such as degraded railway lines) that can be regenerated, preventing unnecessary expansion of the city. The assessment considers environmental and spatial factors including proximity to residential and commercial areas, and transport.
		11.4	The project considers upgrading slums and informal settlements, including improving living conditions and increasing security of tenure, as a means for urban regeneration.
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	12.1	The project is based on a spatial assessment of the existing urban conditions, dynamics and opportunities across different urban scales (neighbourhood, city-municipal, city-region, metropolitan, and national scale) and sectors (e.g. transportation, infrastructure, land use).
		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.
		12.4	The project promotes integrated urban planning by ensuring consistency and a uniform approach to design across different scales (neighbourhood, city, metropolitan, regional and national).
		12.6	(If relevant) The project considers opportunities for future replicability and/or scalability.
13	Appropriate urban density, urban regeneration and planned city extensions ensure compact and sustainable city form	13.1	Appropriate urban density, urban regeneration and planned city extensions ensure compact and sustainable city form
		13.2	The project creates incentives for higher density development with appropriate measures to increase infrastructure capacity and mix of uses. Where appropriate, the project follows UN-Habitat's recommended density of at least 150 people/hectare.

		13.4	The project locates higher density development in proximity to existing and planned infrastructure (e.g. for basic services and mobility systems).
		13.6	The project proposes planned urban extensions based on growth projections. These extensions are compact, contain mixed economic uses, and have block and plot sizes that are suitable for their intended use.
		13.7	The project promotes compact (re)development based on a human scale, featuring walkable distances and encouraging social interaction and the use of public space.
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.
		14.2	The project promotes mixed-use development, locating residential, social and commercial uses close to each other.
		14.4	The project ensures appropriate mitigating measures and buffers between incompatible land uses, such as polluting industries and housing.
		14.5	The project encourages land and planning patterns that can adapt to changing market demands over time.
		14.6	The project encourages diverse temporary or transitionary land uses to ensure active use at different times of the day and year.
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.
		15.2	The project considers how integrated land use planning and transport planning will reduce the use of private vehicles.
		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.
		18.4	The project includes an integrated mobility strategy that aligns to the city, metropolitan, regional and national mobility networks and relevant strategies.
		18.5	The project addresses existing gaps between different transport networks and modes to improve the overall system.
		18.6	The project incorporates seamless transport and integration of fares to make services more affordable , e.g. by promoting Mobility as a Service (MaaS) and making it financially and spatially accessible to all.
		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	19.1	The project includes a background assessment of the non-motorised transport infrastructure, focusing on quality, safety and network gaps, as well as current and future travel demand.
		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.
		19.5	The project reduces trip lengths and increases connectivity through land use densification, the promotion of mixed-use areas and compact developments.
		19.6	The project aims for streetscapes that are designed to be welcoming, safe and offer ease of use for multiple modes, especially for non-motorised options (pavements and cycle paths).
20	Public space as a city-wide network ensures equitable distribution and continuity of ecosystems	20.1	The project is based on a background assessment of the existing public space per capita, distance and access to nearest public space as well as potential public spaces (including undeveloped or derelict sites, particularly those zoned for public use).
		20.5	The project considers a city-wide network of public space on different urban scales (i.e. community, neighbourhood, city, district) and types (i.e. streets, boulevards, squares and plazas, parks, gardens, waterfronts, public urban facilities).
21	Adequate provision of public space improves healthy living conditions	21.1	The project is based on a background assessment of how well public space meets community needs, including size, type, quality, use, distance to users, and physical accessibility including barriers and fencing.
		21.2	The project considers the public space needs and preferences of marginalized and vulnerable groups .
		21.3	The project incorporates feedback from marginalized and vulnerable groups in the design of the public space.
		21.4	The project provides opportunities for physical activity (walking, cycling and sports), socialization and play.
		21.5	The project includes strategies to create vibrant public spaces through organised events and uses.
		21.6	The project is designed to promote mixed and diverse use of public space, in terms of both the users and the functions.

		21.7	The project engages communities in the design of public space.
		21.8	The project ensures the accessibility of public space for all users (including people with disabilities) through inclusive and universal design.
22	Well designed public space provides nature-based solutions for increased resilience	22.1	The project is based on an assessment of how existing public space contributes to city resilience efforts, including disaster mitigation and response.
		22.6	The project ensures that public space contributes to overall resilience and reduces the impacts of climate change, including heat island effects.
23	Protection and preservation of cultural and natural heritage has economic, social and psychological benefits	23.1	The project is based on an assessment of heritage and cultural assets, including natural elements, urban and architectural elements and intangible heritage such as traditions and
		23.2	The project promotes active protection and stewardship of heritage.
		23.3	The project uses adaptive reuse and repurposing to preserve sites and buildings with heritage significance.
		23.4	The project encourages the promotion and preservation of diverse cultural assets across groups.
		23.5	The project integrates cultural assets and creative practices into planning instruments to ensure they are safeguarded.
		23.6	The project incorporates traditions and cultural habits in the design of new urban areas and buildings.
Key Driver: Environmental Resilience			
24	Identification and assessment of vulnerable areas in planning helps reduce exposure and prevents damage from climate disasters	24.1	The project is based on an understanding of previous climate related disasters and their risks for damage.
		24.2	The project is based on a background assessment of current and future risk scenarios, identifying the most severe and most probable scenarios.
26	A plan for evacuation and relocation ensures effective disaster response	26.3	The project engages the community in the development of an emergency response plan .
27	Resilient design of infrastructure and planning for spare capacity helps maintain and restore basic services, ensuring reliability during and after disruptio	27.1	The project incorporates strategies for resilient design, construction and operation of infrastructure systems.
		27.2	The project includes a plan to maintain and protect infrastructure other critical built assets in the event of a disaster.
30	Efficient, climate-sensitive and context-relevant design helps reduce energy consumption and the impact of	30.3	The project includes nature-based solutions and renewable energy sources with a goal of energy conservation.
Key Driver: Economic Development			
31	Capitalizing agglomeration benefits and economies of scale increases efficiency and attract new businesses	31.4	The project identifies needs for provision or upgrading of soft and hard infrastructure to support economic activities.
32	Prioritizing access and spatially equitable distribution of jobs and businesses attracts diverse human capital	32.1	The project includes an assessment on the labour market, including distribution of formal and informal jobs, and their relationship to transport and residential areas.
		32.2	The project contributes to increased accessibility to jobs, commercial uses, and pubic services.
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.
		34.6	The project prioritises sustainable modes of transport according to the "green hierarchy" (the most to least green transport option); (i) Pedestrians, (ii) Bicycles, (iii) Public transportation, (iv) Taxis, (v) Multiple occupancy vehicles (e.g. carpooling), (vi) Single occupancy vehicles.
		34.8	The project provides access to information about travel options to all, including marginalised and vulnerable groups.
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.
		39.2	The project builds on existing mechanisms to ensure community participation in urban planning and management processes. If these mechanisms do not exist, capacity development and recommendations are provided.
		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.
		39.7	The project uses data systems and civic technologies for public engagement.
Key Driver: Capacity-Building and Market Maturity			
40	Strong technical and professional capacity from all relevant stakeholders secures long-term implementation	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.
42	Building local partnerships and drawing on local resources and capacities facilitates sustainable project implementation	42.1	The project explores the opportunity to involve local partners in the execution and maintenance of the project.
		42.2	The project considers the involvement of local partners taking into account their level of professional capacity.
Key Driver: Urban Governance and Legal Frameworks			
43	Urban planning and regulatory frameworks enable the project's implementation and sustainability in the long term	43.1	The project is based on and takes into account the existing legal frameworks for urban planning.
		43.2	The project aligns with existing land uses. Changes in land use are enabled by mechanisms in legal frameworks. If these mechanisms do not exist, recommendations are provided.
		43.3	The project aligns with existing laws and regulations that ensure safe, inclusive and accessible public space for all, including open and green public spaces, streets and public facilities. If these mechanisms do not exist, recommendations are provided throughout the project.
		43.4	The project assesses existing law and regulatory frameworks of developer contributions for the provision of urban services, infrastructure systems and affordable housing. If these mechanisms do not exist, recommendations are provided.
		43.5	The project makes use of zoning codes and existing incentives to encourage risk mitigation, resource efficiency and sustainable uses.
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. .
		45.3	The project includes a communication and capacity development strategy to inform stakeholders about legal obligations, rights and appeal mechanisms.
47	Prevention measures against gentrification and land price speculation secure land rights and adequate housing for	47.1	Land use and financing instruments are used to ensure that increases in land and property value created by the project are shared with government.
49	Tenure security to housing, land and property improves social and economic status for all, especially marginalized	49.1	The project includes a comprehensive land tenure assessment, considering how tenure affects social and economic wellbeing of affected communities.
Key Driver: Financial Strategies			
52	Realistic long-term financial strategy is essential for project implementation	52.1	The project is based on a background assessment of the financial requirements needed for the execution, maintenance, and operation of the project. It also includes an assessment of existing financial capacity , financing mechanisms, and legal regulations.