

Global Future Cities Programme

SDG PROJECT ASSESSMENT TOOL VOL 1: GENERAL FRAMEWORK

SEPTEMBER 2020



UK Government

UN HABITAT
FOR A BETTER URBAN FUTURE

UK Prosperity Fund Global Future Cities Programme
UN Habitat for UK Foreign and Commonwealth Office

SDG Project Assessment Tool General Framework

First edition: November 2019
Second edition: January 2020
Third edition: September 2020

UNITED NATIONS HUMAN SETTLEMENTS PROGRAMME
P.O. Box 30030, Nairobi 00100, Kenya
www.unhabitat.org

Disclaimer

The designations employed and the presentation of material in this report do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries, or regarding its economic system or degree of development. The analysis conclusions and recommendations of this publication do not necessarily reflect the views of the United Nations Human Settlements Programme or its Governing Council or its member states.

Reference of this publication of any specific commercial products, brand names, processes, or services, or the use of any trade, firm, or corporation name does not constitute endorsement, recommendation, or favouring by UN-Habitat or its officers, nor does such a reference constitute an endorsement of UN-Habitat.

Acknowledgments

United Nations Human Settlements Programme (UN-Habitat)

Project Coordination	Laura Petrella
Project Manager	Rogier van den Berg
Project Supervisors	Klas Groth, Naomi Hoogervorst

Urban Planning and Design LAB

Sara Thabit, Gabriela Aguinaga, Riccardo Maroso, Charlotte Mohn, Ban Edilbi, Lucy Donnelly, Antara Tandon, Pinar Caglin, Maia Smillie, Firas Suqi

Contributors

Urban Planning and Design Branch	Salvatore Fundaro, Herman Pienaar, Cecilia Andersson, Christelle Lahoud
Urban Economy Branch	Marco Kamiya, Liz Paterson, Hannes Berggren
Urban Basic Services Branch	Debashish Bhattacharjee, Stefanie Holzwarth, Lander Bosch
Housing and Slum Upgrading Branch	Jesus Salcedo
Research and Capacity Building Branch	Regina Orvananos, Luis Herrera-Favela, Robert Ndugwa
Urban Legislation, Land and Government Branch	Gianluca Crispi, Robert Lewis Lettington, Manka Baja, Evelyn Nairesiae, Clinton Omsula
Urban Resilience Programme	Amaya Celaya
Programme Division	Dyfed Aubrey, Rosa Muraguri-Mwololo

Graphic Design and Layout

Lucy Donnelly

Global Future Cities Programme

**SDG PROJECT
ASSESSMENT
TOOL
VOL 1:
GENERAL
FRAMEWORK**

SEPTEMBER 2020



UK Government

UN HABITAT
FOR A BETTER URBAN FUTURE

**THE SDG¹ PROJECT
ASSESSMENT TOOL IS AN
OFFLINE, DIGITAL AND USER-
FRIENDLY INSTRUMENT THAT
GUIDES CITY AUTHORITIES TO
DEVELOP MORE INCLUSIVE,
SUSTAINABLE AND EFFECTIVE
URBAN PROJECTS.**

1. In 2015, world leaders signed the Sustainable Development Agenda convening development efforts towards 17 common global goals to be achieved by 2030, which are referred to as the Sustainable Development Goals (SDGs).

WHAT IS THE GENERAL FRAMEWORK?

The SDG Project Assessment Tool (referred to as SDG Tool) is developed by UN-Habitat as an offline, digital and user-friendly instrument to guide City Authorities and Delivery Partners in the development of more inclusive, sustainable and effective urban projects.

The General Framework of the SDG Project Assessment Tool (SDG Tool) comprises the complete list of Sustainability Principles, aligned to the Sustainable Development Goals (SDGs), and the related Performance Criteria.

The General Framework represents the substantial component of the SDG Tool. It covers the three thematic pillars of the Global Future Cities Programme: Urban Planning, Transport and Resilience. Starting from this comprehensive set of principles and performance criteria a tailor-made SDG Project Assessment Worksheet will be derived for each project of the Programme.

The ***SDG Project Assessment Tool_Vol 1: General Framework*** is complemented by the ***SDG Project Assessment Tool_Vol 2: User Guide***.

The User Guide provides an introduction to the SDG Tool, focusing on its rationale, scope, and target groups and beneficiaries. Moreover, the User Guide explains the step-by-step application of the SDG Tool, guiding the users towards an inclusive and effective project assessment process.

Content Structure

The Sustainability Principles are organized into technical and effectiveness key drivers. While the **technical** key drivers need to be followed for sustainable and inclusive urbanization, the **effectiveness** key drivers relate to the implementation, viability and sustainability of the urban projects beyond the Programme period.

Cross-cutting issues, such as climate change, gender, human rights, disability, children, youth and elderly persons are considered integral to the entire framework and incorporated across all Sustainability Principles.

The **technical key drivers** are as follows:

1. Social Inclusion
2. Spatial Planning
3. Environmental Resilience
4. Economic Development

The **effectiveness key drivers** are as follows:

1. Data-driven Processes and Management
2. Capacity-building and Market Maturity
3. Urban Governance and Legal Frameworks
4. Financial Strategies

GLOSSARY OF TERMS

TERM/ACRONYM	DEFINITION
URBAN SERVICES	(i) Basic Services, (ii) Mobility Systems, (iii) Social Facilities and (iv) Public Space
(i) Basic Services	Water, energy, waste management, ICT
(ii) Mobility Systems	Transport infrastructure and networks, including facilities (e.g. stations) and vehicles
(iii) Social Facilities	Schools, hospitals, libraries, and other social utilities
(iv) Public Space	Public parks, green areas, streets, avenues, etc.
INFRASTRUCTURE SYSTEMS	Physical infrastructure related to any of the above urban services (i.e. mobility, basic services, etc.)
VULNERABLE GROUPS	Women, children, youth, elderly, and disabled. Including urban poor, marginalized groups, and all genders, ages and abilities.
CORE PRINCIPLES	Set of Sustainability Principles that will be applicable to the 30 projects of the Programme

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria	
Technical Aspects					
Key Driver: Social inclusion					
1	Diversity of housing types based on income, tenure, and size ensures housing stock that meets local demand	01.1, 10.2, 11.1, 11.a,	1.1	The project assesses current and future demographics and trends, and tries to meet the identified housing needs of the population.	
		01.4, 05.1, 05.a, 10.2, 10.3, 10.4, 11.1, 16.7,	1.2	The project provides a range of housing tenure typologies, including tenure that is appropriate for vulnerable groups or the poor.	
		01.4, 05.a, 11.1, 17.1, 17.17,	1.3	The project explores the best options to finance and develop housing, and considers both public and private sector involvement.	
		11.1, 11.4,	1.4	Housing typologies are appropriate to local cultural values and lifestyles.	
		05.1, 10.2, 10.3, 10.4, 11.1, 11.3, 16.7,	1.5	The project proposes a mix of housing and design typologies (including factors such as house and block size, layout, and use).	
		<i>PLANNING</i>	01.4, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.7,	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.
			01.1, 05.1, 10.2, 10.3, 10.4, 11.1, 16.7,	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	01.1, 01.4, 05.1, 05.a, 10.2, 10.3, 10.4, 11.1, 16.7,	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.	
		01.5, 05.1, 10.2, 10.3, 10.4, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 16.7, 17.18,	2.2	The project contains measures to specifically understand and address the housing needs of vulnerable and disadvantaged groups.	
		01.1, 05.1, 10.2, 10.3, 10.4, 11.1, 11.3, 16.7,	2.3	The project aims at achieving social mix of residents (a mix of different income levels).	
		01.1, 01.4, 05.a, 10.2, 11.1,	2.4	The project contains strategies, mechanisms, or policy instruments to improve the provision of affordable housing stock.	
		<i>PLANNING</i>	01.4, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.7,	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.
			01.1, 01.4, 05.1, 05.a, 10.2, 10.3, 10.4, 11.1, 16.7,	2.6	The project increases overall access to adequate and affordable housing for all, including vulnerable and marginalised groups.

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Technical Aspects				
Key Driver: Social inclusion				
3	Housing conditions, especially in informal settlements, are safe, secure, and promote well-being <i>PLANNING</i>	01.4, 05.a, 11.1,	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.
		01.5, 11.1, 11.3, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	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).
		01.5, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	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.
		11.1,	3.4	The project promotes sufficient living space and avoids overcrowding.
		01.4, 06.1, 06.2, 06.b, 07.1, 09.c, 11.1,	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.
		01.4, 05.a, 11.1,	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 <i>PLANNING</i>	01.4, 05.a, 11.1, 16.6,	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.
		01.4, 03.8, 04.1, 04.2, 04.3, 05.a, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 10.2, 11.1, 11.2, 11.3, 11.7,	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.
		01.5, 03.9, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	4.3	If evictions are unavoidable, relocation sites are not exposed to natural disasters, pollution, or other threats to health (including hazardous chemicals or contamination).
		01.4, 03.9, 08.3, 09.4, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2,	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 <i>PLANNING + TRANSPORT + RESILIENCE</i>	05.1, 10.2, 10.3, 10.4, 16.7, 17.18,	5.1	The project is based on stakeholder and beneficiary mapping that examines how data may be generated and used by different groups.
		05.1, 10.2, 10.3, 10.4, 16.7, 17.18,	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).
		05.1, 10.2, 10.3, 10.4, 16.7, 17.18,	5.3	The project allows citizens to voluntarily self-identity (for example, on the basis of gender, race, ethnicity, disability etc), protecting vulnerable or minority groups from being assigned conflicting identities by an external actor.
		05.1, 10.2, 10.3, 10.4, 16.7, 17.18,	5.4	The project includes policies for improving data literacy amongst the public.

<i>Ref.</i>	Sustainability Principles	SDG Target Alignment	<i>Ref.</i>	Performance Criteria
Technical Aspects				
Key Driver: Social inclusion				
6	The inclusive design of urban services ensures accessibility for vulnerable groups <hr/> <i>CORE PRINCIPLE</i>	05.1, 10.2, 10.3, 10.4, 16.7,	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.
		05.1, 10.2, 10.3, 10.4, 16.7,	6.2	The project contains a holistic strategy for social inclusion of vulnerable groups.
		04.a, 06.2, 10.2, 11.2, 11.7,	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.
		04.a, 05.1, 05.2, 05.4, 05.b, 06.2, 10.2, 10.3, 10.4, 11.2, 11.7, 16.7,	6.4	The project is gender-sensitive by ensuring women's access, preferences, special needs, safety and security.
		05.1, 10.2, 10.3, 10.4, 11.4, 16.7,	6.5	The project is sensitive to the needs and circumstances of diverse cultural groups including migrants and indigenous peoples.
		04.a, 10.2, 11.2, 11.7, 16.7,	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 <hr/> <i>PLANNING + TRANSPORT</i>	03.6, 05.2, 11.2, 11.7, 16.1, 17.18,	7.1	The project is based on an assessment of urban safety and security issues in the city.
		05.2, 11.7, 16.1,	7.2	The project develops risk mapping in consultation with the community to help identify crime hotspots and perceptions of safety.
		03.6, 05.2, 11.2, 11.7, 16.1,	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.
		03.6, 05.2, 11.2, 11.7, 16.1,	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.
		03.8, 04.1, 04.2, 04.3, 05.1, 10.2, 10.3, 10.4, 11.7, 16.1, 16.7,	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.
		03.8, 04.1, 04.2, 04.3, 09.1, 11.2, 11.7, 16.1, 17.1, 17.17,	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.

<i>Ref.</i>	Sustainability Principles	SDG Target Alignment	<i>Ref.</i>	Performance Criteria
Technical Aspects				
Key Driver: Spatial Planning				
8	Supply and distribution of urban services and mobility ensures equitable distribution of benefits and easy access for all	01.4, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.7,	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).
		09.1, 10.2, 11.2,	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.
		01.4, 03.8, 04.1, 04.2, 04.3, 05.1, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 10.2, 10.3, 10.4, 11.1, 11.2, 11.7, 16.7,	8.3	The project proposes strategies for the provision of urban services.
		01.4, 03.8, 04.1, 04.2, 04.3, 05.1, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 10.2, 10.3, 10.4, 11.1, 11.2, 11.7, 16.7,	8.4	Urban services provided by the project are located to serve all residents, including vulnerable and/or marginalised groups.
		<i>PLANNING + TRANSPORT</i> 01.4, 03.8, 04.1, 04.2, 04.3, 05.1, 06.1, 06.2, 06.b, 07.1, 09.1, 09.b, 09.c, 10.2, 10.3, 10.4, 11.1, 11.2, 11.7, 16.6, 16.7,	8.5	The project uses smart technologies to help design and deliver urban services to all residents. It considers how barriers to technology may affect how vulnerable groups can access services.
		01.4, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.7, 17.1,	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	01.1, 09.1, 10.2, 11.2, 16.6,	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.
		01.1, 05.1, 09.1, 10.2, 10.3, 10.4, 11.2, 16.6, 16.7,	9.2	The project improves public transport accessibility through increasing affordability and reliability, including for vulnerable or marginalised groups.
		<i>TRANSPORT</i> 09.1, 09.b, 11.2, 16.6,	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.

<i>Ref.</i>	Sustainability Principles	SDG Target Alignment	<i>Ref.</i>	Performance Criteria
Technical Aspects				
Key Driver: Spatial Planning				
10	Respecting city limits and protecting natural ecosystems from development helps prevent urban sprawl, vulnerability to disasters, as well as loss of biodiversity and natural resources	01.5, 02.4, 06.6, 08.9, 11.1, 11.4, 11.5, 11.a, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.4, 15.9,	10.1	The project is based on a comprehensive land assessment, taking into account existing land uses, cultural significance, and environmental factors including vulnerability to climate hazards.
		01.5, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	10.2	The project considers existing land zoning and is designed to minimise exposure to climate hazards.
		01.5, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	10.3	The project promotes strategies and approaches to prevent and reduce the risks of developments (planned and informal) in climate hazard areas, considering their location, type and scale.
		01.5, 02.4, 06.6, 11.1, 11.4, 11.5, 11.a, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.4, 15.9,	10.4	The project minimises or prevents development in environmentally sensitive areas, and encourages relocation away from such areas where appropriate.
		01.4, 03.9, 08.3, 09.4, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2,	10.5	The project promotes more compact development patterns.
		01.5, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	10.6	The project undertakes city-wide climate risk mapping under a range of scenarios.
		11.3, 11.a,	10.7	The project ensures that urban development is in line with future population growth projections, and does not result in unsustainable land use and consumption.
		11.3,	10.8	The project identifies land within the city limits suitable for extensions (informed by demographic, economic, and other holistic projections), promoting sustainable and controlled city growth.
	<i>PLANNING</i>			

<i>Ref.</i>	Sustainability Principles	SDG Target Alignment	<i>Ref.</i>	Performance Criteria
Technical Aspects				
Key Driver: Spatial Planning				
11	Urban regeneration before developing new areas promotes compact city form and helps prevent destruction of natural features and habitats <i>PLANNING + RESILIENCE</i>	01.4, 08.3, 09.1, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2,	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.
		01.4, 02.4, 03.9, 06.6, 08.3, 09.4, 10.2, 11.1, 11.2, 11.3, 11.4, 11.6, 11.7, 11.a, 12.2, 13.2, 14.5, 15.1, 15.4, 15.9,	11.2	The project utilizes brownfield sites through planned city infills, promoting a compact city form and preventing informal development and sprawl.
		01.4, 02.4, 03.9, 06.6, 08.3, 09.4, 10.2, 11.1, 11.2, 11.3, 11.4, 11.6, 11.7, 11.a, 12.2, 13.2, 14.5, 15.1, 15.4, 15.9,	11.3	The project promotes the retrofitting of existing areas inside the urban footprint, including buildings, infrastructure, and brownfield sites.
		01.4, 03.8, 04.1, 04.2, 04.3, 05.a, 11.1,	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 <i>PLANNING + TRANSPORT</i>	11.3, 11.a, 17.14,	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).
		05.1, 10.2, 10.3, 10.4, 11.3, 11.a, 16.7, 17.14, 17.18,	12.2	The project uses data gathering and/or assessments in the design of all aspects of the intervention.
		11.3, 11.a, 17.14,	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.
		11.3, 11.a, 17.14,	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).
		11.3, 11.a, 16.10, 17.14, 17.18,	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.
		11.3, 11.a, 17.14,	12.6	(If relevant) The project considers opportunities for future replicability and/or scalability.

<i>Ref.</i>	Sustainability Principles	SDG Target Alignment	<i>Ref.</i>	Performance Criteria
Technical Aspects				
Key Driver: Spatial Planning				
13	Appropriate urban density, urban regeneration and planned city extensions ensure compact and sustainable city form <i>PLANNING</i>	01.4, 08.3, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 11.a, 12.2,	13.1	The project is based on a comprehensive assessment of urban conditions, including urban form and physical characteristics, population dynamics, and population and job density.
		01.4, 03.9, 08.1, 08.3, 08.5, 09.1, 09.3, 09.4, 09.b, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2,	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.
		01.4, 02.4, 03.9, 06.6, 08.3, 09.4, 10.2, 11.1, 11.2, 11.3, 11.4, 11.6, 11.7, 11.a, 12.2, 13.2, 14.5, 15.1, 15.4, 15.9,	13.3	The project prioritises urban infill, brownfield redevelopment, or vacant urban land instead of new development in greenfield areas.
		01.4, 03.8, 03.9, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 08.3, 09.1, 09.4, 09.c, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2,	13.4	The project locates higher density development in proximity to existing and planned infrastructure (e.g. for basic services and mobility systems).
		03.8, 03.9, 04.1, 04.2, 04.3, 08.1, 08.3, 08.5, 09.1, 09.3, 09.4, 09.b, 11.2, 11.6, 11.7, 13.2,	13.5	The project includes strategies for a multi-centric urban structure that promotes economies of agglomeration.
		01.4, 03.9, 08.3, 09.4, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2,	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.
		01.4, 03.9, 05.1, 08.3, 09.4, 10.2, 10.3, 10.4, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2, 16.7,	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.

<i>Ref.</i>	Sustainability Principles	SDG Target Alignment	<i>Ref.</i>	Performance Criteria
Technical Aspects				
Key Driver: Spatial Planning				
14	Mixed-use development creates more vibrant cities with improved distribution of opportunity <i>PLANNING</i>	01.4, 08.3, 09.1, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 11.a, 12.2,	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. .
		01.4, 03.9, 08.3, 09.4, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2,	14.2	The project promotes mixed-use development, locating residential, social and commercial uses close to each other.
		01.4, 03.9, 08.3, 09.4, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2,	14.3	The project avoids single-use neighbourhoods and zoning through mixed use regulations, with a maximum of 10% single-function blocks per neighbourhood.
		01.4, 03.9, 08.3, 09.4, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2,	14.4	The project ensures appropriate mitigating measures and buffers between incompatible land uses, such as polluting industries and housing.
		01.4, 03.9, 08.1, 08.3, 08.5, 09.1, 09.3, 09.4, 09.b, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2,	14.5	The project encourages land and planning patterns that can adapt to changing market demands over time.
		01.4, 08.3, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2,	14.6	The project encourages diverse temporary or transitional 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 <i>PLANNING + TRANSPORT</i>	03.9, 09.1, 09.4, 11.2, 11.3, 11.6, 11.7, 11.a, 13.2, 17.14,	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.
		03.9, 09.1, 09.4, 11.2, 11.6, 11.7, 13.2,	15.2	The project considers how integrated land use planning and transport planning will reduce the use of private vehicles.
		01.4, 03.8, 04.1, 04.2, 04.3, 05.1, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 10.2, 10.3, 10.4, 11.1, 11.2, 11.7, 16.7,	15.3	The project improves accessibility for all, including for vulnerable and marginalised groups, and access to and from public services.
		03.9, 09.1, 09.4, 11.2, 11.6, 11.7, 12.8, 13.2,	15.4	The project contains advocacy and awareness campaigns to stimulate the use of sustainable transport modes over private, motorized transport.
		01.4, 03.9, 08.3, 09.4, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2,	15.5	The project promotes new development, higher density, and more mixed-uses, around high capacity mass transit.

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Technical Aspects				
Key Driver: Spatial Planning				
16	Urban design solutions that are climate responsive ensure comfort and enhance urban resilience <i>PLANNING + RESILIENCE</i>	01.5, 03.9, 09.4, 11.1, 11.5, 11.6, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	16.1	The project is based on an analysis of climate-related risks and hazards, including sea level rise, extreme heat, changing precipitation patterns, flooding etc.
		01.5, 06.5, 06.6, 06.a, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4,	16.2	The project utilizes urban design solutions to enhance urban resilience through increased soil permeability and drainage, including but not limited to increasing permeable surfaces, water retention areas, green areas and retention basins, particularly in drought prone and flood affected areas.
		01.5, 11.1, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	16.3	The project utilizes urban design solutions to ensure human comfort and reduce heat-island effects, which includes but is not limited to introducing green areas and shade, eco-system services, ventilation corridors, and other measures responding to the city's climatic and environmental conditions.
		01.5, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	16.4	The project uses urban design solutions to enhance the city's ability to deal with crises, including but not limited to establishing evacuation corridors and assembly points.
		06.5, 06.6, 06.a, 11.3, 11.5, 11.a, 14.5, 15.1, 15.3, 15.4, 17.14,	16.5	Urban design solutions form a spatial network that includes neighbourhood, district, city, regional and watershed scales. The solutions are also integrated in terms of governance for enhanced urban resilience.
17	Integrated planning and equal distribution of urban services with an adequate capacity helps meet current and future population demands efficiently, ensuring inclusivity <i>PLANNING + TRANSPORT</i>	01.4, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.7, 11.a,	17.1	The project is based on an assessment of existing urban services capacity, taking into account current and future population needs.
		01.4, 03.8, 04.1, 04.2, 04.3, 05.1, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 10.2, 10.3, 10.4, 11.1, 11.2, 11.3, 11.7, 16.7, 17.18,	17.2	The project uses data to assess the spatial distribution, levels of access, and use of urban services by different groups, including women, youth, and vulnerable and marginalised communities.
		01.4, 03.8, 04.1, 04.2, 04.3, 05.1, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 10.2, 10.3, 10.4, 11.1, 11.2, 11.3, 11.7, 16.7,	17.3	The project plans for adequate provision of urban services, both now and in the future, considering population growth and urban expansion.
		01.4, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.3, 11.7, 11.a, 17.14,	17.4	The project encourages integrated planning of urban services and infrastructure, factoring in land use planning and multiple forms of infrastructure and services.
		01.4, 03.8, 04.1, 04.2, 04.3, 05.1, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 10.2, 10.3, 10.4, 11.1, 11.2, 11.3, 11.7, 16.7,	17.5	The project ensures that public facilities and infrastructure are equally distributed and accessible by, including vulnerable and marginalised groups.

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Technical Aspects				
Key Driver: Spatial Planning				
18	Multi-modal mobility systems improve ease of access and efficiency of movement within urban environments <i>TRANSPORT</i>	03.6, 03.9, 05.2, 09.1, 09.4, 11.2, 11.6, 11.7, 13.2, 16.1,	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.
		03.9, 09.1, 09.4, 11.2, 11.3, 11.6, 11.7, 11.a, 13.2, 17.14,	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.
		09.1, 11.2, 11.7, 16.6,	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 reliability, waiting time, safety, and comfort.
		09.1, 11.2, 11.3, 11.a, 17.14,	18.4	The project includes an integrated mobility strategy that aligns to the city, metropolitan, regional and national mobility networks and relevant strategies.
		09.1, 11.2, 11.3,	18.5	The project addresses existing gaps between different transport networks and modes to improve the overall system.
		01.1, 05.1, 09.1, 10.2, 10.3, 10.4, 11.2, 16.6, 16.7,	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.
		05.1, 09.1, 10.2, 10.3, 10.4, 11.2, 16.7,	18.7	The project explicitly addresses sustainable options for first/last mile connectivity to mass transit services, in particular for vulnerable and marginalised groups.
		09.1, 11.2, 11.7,	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 <i>TRANSPORT</i>	03.6, 03.9, 05.2, 09.1, 09.4, 11.2, 11.3, 11.6, 11.7, 13.2, 16.1,	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.
		03.9, 09.1, 09.4, 11.2, 11.6, 11.7, 13.2,	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.
		03.6, 03.9, 05.1, 05.2, 09.1, 09.4, 10.2, 10.3, 10.4, 11.2, 11.6, 11.7, 13.2, 16.1, 16.7,	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).
		03.6, 03.9, 05.2, 09.1, 09.4, 11.2, 11.6, 11.7, 13.2, 16.1,	19.4	The project increases the attractiveness of non-motorised transport by enhancing accessibility (percentage of population with direct access to safe infrastructure) and quality (measuring travel time, universal access, safety, security, comfort and user information) of non-motorised transport infrastructure.
		01.4, 03.9, 08.3, 09.1, 09.4, 10.2, 11.1, 11.2, 11.3, 11.6, 11.7, 12.2, 13.2,	19.5	The project reduces trip lengths and increases connectivity through land use densification, the promotion of mixed-use areas and compact developments.
		03.6, 03.9, 05.2, 09.1, 09.4, 11.2, 11.6, 11.7, 13.2, 16.1,	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).
		03.9, 09.1, 09.4, 11.2, 11.6, 11.7, 12.8, 13.2,	19.7	The project contains advocacy, awareness-raising and incentives to encourage the use of active modes of transport, emphasising personal and environmental health benefits.

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Technical Aspects				
Key Driver: Spatial Planning				
20	Public space as a city-wide network ensures equitable distribution and continuity of ecosystems <i>PLANNING</i>	11.7,	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).
		02.4, 03.9, 06.6, 09.4, 11.3, 11.4, 11.6, 11.7, 11.a, 13.2, 14.5, 15.1, 15.4, 15.9,	20.2	The project aims contributes to a green city-wide network of public space, by linking existing public space, the regeneration and maintenance of ecological systems, and/or environmental connectivity.
		02.4, 06.5, 06.6, 06.a, 11.4, 11.5, 11.7, 11.a, 14.5, 15.1, 15.3, 15.4, 15.9,	20.3	The design and management of public space considers drainage, microclimates, the environmental protection of ecologically valuable areas (reparation areas, river banks, wetlands and biodiversity), and the reduction of urban environmental risks.
		03.9, 06.5, 06.6, 06.a, 09.4, 11.5, 11.6, 11.7, 12.4, 13.2, 14.5, 15.1, 15.3, 15.4, 15.9,	20.4	If relevant, the project includes the renovation of degraded ecosystems and remediation of contaminated air, water and soil.
		02.4, 06.6, 11.3, 11.4, 11.7, 11.a, 14.5, 15.1, 15.4, 15.9, 17.14,	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).
		05.1, 10.2, 10.3, 10.4, 11.7, 16.7,	20.6	The project ensures that public space is equitably distributed (focusing on access for vulnerable groups) within the city, considering UN-Habitat's recommendations of public space being within a walking distance of 400m, equivalent to a 5 minute walk.
21	Adequate provision of public space improves healthy living conditions <i>PLANNING</i>	03.6, 04.a, 05.2, 06.2, 10.2, 11.2, 11.7, 16.1,	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.
		05.1, 10.2, 10.3, 10.4, 11.7, 16.6, 16.7, 17.18,	21.2	The project considers the public space needs and preferences of marginalized and vulnerable groups .
		05.1, 05.5, 06.b, 10.2, 10.3, 10.4, 11.3, 11.7, 16.7,	21.3	The project incorporates feedback from marginalized and vulnerable groups in the design of the public space.
		03.4, 03.9, 09.4, 11.6, 11.7, 13.2,	21.4	The project provides opportunities for physical activity (walking, cycling and sports), socialization and play.
		08.1, 08.3, 08.5, 09.1, 09.3, 09.b, 11.7,	21.5	The project includes strategies to create vibrant public spaces through organised events and uses.
		03.6, 03.9, 05.2, 09.4, 11.2, 11.6, 11.7, 13.2, 16.1,	21.6	The project is designed to promote mixed and diverse use of public space, in terms of both the users and the functions.
		05.5, 06.b, 11.3, 11.7, 16.7,	21.7	The project engages communities in the design of public space.
		04.a, 06.2, 10.2, 11.2, 11.7,	21.8	The project ensures the accessibility of public space for all users (including people with disabilities) through inclusive and universal design.

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Technical Aspects				
Key Driver: Spatial Planning				
22	Well designed public space provides nature-based solutions for increased resilience <i>PLANNING + RESILIENCE</i>	01.5, 06.5, 06.6, 06.a, 11.1, 11.3, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4,	22.1	The project is based on an assessment of how existing public space contributes to city resilience efforts, including disaster mitigation and response.
		01.5, 11.1, 11.3, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	22.2	The project proposes a network of public spaces as mitigation measures and/or disaster response.
		01.5, 02.4, 06.5, 06.6, 06.a, 11.1, 11.3, 11.4, 11.5, 11.7, 11.a, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4, 15.9,	22.3	The provision of public space on environmentally sensitive and high-risk areas is avoided, particularly on riparian land and/or river banks.
		01.5, 03.9, 09.4, 11.5, 11.6, 11.7, 11.b, 13.1, 13.2, 13.b,	22.4	The project plans for public and open spaces that can support post-disaster community recovery.
		02.4, 03.9, 06.5, 06.6, 06.a, 09.4, 11.4, 11.5, 11.6, 11.7, 11.a, 13.2, 14.5, 15.1, 15.3, 15.4, 15.5, 15.8, 15.9,	22.5	The project and its design solution takes into account the area's existing biodiversity and ecological infrastructure, proposing nature-based solutions that promote the use of native species.
		01.5, 06.5, 06.6, 06.a, 11.1, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4,	22.6	The project ensures that public space contributes to overall resilience and reduces the impacts of climate change, including heat island effects.
		01.5, 06.5, 06.6, 06.a, 11.1, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4,	22.7	The provision, distribution and design of public space proposes solutions to increase retention capacity.
23	Protection and preservation of cultural and natural heritage has economic, social and psychological benefits <i>PLANNING</i>	02.4, 06.6, 08.9, 11.4, 11.7, 11.a, 11.c, 14.5, 15.1, 15.4, 15.9,	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 festivities.
		05.5, 11.4, 16.7,	23.2	The project promotes active protection and stewardship of heritage.
		08.9, 11.4, 11.c,	23.3	The project uses adaptive reuse and repurposing to preserve sites and buildings with heritage significance.
		05.1, 08.9, 10.2, 10.3, 10.4, 11.4, 11.c, 16.7,	23.4	The project encourages the promotion and preservation of diverse cultural assets across groups.
		08.9, 11.3, 11.4, 11.c,	23.5	The project integrates cultural assets and creative practices into planning instruments to ensure they are safeguarded.
		11.4, 11.c,	23.6	The project incorporates traditions and cultural habits in the design of new urban areas and buildings.

<i>Ref.</i>	Sustainability Principles	SDG Target Alignment	<i>Ref.</i>	Performance Criteria
Technical Aspects				
Key Driver: Environmental Resilience				
24	Identification and assessment of vulnerable areas in planning helps reduce exposure and prevents damage from climate disasters <i>PLANNING + RESILIENCE</i>	01.5, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	24.1	The project is based on an understanding of previous climate related disasters and their risks for damage.
		01.5, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	24.2	The project is based on a background assessment of current and future risk scenarios, identifying the most severe and most probable scenarios.
		01.5, 06.5, 06.6, 06.a, 11.1, 11.3, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4,	24.3	An assessment of exposed and vulnerable areas is conducted at multiple scales, including, but not limited to, neighbourhood, district, city, regional and watershed levels.
		01.5, 05.1, 10.2, 10.3, 10.4, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 16.7,	24.4	The project identifies vulnerable urban communities and their needs including potential measures to mitigate vulnerability.
		01.5, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	24.5	The project is based on an assessment of significant direct and indirect costs of potential disasters, including, but not limited to, human and financial losses.
25	Equipment and systems for early warning and monitoring help inform emergency response to reduce damage <i>RESILIENCE</i>	01.5, 09.b, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 17.7, 17.8, 17.18,	25.1	The project proposes the installation of detection and monitoring equipment (satellite imagery, rain radar, precipitation monitors, seismic activity monitors, etc.) for potential disasters, including but not limited to, floods, earthquakes, tsunamis and hurricanes.
		01.5, 05.1, 10.2, 10.3, 10.4, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 16.7,	25.2	The project ensures that early warning and appropriate response information is effectively communicated to reach all, particularly marginalized and vulnerable groups – especially those that might be neglected by mainstream communication channels due to language or technology.
		01.5, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	25.3	The project identifies the institutional, systemic and/or individual needs and opportunities of the city in regard to capacity to respond to emergencies.

<i>Ref.</i>	Sustainability Principles	SDG Target Alignment	<i>Ref.</i>	Performance Criteria
Technical Aspects				
Key Driver: Environmental Resilience				
26	A plan for evacuation and relocation ensures effective disaster response <i>RESILIENCE</i>	01.5, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	26.1	The project is based on a risk assessment of possible disasters that could take place in the area, ranking them according to probability and severity.
		01.5, 11.1, 11.3, 11.5, 11.a, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 17.14,	26.2	The project includes a plan for evacuation and relocation during and after disasters .
		01.5, 11.1, 11.3, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 16.7,	26.3	The project engages the community in the development of an emergency response plan .
		01.5, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 16.6,	26.4	The project ensures institutional preparedness by defining the roles and responsibilities of different agencies and departments in disaster response, and includes a strategy and command and control.
		01.4, 01.5, 06.1, 06.2, 06.b, 07.1, 09.c, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 17.16, 17.17,	26.5	The emergency response plan considers how to engage private sector utilities to meet energy, water, trash collection, communication and telecommunications requirements during and after the emergency.
		01.5, 02.4, 06.6, 11.1, 11.4, 11.5, 11.a, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.4, 15.9,	26.6	The project identifies relocation areas that are not hazard-prone, and do not negatively impact natural and cultural areas.

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Technical Aspects				
Key Driver: Environmental Resilience				
27	Resilient design of infrastructure and planning for spare capacity helps maintain and restore basic services, ensuring reliability during and after disruption	01.4, 01.5, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	27.1	The project incorporates strategies for resilient design, construction and operation of infrastructure systems.
		01.4, 01.5, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	27.2	The project includes a plan to maintain and protect infrastructure other critical built assets in the event of a disaster.
		01.4, 01.5, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	27.3	The project uses principles of redundancy, modularity, and flexibility to ensure resilience.
		01.4, 01.5, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	27.4	The project implements new infrastructure and development in low-risk areas to reduce damage from climate disasters and other hazards.
		01.4, 01.5, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	27.5	The project uses redundant design to ensure spare capacity in case of disruption caused by disasters.
		01.4, 01.5, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	27.6	Redundancy within the project is intentional and cost-effective.
		01.4, 01.5, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.5, 11.7, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b,	27.7	The project considers redundancy to maintain and restore basic services after disruption on a city-wide scale.
		<i>RESILIENCE</i>		

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Technical Aspects				
Key Driver: Environmental Resilience				
28	Integrated water systems, including hard infrastructure and nature-based solutions help improve storm water management <i>RESILIENCE</i>	01.5, 06.5, 06.6, 06.a, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4,	28.1	The design is based on an assessment of existing storm water management, hard infrastructure and nature-based mechanisms for water management. .
		01.5, 02.4, 06.5, 06.6, 06.a, 11.1, 11.4, 11.5, 11.a, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4, 15.9,	28.2	The project safeguards natural storm water buffers as part of the city's stormwater management network.
		01.5, 02.4, 06.5, 06.6, 06.a, 11.1, 11.4, 11.5, 11.a, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4, 15.9,	28.3	The project protects and strengthens relevant ecological systems, including but not limited to, water retention, infiltration, afforestation, urban vegetation, floodplain management, mangroves and coastal vegetation.
		01.5, 06.5, 06.6, 06.a, 11.1, 11.3, 11.5, 11.a, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4, 17.14,	28.4	The project strengthens the area's water resource management by considering linkages between networks.
29	Sustainable management of resources helps address depleting resources and sustainable consumption and production patterns <i>RESILIENCE</i>	01.5, 06.3, 06.5, 06.6, 06.a, 11.1, 11.5, 11.6, 11.b, 11.c, 12.2, 12.4, 12.5, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4,	29.1	The project is based on an assessment of the area's climatic and environmental conditions in regard to water, energy and waste, including a diagnosis of the city's risks and vulnerabilities.
		03.9, 06.3, 08.4, 09.4, 11.6, 11.b, 12.2, 12.4, 12.5, 12.6, 13.2, 13.3, 13.b,	29.2	The solutions provided in the project take climate change into account and aim to reduce the project's carbon footprint, toxic waste and greenhouse emissions.
		11.c, 12.2,	29.3	The design of the project demonstrates an awareness to the issue of depleting world resources, and incorporates solutions that sustainably manages resources, for example in the choice of materials used in the project.
		06.3, 11.6, 12.2, 12.4, 12.5,	29.4	The project considers waste as a component of the design, and includes innovative solutions that consider the circular economy, reduce waste production and provides sustainable solutions for chemicals and hazardous waste.
		06.3, 12.2, 12.5,	29.5	The project considers the lifecycle of materials, and incorporates solutions that consider the principles of reducing, reusing and recycling materials in consumption patterns and production chains.

<i>Ref.</i>	Sustainability Principles	SDG Target Alignment	<i>Ref.</i>	Performance Criteria
Technical Aspects				
Key Driver: Environmental Resilience				
30	Efficient, climate-sensitive and context-relevant design helps reduce energy consumption and the impact of extreme weather conditions <i>TRANSPORT + RESILIENCE</i>	01.5, 06.5, 06.6, 06.a, 11.1, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 14.5, 15.1, 15.3, 15.4,	30.1	Extreme weather conditions are simulated as scenarios in feasibility studies conducted to inform the project.
		01.5, 11.1, 11.4, 11.5, 11.b, 11.c, 12.2, 13.1, 13.2, 13.3, 13.b,	30.2	The project incorporates nature-based solutions that are relevant to their location, and build upon local environmental conditions and traditions.
		07.2, 07.b, 12.2,	30.3	The project includes nature-based solutions and renewable energy sources with a goal of energy conservation.
		11.c, 12.2,	30.4	The design of buildings and other spaces promotes energy efficiency through passive design features.
		11.c, 12.2,	30.5	Building design incorporates components that reduce energy and water demands, such as incorporating greywater and renewable energy sources.
Key Driver: Economic Development				
31	Capitalizing agglomeration benefits and economies of scale increases efficiency and attract new businesses <i>PLANNING</i>	08.1, 08.3, 08.5, 09.1, 09.3, 09.b,	31.1	The project is based on a background assessment of existing and potential economic clusters and economic activities in the city.
		08.1, 08.3, 08.5, 09.1, 09.3, 09.b, 11.3, 11.a, 17.14, 17.18,	31.2	The project identifies and promotes open economic data sharing across city, regional and national levels.
		04.4, 08.1, 08.3, 08.5, 09.1, 09.3, 09.b,	31.3	The project details how it can contribute to support existing and potential economic clusters and activities .
		08.1, 08.3, 08.5, 09.1, 09.3, 09.b,	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 <i>PLANNING</i>	08.1, 08.3, 08.5, 09.1, 09.3, 09.b, 11.2,	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.
		01.4, 08.1, 08.3, 08.5, 09.1, 09.3, 09.b, 11.2,	32.2	The project contributes to increased accessibility to jobs, commercial uses, and public services.
		05.1, 08.1, 08.3, 08.5, 09.1, 09.3, 09.b, 10.2, 10.3, 10.4, 16.7,	32.3	The project considers the creation and accessibility of varied types of employment.

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Technical Aspects				
Key Driver: Economic Development				
33	Protection and integration of the informal sector makes the economy resilient and supports livelihood and job creation <i>PLANNING</i>	08.1, 08.3, 08.5, 08.8, 09.1, 09.3, 09.b,	33.1	A background assessment is provided on the existing informal economy as well as a gap assessment of existing skills.
		08.1, 08.3, 08.5, 08.8, 09.1, 09.3, 09.b,	33.2	The project protects existing informal jobs, proposing strategies to enter the formal economy and connecting to existing economic clusters and skills.
		08.1, 08.3, 08.5, 09.1, 09.3, 09.b, 11.2,	33.3	The project provides urban services to the informal sector, including transport, water, energy, waste management, etc.
		05.1, 08.1, 08.3, 08.5, 08.8, 09.1, 09.3, 09.b, 10.2, 10.3, 10.4, 16.7,	33.4	Informal job protection and strategies to include informal jobs into the formal economy target marginalised and vulnerable groups.
		01.4, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 08.1, 08.3, 08.5, 08.8, 09.1, 09.3, 09.b, 09.c, 11.1, 11.2, 11.7,	33.5	Urban services improvement and skills development that support the productivity of informal sectors are proposed.
		08.1, 08.3, 08.5, 09.1, 09.3, 09.b,	33.6	The project includes strategies to match the labour force and skills to local demands.
Key Driver: Data-Driven Process and Management				
34	Incentives to promote behavioural shifts increase the use and provision of alternative, sustainable modes of transport <i>TRANSPORT</i>	09.1, 11.2, 16.6, 17.18,	34.1	The project is based on a comprehensive background assessment considering the reasons for transport choices and behaviour.
		09.1, 11.2, 16.6,	34.2	The project uses an assessment of existing transport services (including performance, availability, reliability, affordability, and quality) to understand user behaviour.
		03.9, 09.1, 09.4, 11.2, 11.6, 13.2,	34.3	The project incentivizes sustainable travel behaviour, through subsidies or other financial mechanisms.
		03.9, 09.1, 09.4, 11.2, 11.6, 13.2,	34.4	The project disincentivizes unsustainable travel behaviour through congestion fees or other financial tools.
		09.1, 11.2, 16.6,	34.5	The projects increases the attractiveness of sustainable modes of transport through improved quality, comfort, accessibility, efficiency.
		03.9, 09.1, 09.4, 11.2, 11.6, 11.7, 13.2,	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.
		09.1, 09.b, 11.2, 17.8,	34.7	The project uses smart technologies to create better transport systems (such as "Mobility as a Service") and, where relevant, provide opportunities to integrate formal and informal service providers.
		05.1, 09.1, 10.2, 10.3, 10.4, 11.2, 16.7, 17.8,	34.8	The project provides access to information about travel options to all, including marginalised and vulnerable groups.
		09.1, 11.2, 12.8,	34.9	The project outlines a strategy to raise awareness among transport operators and users about the importance and benefits of sustainable behaviour (e.g. through a coordinated public relations campaign and city-wide events such as car-free days, etc.).

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Effectiveness Aspects				
Key Driver: Data-Driven Process and Management				
35	Efficient data collection based on planning needs supports efficient planning processes and resource management <i>PLANNING + TRANSPORT + RESILIENCE</i>	09.b, 11.3, 16.7, 17.18,	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.
		09.b, 11.3, 17.18,	35.2	The project establishes data collection strategies based on an assessment of planning data needs.
		09.b, 17.8, 17.18,	35.3	The project delivers tools and applications that allow for efficient data collection and management.
		01.4, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.b, 09.c, 11.1, 11.2, 11.7, 17.8, 17.18,	35.4	The project delivers automated data collection systems and processes to enable real-time monitoring of service delivery.
		09.b, 16.6, 17.18,	35.5	The project establishes mechanisms for requesting and accessing data, with clear response times.
36	Effective data management systems support sustainable planning processes <i>PLANNING + TRANSPORT + RESILIENCE</i>	09.b, 16.6, 16.7, 17.18,	36.1	The project is based on a background assessment (within the project scope) of the local government's current data framework, including omissions, redundancies, impediments and alike, as well as the institutional and internal organisational arrangements, levels of capacity and available hard-and-software.
		09.b, 11.3, 16.6, 16.7, 17.14, 17.16, 17.17, 17.18,	36.2	The project establishes detailed policies and protocols for data sharing inside government, including legal advice and safeguards for internal data disclosure, as well as actions to mitigate risk aversion.
		09.b, 16.7, 17.16, 17.17, 17.18,	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).
		09.b, 16.6, 16.7, 17.16, 17.17, 17.18,	36.4	Partnerships are supported by specific publicly disclosed and detailed sets of guidelines for collecting, preparing, publishing and updating data, as well as roles & responsibilities for each partnership entity.
		09.b, 16.7, 17.16, 17.17, 17.18,	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.
		09.b, 17.8, 17.18,	36.6	The project is in compliance with technological sovereignty and digital service standards, attending to principles of interoperability, agility and usability, with particular attention to prevention of dependency on suppliers (vendor lock-in).
		09.b, 16.6, 16.7, 17.18,	36.7	The project delivers a data custodianship framework, establishing policies and guidelines for promoting best practices in data management accountability.
		09.b, 16.6, 17.18,	36.8	The project establishes indicators for assessing the quality and richness of data from each data source.
37	Efficient use of data supports evidence-based and justifiable decision-making processes <i>PLANNING + TRANSPORT + RESILIENCE</i>	09.b, 11.3, 16.7, 17.14, 17.18,	37.1	The project contains a background assessment on data flows between stakeholders, identifying gaps and barriers.
		09.b, 11.3, 16.6, 16.7, 17.14, 17.18,	37.2	The project delivers a functional and operational framework for a centre (or similar) within government focused on data science and intelligence that works across sectors.
		09.b, 11.3, 16.6, 16.7, 17.14, 17.18,	37.3	The project builds and formalizes practices for integrating data analysis into decision-making processes, taking into account relevant data sets.

<i>Ref.</i>	Sustainability Principles	SDG Target Alignment	<i>Ref.</i>	Performance Criteria
Effectiveness Aspects				
Key Driver: Data-Driven Process and Management				
38	Monitoring and evaluation ensures long-term impact	16.6, 17.16, 17.17, 17.18,	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.
		05.1, 10.2, 10.3, 10.4, 12.6, 16.6, 16.7, 17.16,	38.2	The project is subject to a comprehensive and unbiased social, economic, and environmental impact assessment.
		16.6, 17.16,	38.3	The project proposes mitigation measures and safeguards that respond to the findings of the impact assessment.
		16.6, 17.16, 17.18,	38.4	A comprehensive monitoring and evaluation strategy has been defined that responds to the impact assessment and defines contingency measures beyond the programme period.
	<i>CORE PRINCIPLE</i>			
39	Inclusive, transparent, continuous and meaningful participation ensures that the needs and aspirations of the community are addressed through the project.	05.5, 06.b, 11.3, 16.7, 17.16, 17.17,	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.
		05.5, 06.b, 11.3, 16.7,	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.
		05.1, 05.5, 06.b, 10.2, 10.3, 10.4, 11.3, 11.4, 16.7,	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.
		05.5, 06.b, 11.3, 16.7,	39.4	The participatory process is ongoing throughout the project lifecycle, starting from the formulation stage onwards.
		05.5, 06.b, 11.3, 16.7,	39.5	Stakeholders have opportunities to influence the project through a meaningful participation process. The project targets the needs of the population.
		05.5, 06.b, 11.3, 16.7, 16.10,	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.
		05.5, 06.b, 09.b, 11.3, 16.7, 17.16,	39.7	The project uses data systems and civic technologies for public engagement.
	<i>CORE PRINCIPLE</i>			

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Effectiveness Aspects				
Key Driver: Capacity-Building and Market Maturity				
40	Strong technical and professional capacity from all relevant stakeholders secures long-term implementation	16.6, 17.8, 17.9,	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.
		16.6, 17.9, 17.16, 17.17,	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.
		17.8, 17.9,	40.3	The project assesses what technological and capacity gaps can be realistically addressed through capacity development activities.
		16.6, 17.9,	40.4	The project proposes strategic capacity development activities that will support implementation and sustainability.
		17.9,	40.5	The project develops institutional memory through support to mechanisms that document project implementation and capacity development.
	<i>CORE PRINCIPLE</i>			
41	Public relations and education campaigns gather early support and improve the likelihood of positive impact	12.8, 13.3, 16.6,	41.1	The project has a coordinated public relations campaign, with structured messaging in place to ensure information is reliably disseminated to the public.
		12.8, 13.3, 16.6,	41.2	The project has an effective communication strategy to reach all stakeholders and community groups during various phases of the project.
		05.1, 10.2, 10.3, 10.4, 12.8, 13.3, 16.6, 16.7,	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.
	<i>PLANNING + TRANSPORT + RESILIENCE</i>			
42	Building local partnerships, and drawing on local resources/capacities, facilitates sustainable project implementation	08.1, 12.7, 17.16, 17.17,	42.1	The project explores the opportunity to involve local partners in the execution and maintenance of the project.
		08.1, 12.7, 17.17,	42.2	The project considers the involvement of local partners taking into account their level of professional capacity.
		11.c, 12.2, 12.7, 17.16, 17.17,	42.3	The project considers sustainable practices for the building and execution of the project such as promoting locally sourced materials and resources and minimizing the carbon footprint through sustainable sourcing of materials and transportation.
		08.1, 12.7, 17.16, 17.17,	42.4	The project only proposes international partners for its execution and maintenance where local capacity and market maturity does not meet minimum standards.
	<i>CORE PRINCIPLE</i>			

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Effectiveness Aspects				
Key Driver: Urban Governance and Legal Frameworks				
43	Urban planning and regulatory frameworks enable the project's implementation and sustainability in the long term <i>PLANNING + TRANSPORT + RESILIENCE</i>	11.3, 16.6, 17.14, 17.15,	43.1	The project is based on and takes into account the existing legal frameworks for urban planning.
		11.3, 16.6, 17.14, 17.15,	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.
		11.3, 11.7, 16.6, 17.14, 17.15,	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.
		01.4, 03.8, 04.1, 04.2, 04.3, 06.1, 06.2, 06.b, 07.1, 09.1, 09.c, 11.1, 11.2, 11.3, 11.7, 16.6, 17.14, 17.15,	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.
		01.5, 11.1, 11.3, 11.5, 11.b, 11.c, 13.1, 13.2, 13.3, 13.b, 15.1, 15.4, 16.6, 17.14, 17.15,	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 <i>CORE PRINCIPLE</i>	17.14,	44.1	The project aligns with existing policies (at local, regional and national level).
		11.3, 16.6, 17.14, 17.15,	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.
		11.3, 17.14,	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 <i>CORE PRINCIPLE</i>	17.15, 17.16, 17.17,	45.1	The project includes risk assessment and built-in mitigation measures in the event of changes in leadership and lack of commitment to carry out the projects beyond the Programme. This includes but not limited to strengthening institutional ownership both at high political and technical level.
		16.6, 17.15, 17.16, 17.17,	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. .
		16.6, 16.10,	45.3	The project includes a communication and capacity development strategy to inform stakeholders about legal obligations, rights and appeal mechanisms.

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Effectiveness Aspects				
Key Driver: Urban Governance and Legal Frameworks				
46	Defined roles and responsibilities at all levels of government provide clarity in case of overlapping mandates <i>CORE PRINCIPLE</i>	16.6, 17.13, 17.15, 17.16, 17.17,	46.1	The project develops an assessment of the institutional setting and uses this to assign roles, responsibilities and authority to ensure success.
		16.6, 17.15, 17.16, 17.17,	46.2	Roles and responsibilities are assigned based on institutional capacities and abilities.
		16.6, 17.15, 17.16, 17.17,	46.3	Project stakeholders are given the necessary authority and capacity to carry out their responsibilities .
		11.3, 16.6, 17.15, 17.16, 17.17,	46.4	Cross-sector and -government coordination mechanisms help to establish project legitimacy and buy-in, and multi-level coordination mechanisms are in place to ensure effective design and implementation.
		17.16, 17.17,	46.5	The project proposes third-party partnerships where appropriate to achieve better project outcomes (ie private sector, civil society, and academic).
		16.6, 17.16, 17.17,	46.6	Proposed partnerships follow principles of good governance by being transparent, fair and promoting public benefits.
47	Prevention measures against gentrification and land price speculation secure land rights and adequate housing for all <i>PLANNING + TRANSPORT + RESILIENCE</i>	10.3, 11.3, 17.1,	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.
		01.4, 05.a, 11.1,	47.2	The project ensures that land, housing, and property rights are upheld, particularly for vulnerable and marginalised groups. This includes measures to combat and prevent displacement, homelessness, and unnecessary forced evictions.
		01.1, 01.4, 05.1, 05.a, 10.2, 10.3, 10.4, 11.1, 11.3, 11.7, 16.7, 17.1,	47.3	The project recommends regulatory measures to prevent gentrification. These may include redistributive policies and cross-subsidisation; the supply of public space; and inclusionary zoning measures.
48	Fair compensation and resettlement minimizes vulnerability to social and economic shocks, promoting resilience, inclusivity and integrated urban development <i>PLANNING + TRANSPORT + RESILIENCE</i>	01.4, 01.5, 11.1, 16.6, 16.10,	48.1	When relocation is necessary, the project provides fair and just compensation for any negative impacts on those affected directly and indirectly.
		05.5, 06.b, 11.3, 16.6, 16.7,	48.2	Where land needs to be alienated, the project compensates and resettles all those affected with land or financial payments of equal or greater value. Relocations take into account spatial location, and compensation and resettlement plans are agreed upon in a participatory process.
		16.6, 16.10,	48.3	The project and all stakeholders comply fully with the UN Guidelines on Development-based Evictions (A/HRC/4/18).
		05.1, 05.5, 06.b, 10.2, 10.3, 10.4, 11.3, 16.6, 16.7, 16.10,	48.4	All affected persons are given an opportunity to participate in the project planning process, including women and vulnerable and marginalised groups. Special measures are taken when needed to ensure that these groups are included.
		01.4, 05.a, 11.1, 16.6, 16.10,	48.5	Where relocation and resettlement is necessary, the project contains a detailed justification for the decision, including: (a) absence of reasonable alternatives to land acquisition through alienation; (b) full details of proposed land acquisition/alienation, compensation and resettlement plan; and (c) where land alienation is preferred prove mitigation measures taken to minimize the adverse effects of relocation and resettlement.
		01.4, 05.1, 05.a, 10.2, 10.3, 10.4, 11.1, 16.6, 16.7,	48.6	Where resettlement is necessary, the project ensures that the human rights of marginalised and vulnerable groups are equally protected, including their rights to land, housing and property and access to other productive resources.
		01.4, 05.a, 11.1, 16.6, 16.10,	48.7	When resettlement is necessary, the project ensures the human rights of impacted persons, groups, or communities (including land, housing and property rights) will be guaranteed after relocation.

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Effectiveness Aspects				
Key Driver: Urban Governance and Legal Frameworks				
49	Tenure security to housing, land and property improves social and economic status for all, especially marginalized and vulnerable groups <i>PLANNING + TRANSPORT + RESILIENCE</i>	01.1, 01.4, 05.a, 08.5, 10.2, 11.1,	49.1	The project includes a comprehensive land tenure assessment, considering how tenure affects social and economic wellbeing of affected communities.
		01.4, 05.a, 11.1, 16.10,	49.2	The project promotes security of tenure by guaranteeing legal recognition of tenure, and providing protection from involuntary harassment, eviction, and other threats.
		01.4, 05.5, 05.a, 06.b, 11.1, 11.3, 16.7, 16.10,	49.3	The project includes provisions for educating and informing citizens about housing, land, and property rights, and engages local groups to champion these rights.
		01.4, 05.5, 05.a, 06.b, 11.1, 11.3, 16.7, 17.16, 17.17,	49.4	The project uses collaborative and community-based approaches to achieve tenure security, and works with government bodies to recognise communal forms of tenure in policy and standards.
		01.4, 05.1, 05.a, 10.2, 10.3, 10.4, 11.1, 16.7,	49.5	The project supports different forms of tenure and the continuum of land rights to enhance tenure security for all, especially the women, indigenous people, urban poor and vulnerable groups.
		01.4, 05.1, 05.a, 10.2, 10.3, 10.4, 11.1, 11.3, 16.7,	49.6	The project uses pro-poor and gender responsive land tools to promote security of housing, land and property rights for all, especially marginalised and vulnerable groups.
50	Ensuring privacy and confidentiality supports the protection of people's rights <i>PLANNING + TRANSPORT + RESILIENCE</i>	09.b, 16.7, 16.10, 17.8, 17.18,	50.1	The project is backed by a background assessment on local and national legal framework on data disclosure/privacy/sharing, identifying gaps, barriers and possible cultural challenges.
		09.b, 10.3, 16.10,	50.2	The project considers actions to ensure data de-personalization and private data confidentiality, aimed at guaranteeing individuals a right to privacy.
		09.b, 10.3, 16.10, 17.18,	50.3	The project establishes a detailed roadmap describing the process of data disaggregation and depersonalization.
		09.b, 10.3, 16.10, 17.8, 17.16, 17.17, 17.18,	50.4	The project promotes capacity building on data protection, privacy and control, aimed at citizens and private and public data producers.
		05.1, 09.b, 10.2, 10.3, 10.4, 16.6, 16.7, 16.10,	50.5	The project delivers guidelines to maintaining human rights in data processing and management (freedom of speech, rights to privacy etc) in accessible languages and multiple platforms.
		09.b, 10.3, 16.10, 17.18,	50.6	The project defines processes for data protection and security for data management and storage systems, ensuring compliance on protection over the data life cycle.
		09.b, 10.3, 16.10, 17.18,	50.7	The project provides best practices for data security and privacy by means of implementing a Data Protection Impact Assessment (DPIA).
		09.b, 10.3, 16.10, 17.18,	50.8	The project provides policies for monitoring compliance with standards of confidentiality, ethical and moral conduct with regard to data use.
51	Effective data dissemination empowers individuals and communities <i>PLANNING</i>	09.b, 16.6, 16.10, 17.8, 17.18,	51.1	The project considers a demand-based data approach identifying effective ways to disseminate data.
		09.b, 16.6, 16.10, 17.8, 17.18,	51.2	The project establishes detailed and clear criteria for transparency and levels of openness of data.
		09.b, 16.6, 16.7, 16.10, 17.8, 17.18,	51.3	The project delivers a public, intuitive, responsive and assisted digital interface for data visualization/manipulation, allowing for efficient use by citizens.

Ref.	Sustainability Principles	SDG Target Alignment	Ref.	Performance Criteria
Effectiveness Aspects				
Key Driver: Financial Strategies				
52	Realistic long-term financial strategies are essential for project implementation	16.6, 17.1,	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.
		16.6, 17.1,	52.2	A financial strategy is developed that is aligned with existing financial capacity. Market conditions (including supply, demand, public budgeting, etc.) as well as political, social and environmental risks are assessed in this strategy.
		16.6, 17.1, 17.3, 17.16, 17.17,	52.3	Capital investment is funded through a combination of sources that includes public funds, private sector contributions, and donor grants among others.
		<i>CORE PRINCIPLE</i> 16.6, 17.1, 17.4,	52.4	Long-term debt, operations, maintenance and depreciation costs have a dedicated funding stream to draw from.
		16.6, 17.1,	52.5	Mitigation measures are put in place to prevent common risks to the application of the financial strategy. This should take into consideration rules on cost-effective public procurement, corruption, cost coverages, lower than expected revenue streams and construction delays among others.
53	Mechanisms for own-source revenue through the project strengthen the government's financial standing	16.6, 17.1,	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.
		16.6, 17.1,	53.2	The proposed financial strategy proposes a mix of revenue sources that can increase budget stability. This can include income tax, property tax, user charges and fees, land-based finance tools and consumption taxes.
		16.6, 17.1, 17.4,	53.3	The project includes measures to improving and/or facilitating access to financial markets such as municipal bonds.
		<i>CORE PRINCIPLE</i> 16.6, 17.1,	53.4	Land-based finance techniques are enhanced as a way to capture additional financial benefits of urbanization; such as public land procurement, exactions, transfer or sale of development rights and land readjustments.
		16.6, 17.1, 17.9,	53.5	Activities for strengthening the capacity for municipal revenue generation are identified and carried out.
54	Data literacy and capacity building enhances technology development, research and innovation to support sustainable urbanization	05.1, 09.b, 10.2, 10.3, 10.4, 16.7, 17.8, 17.9,	54.1	The project provides a strategic plan for digital literacy education and inclusion actions, aiming at diverse citizen groups, including marginalized and vulnerable communities.
		09.b, 17.1, 17.8,	54.2	The project provides strategies for data-driven businesses and revenue-generation based on data.
		05.1, 08.3, 09.b, 10.2, 10.3, 10.4, 16.7, 17.8,	54.3	The project promotes digital working and data-focused skills, in particular within marginalized and vulnerable communities, improving formal employment opportunities.
		09.b, 11.3, 17.8, 17.9,	54.4	The project provides data-oriented capacity building for improving data-driven urban management in public departments.
		<i>PLANNING + TRANSPORT + RESILIENCE</i> 08.3, 09.b, 17.8,	54.5	The project promotes urban-oriented data-driven entrepreneurship events, encouraging the emergence of new urban tech businesses.

Bibliography

GENERAL FRAMEWORK REFERENCES

- AFINUA (2017) Action Framework for Implementation of the New Urban Agenda. UN-Habitat. Quito, Peru.
- Crispi, G. (2018) Law Assessment Framework. UN-Habitat. Nairobi, Kenya.
- Global Platform for Sustainable Cities, World Bank. (2018) Urban Sustainability Framework. World Bank. Washington, DC.
- Habitat III (2016) Habitat III Policy Papers No. 2,4,5,6,7,8,9,10: 'Socio-Cultural Urban Framework', 'Urban Governance, Capacity and Institutional Development', 'Municipal Finance and Local Fiscal Systems', 'Urban Spatial Strategies', 'Urban Economic Development Strategies', 'Urban Ecology and Resilience', 'Urban Services and Technology' and 'Housing Policies'. UN-Habitat. Quito, Ecuador.
- Habitat III (2016) Habitat III Issue Papers No. 1, 4, 8, 9, 11, 18: 'Inclusive Cities', 'Urban Culture and Heritage', 'Urban and Spatial Planning and Design', 'Urban Land', 'Public Space' and 'Urban Infrastructure and Basic Services, Including Energy'. UN-Habitat. Quito, Ecuador.
- Inter-Agency and Expert Group on SDG Indicators (2018) Resolution adopted by the General Assembly on Work of the Statistical Commission pertaining to the 2030 Agenda for Sustainable Development. A/RES/71/313
- UN-Habitat. (2016) Finance for City Leaders. UN-Habitat. Nairobi, Kenya.

REFERENCES PER THEMATIC AREA

Urban Planning

- OHCHR. (2018). Basic Principles and Guidelines on Development-based Evictions and Displacement.
- UN-Habitat. (2013) Urban Planning for City Leaders. UN-Habitat. Nairobi, Kenya.
- UN-Habitat. (2014) 5 Principles of Neighbourhood Planning. UN-Habitat. Nairobi, Kenya.
- UN-Habitat. (2015) Global Toolkit of Public Space. UN-Habitat. Nairobi, Kenya.
- UN-Habitat. (2015) International Guidelines on Urban and Territorial Planning. UN-Habitat. Nairobi, Kenya.
- UN-Habitat. (2015). Integrating Climate Change into City Development Strategies (CDS). Nairobi, Kenya.
- UN-Habitat. (2018) Developing New Public Spaces for Emerging Economies – Thematic Cluster Paper. Nairobi, Kenya
- UN-Habitat. (2018) Key Considerations for Integrated Urban Regeneration Strategies and Plans – Thematic Cluster Paper. Nairobi, Kenya
- UN-Women. (2019) Safe Cities and Safe Public Spaces for Women and Girls – Global Flagship Initiative: International Compendium of Practices. UN WOMEN. New York

Mobility

- Institute for Transportation and Development Policy. (2017) Principles of Transit-Oriented Development. ITDP, New York.
- Institute for Transportation and Development Policy and UN-Habitat. (2018) Streets for Walking and Cycling. ITDP, New York
- International Growth Centre. (2018) Key considerations for integrated multimodal transport planning. UN-Habitat. Nairobi, Kenya.
- International Growth Centre. (2018) Access to opportunity: Urban mobility for prosperous cities. UN-Habitat. Nairobi, Kenya.
- International Growth Centre. (2018) Data-oriented urban transport reform in middle-income and developed cities. UN-Habitat. Nairobi, Kenya.
- UNEP and UN-Habitat. (2015) Analysis of the transport relevance of each of the 17 SDGs. UNEP and UN-Habitat. Nairobi, Kenya
- UNEP and UN-Habitat. (2016) Mobilizing Sustainable Transport for Development: Analysis and Policy Recommendations from the United Nations Secretary-General's High-Level Advisory Group on Sustainable Transport. UN. New York
- UN-Habitat. (2013) Planning and Design for Sustainable Urban Mobility. UN-Habitat. Nairobi, Kenya.

Resilience

- 100 Resilient Cities. (2018) Safer and Stronger Cities: Strategies for Advocating for Federal Resilience Policy. 100 Resilient Cities. New York.
- International Growth Centre. (2018) Can cities become more resilient? Improving flood management through improved governance, private sector partnerships and open data. UN-Habitat. Nairobi, Kenya.
- International Growth Centre (2018) Embedding resilience: City responses to acute shocks and chronic stresses. UN-Habitat. Nairobi, Kenya.
- UNDP. (2018) Five approaches to build functional early warning systems. UNDP. Serbia
- UNISDR. (2017) Disaster resilience scorecard for cities. UN-Habitat. Nairobi, Kenya.
- UN-Habitat. (2015) Guiding Principles for City Climate Action Planning. UN-Habitat. Nairobi, Kenya.
- UN-Habitat. (2018) City Resilience Profiling Tool Guide. UN-Habitat – Urban Resilience Hub. Barcelona, Spain.
- UN-Habitat. (2018) Pro-poor climate action in informal settlements. UN-Habitat. Nairobi, Kenya.
- UN-Habitat. (2018) Strengthening environmental Reviews in Urban Development. UN-Habitat. Nairobi, Kenya.
- UN-Habitat. (2019) National Adaptation Plans. UN-Habitat. Nairobi, Kenya.

Data

- Independent Expert Advisory Group on a Data Revolution for Sustainable Development. (2014). A World that Counts: Mobilising the Data Revolution for Sustainable Development.
- OHCHR. (2018) A Human Rights-Based Approach to Data: Leaving no one behind in the 2030 Agenda for Sustainable Development. Geneva: Office of the United Nations High Commissioner for Human Rights.
- United Nations Development Group. (2017). Data Privacy, Ethics and Protection: Guidance Note on Big Data for Achievement of the 2030 Agenda.
- UN-Habitat. (2018) Effective Data-based Solutions for Integrated Urban Planning – Thematic Cluster Paper. Nairobi, Kenya



UK Government

UN  HABITAT
FOR A BETTER URBAN FUTURE