

SDG PROJECT ASSESSMENT TOOL



Ankara

Bicycle Strategy, Master Plan and Pilot Implementation for Integrated Non-Motorized Multimodal Transport

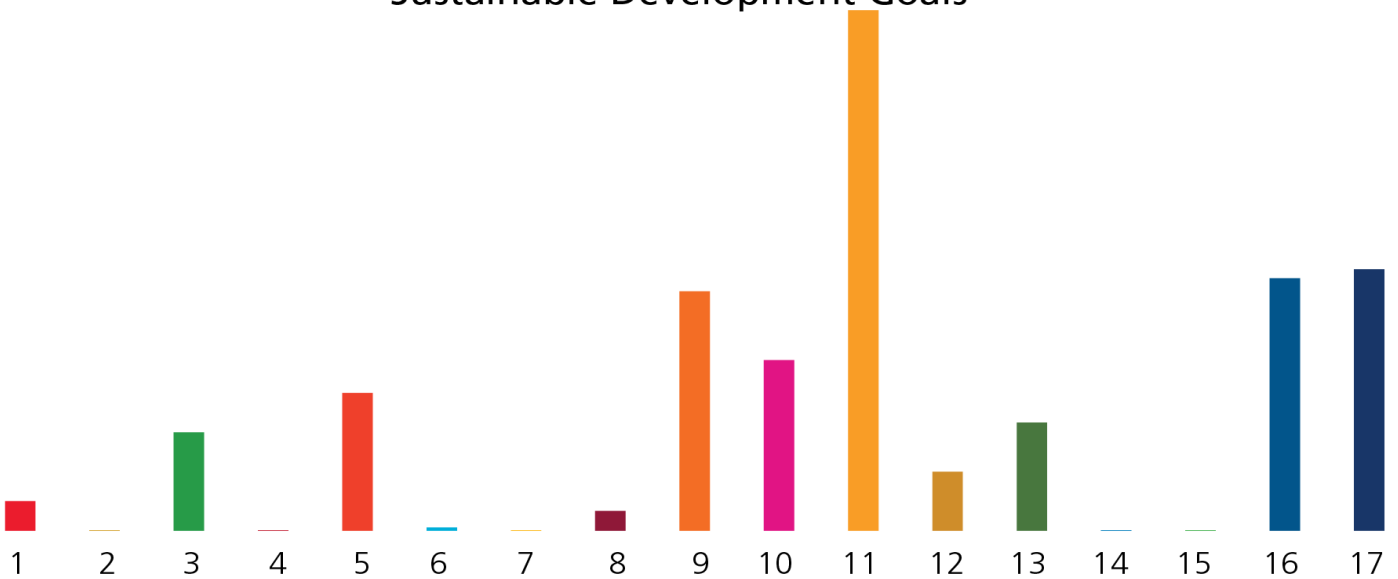
This tailormade sheet aims to demonstrate how the SDG Project Assessment Tool's General Framework has been tailored to the project in Ankara, Turkey. It highlights how the project includes the priorities within the Sustainable Development Goals, and the different principles that were selected for this 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

A) This is the SDG alignment summary

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

Sustainable Development Goals

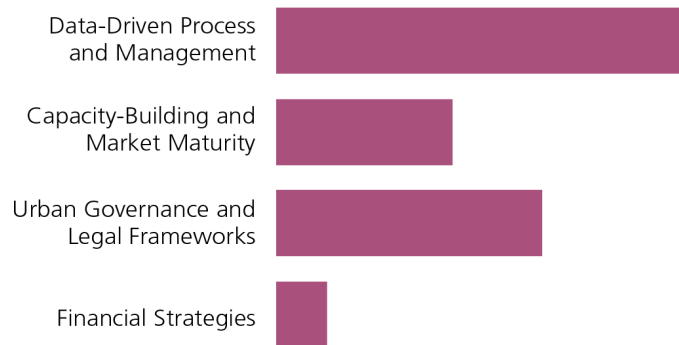


Fields of Assessment

A) These are the fields of assessment

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





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
<i>Key Driver: Social Inclusion</i>			
5	Ensuring representativeness in datasets facilitates policy making for improving the conditions of all	5.1	The project is based on stakeholder and beneficiary mapping that examines how data may be generated and used by different groups.
		5.2	The project provides access to managed, transparent and intelligible data sets, where the data is disaggregated and personalised (for example, according to age, sex, race, disability, economic status etc).
6	The inclusive design of urban services ensures accessibility for vulnerable groups	6.1	The project is based on a background assessment that identifies the needs of vulnerable and disadvantaged groups, including women, children, the elderly, people with disabilities, indigenous people and migrants.
		6.2	The project contains a holistic strategy for social inclusion of vulnerable groups.
		6.3	The project enhances accessibility for people with special needs, including but not limited to those who are physically, visually, and/or hearing-impaired, as well as those with temporary disabilities and the elderly.
		6.4	The project is gender-sensitive by ensuring women's access, preferences, special needs, safety and security.
		6.5	The project is sensitive to the needs and circumstances of diverse cultural groups including migrants and indigenous peoples.
		6.6	The project is sensitive to the needs and circumstances of diverse age groups, including the elderly, youth, and children.
7	Holistic design strategies improve safety and security of the urban environment	7.1	The project is based on an assessment of urban safety and security issues in the city.
		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.
		7.5	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.
<i>Key Driver: Spatial Planning</i>			
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.
		8.5	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.
		8.6	The project plans for upgrading, maintenance and management of existing urban services, rather than duplicating such services.
9	Affordable and reliable public transport reduces cost burdens for all	9.1	The project includes a background assessment of the existing (public) transport system and its conditions, including how it serves vulnerable or marginalised groups.
		9.2	The project improves public transport accessibility through increasing affordability and reliability, including for vulnerable or marginalised groups.
		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	10.1 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.
	10.2 The project considers existing land zoning and is designed to minimise exposure to climate hazards.
	10.5 The project promotes more compact development patterns.
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.
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.
	14.5 The project encourages land and planning patterns that can adapt to changing market demands over time.
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.
	15.4 The project contains advocacy and awareness campaigns to stimulate the use of sustainable transport modes over private, motorized transport.
18 Multi-modal mobility systems improve ease of access and efficiency of movement within urban environments	18.1 The project is based on an assessment of how different transport systems interact and connect, and identifies current and future areas and priorities for improvement.
	18.2 The project identifies ways to integrate different transport modes, including public, private, and non-motorised forms, as well as public (formal) and private (informal) modes.
	18.3 The project ensures that different modes of transport connect and complement each other to increase overall reach and quality of the network, considering factors including
	18.4 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.
	19.3 The project seeks to guarantee the safety of all non-motorised transport users through physical design (e.g. separated cycle and footpaths, traffic calming, safe crossings, cycle parking, lighting) and regulatory mechanisms (e.g. speed limits, access restrictions for motorised transport, promotion of an active street life). It focuses on those most vulnerable to accidents, theft, harassment and other risks (e.g. children).
	19.4 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.
	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).
	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.

20	Public space as a city-wide network ensures equitable distribution and continuity of ecosystems	<p>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).</p> <p>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.</p> <p>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.</p> <p>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).</p>
21	Adequate provision of public space improves healthy living conditions	<p>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.</p> <p>21.2 The project considers the public space needs and preferences of marginalized and vulnerable groups .</p> <p>21.3 The project incorporates feedback from marginalized and vulnerable groups in the design of the public space.</p> <p>21.4 The project provides opportunities for physical activity (walking, cycling and sports), socialization and play.</p> <p>21.6 The project is designed to promote mixed and diverse use of public space, in terms of both the users and the functions.</p> <p>21.7 The project engages communities in the design of public space.</p> <p>21.8 The project ensures the accessibility of public space for all users (including people with disabilities) through inclusive and universal design.</p>
<i>Key Driver: Environmental Resilience</i>		
29	Sustainable management of resources helps address depleting resources and sustainable consumption and production patterns	<p>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.</p> <p>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.</p>
<i>Key Driver: Data-Driven Process and Management</i>		
34	Incentives to promote behavioural shifts increase the use and provision of alternative, sustainable modes of transport	<p>34.1 The project is based on a comprehensive background assessment considering the reasons for transport choices and behaviour.</p> <p>34.2 The project uses an assessment of existing transport services (including performance, availability, reliability, affordability, and quality) to understand user behaviour.</p> <p>34.3 The project incentivizes sustainable travel behaviour, through subsidies or other financial mechanisms.</p> <p>34.5 The projects increases the attractiveness of sustainable modes of transport through improved quality, comfort, accessibility, efficiency.</p> <p>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.</p> <p>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.</p> <p>34.8 The project provides access to information about travel options to all, including marginalised and vulnerable groups.</p> <p>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.).</p>
35	Efficient data collection based on planning needs supports efficient planning processes and resource management	<p>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.</p> <p>35.2 The project establishes data collection strategies bases on an assessment of planning data needs.</p> <p>35.3 The project delivers tools and applications that allow for efficient data collection and management.</p> <p>35.4 The project delivers automated data collection systems and processes to enable real-time monitoring of service delivery.</p>
37	Efficient use of data supports evidence-based and justifiable decision-making processes	<p>37.3 The project builds and formalizes practices for integrating data analysis into decision-making processes, taking into account relevant data sets.</p>
38	Monitoring and evaluation ensures long-term impact	<p>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.</p> <p>38.2 The project is subject to a comprehensive and unbiased social, economic, and environmental impact assessment.</p>

		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.
39	Inclusive, transparent, continuous and meaningful participation ensures that the needs and aspirations of the community are addressed through 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.
		39.6	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.
		39.7	The project uses data systems and civic technologies for public engagement.
<i>Key Driver: Capacity-Building and Market Maturity</i>			
40	Strong technical and professional capacity from all relevant stakeholders secures long-term implementation	40.1	The project conducts a needs assessment (including skills, human resources, and equipment) to understand the ability of partners to support project implementation and ongoing maintenance.
		40.3	The project assesses what technological and capacity gaps can be realistically addressed through capacity development activities.
		40.4	The project proposes strategic capacity development activities that will support implementation and sustainability.
		40.5	The project develops institutional memory through support to mechanisms that document project implementation and capacity development.
41	Public relations and education campaigns gathers early support and improves the likelihood of positive impact	41.1	The project has a coordinated public relations campaign, with structured messaging in place to ensure information is reliably disseminated to the public.
		41.2	The project has an effective communication strategy to reach all stakeholders and community groups during various phases of the project.
		41.3	The project's communication methods address potentially exposed and/or threatened individuals/communities using the appropriate linguistic and technological means for disseminating knowledge effectively.
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.
		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.
<i>Key Driver: Urban Governance and Legal Frameworks</i>			
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.
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.
46	Defined roles and responsibilities at all levels of government provides clarity in case of overlapping mandates	46.1 The project develops an assessment of the institutional setting and uses this to assign roles, responsibilities and authority to ensure success. 46.2 Roles and responsibilities are assigned based on institutional capacities and abilities. 46.3 Project stakeholders are given the necessary authority and capacity to carry out their responsibilities . 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. 46.5 The project proposes third-party partnerships where appropriate to achieve better project outcomes (ie private sector, civil society, and academic). 46.6 Proposed partnerships follow principles of good governance by being transparent, fair and promoting public benefits.
<i>Key Driver: Financial Strategies</i>		
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. 52.3 Capital investment is funded through a combination of sources that includes public funds, private sector contributions, and donor grants among others.
53	Mechanisms for own-source revenue through the project strengthen the government's financial standing	53.1 The project is backed by a background assessment of existing and new potential revenue streams for project finance. This includes an assessment of existing revenue sources and their value, legal regulation, and the government's capacity to enforce the rule of law. It also identifies potential areas where revenues and the existing tax base can be expanded or improved.