

# SDG PROJECT ASSESSMENT TOOL



## Johannesburg

A review of the Fourth Industrial Revolution (4IR) trends and effects on urban mobility

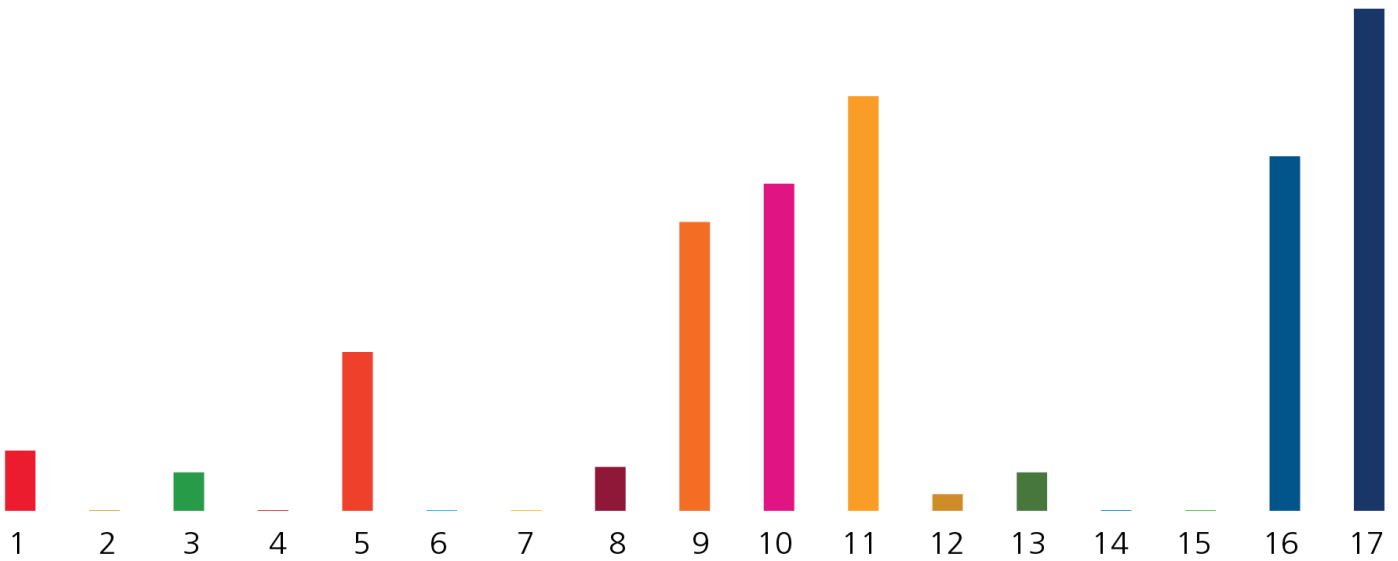
*This tailor-made sheet aims to demonstrate how the SDG Project Assessment Tool's General Framework has been tailored to the project in Johannesburg, South Africa. It highlights how the project includes the priorities within the Sustainable Development Goals, and the different principles that were selected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

## Sustainable Development Goals

### B) This is the SDG alignment summary

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

### Sustainable Development Goals



## Fields of Assessment

### B) 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).
		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.
		5.4	The project includes policies for improving data literacy amongst the public.
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.
		6.6	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.
<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.
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).
		12.5	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.
		12.6	(If relevant) The project considers opportunities for future replicability and/or scalability.
17	Integrated planning and equal distribution of urban services with an adequate capacity helps to meet current and future population demands efficiently and ensuring inclusivity	17.1	The project is based on an assessment of existing urban services capacity, taking into account current and future population needs.
		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.
		17.4	The project encourages integrated planning of urban services and infrastructure, factoring in land use planning and multiple forms of infrastructure and services.
		17.5	The project ensures that public facilities and infrastructure are equally distributed and accessible by, including vulnerable and marginalised groups.
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.
<i>Key Driver: Environmental Resilience</i>			
27	Resilient design of infrastructure and planning for spare capacity helps maintain and restore basic services,	27.1	The project incorporates strategies for resilient design, construction and operation of infrastructure systems.
29	Sustainable management of resources helps address depleting resources and sustainable consumption and production patterns	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.
<i>Key Driver: Economic Development</i>			
32	Prioritizing access and spatially equitable distribution of jobs and businesses attracts diverse human capital	32.1	The project includes an assessment on the labour market, including distribution of formal and informal jobs, and their relationship to transport and residential areas.
		32.2	The project contributes to increased accessibility to jobs, commercial uses, and public services.
33	Protection and integration of the informal sector makes the economy resilient and supports livelihood and job	33.1	A background assessment is provided on the existing informal economy as well as a gap assessment of existing skills.
<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	34.1	The project is based on a comprehensive background assessment considering the reasons for transport choices and behaviour.
		34.2	The project uses an assessment of existing transport services (including performance, availability, reliability, affordability, and quality) to understand user behaviour.
		34.3	The project incentivizes sustainable travel behaviour, through subsidies or other financial mechanisms.
		34.5	The projects increases the attractiveness of sustainable modes of transport through improved quality, comfort, accessibility, efficiency.
		34.6	The project prioritises sustainable modes of transport according to the "green hierarchy" (the most to least green transport option); (i) Pedestrians, (ii) Bicycles, (iii) Public transportation, (iv) Taxis, (v) Multiple occupancy vehicles (e.g. carpooling), (vi) Single occupancy vehicles.
		34.7	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.
		34.8	The project provides access to information about travel options to all, including marginalised and vulnerable groups.
36	Effective data management systems supports sustainable planning processes	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.

		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.
		36.3	The project provides a detailed roadmap describing the participation process of the government and third party collaborators within the data framework, including best practices recommendations (e.g. data update routines and quality control).
		36.4	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.
		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.
		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).
37	Efficient use of data supports evidence-based and justifiable decision-making processes	37.1	The project contains a background assessment on data flows between stakeholders, identifying gaps and barriers.
38	Monitoring and evaluation ensures long-term impact	38.1	The project includes a background assessment on data availability and requirements to conduct impact assessments, as well as monitoring and evaluation beyond the programme period.
39	Inclusive, transparent, continuous and meaningful participation ensures that the needs and aspirations of the community are addressed 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.
<i>Key Driver: Capacity-Building and Market Maturity</i>			
40	Strong technical and professional capacity from all relevant stakeholders secures long-term implementation	40.2	The background assessment identifies capacity gaps in all relevant partners and stakeholders. This can include stakeholders within government at technical or leadership level, and third parties such as the private sector, civil society and academia.
		40.3	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.
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.
		42.4	The project only proposes international partners for its execution and maintenance where local capacity and market maturity does not meet minimum standards.
<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.
		43.3	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.
44	Alignment and coherence with existing laws and policies at local, regional and national level enhances the viability and impact of projects	44.1	The project aligns with existing policies (at local, regional and national level).
		44.2	The project's development and implementation is enabled through the existing legal framework (at local, regional and national level) in housing, planning, transport, procurement, etc.
		44.3	The project aligns to the city's strategic goals including spatial, economic and environmental strategies as well as existing projects implemented or in the pipeline.
45	Action plans for long-term sustainability increase the impact of projects	45.1	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.

		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. .
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. 46.4 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.
50	Ensuring privacy and confidentiality supports the protection of people's rights	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. 50.2 The project considers actions to ensure data de-personalization and private data confidentiality, aimed at guaranteeing individuals a right to privacy. 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.
51	Effective data dissemination to empower individuals and community	51.1 The project considers a demand-based data approach identifying effective ways to disseminate data.
<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. 52.2 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.
54	Data literacy and capacity building enhances technology development, research and innovation to support sustainable urbanization	54.2 The project provides strategies for data-driven businesses and revenue-generation based on data. 54.5 The project promotes urban-oriented data-driven entrepreneurship events, encouraging the emergence of new urban tech businesses.