Prosperity Fund Global Future Cities Programme

SDG PROJECT ASSESSMENT TOOL

UK Government

UN HABITAT
FOR A BETTER URBAN FUTURE

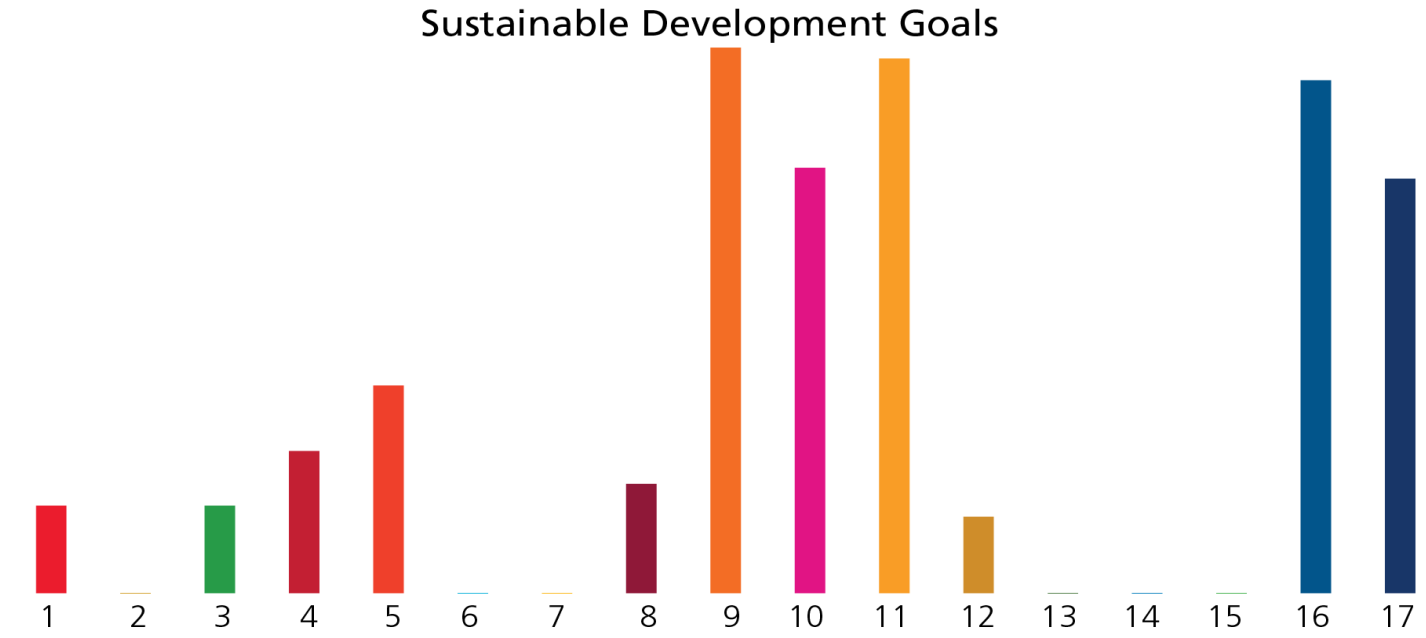
Lagos
Water Transport

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

Sustainable Development Goals

A) This is the SDG alignment summary

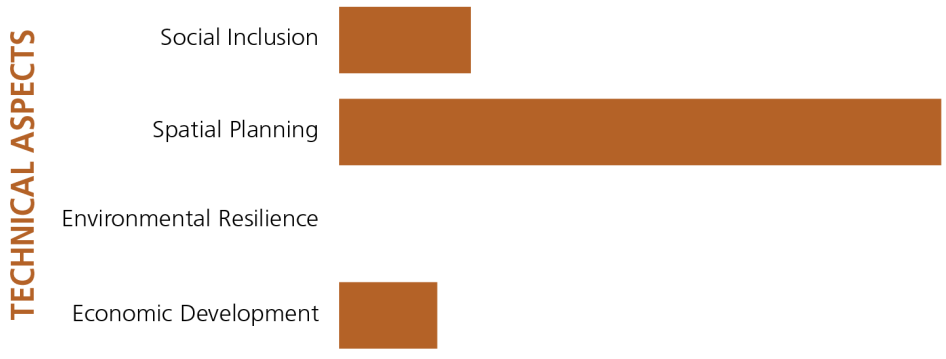
This shows how the project include the priorities stated within the SDGs.



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
Key Driver: Social Inclusion			
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.
Key Driver: Spatial Planning			
8	Supply and distribution of urban services and mobility ensures equitable distribution of benefits and easy access for all	8.1	The project is based on a background assessment of the distribution, design, quality and accessibility of urban services (e.g. basic services, mobility systems, social facilities and public space).
		8.2	The project contains a spatial assessment, mapping current and future flows and modes of transport, with particular attention to areas of lower socioeconomic status or near public services.
		8.4	Urban services provided by the project are located to serve all residents, including vulnerable and/or marginalised groups.
		8.6	The project plans for upgrading, maintenance and management of existing urban services, rather than duplicating such services.
9	Affordable and reliable public transport reduces cost burdens for all	9.1	The project includes a background assessment of the existing (public) transport system and its conditions, including how it serves vulnerable or marginalised groups.
		9.2	The project improves public transport accessibility through increasing affordability and reliability, including for vulnerable or marginalised groups.
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.
		15.4	The project contains advocacy and awareness campaigns to stimulate the use of sustainable transport modes over private, motorized transport.
		15.5	The project promotes new development, higher density, and more mixed-uses, around high capacity mass transit.
18	Multi-modal mobility systems improve ease of access and efficiency of movement within urban environments	18.1	The project is based on an assessment of how different transport systems interact and connect, and identifies current and future areas and priorities for improvement.
		18.2	The project identifies ways to integrate different transport modes, including public, private, and non-motorised forms, as well as public (formal) and private (informal) modes.
		18.3	The project ensures that different modes of transport connect and complement each other to increase overall reach and quality of the network, considering factors including
		18.4	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.

Key Driver: Economic Development			
31	Capitalizing agglomeration benefits and economies of scale increases efficiency and attract new businesses	31.3	The project is based on a background assessment of existing and potential economic clusters and economic activities in the city.
		31.3	The project details how it can contribute to support existing and potential economic clusters and activities .
		31.4	The project identifies needs for provision or upgrading of soft and hard infrastructure to support economic activities.
Key Driver: Data-Driven Process and Management			
34	Incentives to promote behavioural shifts increase the use and provision of alternative, sustainable modes of transport	34.1	The project is based on a comprehensive background assessment considering the reasons for transport choices and behaviour.
		34.2	The project uses an assessment of existing transport services (including performance, availability, reliability, affordability, and quality) to understand user behaviour.
		34.3	The project incentivizes sustainable travel behaviour, through subsidies or other financial mechanisms.
		34.5	The projects increases the attractiveness of sustainable modes of transport through improved quality, comfort, accessibility, efficiency.
		34.7	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.
		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.).
35	Efficient data collection based on planning needs supports efficient planning processes and resource management	35.1	The project is based on a background assessment to identify data gaps within the project scope that are critical for the urban planning and management processes.
		35.2	The project establishes data collection strategies bases on an assessment of planning data needs.
		35.3	The project delivers tools and applications that allow for efficient data collection and management.
		35.4	The project delivers automated data collection systems and processes to enable real-time monitoring of service delivery.
		35.5	The project establishes mechanisms for requesting and accessing data, with clear response times.
37	Efficient use of data supports evidence-based and justifiable decision-making processes	37.1	The project contains a background assessment on data flows between stakeholders, identifying gaps and barriers.
		37.3	The project builds and formalizes practices for integrating data analysis into decision-making processes, taking into account relevant data sets.
38	Monitoring and evaluation ensures long-term impact	38.1	The project includes a background assessment on data availability and requirements to conduct impact assessments, as well as monitoring and evaluation beyond the programme period.
		38.2	The project is subject to a comprehensive and unbiased social, economic, and environmental impact assessment.
		38.3	The project proposes mitigation measures and safeguards that respond to the findings of the impact assessment.
		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 though the project.	39.1	The background assessment identifies public, private, academia and civil society stakeholders at city, regional and national level that are relevant to the project. The project assesses how affected groups can be included and how to ensure a gender sensitive approach.
		39.2	The project builds on existing mechanisms to ensure community participation in urban planning and management processes. If these mechanisms do not exist, capacity development and recommendations are provided.
		39.3	The participatory process includes all relevant stakeholders and ensures that the views of marginalised and vulnerable groups are represented. The participatory process ensures a gender sensitive approach. If indigenous people are affected by the project, prior informed consent is ensured.
		39.4	The participatory process is ongoing throughout the project lifecycle, starting from the formulation stage onwards.
		39.5	Stakeholders have opportunities to influence the project through a meaningful participation process. The project targets the needs of the population.
		39.7	The project uses data systems and civic technologies for public engagement.
Key Driver: Capacity-Building and Market Maturity			
40	Strong technical and professional capacity from all relevant stakeholders secures long-term implementation	40.1	The project conducts a needs assessment (including skills, human resources, and equipment) to understand the ability of partners to support project implementation and ongoing maintenance.
		40.2	The background assessment identifies capacity gaps in all relevant partners and stakeholders. This can include stakeholders within government at technical or leadership level, and third parties such as the private sector, civil society and academia.

		40.3	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.
Key Driver: Urban Governance and Legal Frameworks			
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.
Key Driver: Financial Strategies			
52	Realistic long-term financial strategy is essential for project implementation	52.1	The project is based on a background assessment of the financial requirements needed for the execution, maintenance, and operation of the project. It also includes an assessment of existing financial capacity , financing mechanisms, and legal regulations.
		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.
		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