SDG PROJECT ASSESSMENT TOOL

🇬🇧 UK Government

UN⊕HABITAT
FOR A BETTER URBAN FUTURE

**New Clark City**
Participatory Design of the Central Park

This tailormade sheet aims to demonstrate how the SDG Project Assessment Tool's General Framework has been tailored to the project in New Clark City, the Philippines. 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.
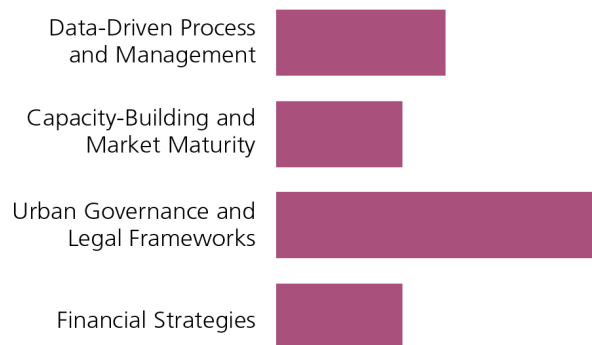
Sustainable Development Goals
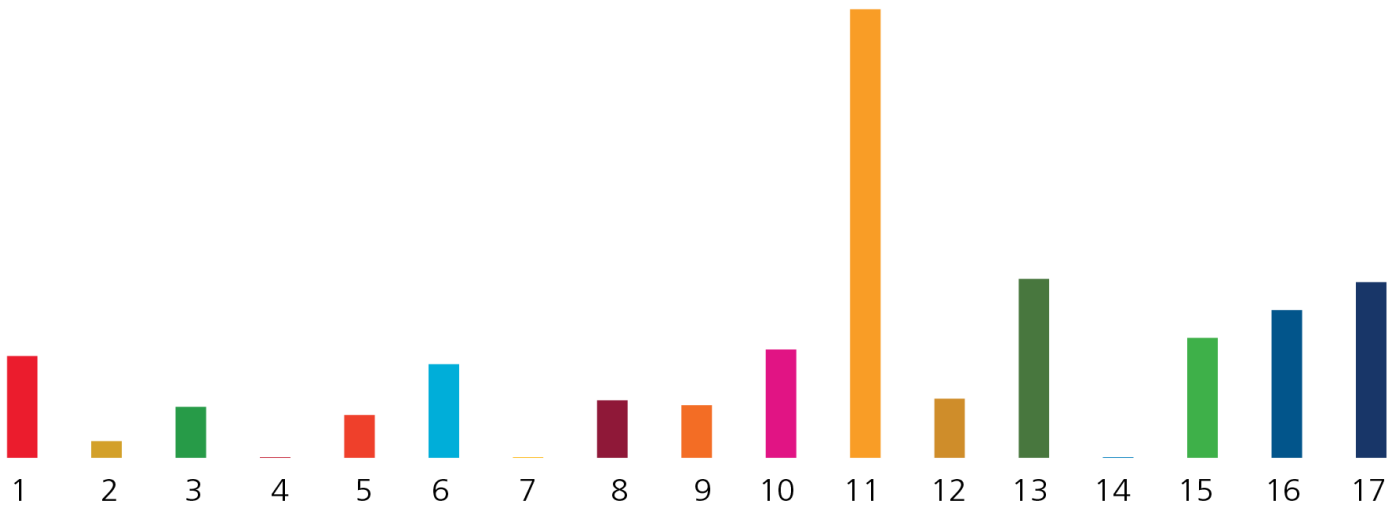
Fields of Assessment

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

TECHNICAL ASPECTS

EFFECTIVENESS ASPECTS

- Data-Driven Process and Management
- Capacity-Building and Market Maturity
- Urban Governance and Legal Frameworks
- Financial Strategies

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.
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.
		7.2	The project develops risk mapping in consultation with the community to help identify crime hotspots and perceptions of safety.
		7.3	The project proposes a holistic approach for improved safety and security in public open spaces, particularly through the integration of urban design measures that consider access, lighting, materiality and colour of surfaces, spatial and physical barriers, etc.
		7.4	The project employs a Crime Prevention through Environmental Design (CPTED) approach which prioritises natural solutions such as (passive surveillance and natural access control) over mechanical solutions.
		7.5	The project promotes inclusive access to social facilities and public space, and includes strategies to ensure active use at different times of the day and the year. It considers activities and access regarding operating hours, cost, spatial barriers and users, especially vulnerable groups, women, children and youth.
		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.
Key Driver: Spatial Planning			
8	Supply and distribution of urban services and mobility ensures equitable distribution of benefits and easy access for all	8.1	The project is based on a background assessment of the distribution, design, quality and accessibility of urban services (e.g. basic services, mobility systems, social facilities and public space).
		8.2	The project contains a spatial assessment, mapping current and future flows and modes of transport, with particular attention to areas of lower socioeconomic status or near public services.
		8.3	The project proposes strategies for the provision of urban services.
		8.4	Urban services provided by the project are located to serve all residents, including vulnerable and/or marginalised groups.
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.
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.

		10.3	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.
		10.4	The project minimises or prevents development in environmentally sensitive areas, and encourages relocation away from such areas where appropriate.
		10.5	The project promotes more compact development patterns.
		10.6	The project undertakes city-wide climate risk mapping under a range of scenarios.
11	Urban regeneration before developing new areas promotes compact city form and helps prevent destruction of natural features and habitats	11.1	The project includes an assessment of potential assets (i.e. existing vacant land, buildings and infrastructure such as degraded railway lines) that can be regenerated, preventing unnecessary expansion of the city. The assessment considers environmental and spatial factors including proximity to residential and commercial areas, and transport.
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.
13	Appropriate urban density, urban regeneration and planned city extensions ensure compact and sustainable	13.7	The project promotes compact (re)development based on a human scale, featuring walkable distances and encouraging social interaction and the use of public space.
14	Mixed-use development creates more vibrant cities with improved distribution of opportunity	14.1	The project is based on a background assessment and understanding of the existing urban form, population growth, population and job density, and accessibility and transportation trends, considering past, present and future trends.
		14.4	The project ensures appropriate mitigating measures and buffers between incompatible land uses, such as polluting industries and housing.
		14.5	The project encourages land and planning patterns that can adapt to changing market demands over time.
		14.6	The project encourages diverse temporary or transitionary land uses to ensure active use at different times of the day and year.
15	Transit-oriented development increases access to residential and commercial land uses while reducing the	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.
16	Urban design solutions that are climate responsive ensure comfort and enhance urban resilience	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.
		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.
		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.
		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.
		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 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.
		17.5	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	18.2	The project identifies ways to integrate different transport modes, including public, private, and non-motorised forms, as well as public (formal) and private (informal) modes.
		18.4	The project includes an integrated mobility strategy that aligns to the city, metropolitan, regional and national mobility networks and relevant strategies.
		18.8	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.
		19.5	The project reduces trip lengths and increases connectivity through land use densification, the promotion of mixed-use areas and compact developments.
		19.6	The project aims for streetscapes that are designed to be welcoming, safe and offer ease of use for multiple modes, especially for non-motorised options (pavements and cycle paths).
		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	20.1	The project is based on a background assessment of the existing public space per capita, distance and access to nearest public space as well as potential public spaces (including undeveloped or derelict sites, particularly those zoned for public use).
		20.2	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.
		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.
		20.4	If relevant, the project includes the renovation of degraded ecosystems and remediation of contaminated air, water and soil.
		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).
		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	21.1	The project is based on a background assessment of how well public space meets community needs, including size, type, quality, use, distance to users, and physical accessibility including barriers and fencing.
		21.2	The project considers the public space needs and preferences of marginalized and vulnerable groups .
		21.3	The project incorporates feedback from marginalized and vulnerable groups in the design of the public space.
		21.4	The project provides opportunities for physical activity (walking, cycling and sports), socialization and play.
		21.5	The project includes strategies to create vibrant public spaces through organised events and uses.
		21.6	The project is designed to promote mixed and diverse use of public space, in terms of both the users and the functions.
		21.7	The project engages communities in the design of public space.
		21.8	The project ensures the accessibility of public space for all users (including people with disabilities) through inclusive and universal design.
22	Well designed public space provides nature-based solutions for increased resilience	22.1	The project is based on an assessment of how existing public space contributes to city resilience efforts, including disaster mitigation and response.
		22.2	The project proposes a network of public spaces as mitigation measures and/or disaster response.
		22.3	The provision of public space on environmentally sensitive and high-risk areas is avoided, particularly on riparian land and/or river banks.
		22.4	The project plans for public and open spaces that can support post-disaster community recovery.
		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.
		22.6	The project ensures that public space contributes to overall resilience and reduces the impacts of climate change, including heat island effects.
		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	23.1	The project is based on an assessment of heritage and cultural assets, including natural elements, urban and architectural elements and intangible heritage such as traditions and
		23.2	The project promotes active protection and stewardship of heritage.

		23.3	The project uses adaptive reuse and repurposing to preserve sites and buildings with heritage significance.
		23.4	The project encourages the promotion and preservation of diverse cultural assets across groups.
		23.5	The project integrates cultural assets and creative practices into planning instruments to ensure they are safeguarded.
		23.6	The project incorporates traditions and cultural habits in the design of new urban areas and buildings.

Key Driver: Environmental Resilience

24	Identification and assessment of vulnerable areas in planning helps reduce exposure and prevents damage from climate disasters	24.1	The project is based on an understanding of previous climate related disasters and their risks for damage.
		24.2	The project is based on a background assessment of current and future risk scenarios, identifying the most severe and most probable scenarios.
		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.
		24.4	The project identifies vulnerable urban communities and their needs including potential measures to mitigate vulnerability.
		24.5	The project is based on an assessment of significant direct and indirect costs of potential diesters, 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	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.
26	A plan for evacuation and relocation ensures effective disaster response	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.
		26.2	The project includes a plan for evacuation and relocation during and after disasters .
		26.3	The project engages the community in the development of an emergency response plan .
		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.
27	Resilient design of infrastructure and planning for spare capacity helps maintain and restore basic services, ensuring reliability during and after disruptio	27.1	The project incorporates strategies for resilient design, construction and operation of infrastructure systems.
		27.4	The project implements new infrastructure and development in low-risk areas to reduce damage from climate disasters and other hazards.
28	Integrated water systems, including hard infrastructure and nature-based solutions help improve storm water management	28.1	The design is based on an assessment of existing storm water management, hard infrastructure and nature-based mechanisms for water management. .
		28.2	The project safeguards natural storm water buffers as part of the city's stormwater management network.
		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.
		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	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.
		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.
		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.
		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.
		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.
30	Efficient, climate-sensitive and context-relevant design helps reduce energy consumption and the impact of extreme weather conditions	30.1	Extreme weather conditions are simulated as scenarios in feasibility studies conducted to inform the project.
		30.2	The project incorporates nature-based solutions that are relevant to their location, and build upon local environmental conditions and traditions.
		30.3	The project includes nature-based solutions and renewable energy sources with a goal of energy conservation.
		30.4	The design of buildings and other spaces promotes energy efficiency through passive design features.
		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	31.3	The project is based on a background assessment of existing and potential economic clusters and economic activities in the city.

		31.4	The project identifies needs for provision or upgrading of soft and hard infrastructure to support economic activities.
32	Prioritizing access and spatially equitable distribution of jobs and businesses attracts diverse human capital	32.2	The project contributes to increased accessibility to jobs, commercial uses, and pubic services.
33	Protection and integration of the informal sector makes the economy resilient and supports livelihood and job	33.4	Informal job protection and strategies to include informal jobs into the formal economy target marginalised and vulnerable groups.

Key Driver: Data-Driven Process and Management

34	Incentives to promote behavioural shifts increase the use and provision of alternative, sustainable modes of transport	34.5	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.
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.
36	Effective data management systems support sustainable planning processes	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.
37	Efficient use of data supports evidence-based and justifiable decision-making processes	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.
		39.6	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.

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.
42	Building local partnerships and drawing on local resources and capacities facilitates sustainable project implementation	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.
		42.4	The project only proposes international partners for its execution and maintenance where local capacity and market maturity does not meet minimum standards.

Key Driver: Urban Governance and Legal Frameworks

43	Urban planning and regulatory frameworks enable the project's implementation and sustainability in the long term	43.1	The project is based on and takes into account the existing legal frameworks for urban planning.
		43.2	The project aligns with existing land uses. Changes in land use are enabled by mechanisms in legal frameworks. If these mechanisms do not exist, recommendations are provided.
		43.3	The project aligns with existing laws and regulations that ensure safe, inclusive and accessible public space for all, including open and green public spaces, streets and public facilities. If these mechanisms do not exist, recommendations are provided throughout the project.
		43.4	The project assesses existing law and regulatory frameworks of developer contributions for the provision of urban services, infrastructure systems and affordable housing. If these mechanisms do not exist, recommendations are provided.
		43.5	The project makes use of zoning codes and existing incentives to encourage risk mitigation, resource efficiency and sustainable uses.
44	Alignment and coherence with existing laws and policies at local, regional and national level enhances the viability and impact of projects	44.1	The project aligns with existing policies (at local, regional and national level).
		44.2	The project's development and implementation is enabled through the existing legal framework (at local, regional and national level) in housing, planning, transport, procurement, etc.
		44.3	The project aligns to the city's strategic goals including spatial, economic and environmental strategies as well as existing projects implemented or in the pipeline.
45	Action plans for long-term sustainability increase the impact of projects	45.1	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. .
		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.
47	Prevention measures against gentrification and land price speculation secure land rights and adequate housing for all	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.
		47.3	The project includes a communication and capacity development strategy to inform stakeholders about legal obligations, rights and appeal mechanisms.
48	Fair compensation and resettlement minimizes vulnerability to social and economic shocks, promoting resilience, inclusivity and integrated urban development	48.1	When relocation is necessary, the project provides fair and just compensation for any negative impacts on those affected directly and indirectly.
		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.
		48.3	The project and all stakeholders comply fully with the UN Guidelines on Development-based Evictions (A/HRC/4/18).
		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.

		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.
		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.
		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.
49	Tenure security to housing, land and property improves social and economic status for all, especially marginalized	49.1	The project includes a comprehensive land tenure assessment, considering how tenure affects social and economic wellbeing of affected communities.
50	Ensuring privacy and confidentiality supports the protection of people's rights	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.
		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	51.3	The project delivers a public, intuitive, responsive and assisted digital interface for data visualization/manipulation, allowing for efficient use by citizens.
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.
		52.3	Capital investment is funded through a combination of sources that includes public funds, private sector contributions, and donor grants among others.
		52.4	Long-term debt, operations, maintenance and depreciation costs have a dedicated funding stream to draw from.
		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
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.
		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.
		53.3	The project includes measures to improving and/or facilitating access to financial markets such as municipal bonds.
		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.
		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	54.4	The project provides data-oriented capacity building for improving data-driven urban management in public departments.
		54.4	The project promotes urban-oriented data-driven entrepreneurship events, encouraging the emergence of new urban tech businesses.