

GLOBAL FUTURE CITIES PROGRAMME

Istanbul TURKEY

FINAL RECOMMENDATIONS REPORT (SUMMARY)

Sustainable Urban Mobility Plan for Istanbul

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EXECUTIVE SUMMARY

The Global Future Cities Programme (GFCP), funded by the UK Government's Prosperity Fund¹, supports 19 cities in 10 countries on 30 transformative projects with technical assistance. UN-Habitat provides Programme-wide strategic advice to improve the projects, develop and manage the knowledge created by the Programme, and build capacity through thematic training with the UK Built Environment Advisory Group (UKBEAG). UN-Habitat's support includes the TORs preparation for the project design in the strategic development phase (2018) and the application of the SDG Project Assessment Tool coupled with technical reviews of key milestone deliverables of the Delivery Partners in the implementation phase (2019-2021).

"Sustainable Urban Mobility Plan for Istanbul" (Istanbul SUMP Project) is one of four projects implemented in Turkey by Istanbul Metropolitan Municipality (IMM) and Delivery Partner Arup. The project's implementation phase started in September 2019 and will be closed in March 2022.

With the closure of the Project, the momentum created during the Global Future Cities Programme provides the basis for sustainable urban development beyond the Programme, maximizing long-term impact and achievement of the Prosperity Fund objectives. This report provides final recommendations for the "Istanbul SUMP Project", which aims to develop a new-generation planning approach, SUMP for Istanbul that will drive more inclusive, innovative, and integrated performance-based mobility for all citizens in Istanbul.

The Istanbul SUMP Project has developed the first SUMP in Turkey, providing a clear framework for the implementation of sustainable transport systems in Istanbul. The city's SUMP vision complements with prioritized nine objectives of economic, environmental, and social aspects with a long-term perspective to increase accessibility, public transportation share, road safety within the city, and air quality with a reduced level of car dependency. Under the systematic planning approach, 26 high-priority core projects have been proposed by Istanbul SUMP in three main themes: (i) transition to low carbon, (ii) seamless transfer and integration, and (iii) reducing congestion. They combine not only large-scale infrastructure investments for expanding public transportation, walkability, and cycling routes but also smaller, less costly with higher impactful projects to increase integration, comfort and road safety.

Unlike traditional transport planning, the project considers the participation of stakeholders and social inclusiveness perspective in developing sustainable policies and actions by identifying changing needs and demands in mobility. The project has followed the SUMP development cycles addressed by the EC guidelines (EC, 2013) to establish the primary objectives of the "new way of planning urban mobility": accessibility and quality of life, as well as sustainability, economic viability, social equity, health, and environmental quality. In this framework, there are concrete indicators defined to monitor the SUMP objectives against the determined time periods towards 2040.

IMM has shown strong commitment and ownership during the whole implementation phase through technical guidance and coordination and to the further steps beyond the Programme. The Municipality fully recognizes the SUMP as a strategic document to enhance and optimize its operations, functions, services, strategies, and policies to the determined SUMP objectives. It is worth noting that IMM will start to design feasibility studies of the selected core SUMP projects with the support of the EU grant for their implementation. The Istanbul Transport Model will also be updated in line with changing mobility demands, supporting data-driven decision-making processes. The experiences and knowledge gained by Istanbul will be helpful for the other cities in Turkey that have started to design their own sustainable mobility plans. During the whole implementation process, IMM and the Delivery Partner have very much provided support in

¹ The Prosperity Fund ceased to exist on 1 April 2021 when prosperity programming was transferred to the United Kingdom Foreign Commonwealth and Development Office (UKFCDO)

disseminating the knowledge and experiences to a broader community on the program's knowledge management platform (www.globalfuturecities.org) and various country and local level events.

The next steps for future project implementation in this report are based on the project outputs delivered as part of the delivery partner's scope across various activities, SDG Tool workshops results, and also inputs provided by the City Authority during UN-Habitat's Project Closure and Next Steps Meeting of January 28, 2022, in Istanbul. The following is a summary of the recommendations on four key aspects to ensure project sustainability and implementation as framed by the SDG Tool, stakeholder engagement, legal viability and governance, financial sustainability, and capacity:

Stakeholder engagement

- 1- Ensure active engagement of internal departments at the Municipality and external stakeholders from all governance levels to design and implement core projects.
- 2- Strengthen collaboration and coordination with internal stakeholders to formalize the Istanbul SUMP framework
- 3- Conduct communications and awareness-raising activities to develop SUMP vision, objectives, and measures for key internal and external stakeholders, including the Istanbul community

Legal viability and governance

- 4- Ensure SUMP objectives, indicators, and targets integrated into the Municipality's strategic plan and annual activity programs of responsible/coordinating internal departments
- 5- Start a dialogue and share SUMP development experiences and knowledge with the central government administrations and district municipalities
- 6- Conduct feasibility analysis of a legal and regulatory framework for the implementation of SUMP core projects

Financial sustainability

- 7- Prepare financing and funding plan addressing cash flow projections, expected revenues, cost component items, and business models for SUMP high priority core projects
- 8- Build further capacity for project financing within the Municipality through capacity training and technical assistance

Capacity

- 9- Disseminate training activities in the Municipality, update and provide communications strategy
- 10- Develop knowledge management and building capacity strategy for cross-cutting subjects, including project finance, data integration, GESI, monitoring and evaluation (M&E)
- 11- Undertake an analysis of mobility data flows to identify and improve gaps between all relevant stakeholders
- 12- Enhance data availability, data collection and management capacities
- 13- Develop and sustain monitoring and evaluation (M&E) framework for Istanbul SUMP objectives and core projects

1. PREAMBLE

Final SDG Recommendations Report

As a concluding document, the final recommendation report addresses key findings and outcomes achieved through the implementation of project activities and the review of project deliverables. The report reflects information and lessons learned through technical reviews and the application of interactive SDG Tool Project Assessment Workshops with all project partners. It includes primary considerations and next steps for future project implementation and sustainability on four key aspects: stakeholder engagement, legal viability and governance, financial sustainability, and capacity. The replicability and scaling up opportunities are also discussed and reflected in the last section.

This final report includes the SDG Project Assessment Workshops Reports prepared by UN-Habitat following each SDG workshop. Building on the discussions and recommendations raised by City Authorities and Delivery Partners, these reports seek to provide additional technical recommendations to improve the quality of the projects by aligning them further to the tailored SDGs related Sustainability Principles and Performance Criteria during the implementation phase.

2. SDG AWARENESS AND LOCALIZATION

The SDG Tool has been applied in three workshop sessions approximately six months throughout the different phases of the project implementation as an iterative assessment, triggering a collaborative discussion among key stakeholders to improve the project activities. The SDG Tool Project Assessment Workshops have also enhanced the opportunity to align the project to the SDGs. SDG Tool application practices also indicated that project stakeholders find an opportunity during the project assessment workshops to re-evaluate project activities against the Sustainability Principles and the possibilities or limitations of their local context towards SDG achievement. All project activities submitted after the last SDG workshop have been reflected to finalize the project SDG Profile by UN-Habitat in close consultation with Delivery Partner and IMM.

Given that the project's scope is built on SDGs as a reference of economic, environmental and social dimensions of sustainable development, it touches on a wide range of SDGs that have been mainstreamed throughout the main deliverables and project activities by all project partners. Based on the project's TOR and inception report, the project has a unique SDG profile with 28 sustainability principles and 80 performance criteria of the SDG Tool, which were selected in the tailoring workshop by all project parties on December 21, 2019. This profile reflects the project's unique alignment to the SDGs, as shown in Figure 1. The project mainly contributes to the achievement of SDG 11 "Sustainable Cities and Communities," SDG 16 "Peace, Justice and Strong Institutions," and SDG 17 "Partnership for the Goals." SDG 13 "Climate Action," SDG 10 "Reduced Inequalities," and SDG 9 "Industry, Innovation and Infrastructure" are among the more benefitting SDGs from the project implementation. SDG 2, SDG 4, SDG 6, SDG 7, SDG 14, and SDG 15 are not addressed by the project activities.

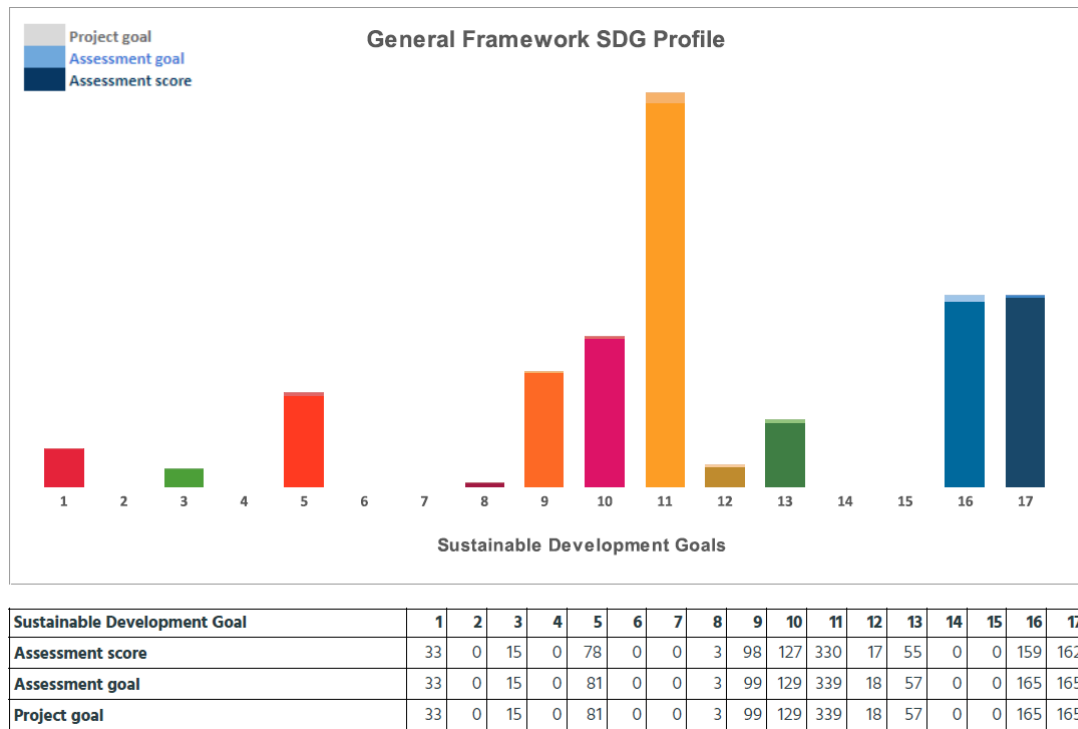


Figure 1 SDG Profile-Istanbul SUMP Project-Final Assessment

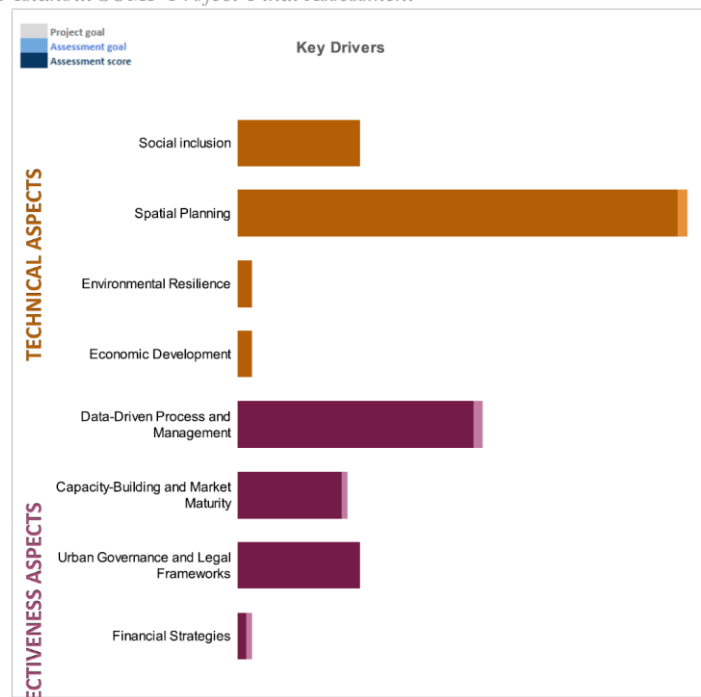


Figure 2 Key Drivers-Istanbul SUMP Project-Final Assessment

Project-supported SDGs	Alignment Level
5, 9, 10, 11, 12, 13, 16,17	96-99% (very close to full alignment)
1,3, 8	100% (full)
2, 4, 6, 7, 14, 15	Not relevant

According to the final SDG profile scoring table, SDGs 1, 3 and 8 are fully addressed by the project. The project's contribution to the SDGs 5, 9, 10, 11, 12, 13, 16, and 17 is around 96-99% of its full potential, which shows there is still room for improvement under six performance criteria in spatial planning, data-driven process, capacity building, and financial strategies, even

though there is remarkable progress already achieved. The project's outputs have clear SDG alignment in the following respects:

- The Istanbul SUMP objectives, indicators, and the selected 26 core projects directly ensure the local level delivery of SDG 11 (Sustainable Cities) on expanding public transport and providing access to safe, affordable, accessible, and sustainable transport systems for all with particular attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons. (SDG 11.2) Moreover, contributing to SDG 3 (Good Health and Well-being) there are two clear targets addressed by one of the SUMP objectives to reduce road traffic deaths/injuries by increasing road safety. The core projects of which promotes walkability and cycling routes surely contribute to the realization of SDG 3 targets at the local level.
- The inclusive design approach of mobility services that ensures accessibility for all diverse groups is highly related to SDG 5 (Gender Equality) and SDG 10 (Reduced Inequalities). In the development of the SUMP objectives and measures, the specific needs and demands of women and underrepresented groups (a total of 17 groups including disabled, elderly people, children, migrants, people living in poverty) have been identified through stakeholder engagement workshops with representatives of NGOs. GESI evaluation tool has also been designed and incorporated to assess the SUMP core projects according to the determined GESI parameters related to social impacts (accessibility, safety, empowerment of the underrepresented groups, and the feeling of freedom), environment and public health (physical activity, pollution, and emissions), economic impacts (travel time, affordability, disaster resilience, land use, local economy, informal transport, and wealth), and finally their political impacts on governance and participation. Moreover, the SUMP introduces key GESI targets and includes disaggregated data in the M&E framework to evaluate SUMP objectives' progress and effectiveness by years.
- The transport sector is a significant contributor to climate change and responsible for direct carbon emissions. Through a shift towards more sustainable transport options, the Istanbul SUMP highly contributes to the delivery of SDG 13 (Climate Action). Both climate change mitigation and adaptation dimensions have been promoted by expanding non-motorised transport options, walkability and cycling routes and decarbonization of the metrobus fleet, which will directly contribute to reducing greenhouse gas emissions and increase air quality and public health conditions.
- SDG 9 (Industry, Innovation, and Infrastructure), focusing on sustainable, resilient, and reliable infrastructure to support economic development, has also been addressed through integration options for different modes of transport and mobility services that will promote connectivity, equitable accessibility, and affordability.
- The project is also strongly linked to SDG 16 (Peace, Justice and Strong Institutions) and SDG 17 (Partnerships for the Goal). Strong technical and professional capacity-building activities for all relevant internal stakeholders at IMM have been designed and implemented to secure long-term project implementation. The project tried to raise awareness about including internal stakeholders in SUMP vision-measures design processes by considering their mobility-specific needs and conducting capacity-building activities to enhance knowledge transfer in the municipality. The analysis of the proposed Istanbul SUMP core projects to existing legal frameworks and their integration to the current city policies have been explored in some extent.
- The Istanbul SUMP also introduces general financial calculations and implementation roadmap for each SUMP core project proposed for the long-term implementation. When possible, some revenue sources to be generated by Istanbul Metropolitan Municipality (user charges, fees, and integration of mobility card) have been proposed. (SDG 17) Together with

presenting core projects with own-source collection possibilities, capacity building activities for data integration will provide a basis for data-driven decision-making mechanisms in the Municipality, which would also increase their accountability capacities (SDG 16)

3. FINDINGS AND CONCLUSIONS

3.1 Key findings of the SDG Tool applications

The main findings from UN-Habitat technical reviews and SDG Tool application process clearly guide us to show the key strengths and weaknesses of the project in terms of the technical and effectiveness aspects of the SDG Tool as summarized below.

The Istanbul SUMP process has been developed in compliance with the ELTIS Guidelines on Developing and Implementing a Sustainable Urban Mobility Plan (2013), which have been widely used and practiced by many European cities. The guidelines play an essential role to give a clear roadmap for the development of the SUMP process since SUMP is not legally addressed by any national regulation in Turkey. The city's SUMP vision complements with prioritized nine objectives of economic, environmental and social aspects with a long-term perspective to increase accessibility, public transportation share, road safety within the city, and air quality with a reduced level of carbon emissions.

The plan gives us 26 high-priority core projects to be carried out to implement determined Istanbul SUMP measures in line with strategies and primary objectives. It is important to note that the core projects include not only more extensive and costly infrastructure projects but also smaller and less costly actions with high impacts in three main themes: (i) transition to low carbon, (ii) seamless transfer and integration, and (iii) reducing congestion. Each project package is defined in a factsheet format, including its long-term impact, timing, major responsible bodies, relations with other projects, cost items, etc. The opportunities for integrating proposed core projects into the existing planning and strategies of IMM in transport-related sectors have been explored.

Prioritized core projects specified with concrete actions and implementation plan have contributed to increasing the alignment level of the project to the SDGs. Based on a background assessment of the distribution, design, quality, and accessibility of urban mobility services, the project includes strategies and approaches that promote more compact development patterns, non-motorized mobility and increase accessibility between modes of transportation for all through integration.

The social inclusion and gender equality dimension has been mainstreamed into the stages of the SUMP process through various impactful ways, including stakeholder engagement workshops for identifying the specific need of underrepresented groups, the definition of SUMP vision, measures and indicators, and the social impact assessment tool for the selection of core projects. The data disaggregation policy in the M&E framework has also been developed for data collection based on the SUMP indicators. This will promote an understanding of the impact of the SUMP objectives, measures, and activities on underrepresented groups in 17 categories. The SUMP process has incorporated priorities and inputs provided by the project's internal and external stakeholders through consultation meetings, workshops, and focus group discussions on developing Istanbul SUMP vision, objectives, policy measures, and core projects.

The project has also supported to integrate data analysis into decision-making process. The Istanbul SUMP 26 core projects were prioritised through the combination of quantitative and qualitative appraisal techniques. Depending on the project scope, the Istanbul Transport Model and various methodologies such as Benefit Cost Ratio (BCR), Multi Criteria Analysis (MCA), GESI evaluation parameters, and SDG Tool criteria have been applied to understand the benefits of sub-projects and their contribution to each SUMP objective.

The project capacity building component has been conducted continuously during the SUMP development phases. It has also played a strong role in supporting collaboration between project teams and the effectiveness of the internal stakeholder's participation. The training activities have been expanded and adapted to IMM needs and priority areas, which will support implementations of core projects beyond the programme.

To make effective planning and operation of transport systems, strategic recommendations with the requirements for data quality, data collection, and integration have been addressed as part of the capacity-building component. This will be the key to promoting a data-driven decision-making process in the Municipality and enhancing the sustain M&E framework with regular monitoring of the SUMP indicators against the targets.

In addition, there are six performance criteria of the SDG Tool with score 2 out of 3 showing room for improvement in the SDG Tool technical and effectiveness aspects as follows:

Key driver: Spatial planning

- 12.6 If relevant, the project considers opportunities for replicability and/or scalability to identify and harness positive catalytic effects and a wider impact in the future.
- 15.1 The project is based on a background assessment of existing mass transit and mobility services, as well as residential, social/public and commercial land uses.

Key driver: Data-driven process and management

- 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 leverages the use of data systems and civic technologies for public engagement.

Key driver: Capacity Building and Market Maturity

- 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: Financial Strategies

- 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

3.2 Key considerations for implementation

UN-Habitat organized a face-to-face “project closure and next steps meeting” in Istanbul Metropolitan Municipality on January 28, 2022, with the attendance of IMM core management team of Transportation Planning Department and the Head of Transportation Department, Arup core project team and UKFCDO programme manager. The main objective of the session was to present the results and findings of the SDG Tool application process and agree on the following next steps for the project implementation beyond the programme.

The key considerations and recommendations will be grouped in four main topics (stakeholder engagement, legal viability and governance, financing and capacity) which are also addressed by the SDG Tool for ensuring project implementability and sustainability beyond the programme.

They have been intended to be developed in an action-oriented manner, considering the local needs and assessment of the IMM and project stakeholders as well.

	<i>Recommendation</i>	<i>Lead Agency</i>	<i>Key stakeholder(s)</i>	<i>Indicator of success</i>
Stakeholder Engagement				
1	Ensure active engagement of internal departments at the Municipality and external stakeholders from all governance levels to design and implement core projects.	Istanbul Metropolitan Municipality-Transport Planning Directorate	Internal and External Stakeholders at the local, regional and national level as defined in Istanbul SUMP Stakeholder Plan	The coordination of all SUMP technical departments increased. The level of engagement and participation is continuous and iterative, with a shared understanding of local needs and solutions.
2	Strengthen collaboration and coordination with internal stakeholders to formalize the Istanbul SUMP framework	Istanbul Metropolitan Municipality-Transport Planning-Strategic Planning Directorates	All SUMP relevant internal municipality departments and transport operators	Action plan with defined roles of responsibilities to determine how the stakeholders will work together during design-approval-operation-maintenance-monitoring stages of the SUMP core projects and how to integrate SUMP objectives into their current operational workflows
3	Conduct communications and awareness-raising activities to develop SUMP vision, objectives, and measures for key internal and external stakeholders, including Istanbul community	Istanbul Metropolitan Municipality-Transport Planning-Strategic Planning-HR and Education Directorates	Internal and External Stakeholders at the local, regional and national level as defined in Istanbul SUMP Stakeholder Plan	Awareness-raising activities, workshops, information-sharing meetings conducted/disseminated for various public and private institutions and NGOs with an updated communication plan. A number of trained participants from all relevant stakeholders. Information shared through disclosure channels like the Istanbul SUMP website.
Legal viability and governance				
4	Ensure SUMP objectives, indicators and targets integrated in the Municipality's strategic plan and annual activity programs of responsible/coordinating internal departments	Mayor's Office, Municipality Council Transport Planning Directorate Strategic Planning Directorate	All SUMP relevant internal municipality departments and transport operators	Updated strategic documents (strategy plan and annual activity reports) informing the municipality's future decisions, SUMP targets with indicators.
5	Start a dialogue and share SUMP development experiences and knowledge with the central government administrations and district municipalities	Mayor's Office, Head of Transport Department	Transport Planning Directorate The Ministry of Transportation, Banks of Provinces FUA Municipalities, Istanbul District Municipalities	Start for political validation of SUMP framework. Improved coordination to integrate SUMP vision into their policies, strategies and reporting frameworks

6	Undertake feasibility analysis of a legal and regulatory framework for the implementation of SUMP core projects	Istanbul Metropolitan Municipality-Transport Planning-Law Affairs Directorates	All SUMP relevant internal municipality departments and transport operators	Legal requirements and possible modifications defined The formalization of the potential revenue sources to be generated by IMM explored
Financial Sustainability				
7	Prepare financing and funding plan addressing cash flow projections, expected revenues, cost component items, and business models for SUMP high priority core projects	Head of Transport Department Transport Planning Directorate	All SUMP relevant internal municipality departments and transport operators	The case project planning and respective financing is formalised and addressed in the city budget or external funding source.
8	Build capacity for project financing within the Municipality through capacity training and technical assistance	All SUMP internal departments under the coordination of the Transport Planning Directorate	The national stakeholders from public agencies and private sectors with strong knowledge in project financing and working with IFIs	Training events and assistance are conducted by national public and private sector leaders in project financing options.
Capacity				
9	Disseminate SUMP training activities in the Municipality, update and provide communications strategy	Transport Planning Directorate, Strategic Planning Directorate Education Directorate	All SUMP relevant internal municipality departments and transport operators	An internal training plan, communication routine, internal social networks, mailing, prints etc. are implemented and shared among key stakeholders.
10	Develop knowledge management and building capacity strategy for cross-cutting subjects including project finance, data integration, participatory planning, digital literacy, monitoring and evaluation (M&E)	Transport Planning Directorate, Strategic Planning Directorate	All SUMP relevant internal municipality departments and transport operators	Capacity assessment conducted to identify needs/demands. Technical skills and knowledge basis increased
11	Undertake an analysis of mobility data flows between all relevant stakeholders	Transport Planning Directorate, IT Directorate	All relevant internal and external stakeholders as defined in Istanbul SUMP Stakeholder Plan	Data integration model established. Data flows improved with clear roles and responsibilities
12	Enhance data collection and management capacities	Transport Planning Directorate, IT Directorate	All relevant internal and external stakeholders as defined in Istanbul SUMP Stakeholder Plan	Defined data sources for SUMP indicators SUMP indicators calculated and regularly monitored Increased capacity to reach disaggregated mobility data

				regarding vulnerable populations
13	Develop and sustain monitoring and evaluation (M&E) framework for Istanbul SUMP objectives and core projects	Transport Planning Directorate, Strategic Planning Directorate	All SUMP relevant internal municipality departments and transport operators	The project level indicators are defined in line with SUMP objectives. M&E Framework updated for all SUMP objectives. Monitoring and reporting indicators value against determined targets

APPENDIX – Project Development Process and SDG Tool Application

The Global Future Cities Programme aims to make a significant contribution to achieving the Sustainable Development Goals (SDGs) and to the implementation of the New Urban Agenda (NUA). In support of this aim, UN-Habitat has developed the SDG Project Assessment Tool. The SDG Tool is a digital and user-friendly instrument to guide City Authorities and Delivery Partners in the development of more inclusive, sustainable, and effective urban projects. The main purpose of the SDG Tool is to increase the alignment of urban projects to the SDGs and the city context.

The objectives of SDG Tool are:

- Improving the quality of urban projects in the planning, development and design phases to enhance sustainability and inclusiveness;
- Promoting an enabling environment that ensures the implementability and viability of the projects in the mid and long terms; and
- Steering a participatory process between City Authorities and Delivery Partners to develop strategies and the project's alignment to the SDGs and the Programme objectives.

The application of the SDG Tool fosters a conversation between the City Authority and the Delivery Partner about the development of the urban projects and how they can be improved. The SDG Tool provides technical guidance on how to make projects more sustainable and inclusive, ensuring that the needs of marginalized and vulnerable groups are addressed (as stipulated in the GFCP's objectives).

The SDG Tool will be applied periodically in participatory workshops. The iterative assessments aim to facilitate the identification of both areas for improvement and strengths that could contribute to sharing best practices among cities in the Programme.

The figure below provides an overview of the application process of the SDG Tool.

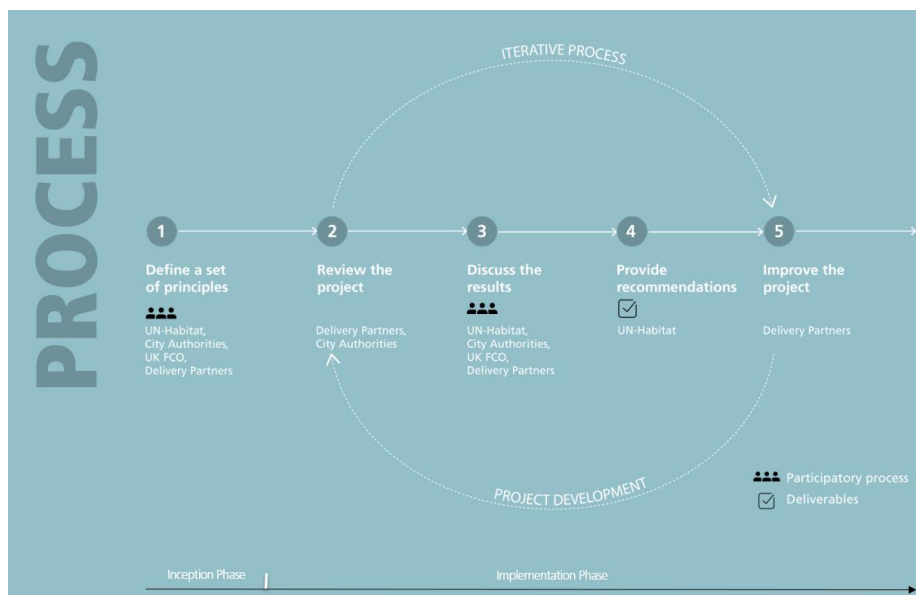


Figure 1 SDG Tool Application Process

1. Tailoring the SDG Tool (Step 1 – Define a set of principles)

The SDG Tool includes a selected number of Sustainability Principles to assess and guide how urban projects enhance sustainable urbanization. The Sustainability Principles and their Performance Criteria are categorized into eight key drivers. Four key drivers are technical, focused on:

- social inclusion;
- spatial planning;
- environmental resilience; and
- economic development.

A second set of key drivers are related to the effectiveness of the urban projects and focused on:

- data-driven processes and management;
- capacity building and market maturity;
- urban governance and legal frameworks; and
- financial strategies.

In a participatory workshop on 21.12.2019, the City Authority (Istanbul Metropolitan Municipality – Transportation Planning Department), Delivery Partner (ARUP), UK FCO and UN-Habitat jointly selected all Sustainability Principles and Performance Criteria relevant for Istanbul SUMP project. This tailoring process resulted in the selection of **28 Sustainability Principles** and **80 Performance Criteria** for the Istanbul SUMP Project.

SDG PROFILES

As part of the tailored SDG Tool, each urban project receives a unique SDG Profile, which reflects the project's potential to align to the SDGs. This SDG Profile is automatically calculated based on the Sustainability Principles and Performance Criteria selected for a given project. Each Performance Criteria is aligned to a selected number of the 174 targets of the 17 SDGs.

As can be seen in the figures below, the Istanbul SUMP project has a unique SDG Profile (grey bars).

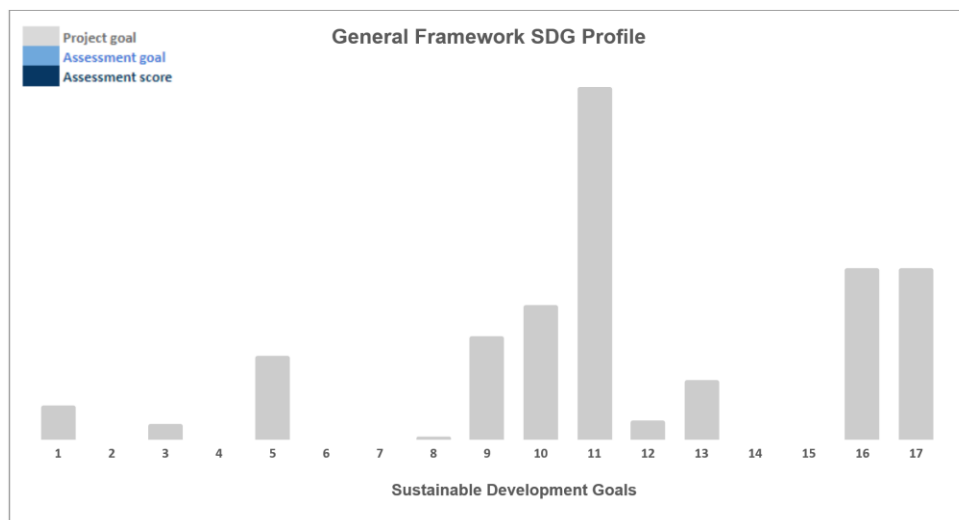


Figure 2: SDG Profile – Istanbul SUMP

Each tailored SDG Tool also provides an overview of the maximum alignment of the project to technical and effectiveness key drivers. The figures below show the unique key driver profiles of the Istanbul SUMP project.

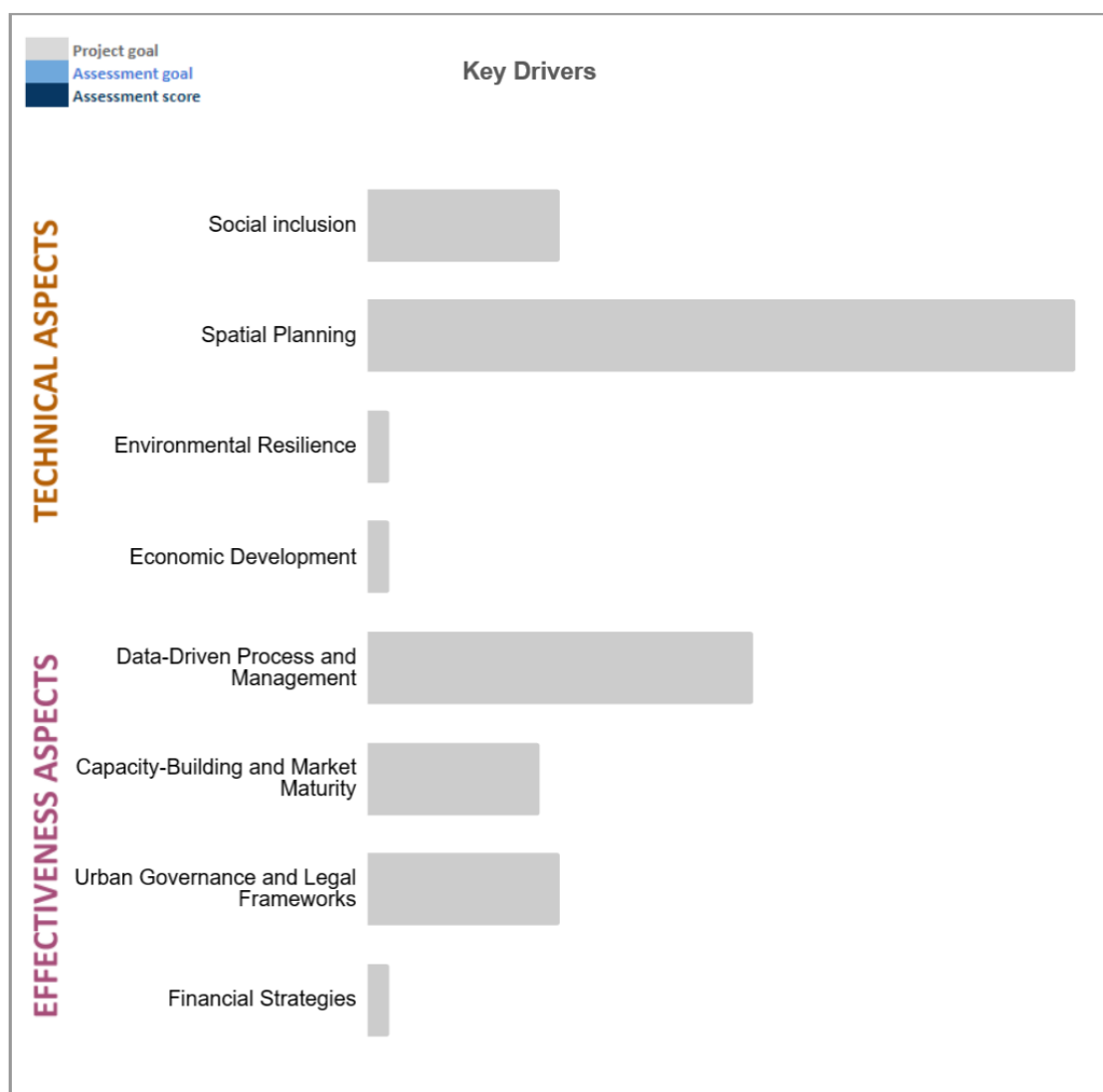


Figure 3: Key Driver Profile – Istanbul SUMP

It is expected that each project will get close to realizing its full SDG alignment potential over time rather than at each SDG Session. Depending on the deliverables that are being reviewed at a given SDG Session, not all Performance Criteria might be applicable and the SDG Profile therefore slightly lower.

2. Applying the SDG Tool (Steps 2 & 3 – Review the project & Discuss the results)

The tailored SDG Tool will be used to assess the milestone deliverables for each of the projects first through online pre-assessments carried out individually by the City Authorities and the Delivery Partners; and secondly, in participatory SDG Project Assessment Sessions.

TECHNICAL REVIEWS

Leading up to the SDG Sessions, UN-Habitat offers to provide strategic advice to the UK FCO through “light reviews” which are focused on identifying critical issues and ensuring that the projects are being developed in a sustainable and inclusive manner. The light reviews help to facilitate continuous collaboration between all Programme partners and serve as a foundation for the SDG Sessions.

The figure below provides an indicative timeline for light reviews and SDG Sessions (WS1) in relation to milestone deliverables (M1 & M2).

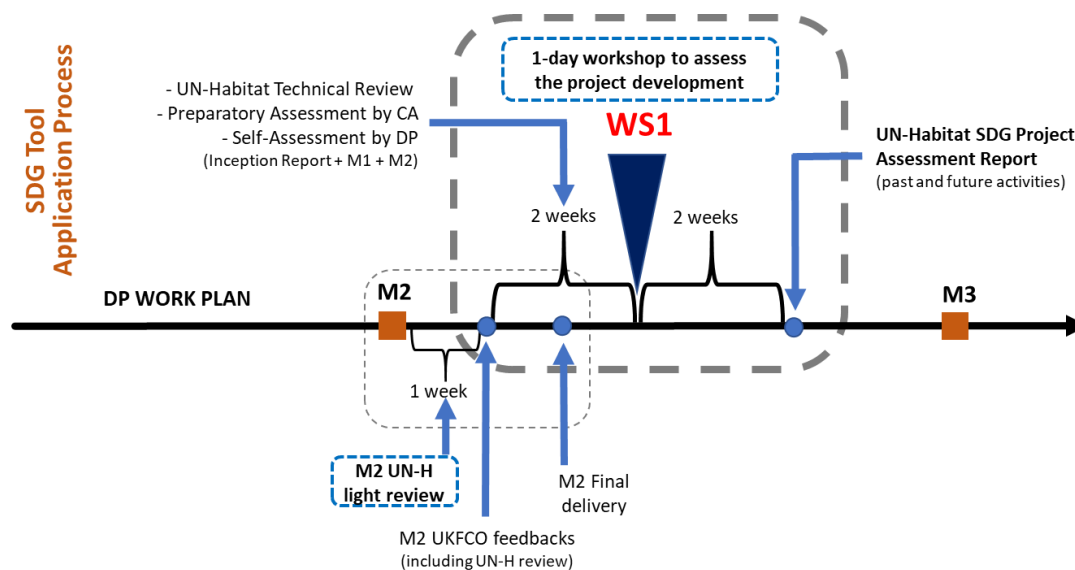


Figure 4: SDG Project Assessment Timeline

PRE-ASSESSMENTS (STEP 2 – REVIEW THE PROJECT)

Two weeks prior to any SDG Session, UN-Habitat shares the online SDG Tool pre-assessment template with the City Authority (Istanbul Metropolitan Municipality – Transportation Planning Department) and Delivery Partner (ARUP); additionally, the UK FCO is always within the communication. The main objective of the pre-assessment is to allow the city authority and the delivery partner to reflect, individually, on the strengths and weaknesses of the projects based on the tailored SDG Tools. Furthermore, the pre-assessments serve as a basis for the SDG Sessions by allowing the city authority and the delivery partner to prepare for the shared discussion.

Both the city authority and the delivery partner use the pre-assessment templates to score the submitted milestone deliverables against the Sustainability Principles and Performance Criteria of the tailored SDG Tools. At this stage of the process, UN-Habitat assists the city authority in the scoring, from a technical point of view, paying attention to not influencing the city authority on the scores assigned to the criteria (neutrality principle). In the pre-assessments, the city authority and the delivery partner score each Performance Criterion on a scale from 0 to 3. For criteria that were not yet relevant to the deliverables, the parties are able to indicate non-applicability (n/a).

If a criterion scores 0, 1 or 2, the SDG Recommendation Report will suggest improvements either by (i) recommending an additional activity for the submitted milestones, or (ii) proposing that the criterion will be addressed/integrated in the upcoming milestones.

Table 1 Scoring Key

3	Comprehensively aligned	The criterion is comprehensively addressed in the assessed deliverables.
2	Sufficiently aligned	The criterion is adequately addressed with some room for improvement.
1	Partially aligned	The criterion is addressed but not adequately and with significant room for improvement.

0	Not included	The criterion has not been addressed at all in any of the deliverables, although relevant for the deliverables.
(N/A)	Non applicable	The criterion is not required to be addressed in the deliverables yet.

SDG PROJECT ASSESSMENT SESSIONS (STEP 3 – DISCUSS THE RESULTS)

While the pre-assessments allow the City Authorities and Delivery Partners to individually score the project deliverables against each selected Performance Criteria, the SDG Sessions bring all Programme partners and stakeholders together to discuss the assessment results and shape the way forward.

The objectives of the SDG Project Assessment Sessions are to:

- Provide an overview of the progress of the projects;
- Foster a discussion between City Authorities and Delivery Partners about areas of improvement and strengths of the project deliverables;
- Facilitate agreement on the assessment results of the SDG Tool application;
- Support the development of improvement recommendations; and
- Provide an overview of upcoming project deliverables and their alignment to the tailored SDG Tool.

The SDG Sessions are guided by UN-Habitat who is also responsible for compiling a post-workshop SDG Recommendation Report. The number of SDG Sessions conducted per project, typically between three and five, is agreed upon by City Authorities, Delivery Partners, the UKFCO and UN-Habitat. For the Istanbul SUMP Project, it was agreed that the SDG Tool would be applied four times but changeable according to DP's work plan when updated.

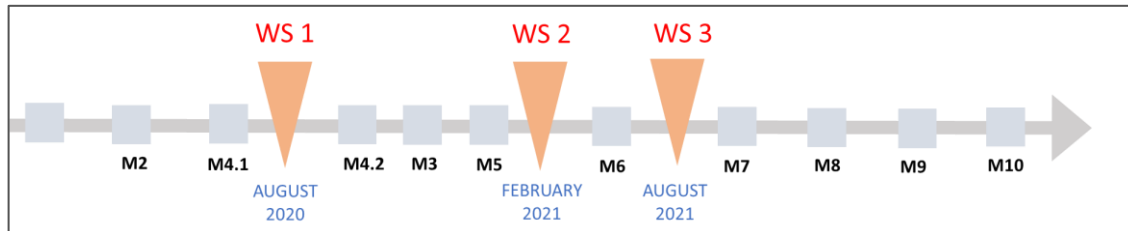


Figure 5: Istanbul SUMP Project Milestones and SDG Workshop timeline