



Indicators of urban poor communities and their accessibility

Indicators of urban poor communities and their accessibility is part of a study on the Development of an Urban Poor Accessibility Assessment Tool

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Glossary of Terms

<i>Term</i>	<i>Meaning</i>
Acceptability	The satisfaction people have with the safety, comfort and reliability of everyday journeys around a neighbourhood or city.
Accessibility	The ability people have to reach services, other people and opportunities located in a neighbourhood or across a city within their physical and financial capability, the time they have available and the means of travel available to them.
Affordability	The ability of people to pay for travel from their everyday income.
Availability	The extent to which transport services and mobility are ready to use at the time people want to use them
Indicator	A way of representing the performance of a particular element of the urban transport system by means of single value or number
Urban Mobility	The movement of people, by whatever means, across a neighbourhood or city

1. Introduction

1.1 *Purpose of Paper*

The purpose of this paper is to provide a clear guide to users of the Urban Poor Accessibility Tool on how to:

- Identify target urban poor communities using indicators
- Easily analyse the information and data produced by the Tool using indicators.

This paper sets out Urban Community indicators by which to assess the characteristics of urban poor communities and neighbourhoods. This is intended to allow some consistency on the selection of communities and neighbourhoods to be targeted by the Tool. It is also intended to enable key urban poor communities with extreme accessibility challenges to be identified and the efficiency of limited assessment resources to be maximised.

This paper also sets out Urban Accessibility indicators that can be used in conjunction with the Urban Poor Accessibility Assessment Tool to facilitate the analysis and presentation of data. The Urban Accessibility indicators' main aim is to encourage the regular and repeated use of the Tool by relevant public bodies over many years. This will enable a picture of the accessibility of urban poor communities to be built even within a context of very limited data gathering resources. The indicators have been proposed to support consistency in the analysis of data that will come from this regular and repeated use of the Assessment Tool.

The indicators will enable changes and trends to be observed and provide some indication of the impact of any changes to access brought about by government, city authority or development agency interventions. The indicators proposed are qualitative in nature as the Tool itself has been developed as a Rapid Assessment process. It is not possible to attribute robust statistical descriptions to the data gathered by the Tool or to the indicators. The causes and further explanation of these changes will, however, require more substantial data collection and analysis. The Urban Accessibility Indicators are not intended to be a comprehensive list of possible indicators that can be developed from the data gathered in the Urban Accessibility Assessment Tool. The choice of any or all of the indicators is at the discretion of the planning and monitoring organisation and they.

1.2 *Structure of Paper*

The paper initially sets out the indicators for the selection and targeting of low-income communities. The paper then goes on to set out the proposed Urban Accessibility indicators grouped into 3 areas:

- affordability
- availability and
- acceptability

Each of the indicators are hereby explained in more detail together with cross-referencing to the relevant Step in the Urban Accessibility Assessment Tool Manual from which the indicator's data can be gathered. The aim is to enable cross-reference between the paper and the Manual.

1.3 Approach to using the Indicators

The first part of the paper is intended to support the identification of low-income communities with accessibility challenges in a consistent manner. The guidance is intended to be used at the beginning of the assessment process. Guidance on how low-income communities should be identified and the accessibility challenges they face can be used by the Assessment Team to understand which communities can be focused on. It can also be used to assist in deciding how to assign scarce resources across an urban area. The indicators can also be used to ensure that, as personnel responsible for such assessments change over time, consistency as to what low-income communities are assessed can be maintained.

The second part of the paper is intended to set out an approach for analysing and reporting the data gathered by the Assessment Tool.

Once data has been gathered by the Tool there are different ways that the data can be reported. However, there needs to be some consistency each time the Tool is used and the data is reported. Frequently, different Assessment Teams may report the data in different ways using different assumptions and criteria.

One way of overcoming this is to report data in a pre-determined manner in a way that highlights the performance of the urban transport system. The Assessment Tool will be used for an assessment. The data from the use of the Assessment Tool can then be cleaned and collated in order to comply with the definition of the proposed indicators. The proposed indicators enable data to be reported consistently for each use of the Assessment Tool and allow comparisons of changes in accessibility to be made over time.

The indicators in the second part of the paper are intended to be used at the end of the Assessment process. The proposed indicators can of course be amended and added to. The key, however, is that there is agreement on what the indicators are, from one use of the Assessment Tool to another, in order for urban transport system performance to be assessed.

2. Indicators to identify urban poor communities

This section of the paper seeks to identify indicators that can be used to target urban areas where the 'community' parts of the Urban Poor Accessibility Tool can be usefully used.

The UN-Habitat and others have already undertaken a substantial amount of work defining such low-income communities in cities across the developing world. UN-Habitat ¹ defines them as areas that lack one or more of the following characteristics:

- **Durable housing:** A house is considered "durable" if it is built on a non-hazardous location and has a structure permanent and adequate enough to protect its inhabitants from the extremes of climatic conditions, such as rain, heat, cold and humidity.
- **Sufficient living area:** A house is considered to provide a sufficient living area for the household members if *not more than three people* share the same room.
- **Access to improved water:** A household is considered to have access to improved water supply if it has a *sufficient amount of water* for family use, at an *affordable price*, available to household members without being subject to *extreme effort*, especially on the part of women and children.
- **Access to sanitation:** A household is considered to have adequate access to sanitation if an excreta disposal system, either in the form of a *private toilet* or a *public toilet shared with a reasonable number of people*, is available to household members.
- **Secure tenure:** Secure tenure is the right of all individuals and groups to effective protection against forced evictions. People have secure tenure when there is *evidence of documentation* that can be used as proof of secure tenure status or when there is either *de facto* or *perceived protection against forced evictions*.

These definitions can be used to select communities for assessment. **In addition**, there are also some further characteristics regarding the relative (in) accessibility of such communities that can be used to select communities. Low-income communities identified, using the definitions above, that also feature one or more of these additional characteristics can be chosen. These characteristics are:

- **Peripheral location relative to the rest of the city:** this may make journeys to reach established services and opportunities
- **New established settlements or settlements of newly-arrived migrant populations:** this may make journeys more difficult for people in these communities as the city authorities or the private sector operators may not have responded yet to the expansion of the city in this direction by providing transport infrastructure or services. Residents may also lack assets such as bikes, motorbikes, carts or vehicles that may be found in more established communities.
- **Lack of access to internal roads and street-lighting:** this may make walking and non-motorised travel difficult, may restrict access for larger vehicles within the community and may make access to services within the community difficult at night, in the rainy season and for women.
- **Lack of access to regular public transport services from either formal or informal operators:** this may make access to services and opportunities in other parts of the city difficult.

These indicators can form the basis on which focus should be placed on certain communities across a city through the Urban Accessibility Assessment Tool. The can be used to inform the

¹ UN-HABITAT (2007) State of the world's cities Report 2006/7 Earthscan, London

selection carried in **Step 1** of the communities that will be selected for measurement and survey.

One approach would be for the whole Assessment Team using the Tool to work together and categorize and rank all the neighbourhoods for a city using the indicators above. Once this is completed, the Team should agree which communities have the most extreme values in the characterization of Urban Poor communities and their accessibility. As many of these communities can then be targeted for assessment as resources will allow.

It should also be remembered that low-income communities are rarely homogenous in terms of the types of people living there, the income they have and the assets they have access. As result, even once spatial communities have been selected, differences in how people within these communities experience urban mobility should be looked for and recorded.

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