

# Measuring Well-Being and Fostering the Progress of Societies

## Material Conditions Housing and Urban Infrastructure

Leslie Tang  
Census and Statistics Department  
Hong Kong, China

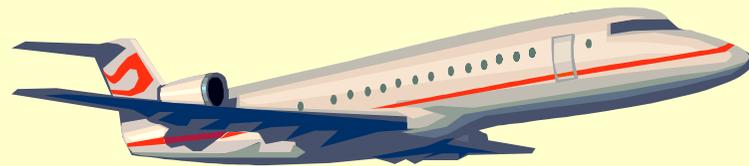
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# Urban Infrastructure

Main area studied:

- Transport



# Urban Infrastructure Transport

External: Hong Kong resident departures outside Hong Kong by mode of transport

Mode of transport	Number of resident departures outside Hong Kong, 2010	Percentage share (%)	Ratio to population
Air	6.8 million	8	1.0
Sea	8.3 million	10	1.2
Land	69.4 million	82	9.8
Total	84.4 million	100	11.9

Source: Immigration Department, Hong Kong



# Urban Infrastructure Transport

## Domestic: Passenger Journeys by Operator

Operator	Number of Journeys*, 2010	Percentage share (%)	Ratio to population
Franchised buses	1 378 million	32	195
Railways	1 650 million	39	234
Public light buses	687 million	16	97
Ferries	49 million	1	7
Others (mainly taxis)	486 million	11	69
<b>Total</b>	<b>4 250 million</b>	<b>100</b>	<b>601</b>

Note: \* Including those made by Hong Kong residents and visitors

Source: Transport Department, Hong Kong



# Urban Infrastructure Transport

Measuring well-being in transport:

Reliability, Accessibility, Affordability,

Safety, Comfortability, Equity



# Urban Infrastructure Transport

## (I) Reliability

- [Measuring congestion] Average speed of vehicle in
  - Central Business District
  - Other city area
  - Rural area
  
- [Measuring timeliness] Frequency of public transport service and percentage of public transport arrived on time



# Urban Infrastructure Transport

## (I) Reliability

- [Measuring timeliness] Average journey time to and from work, school and other activities (e.g. shopping) (Hong Kong, 39 minutes in 2002)

Source: Travel Characteristics Survey 2002, Hong Kong

- [Measuring congestion] Ratio of vehicle to length of road in city centre (Hong Kong, about 290 vehicles for every km of road)

Source: Transport Department, Hong Kong



# Urban Infrastructure Transport

## (II) Accessibility

- Percentage of population residing within 10 minutes walk to railway station
- Percentage of population residing within 10 minutes walk to bus stop/mini-bus stop



# Urban Infrastructure Transport

## (III) Affordability

- [Measuring costs of travelling] Median monthly travelling expenses to/from work was about \$56 (PPP), equivalent to about 4% of median monthly employment earnings (Hong Kong, 2010) Source: General Household Survey, Hong Kong

Quintile income group	Median monthly travelling expenses (\$ PPP)	Percentage to median monthly employment earnings (%)
1 <sup>st</sup> (lowest)	42	5
2 <sup>nd</sup>	56	5
3 <sup>rd</sup>	58	4
4 <sup>th</sup>	61	3
5 <sup>th</sup> (highest)	61	1
Overall	56	4



# Urban Infrastructure Transport

## (IV) Safety

### •Traffic Accidents and Casualties

	Number in 2000	Ratio to 1 000 population	Number in 2010	Ratio to 1 000 population
(i) Accidents	14 900	2.2	14 900	2.1
(ii) Casualties				
Fatal	200	0.03	100	0.02
Serious	3 200	0.5	2 200	0.3
Slight	16 100	2.4	16 800	2.4
<i>Total</i>	<i>19 400</i>	<i>2.9</i>	<i>19 100</i>	<i>2.7</i>



# Urban Infrastructure Transport

(V) Comfortability of public transport

- Proportion of vehicles with air conditioning
- Proportion of passengers with seats



# Urban Infrastructure Transport

## (VI) Equity

- Easy access for disabled persons (e.g. low floor buses)
- Access for underprivileged groups (e.g. elderly)
  - Travel subsidy (e.g. reduced rate for elderly on Sundays)

