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CPI PROFILE HAEL



UN HABITAT
FOR A BETTER URBAN FUTURE

مستقبل المدن السعودية
FUTURE SAUDI CITIES

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Introduction

The United Nations Human Settlements Programme (UN-HABITAT) and Ministry of Municipal and Rural Affairs (MOMRA) in the Kingdom of Saudi Arabia jointly launched the “Future Saudi Cities Programme (FSCP)”. The UN-HABITAT Office has been providing technical support to the MOMRA and targets 17 key cities in the Kingdom of Saudi Arabia. The cities include Riyadh, Makkah, Jeddah, Taif, Medina, Tabouk, Dammam, Qatif, Al Ahsa, Abha, Najran, Jazan, Hail, Araar, AlBaha, Buraydah, and Sakaka, to respond to national and local urban challenges.

UN-Habitat provides a new approach for measuring urban prosperity: which is holistic, integrated and essential for the promotion and monitoring of socio-economic development, inclusion and progressive realization of the urban-related human rights for all. This new approach redirects cities to function towards an urban future that is economically, politically, socially and environmentally prosperous. The new approach or monitoring framework, The Cities Prosperity Index (CPI), is a multidimensional framework that integrates six carefully selected dimensions made up of several indicators that relate to factors and conditions necessary for a city to thrive and prosper. The six dimensions include productivity, infrastructure development, equity and social inclusion, quality of life, environmental sustainability, and urban governance and legislation. The CPI uses the concept of ‘The Wheel of Urban Prosperity’ and the ‘Global Scale of Urban Prosperity’ to enable stakeholders to assess achievements in their respective cities. The City Prosperity Index (CPI) not only provides indices and measurements relevant to cities, but it is also an assessment tool that enables city authorities, local and national stakeholders, and policy-makers to identify opportunities and potential areas of intervention for their cities to become more prosperous.

Under FSCP, the UN-HABITAT, MOMRA, and Hail Municipality together with its Local Urban Observatory has been working on developing urban statistics and spatial information (analyzed through Geographic Information System(GIS)) to provide relevant urban information that strongly supports evidence-based decision-making process on urban development and urban planning in the city.

This CPI Profile Report applies the CPI framework and provides a summary of the basic information and urban statistics about the City and gives an overview of the city’s achievements, opportunities and potential areas that contribute to its prosperity in areas such productivity, infrastructure development, quality of life, equity and social inclusion, environmental sustainability, and urban governance and legislation.

Historical Background

Historically, Ha'il was a city known for its trading, and deriving its wealth from trade with the Hajj pilgrims. Being on the camel caravan route of the Hajj pilgrimage, the city was used to receiving many of the travelers that were bound to Mecca from Iraq and Syria. Being a city that relied a lot on trade with Hajj Pilgrimage. However, the construction of the Hejaz railway between Damascus and Medina, together with new inexpensive steamship routes to Jeddah, undermined the traditional camel caravan economy and slowed down the development of the city. However, with help from the government, Hail has been transformed into a modern city, having undergone comprehensive development. It is now linked via modern expressways to Riyadh, Makkah Al-Mukarramah, Al Madinah Al Munawarah, and Jeddah. Traditionally, the area is also rich in agricultural produce and the people living in the area are well known all over the Kingdom for their generosity.

Geography and Location

Hail city is the capital city of Hail Province located at the center of the Hail region. Hail Province lies in the North-central part of the Kingdom, surrounded by the provinces of Madinah (South), Tabouk (West), Northern Border (North), and Qassim (East). The city is within the Shammar mountain region, west of the Al-Odairie valley also known as the Hail valley. Hail city is located at 27°31'N, 41°43'E, and about 915 meters above sea level. The mean annual temperature is 21.7 °C and the annual precipitation average is 77 mm.

The city covers an area of about 630 square kilometers and the built-up area of the city extends to about 148 square kilometers.

Demographic Background

The population of Hail city is about 475000 people, it comprises about 21% of non-Saudi citizens. The population density of the city is about 3212 people per square kilometers. The average size of households in the city is estimated at 6.2 people per household.

Socio-economic Background

Hail region is known for its agricultural production, agriculture is still one of the most important economic sectors in the region. The city is in a valley, that has conditions that support agriculture. The area is among the leading in the production of wheat and dairy product among other agricultural products such as grains, vegetable, dates, and fruits. Livestock sub-sector produces a significant number of camels, cattle, goats, sheep and poultry and associated products.

The city has a history of trade due to its location along the pilgrimage route, trade is still one of the most important sectors in the city's economy, and it is supported by the commercial sector, agricultural sector, industrial sector, services sector and others.

Cities Prosperity Index (CPI) Assessment

Prosperity is about successfully meeting today's needs without compromising tomorrow's needs while working together for a smart, competitive economy, in a socially inclusive society and a

healthy, vibrant environment for individuals, families, and communities. In order to assess the current situation and determine future progress of cities along the path to prosperity, UN-Habitat introduced a monitoring framework, “The Cities Prosperity Index (CPI)”. This index, along with a conceptual matrix, “The Wheel of Urban Prosperity”, are intended to help decision-makers, partners, local and national stakeholders and policymakers to formulate evidence-based policy interventions for their cities. The CPI allows authorities and local groups to identify opportunities and potential areas for action or adjustments in order to make their cities more prosperous.

The CPI is a multidimensional measurement framework that integrates several dimensions and indicators that are not only related but have a direct or indirect influence on each other on and the prosperity in the cities. These components are embodied in the six dimensions of the CPI: Productivity, Infrastructure Development, Quality of life, Equity and social inclusion, Environmental Sustainability, and Urban Governance and legislation.

Each of the dimensions is comprised of indicators measured in different units, therefore, they are normalized into values ranging between 0 and 1¹ during the computation of scores; the normalized values are aggregated stepwise to create the single value called the City Prosperity Index. The chart below shows the six-point scale of urban prosperity.

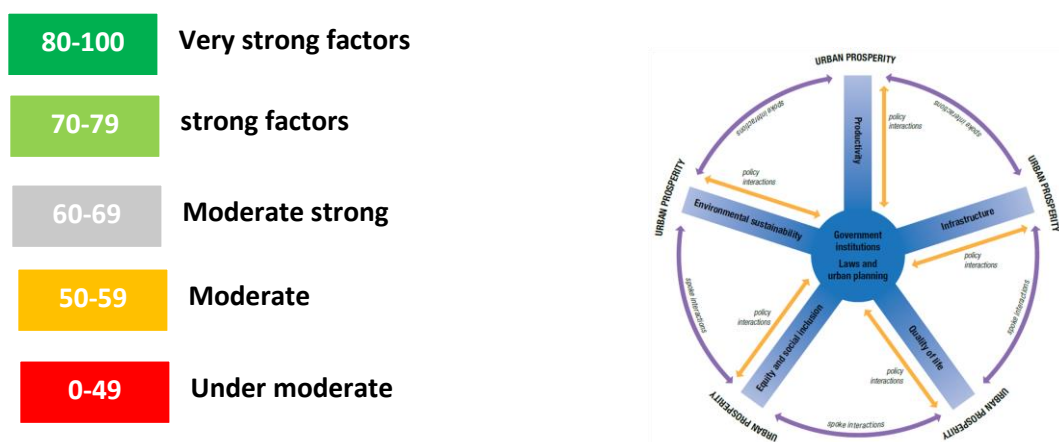


Figure 2: Scale of Urban Prosperity and the Wheel of Urban Prosperity

This assessment provides an examination of prosperity in the city of Hail, highlighting the strengths and weaknesses in the factors of prosperity using the scale of urban prosperity. It also provides an indication of the level of achievement towards the set prosperity goals based on the magnitude of the CPI scores indicating existing disparities between and within the six dimensions of prosperity.

¹ Can also be expressed in percentages so that values range between 0% and 100%, as used in this report.

Data Challenges and Solutions

The biggest challenge facing CPI implementation work is the unavailability of data disaggregated at the city level, a problem that is compounded by the fact that most statistics in the Kingdom of Saudi Arabia are produced at the national and regional level and there is no disaggregation by City, Rural or Urban. Additionally, CPI indicators include some unique indicators that are not part of the body of indicators that are officially collected and produced in the standard official government reports. For instance, the City GDP, the share of renewable energy consumption and length of mass transport system etc. are some of the indicators whose collection is not within the standard datasets available. In such situations, these indicators have not been included in the estimation of the CPI. Similarly, indicators such as CO₂ emissions, Civic participation, PM10, PM2.5, Public space for youth were also excluded from the computation because sufficient data was not available, since very few cities had reliable data on these set of indicators. Due to variations in the type and number of indicators available for each city it presented difficulty in comparing the level of prosperity between cities, therefore, it is not advisable to compare with other cities. Collection of information and data on all these indicators will continue so that they can be included in future CPI estimations.

It is better to include few reliable and accurate indicators so that the result of the CPI can reliably be used in decision making, and policy formulation. And to avoid ending up with any form of misguided interventions. In this case, therefore, it is advisable that conclusions and recommendations be made based on the dimensional or sub-dimensional indices, not the overall CPI.

The Overall City Prosperity Index

The CPI for Hail was computed using five dimensions instead of six. It is one of the cities that were affected by the data unavailability problem as data on urban governance and legislation dimension was not available. The results of the overall CPI cannot be used to compare prosperity with the other cities in the country but can be reliably used in decision making, and policy formulation based on the dimensional and sub-dimensional indices.

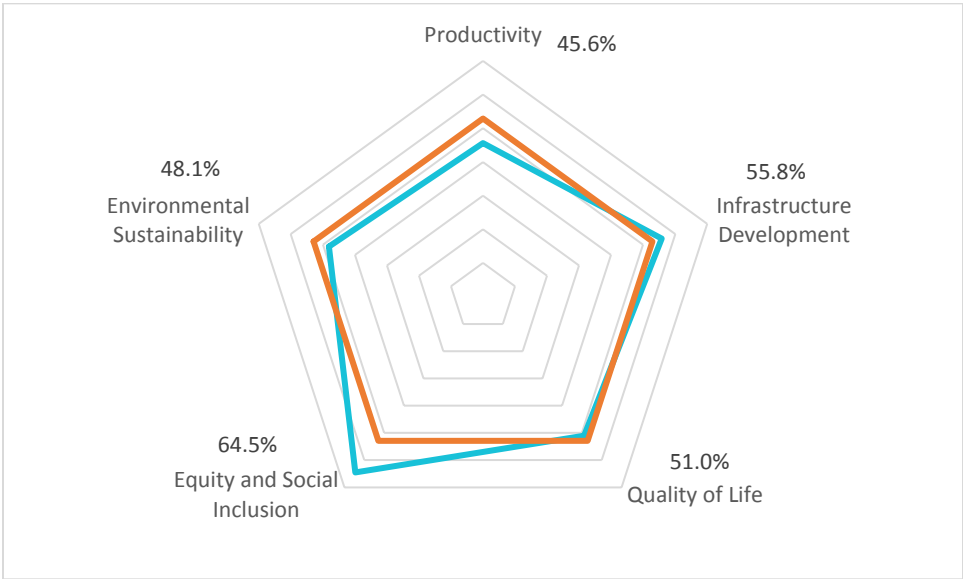
The index value being an aggregate of many indicators, to achieve a better understanding, one needs to analyze it stepwise back to the individual indicators. Based on the five dimensions, the finding shows that the overall CPI index for the city is 53%². This ranks as moderate in the global scale of prosperity indicative of a need to strengthen existing urban policies to foster further prosperity. The five dimensions used in the index are shown in the radar chart, the blue line represents the dimensional indices and the orange line represent the mean or overall index. The chart shows that there is some semblance of balance between the dimensions, an indication that the various sectors in the city are growing at more or less the same rate, demonstrating the city's potential to achieve shared prosperity.

From the chart below the Quality of life dimension has a score of 51%, Infrastructure development has 56%, and Equity and social inclusion has 64.5, on the global prosperity scale, this implies that these three dimensions have moderate or moderately strong factors of prosperity calling for the

² Due to the fewer number of dimensions, the overall CPI for Hail may appear higher or lower than cities with similar characteristics and sizes, most cities in Saudi scored low in the missing dimension therefore if it is added it may lower the overall index a little bit.

strengthening of existing urban policies and interventions regarding quality of life Infrastructure development, and Equity and social inclusion in the city of Hail. It is also important to find out the sub-dimensions or indicators within the dimensions that are under moderate and needs strengthening to increase the overall level of prosperity in the city. On the other hand, the dimensions of Productivity and Environmental sustainability have scores of 46% and 48% respectively which rank as under moderate on the global scale of prosperity indicative of feeble prosperity factors. Therefore, urban policies regarding productivity and environmental sustainability in the city should be prioritized for strengthening; urban policies and interventions regarding any sub-dimensions or indicators within these two dimensions should also be prioritized.

Figure 2: City Prosperity Index Dimensions



The subsequent sections following this analysis of the overall index will provide further analysis and examination of each of the dimensions highlighting and identifying areas of strengths and weaknesses so that appropriate policies and interventions can be formulated based on the findings.

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