

**Mainstreaming Disability Inclusion
in JICA Projects**

Sector-Specific Guidance Note

Urban and Regional Development

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Sections [1,2,3](#) provide an overview for those seeking to understand the basics, while Section [4](#) offers specific steps for mainstreaming disability inclusion.

Main Target Areas Covered by this Guidance Note

In line with the Japan International Cooperation Agency (JICA) Global Agenda for Urban and Regional Development and the Cluster Strategy “Machizukuri: Cities for People”, this Guidance Note focuses on the following areas:

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|-------------------------|--|
| 1. Urban Development | <ul style="list-style-type: none">• Master plans (urban planning and development, urban transportation)• Urban management (land use control, institutional frameworks for urban development projects, Transit-oriented Development (TOD) and smart cities)• Machizukuri (community-based urban development, place-based district management)• Development and utilization of geospatial information |
| 2. Regional Development | <ul style="list-style-type: none">• Regional and corridor development (such as creation of new growth opportunities through improving regional connectivity) |

Transportation Sector. For disaster risk reduction and reconstruction, please refer to the Guidance Note for Disaster Risk Reduction Sector.

1. Basic Understanding of Persons with Disabilities and Urban and Regional Development

This section explains the fundamental concepts essential for promoting disability inclusion in urban and regional development.

(1) Interaction Between Urban and Regional Development and Disability

- The proportion of people living in urban areas has been steadily increasing: Globally, the urban population is expected to reach 70% by 2050 [1]. Assuming that the current proportion of persons with disabilities within the total population remains constant, projections indicate that the number of persons with disabilities living in urban areas globally could reach approximately 1 billion by 2050 [2].
- In developing countries, rapid urban population growth has led to the deterioration of urban environments, including problems such as traffic congestion and insufficient infrastructure development. In addition, the increasing intensity of disasters caused by climate change poses growing threats to safety in urban areas. These conditions may significantly affect the living environments of persons with disabilities in various ways [2] [3].

(2) Approaches for Disability-inclusive Urban and Regional Development

- Disability-inclusive urban and regional development is based on the “social model of disabilities”, which recognizes that social exclusion and various limitations are created by environmental and institutional barriers that hinder the participation of persons with disabilities in society. Under this model, persons with disabilities should be ensured access to quality infrastructure, public services, and employment opportunities. Their participation in societal activities, including policy formulation, should be also promoted.
- Facilities and services should be planned and developed using universal design. Introducing universal design at the early stages of development can reduce the total life-cycle costs of facilities and infrastructure. Furthermore, facilities and infrastructure designed applying universal design principles improve accessibility for a wide range of users including older adults and children [2].
- It is also essential to ensure the meaningful participation of persons with disabilities throughout the entire project cycle, from the selection of policy measures to project monitoring. Such participation is necessary to ensure expected effectiveness and relevance of policies [2] [4].

- In addition to the diversity of disabilities, other factors—including gender, age, nationality, sexual orientation, social status, and cultural background—should also be considered. Difficulties may be compounded when multiple factors co-occur (intersectionality). For example, women with disabilities may face distinct and overlapping challenges that differ from those faced by men with disabilities. When analyzing issues in urban areas and local communities, particular attention should therefore be given to intersectionality.

(3) Urban and Regional Development and Accessibility

- Accessibility is an indispensable condition for all people to participate fully and effectively in urban environments and economic activities. It is a fundamental element of sustainable and inclusive urban and regional development [5].
- Accessibility should be addressed across all infrastructure, services, and activities in society, including physical environment, transportation, information and communication, and public facilities and services [2]. Accessibility is a multi-dimensional concept, the level and value of which are determined by physical factors, economic factors (such as affordability), and social factors (including safety and social acceptance) [6].
- With regard to mobility, accessibility should be considered as a travel chain that enables users to complete an entire trip. A travel chain comprises all components of transportation along with the journey, such as walking environment, modes of transportation, transfer points, and the physical environment of facilities. For example, facilities such as ramps and elevators should be located at appropriate points so that users are not forced to take long or inconvenient detours. Movement experiences should be designed to provide a level of smoothness and convenience comparable to that experienced by those who do not require such facilities. Consideration should also be given to the privacy, safety, and security of persons with disabilities.
- Infrastructure and system development require integrated land-use planning, urban and transportation planning, legal and regulatory frameworks, and administrative capacity building for effective implementation and enforcement. Effective travel chains are further developed through the participation of persons with disabilities and through a combination of assistive devices and services, universal access measures, and reasonable accommodations [4] [7]. Inclusive cities and regions are achieved through proactive and comprehensive approaches to urban and regional development and management.

2. Significance of Disability Inclusion in Urban and Regional Development

(1) Significance of Inclusive Cities and Regions

- Persons with disabilities often face multiple difficulties arising from institutional, physical, and informational barriers in living environments and transportation systems, as well as in access to employment opportunities and urban amenities. In addition, safety and security are not always adequately ensured due to the risks associated with traffic accidents and disasters.

- According to a 2020 survey conducted across 36 European countries, an average of 16% of persons with disabilities reported experiencing serious difficulties in securing adequate housing [7]. Moreover, the proportion of persons with disabilities is disproportionately high among those experiencing homelessness compared with persons without disabilities [8].
- According to the United Nations (UN) Disability and Development Report (2024), the ratio of employed population with disabilities to the working age population was 27% while the equivalent ratio of population without disabilities was 56%. The study in eight Asian and African countries revealed that, on average, 30% of persons with disabilities encountered difficulties in the working environment or the access to the workplaces [7].
- The survey showed that even in the developed countries, 33% of public toilets are still left as inaccessible for wheelchair users [7].

- Developing inclusive cities and regions is essential to enable persons with disabilities to participate proactively in all aspects of society.

(2) Contribution to the Achievement of the Sustainable Development Goals (SDGs)

- Disability inclusion within urban and regional development plays a vital role in achieving the Sustainable Development Goals (SDGs). It directly contributes to Goal 11: “Make cities and human settlements inclusive, safe, resilient and sustainable”. This goal emphasizes the provision of safe, affordable, accessible, and sustainable transportation systems as well as access to housing and basic services for all, with particular attention to the needs of persons with disabilities, women, older adults, and children. It also targets the provision of safe, inclusive and accessible green and public spaces.

- Target 11.1** By 2030, ensure access for all to adequate, safe and affordable housing and basic services and upgrade slum
- Target 11.2** By 2030, provide access to safe, affordable, accessible and sustainable transport system for all, improving road safety, notably by expanding public transport, with special attention to the needs those in vulnerable situations, women, children, persons with disabilities and older persons
- Target 11.3** By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated, and sustainable human settlement planning and management in all countries
- Target 11.7** By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities

(3) Implementation of the Convention on the Rights of Persons with Disabilities (CRPD) [9]

- The Convention on the Rights of Persons with Disabilities (CRPD) stipulates its principles in Article 3 “General Principles”. The principles include respect for individual autonomy and independence, non-discrimination, full and effective participation and inclusion in society, and accessibility of facilities and services. Article 4 “General Obligations” further provides the obligations of States Parties that bear significant relevance to urban and regional development. Such obligations encompass establishment of legislative and administrative systems, adaptation of policy and planning, and promotion of universally designed goods and services.
- Article 9 “Accessibility” obliged the State Parties to ensure the equal access to the physical environment, transportation systems, information and communication, and other facilities and basic services in urban and rural areas.
- Article 20 “Personal Mobility” also demands effective measures to facilitate mobility with the greatest possible independence for persons with disabilities.
- Article 19 “Living independently and being included in the community” and Article 28 “Adequate standard of living and social protection” confirm the right of persons with disabilities to live independently and be included in the community. The Article also endorses the right to an adequate standard of living with adequate food, clothing and housing, as well as the obligation of the States Parties to take appropriate steps to safeguard and promote the realization of these rights.

(4) Contribution to JICA Global Agenda [10]

- The JICA Global Agenda for urban and regional development set its objectives as “realizing new possibilities and wealth for people and society while preventing and addressing various challenges caused by urbanization”. This objective is to be achieved “by realizing autonomous urban and regional management through the participation of diverse stakeholders and resources, and by contributing to the formation of desirable urban and regional spaces that enable continuous development in a mutually beneficial manner.”
- Disability-inclusive urban and regional development responds to the needs of a broader population, including older adult population and children. Mainstreaming disability inclusion across urban and regional management—including service provision and all stages of the process from planning to implementation—is essential to realizing the JICA Global Agenda’s vision of comprehensive urban and regional development where no one is left behind.

(5) New Urban Agenda [11]

- The Third United Nations Conference on Housing and Sustainable Urban Development (HABITAT III), held in 2016, adopted the “New Urban Agenda”, which sets the directions for international commitments to cope with a wide range the challenges of human settlement and rapid urbanizations.
- The New Urban Agenda outlines three core principles: i) leaving no one behind, ii) ensuring sustainable and inclusive urban economies, and iii) ensuring environmental sustainability. To realize inclusive cities for all, including persons with disabilities, the New Urban Agenda emphasizes actions such as developing and implementing urban policies at appropriate levels in partnership with diverse stakeholders, strengthening urban governance, reinvigorating long-term and integrated urban plannings as well as financial framework and financial mobilization.

3. Challenges in the Urban and Regional Development Sector from a Disability Perspective

(1) Problems of Access to Adequate Housing

- Persons with disabilities often encounter poverty caused by limited access to education and employment, which contributes to a higher prevalence of housing problems. The proportion of homeless persons with disabilities is also higher than that of people without disabilities [8].
- Inadequate protection of leasehold and tenancy rights means that forced evictions of persons with disabilities are not fully prevented, particularly in urban areas [12]. In some countries, women's land tenure and leasehold rights are even less secure [8].
- Even when persons with disabilities can secure housing, the interior designs and features of the dwelling may not meet their specific needs or suite with use of assistive devices. This often necessitates costly modifications and adjustments.
- Access to basic utilities such as water, electricity, sanitary facilities, and clean toilets is particularly important for women. However, these facilities may be unavailable, poorly designed, or located in inconvenient locations. In such cases, women face heightened risks of health problems and exposure to violence [13].

(2) Problems of Mobility and Transportation Network

- Accessibility to employment, education, health, and basic services is strongly affected by problems of mobility. For persons with disabilities, mobility depends on several key conditions: i) availability and accessibility of assistive devices, ii) availability of personal assistance, iii) accessible means of transportation, iv) an environment that ensures easy mobility, and v) economic ability to afford devices and services [7].
- Ensuring accessibility requires a seamless travel chain connecting the origin to the destination. This includes not only public transportation, but all facilities and transport modes between the origin and the destination, including transfer points. For example, facilities as ramps and elevators for persons with disabilities should be located at convenient locations to prevent long and cumbersome detours [14] [15]. Creating a walkable environment is essential to ensure accessibility and mobility for diverse populations. Improvements should address sidewalks, gaps on the roads and pathways, intersections without safety measures, and inadequate facilities [6].

(3) Accessibility to Economic Opportunities and Quality of Life

- While urban areas often offer greater access to opportunities and public services, persons with disabilities may not enjoy the same level of accessibility. The limited accessibility is caused by the various factors such as physical factors (e.g., design of transportation modes and infrastructure), economic factors (e.g., affordability), social factors (e.g., discrimination and prejudice), and institutional factors (e.g., regulations that limit the use of facilities or services).
- Limited access to employment opportunities can result in economic hardships, lower quality of life, and restricted access to essential amenities for persons with disabilities.

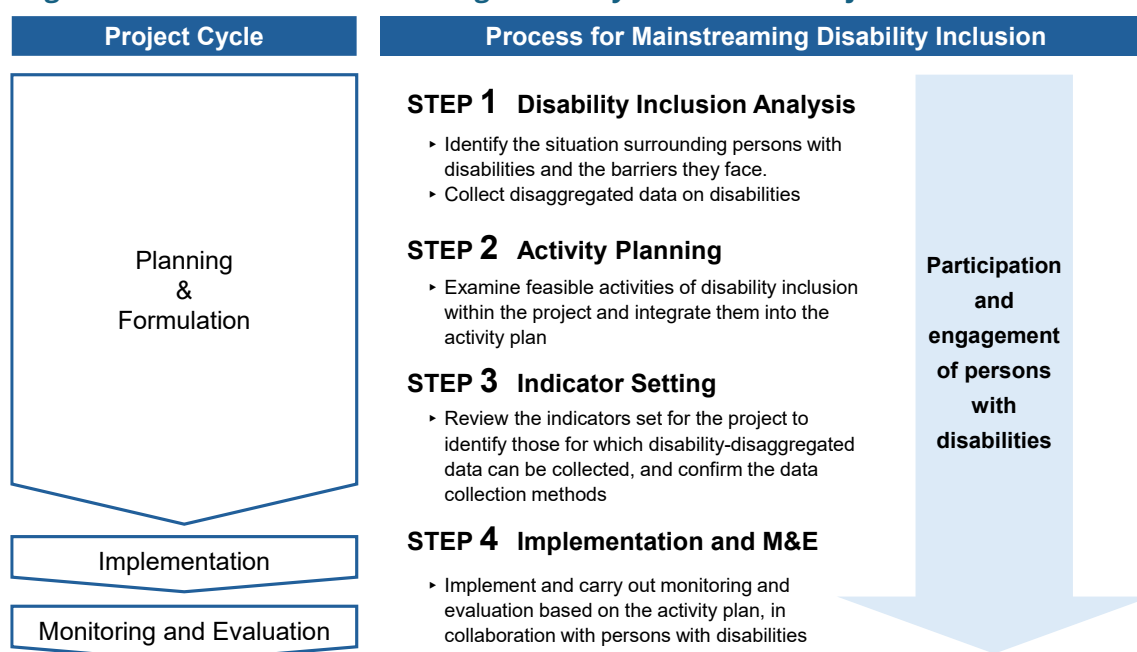
(4) Issues of Security and Safety

- Ensuring the security and safety of persons with disabilities in cities and regions requires attention to multiple factors, including traffic safety, protection against crimes, and disaster preparedness.
- Persons with disabilities may face difficulties in noticing traffic lights, signs, warnings, and obstacles along roads and sidewalks may not allow easy mobility for wheelchair users and others. Consequently, persons with disabilities are at a higher risks of traffic accidents: the Large number of pedestrian casualties is especially a serious issue [16].
- Persons with disabilities are also exposed to higher risks of violence due to prejudice and discrimination, with women facing even greater difficulties.
- Economic disadvantages may force persons with disabilities to live in hazardous areas with limited urban infrastructure. Combined with limited opportunities of participating in education and community activities, this can result in insufficient disaster preparedness. Difficulty in perceiving and responding to warnings can lead to delayed evacuation. It may be completely impossible for them to evacuate due to the conditions of evacuation routes and shelters. Health risks are also heightened during disaster response and reconstruction [14].

4. How to Mainstream Disability Inclusion in Projects: Steps for Implementation

- Mainstreaming disability inclusion in projects involves integrating a disability perspective at all stages of project planning, implementation, monitoring, and evaluation. This Guidance Note outlines methods for mainstreaming disability inclusion in the four STEPs as shown in the figure below.
- STEPs 1-3 correspond to the project formulation stage of the project cycle, while STEP 4 applies to the implementation and post-completion stage. Although disability inclusion should be considered throughout the project cycle, it is particularly critical to address this during **the project formulation stage**.
- At the stage of obtaining the Official Request Letter from the partner government, it is important to consult with counterparts and the JICA local office to ensure that disability inclusion measures are incorporated and that no persons with disabilities are inadvertently excluded.

Figure: Process for Mainstreaming Disability Inclusion in Projects



- The table below shows when each STEP applies within the project cycle for technical cooperation, official development assistance (ODA) loans, and grant aid.

Scheme	Project Cycle	STEP
Technical Cooperation	At the time of preparing the Terms of Reference (TOR) for the data collection survey, detailed or basic planning survey	STEP 1 (Analysis)
	At the time of drafting Main Point Discussed in the Record of Discussion (R/D) (activities related to disability inclusion), PDM, and Ex-ante Evaluation document	STEP 2 (Activity Planning) STEP 3 (Indicator Setting)
	At the time of preparing the TOR of the project, implementing the project, and reviewing a monitoring sheet	STEP 4 (Implementation, Monitoring & Evaluation)
ODA Loans	At the time of preparing the TOR for the data collection survey and preparatory survey, and drafting Project Planning Document (1)	STEP 1 (Analysis)
	At the time of preparing the Minutes of Discussion (M/D), Project Planning Document (2)/(3), appraisal document, and drafting Ex-ante Evaluation document	STEP 2 (Activity Planning) STEP 3 (Indicator Setting)
	At the time of supervising the project and reviewing Project Status Report	STEP 4 (Implementation, Monitoring & Evaluation)
Grant Aid	At the time of preparing the TOR for the data collection survey and preparatory survey, and drafting Project Planning Document (1)	STEP 1 (Analysis)
	At the time of preparing the Minutes of Discussion (M/D), Project Planning Document (2)/(3), appraisal document, and drafting Ex-ante Evaluation document	STEP 2 (Activity Planning) STEP 3 (Indicator Setting)
	At the time of supervising the project and reviewing Project Status Report	STEP 4 (Implementation, Monitoring & Evaluation)

STEP 1 Disability Inclusion Analysis

- During project planning and formulation, conduct disability inclusion analysis to assess the situation of persons with disabilities within the sector and identify the barriers they face. Additionally, collect disability-disaggregated data regarding target groups.
- Use the disability inclusion analysis to ensure that the project design does not pose any risk of excluding persons with disabilities, or create disadvantages or negative impacts for them. Carefully review and confirm these aspects during the planning process.

[JICA Country-Specific Disability-Related Information](#) (currently available in Japanese language only) contains disability-related information for each of the 55 countries where JICA implements projects. If information exists for the target country, it is recommended to check it first.

As an English-language information source, the [World Bank Group's Disability Data Hub](#) provides country-specific data.

1) Reflect: The relationship between the project and disability

- Clearly define how disability intersects with the project. Identify the components of the project that have the strongest relevance to persons with disabilities.

2) Ask: Consult with persons with disabilities or their representative organizations to understand the barriers they encounter

- Engage and consult with persons with disabilities and/or their representative organizations about the kind of barriers that prevent access to housing, public services, facilities, mobility, and participation in urban and regional development programs for planning and policy formulation targeted by the project. Make sure to seek input from a wide range of individuals, including persons with diverse types of disabilities and women with disabilities.
- Then, request their participation in STEPs 2-4 described in the following sections.
It is crucial to involve persons with disabilities at all stages.

CHECK

Including methods for engaging organizations of persons with disabilities, the **Guidance Note for Across All Thematic Areas** introduces the following under “Section 4: Specific Approaches for Mainstreaming Disability Inclusion.”

- Methods for Engaging with Persons with Disabilities
- Forms of Participation of Persons with Disabilities
- General Accessibility Measures and Reasonable Accommodations
- Information and Communication Accessibility
- Inclusive Events (Meetings, Seminars, Training, etc.)

- Below are sample questions. Additionally, please refer to Appendix 1 for examples of barriers.

Barriers	Example Questions
Institutional Barriers	<ul style="list-style-type: none"> • What barriers exist within current urban and regional institutional design and development programs, implementation and service delivery systems that limit mobility, access to facilities and participation of persons with disabilities? <p>Example: The absence of standards, regulations, or rules to apply the principles of universal design, which would ensure accessibility for persons with disabilities to schools, community facilities, and local amenities, and public organizations.</p>
Physical Barriers	<ul style="list-style-type: none"> • What physical barriers limit access to facilities such as schools, community facilities and local amenities, and public organizations? Are walkways in communities and areas around facilities, as well as public transportation routes, free of obstacles and accessible to persons with disabilities? • Is affordable and accessible housing available for persons with disabilities available?
Communication Barriers	<ul style="list-style-type: none"> • Is necessary information about public organizations, community facilities and local amenities, public transportation provided in the accessible formats? Do signage and wayfinding systems at these facilities follow accessible design standards, ensuring that all users can easily obtain information?
Attitudinal Barriers	<ul style="list-style-type: none"> • What attitudes, perception, or levels of awareness among officials, public service staff, transportation personnel, and other stakeholders hinder the participation of persons with disabilities in programs or restrict their access to services?

3) Check: Collection of disability-disaggregated data¹

Data	Information Sources
<ul style="list-style-type: none"> • Proportion of person with disabilities who have access to safe and clean water, sanitary facilities, public health, and education facilities, parks, and other public amenities in program target areas. • Proportion of person with disabilities who have access to public transportation. • Population data in program target areas, including the proportion of persons with disabilities in the population living in slums and informal settlements. • Data on marginalized groups, such as women with disabilities, children with disabilities, or specific ethnic groups. 	<ul style="list-style-type: none"> • Government statistics • Reports from ministries and agencies related to persons with disabilities • Interviews and consultations with persons with disabilities and their representative organizations

4) Explore: Situation of persons with disabilities within the sector

Key Information to Identify	Information Sources
<ul style="list-style-type: none"> • Existence of content addressing persons with disabilities or disability-inclusion perspectives in laws, policies, strategies, action plans, etc., for urban and regional development 	<ul style="list-style-type: none"> • Government documents
<ul style="list-style-type: none"> • Descriptions related to Articles 9, 19, 20, and 28 in CRPD Concluding Observations 	<ul style="list-style-type: none"> • CRPD Concluding Observations * On the search page of the CRPD (States Parties Reporting), specify the country and the type of document.
<p>Stakeholders: Resources and Partners for Implementation</p> <ul style="list-style-type: none"> • Ministries and departments responsible for persons with disabilities • Organizations of persons with disabilities • JICA's experience in disability and development (technical cooperation, JOCV, grassroots projects, etc.) • International and bilateral agencies with experience related to mainstreaming disability inclusion in urban and regional development 	<ul style="list-style-type: none"> • JICA Country-Specific Disability-Related Information (currently available in Japanese language only) • World Bank Group Disability Data Hub >> Economies

¹ Data disaggregated by disability status and type of functional limitation, comparable to sex- and age-disaggregated data.

STEP 2 Activity Planning

(see Appendix 2 for Examples of Good Practices)

- Based on the situation and barriers faced by persons with disabilities in the sector identified through the disability inclusion analysis in STEP 1, consider feasible activities within the project and incorporate them into the activity plan.
- Furthermore, when planning the overall project, ensure that the project's objectives and plans promote the inclusion and participation of persons with disabilities and do not promote their segregation or exclusion.

Examples of Activities to Promote Disability Inclusion

Note: Priority and feasible activities should be determined through consultation with stakeholders, including persons with disabilities or their representative organizations.

Barriers	Example Activities
Institutional Barriers	<ul style="list-style-type: none"> • Develop laws, regulations, standards, operating procedures to ensure accessibility and reasonable accommodations for persons with disabilities in infrastructure, public service facilities, and buildings. • Formulate urban, regional, and transportation plans that promote the development of compact, inclusive, and accessible cities and regions. • Ensure the active participation of persons with disabilities in the design, formulation, and revision of policies and plans. • Collect and maintain disability-disaggregated statistics, including data disaggregated by age, gender, and socio-economic indicators
Physical Barriers	<ul style="list-style-type: none"> • Ensure that basic urban and regional public infrastructure and facilities are constructed to be accessible to persons with disabilities. • Apply the principles of universal design in infrastructure and facilities. • Establish the organizational capacity and system to review, approve, and certify building and infrastructure designs in accordance with universal design principles and other accessibility-related laws, regulations, and standards.

Barriers	Example Activities
Communication Barriers	<ul style="list-style-type: none"> • Provide information in accessible formats, such as Braille, audio narration, videos with subtitles or sign language interpretation, and easy-to-understand materials using plain language and illustrations. • Ensure that information related to disaster risks and disaster events is accessible to persons with disabilities, including hazard maps, weather and disaster information, early warning systems (including accessible means of transmission), disaster education, and emergency drills that enable the participation of persons with disabilities. • Establish a complaint mechanism that allows submissions through multiple accessible channels
Attitudinal Barriers	<ul style="list-style-type: none"> • Implement training on disability inclusion and human rights for administrative personnel involved in disaster risk reduction program, including the rights of persons with disabilities, principles of inclusion, and methods for providing non-discriminatory and accessible services. • Promote awareness among communities and private-sector businesses regarding disability inclusion and human rights, fostering respectful attitudes and inclusive practices.

Source: Developed based on [2] [6], etc.

STEP 3 Indicator Setting

- Among the indicators set for the project (indicators for project purpose and outputs), review which indicators can collect disability-disaggregated data and confirm the data collection methods.

Example 1:

If the “number of persons accessible to /utilize” is defined as a project output indicator (e.g., projects involving the construction of government and public organizations buildings, schools, medical facilities, parks, disaster risk reduction facilities, and public transportation), then

set the “number of persons with disabilities who can access/utilize” these facilities.

Example 2:

If “XX number of trainings and meetings” is designated as a project output indicator for programs such as the development of city master plans, then

set “XX number/rate of trainings and meetings with participation of persons with disabilities”.

- Also, consider indicators to measure outputs (changes) expected from activities planned in STEP 2, and integrate them into existing indicators or add them. Below are examples of indicators incorporating a disability perspective.

Example Indicators

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| <ul style="list-style-type: none"> - Whether consultations with persons with disabilities were conducted during the development process of policy documents (e.g., systems, strategies, and guidelines), and an overview of the consultation process where applicable. - Number of policy documents that explicitly incorporate disability perspectives (e.g., provisions on accessibility for persons with disabilities, budget allocation to cover additional costs). - Whether the facilities developed by the urban and regional development projects are accessible to persons with disabilities (e.g., government and public buildings, schools, medical facilities, parks, disaster risk reduction facilities, public transportation, and housing); and/or the number or proportion of actual users who are persons with disabilities. - Whether information sets such as geospatial data contains disability disaggregated data - Number of disaster-related information products available in accessible formats (e.g., hazard maps, information on evacuation and disaster risk reduction facilities) - Number of maps and guidance materials on transportation networks and public facilities provided in accessible formats. - Number of information-dissemination and grievance-redress mechanisms available through diverse formats and communication channels within urban and regional development plans and projects - Number of training programs and manual on disability inclusion and human rights for administrative officials engaged in urban and transport planning and service delivery. |
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STEP 4 Implementation and Monitoring & Evaluation

- When implementing and monitoring activities, collaborate with persons with disabilities (and/or organizations of persons with disabilities) to confirm whether activity content is appropriate, and whether activities, deliverables, and services being implemented are accessible and user-friendly.
- Also, pay close attention to whether the promotion and implementation of project activities respect the diversity of persons with disabilities and are conducted in a manner that promotes their dignity, rights, and potential.
- During evaluation, assess the achievements of activities from a disability inclusion perspective, their implementation process, and outcomes. Below are sample questions designed from a disability inclusion perspective.

Guiding Questions from a Disability Inclusion Perspective

Six Evaluation Criteria	Sample Questions
Relevance	<p>Counterpart Country's Development Policies and Needs</p> <ul style="list-style-type: none"> • Do disability inclusion activities align with priority issues and contents stated in the counterpart country's disability policy or sector policy? <p>Appropriateness of Project Plan and Approaches</p> <ul style="list-style-type: none"> • Was mainstreaming of disability inclusion considered during project formulation? • Was information collected from persons with disabilities and organizations of persons with disabilities during project formulation? • Was participation of persons with disabilities promoted in the project implementation process? • Were methods employed to avoid excluding specific types of disabilities or specific groups of persons with disabilities (e.g., women with disabilities, ethnic minorities, or other minorities)?

Six Evaluation Criteria	Sample Questions
Coherence	<p>Consistency with Japanese Government/JICA Development Cooperation Policies and Coordination with Other JICA Projects</p> <ul style="list-style-type: none"> • Were disability inclusion activities consistent with Japanese government and JICA policies? • Was coordination with other JICA projects undertaken to promote disability inclusion activities? <p>Coordination with International Frameworks</p> <ul style="list-style-type: none"> • Was the project consistent with the CRPD? • Did disability inclusion activities contribute to achieving global goals such as SDGs?
Effectiveness	<ul style="list-style-type: none"> • To what extent were outcomes achieved for persons with disabilities through disability inclusion activities? • Did disability inclusion activities contribute to achieving project purpose and outputs?
Impact	<ul style="list-style-type: none"> • Can positive long-term or indirect effects be expected from disability inclusion activities? For example, fostering leadership of persons with disabilities, participation of persons with disabilities in decision-making processes, institutional reforms. • Have any negative indirect effects emerged because disability inclusion activities were not implemented or because disability inclusion analysis was insufficient? For example, exacerbating discrimination or stigma against persons with disabilities.
Efficiency	<ul style="list-style-type: none"> • Were disability inclusion activities conducted within the planned budget and timeframe? • Was project efficiency being prioritized at the expense of excluding specific groups such as persons with disabilities?
Sustainability	<ul style="list-style-type: none"> • Will persons with disabilities and their representative organizations continue to be involved in the disability inclusion process? • Is continuation of outcomes achieved for persons with disabilities appropriately planned? • Will the services and systems established in the project continue to be expanded and maintained in a manner that ensures equality and participation of persons with disabilities?

Appendix 1: Barriers to Access and Participation for Persons with Disabilities in Urban and Regional Development

Persons with disabilities face complex difficulties arising from the interaction of institutional, physical (environmental), communication, and attitudinal barriers within urban areas and local communities. These barriers often intersect and reinforce one another, creating diverse and context-specific situations depending on national conditions, levels of economic development, and availability of infrastructure. Barriers can be found as the absence of policies, standards, and guiding principles that clearly address the rights of persons with disabilities, as well as policy development processes that do not ensure their participation. The design of public buildings and facilities may be constructed without the involvement of persons with disabilities. Attitudinal barriers may also be present within communities. It should be further noted that physical barriers exist not only at individual locations—such as housing, transportation system, and public facilities—but also at a broader spatial level, reflecting insufficient infrastructure coverage and poorly connected networks of facilities.

Main Barriers in Cities and Regions for Persons with Disabilities and Examples

Barriers	Examples
Institutional Barriers	<p>Institutional and Legal Systems</p> <ul style="list-style-type: none"> • Lack of national legal frameworks for the implementation of the CRPD and the International Covenants of Human Rights. • Insufficient institutional development, including the absence of necessary rules and regulations to operationalize policies addressing the rights of persons with disabilities. <p>Rules and standards for infrastructure, public service facilities and buildings</p> <ul style="list-style-type: none"> • Absence of rules, regulations, and standards on accessibility and reasonable accommodations for infrastructure and public service facilities. • Absence of rules, regulations, and standards on accessibility and reasonable accommodations for housing, commercial premises, and other buildings. • Limited organizational capacity and inadequate budget allocation to administer, monitor, and enforce accessibility rules and standards. <p>Monitoring and Grievance-redress Mechanism</p> <ul style="list-style-type: none"> • Lack of systematic monitoring of policy implementation with the participation of persons with disabilities and organizations of persons with disabilities, absence of grievance-redress

Barriers	Examples
	<p>mechanisms, including formats and communication modes that can be used by persons with disabilities.</p> <p>Disability Disaggregated Data</p> <ul style="list-style-type: none"> • Lack of age-, gender- and disability-disaggregated statistical data, along with potentially insufficient budget allocation for statistical data development.
Physical Barriers	<p>Basic Infrastructure in Cities and Regions</p> <ul style="list-style-type: none"> • Lack of environment to ensure safe and independent mobility for persons with disabilities. • Insufficient infrastructure development that limits accessibility to essential services. • Dispersion of service access points due to urban sprawl, increasing travel distance and reducing accessibility. <p>Appropriate and Affordable Housing Supply</p> <ul style="list-style-type: none"> • Limited supply of affordable housing for persons with disabilities. • Housing designs and surrounding facilities that lack accessibility and compatibility with assistive devices. <p>Design and Accessibility of Various Facilities</p> <ul style="list-style-type: none"> • Overall shortages of water supply, sewerage systems, sanitation facilities, and waste management services, as well as designs that do not adequately consider accessibility for persons with disabilities. • Roads and transportation infrastructure lack barrier-free design. • Insufficient accessibility of basic community facilities and local amenities, including public buildings, shops, parks, and recreational facilities. <p>Economic Situation and Availability of Personal Assistance</p> <ul style="list-style-type: none"> • Economic difficulties and poverty resulting from limited access to employment, which restrict the ability of persons with disabilities to obtain assistive devices, secure adequate housing, or modify housing to meet accessibility needs. • Insufficient availability of assistive devices, personal assistance services, and affordable transportation options, as well as limited financial capacity to access these supports.
Communication Barriers	<p>Accessibility of Information on Facilities and Transportation</p> <ul style="list-style-type: none"> • Limited accessibility of information regarding public facilities and transportation, including traffic signs, and guides. <p>Accessibility of Information on Disasters</p> <ul style="list-style-type: none"> • Inadequate accessibility of disaster-related information, early warnings, and evacuation guidance, often due to reliance on limited communication formats and media that do not reach persons with disabilities.

Barriers	Examples
Attitudinal Barriers	<p>Knowledge and Awareness of Government Officials and Service Providers</p> <ul style="list-style-type: none"> • Insufficient knowledge and awareness on disability inclusion and human rights among government and administrative officials. • Insufficient knowledge and awareness on disability inclusion, and human rights and accessibility among service providers, including public transportation operators. <p>Perceptions of Community and Society toward Persons with Disabilities</p> <ul style="list-style-type: none"> • Prejudice, discrimination, and negative attitudes that restrict housing options and access to public services of persons with disabilities.

Appendix 2: Examples of Good Practices in Mainstreaming Disability Inclusion in Urban and Regional Development

(1) Institutional Development for Disability Across Areas with the Participation of Persons with Disabilities (Japan) [17]

Japan has progressively developed institutional frameworks to improve accessibility for older adults and persons with disabilities. The process began with the Act on Buildings Accessible and Usable for the Elderly and Physically Disabled, promulgated in 1994. The Transportation Accessibility Improvement Law was promulgated in 2000 aiming at ensuring the accessibility of railway stations, train cars, and other transportation facilities. In 2006, these two laws were consolidated into the Act on Promotion of Smooth Transportation, etc. of Elderly Persons, Disabled Persons etc.—commonly known as the Barrier Free Act.

The Barrier Free Act expanded its scopes of from points to area and from single points of origin and destination to “travel chains”, emphasizing complete accessibility. The Act promotes the development of urban environment based on universal design principles, ensuring accessibility for all users.

The overview is as follows:

Policies Under the Barrier-Free Act

Policies	Outlines
Barrier-free Basic Plan and Transportation, etc. Facilitation Promotion Plan (Master Plan) [18] [19]	<ul style="list-style-type: none"> Municipalities can enhance comprehensive accessibility within specific areas by designating priority development zones. The law establishes a system for reviewing and verifying mobility and accessibility for persons with disabilities, as well as proposing area-specific plans. A Transportation, etc. Facilitation Promotion Plan allows municipalities to set and share the overall direction for improving accessibility, even before specific project plans are developed. This planning process also provides opportunities for consensus building.
Setting Clear Standards for Facilities [20] [21]	<ul style="list-style-type: none"> The Act expands the scope of target facilities and increases the responsibilities of owners and operators for compliance. Municipalities are also authorized to establish their own standards through ordinances, reflecting regional needs and characteristics. Architectural design standards provide guidance on standard plans and implementation methods, covering both structural and non-structural measures. Standards for facilitating smooth

Policies	Outlines
	mobility specify requirements for structures, facilities, guiding tools, and other elements to ensure the accessibility of railway stations and wagons, parking lots, parks, roads, and other public spaces for older adult people and persons with disabilities.
Mechanism of participation of persons with disabilities and a continuous improvement process (“spiral up”) [22] [23] [24]	<ul style="list-style-type: none"> • An evaluation committee on smooth mobility facilitation is established to assess and verify improvements in accessibility². • The guidelines for the participation of older persons, persons with disabilities etc. (2025) were developed to provide the guidance and procedures on participation of older adult people and persons with disabilities in the process from project planning to operation and maintenance.

(2) Accessible Infrastructure Development with Participation of Community and Experts on Accessibility (Vietnam) [25]

The Vietnam Scaling Up Urban Upgrading Project, implemented from 2017 to 2024 with support from the World Bank across seven cities, aimed to develop sustainable urban infrastructure. The primary objective was to ensure the equitable distribution of development benefits among diverse populations, including older adults and persons with disabilities.

The project actively involved diverse stakeholders, including experts on universal design and persons with disabilities, from the planning stage. Technical standards and design policies were developed in accordance with universal design principles for infrastructure development, based on the outcomes of on-site surveys and accessibility audit. Participatory decision-making was actively facilitated, with 99.1% and 97.8% of households participating in periodic project meetings during the preparation and implementation stages, respectively. Residents were engaged in discussion on technical standards and designs. To achieve consensus among diverse groups—including persons with disabilities, older adults, and women—the project also gathered information through various channels such as household-level interviews, incorporating the aspects of users throughout the process from the planning to implementation. As a result, the project successfully applied the necessary measures to ensure accessibility of physical infrastructure for diverse people.

² For example, the Project for Construction of the New National Stadium for the Tokyo Olympic Games conducted workshops with older adults and persons with disabilities and reflected the outputs in the design.

(3) Inclusive Project Planning and Evaluation of Urban Environment (Spain) [26] [27] [28] [29]

The City of Barcelona, Spain, has been promoting the inclusive urban development by enhancing the accessibility of basic public services and amenities. The City envisions a “People First” approach to urban development. This approach is grounded in the concept of “Ecosystemic Urbanism”, which views the city as an ecosystem whose primary component is the people who live in it. In line with this concept, the City evaluates the urban environment using four dimensions with 45 indicators. One of them is social inclusiveness, which provides a comprehensive assessment based on indicators such as housing conditions, access to public facilities, and travel time to reach services. These indicators capture differences among residents based on income levels, as well as cultural and ethnic backgrounds, enabling the city to assess and promote inclusive urban environments.

Furthermore, the City promotes the approach of “Superblocks” in line with its vision. The Superblocks create pedestrian-priority areas by integrating multiple blocks. Within each Superblock, automobile access is restricted, allowing street space to be repurposed as pedestrian zones, public open spaces, and green areas. The development and use of these spaces are guided by community-defined polices.

During the development of the initiative, the City of Barcelona established standards of accessibility in line with the universal access principles in collaboration with the *accessibility platform*, “*Mesa de Accesibilidad de Barcelona* (Accessibility Committee of Barcelona), with the active participation of persons with disabilities. This collaboration promotes measures to ensure safety of mobility for all users, including persons with disabilities and older adults. Key measures include the elimination of gaps and physical obstacles, installation of tactile paving for persons with visual impairments, construction and improvement of sidewalks, and provision of accessible signage. Conditions within each block are assessed across relevant dimensions using indicators including the number of activities organized by citizens within the block. Based on these evaluation results, appropriate and effective policy measures are further developed and refined.

Barcelona has also developed the mechanism to enable citizens to propose projects and participate in their implementation through “Decidim”, a digital platform for citizen participation, as well as through participatory budgeting. The Superblocks are also promoted via this platform. Special sessions are organized for persons with disabilities, children, and youth to ensure that diverse perspectives are meaningfully captured. By placing citizens at the center of the policymaking, Barcelona has structured its governance systems to support continuous and autonomous public engagement, encompassing the collection of public inputs, allocation of budgets, and evaluation of policy outcomes during and after implementation.

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