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From problems to solutions: how to support innovative transport systems

HiReach
innovative mobility solutions
to cope with transport poverty

inclusion

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01

Mobility problems

Vulnerable groups and rural areas

Is there anything wrong ?

- Looking back, everywhere there seems to be an interest in addressing factors of exclusion, but there is a too negative focus and concern

- **Past decade** we have addressed **mobility** problems:
  - Of exclusion
  - Of disabled people
  - Of minorities

- **Future decade** we must be bolder and address **access** solutions:
  - For an inclusive society
  - For differently able people

AIM and MANAGE

Change paradigm

- Accessibility is usually referred to as the ease of reaching goods, services, activities and destinations,
  - which together are often recognized as opportunities for individual and society development.

- While mobility is concerned with the performance of transport systems in their own right.

- Accessibility adds the interaction of transport systems and land use patterns as a further layer of analysis.
  - Social exclusion is the downside of accessibility

Unfortunate policy approach

- Aiming to achieve social inclusion in Europe we have defined it through its dual concept

- *"Social exclusion is a <u>process</u> whereby <u>certain</u> individuals are pushed to the edge of society and <u>prevented from participating</u> fully by virtue of their poverty, lack of basic competencies and lifelong learning opportunities, or as a result of discrimination. This <u>distances</u> them from job, income and education opportunities as well as social and community networks and activities. They have <u>little access to power and decision-making bodies</u> and thus often feel powerless and unable to take control over the decisions that affect their day-today lives"* Joint Report on Social Inclusion, European Commission, 2004 *(underline is ours)*

Lack of engagement and lack of empowerment

Revisiting Policy Approach

- Don't talk about disabled people – Minorities are always answered with minor actions
  - "little access to power …" means also litle relevancy

- Who are the groups of **differently able** people ?
  - Elderly
  - Children
  - Financially impaired
  - Intellectually impaired (information)
  - Physically impaired
  - Visually impaired

**Exclusion results
 from the combination
of circunstances**

Rebalance discussion

- We need to rebalance the discussion and stress that for full participation in society, other conditions need to be met rather than merely the access to transport which provides the **physical accessibility** to economic and social activities.

- The key seems to be developing cities and urban mobility systems towards social inclusion, eliminating the **combination of circumstances** which prevent people from fully participating in society and lead to exclusion

- Inclusive accessibility must be defined at the top level of governance and dealt with at a tactical and operational level like other utilities that support urban living

  - Clear and explicit definition of requirements for differently able people must be included in strategic decisions to settle:

    - ❖ ***Objectives for Quality of Mobility***, mode by mode and for the system as a whole

    - ❖ ***Engageable Resources*** (physical and financial) for the Mobility system and bases for their allocation to modes

A policy window opportunity is needed to upgrade the issue to the political agenda !

02

Innovative Solutions

Building bridges

❑ ICT solutions are a valuable instrument for inclusion:

- Engaging and empowering users in the design of solutions;
- Human sensors are an effective instrument for monitoring the system and identifying the needs
- ICT gives room for new services formed by components of conventional services

Flexible services can act as feeders of conventional services forming a smooth chain easing the access for less able citizens
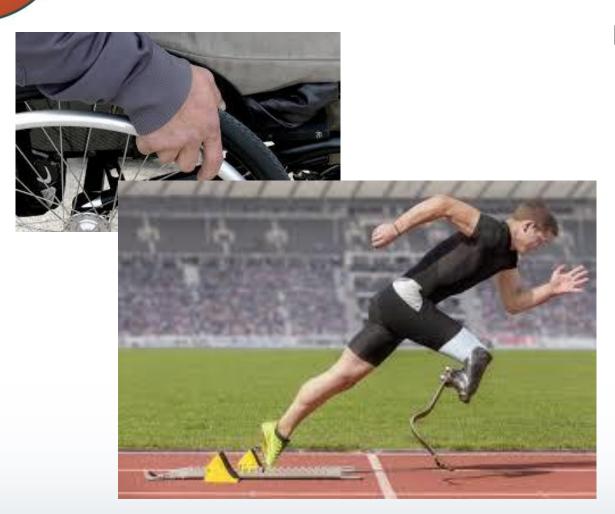
Well scanned needs

❏ Mobility needs are not only about transport

   ❏ Less able people must have a priority in residence local, the so called accessible residences;
   ❏ Working places must allow proper integration of less able people;
   ❏ Social places should be inclusive (accessible and connected)

Mobility is key to independent living

Loss of independent mobility means:

✧ costs for care provision;

✧ loss of tax revenue;

✧ negative impacts on mental and physical well being.

INNOVATION IS:

- **STOP HELPING;**
- **GIVE SUPPORT, DEVELOPMENT CONDITIONS AND EMPOWER, EMPOWER, EMPOWER.**
- **Innovation is much more than technology**

03

Keep innovation rolling

- Strategic guidelines and Contracts should *recognize the value-added of inclusive services and reward operator innovative enterpreneurship in finding solutions for differently abled people*, instead of adopting rigid exclusive services that hamper innovation and economies of scale in use of resources

- Urban mobility systems must be operationally assessed and monitored as a whole not only mode by mode or only in a few elements. **The system must be assessed with clients eyes** – i.e. accessibility chain

- **The access chain is a key issue**, and transport needs to be considered as an interlinked system with land-use, each element of which including information, the pedestrian environment and transport interchanges - needs to be user-friendly and accessible.

- **Differently abled people need to be consulted in the design, delivery and implementation of accessible transport systems, as well as development of policy, research and legislation.**

Key aspects for a new policy approach (II)

- **The access chain is a key issue**, and transport needs to be considered as an interlinked system with land-use, each element of which including information, the pedestrian environment and transport interchanges - needs to be user-friendly and accessible.

- **Differently abled people need to be consulted in the design, delivery and implementation of accessible transport systems, as well as development of policy, research and legislation.**

- The cost of providing a fully accessible transport system must be weighed up against the cost of excluding differently abled people.

Key aspects for a new policy approach (III)

- The cost of providing a fully accessible transport system must be weighed up against the cost of excluding differently abled people.

- **Avoid exclusive systems for less able people – this is a poisoned gift, a driver for exclusion**

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Thank you

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