



**Setting the scene for TRANSED 2015**

# **AIM and MANAGE for INCLUSIVE ACCESS**

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**WCTRS, World Conference in Transportation Research Society**

**Presented in New Delhi (13<sup>th</sup> TRANSED), Sept 17-20, 2012**

# 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



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- ❑ 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

Aim and Manage for Inclusive Access

# Unfortunate policy approach

- ❑ Aiming to achieve social inclusion in Europe we have defined it through its dual concept
- ❑ *“Social exclusion is a process whereby certain individuals are pushed to the edge of society and prevented from participating fully by virtue of their poverty, lack of basic competencies and lifelong learning opportunities, or as a result of discrimination. This distances them from job, income and education opportunities as well as social and community networks and activities. They have little access to power and decision-making bodies 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)

# Revisiting Policy Approach

- ❑ Don't talk about disabled people – Minorities are always answered with minor actions
  - “little access to power ...” means also little 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 circumstances**

## Some figures for relevancy



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- ❑ By 2051, the projected world population of people aged 65 years and over is expected to be at least double its size in 1999
  - The elderly are not a homogenous group and this must be recognised (young elderly < 75, and old elderly > 75)
  
- ❑ In Europe, 12 to 14% of the population are disabled.
- ❑ The percentage of people with disabilities increases with age. In Britain 5.6% of those aged 16 - 59 are disabled. This figure rises to 28% of those aged 60 - 74, and to 53% of those aged 75 and over.
- ❑ Sixty-nine percent of those with disabilities have locomotive disabilities, 41% hearing disabilities, 24% seeing disabilities, 21% intellectual functioning disabilities.
- ❑ Many people have multiple disabilities. Disabilities vary greatly in severity;
  - 7% have the most severe disability (can only walk a few paces) to 35% with the least disability.

(Sources: UN, Eurostat, etc)



# 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

# Aim for a change of priority for differently able people

- 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 !**



# Manage the mobility systems for inclusion of differently able people

- ❑ Strategic guidelines and Contracts should ***recognize the value-added of inclusive services and reward operator innovative entrepreneurship 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

# Key aspects for a new policy approach

- ❑ 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.
- ❑ Avoid exclusive systems for impaired people – this is a poisoned gift, a driver for exclusion





□ We look forward to receive you in Lisbon

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