Design with Everybody in Mind

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linked to OECD
54 member countries

Think Tank
Policy analysis and research
Data and statistics

Annual Summit
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Global Passenger Transport Activity

Index of pkm

Index of world passenger mobility, 2000 - 2050 (2000 = 100)

High: European saturation levels in BRICs

Low: Japanese saturation levels in BRICs

Passenger Modal Split, 2005 and 2050

OECD

Non-OECD

Source: International Transport Forum calculations using IEA MoMo version 2011
Ageing Global Population

- 22% of global population will be over 60 by 2050, up from 11% today
- The number of people over 80 is growing at 4% per year worldwide; the population as a whole is growing at 1% per year; expected to triple by 2050 in OECD countries;
- The population is ageing faster in developed than in developing countries;
- There is a strong correlation between age and disability:
  - approx. 1/3 of older people have a disability;
  - in some countries, 2/3 of disabled people are elderly.
- 20-30% of the population have mobility difficulties.

Correlation: Age and Motor Disability

Source: Metz and Underwood, *Older, Richer, Fitter*, 2005
A Social and Economic Imperative:

- Mobility is key to autonomous living: employment, health care etc.

- Loss of autonomous mobility means:
  - negative impacts on self-esteem, mental and physical well being;
  - costs for care provision;
  - loss of taxable revenue;
What Does Accessible Transport Entail?

- All transport and land-use policy initiatives and planning should account for the potential impact on the safety and accessibility of older and disabled people;

- Intra- and Inter-modal links in the transport chain need to be improved to improve door-to-door mobility;

- Pedestrian movements must be designed for comfort and safety (real and perceived), this will be good for all groups:
  - Longitudinally (sidewalks) and transversally (crossings);

- Close cooperation among governments, public authorities, manufacturers, operators is essential;

- Accessibility enhancements should be preceded by consultation of the people concerned.
Evolving Policy Context

- Decision-making is increasingly complex;
- Growing demands for policy integration with other sectors;
- Maintaining balance in the policy package not always easy; tradeoffs in objectives often necessary.
- Accessibility: Integral part of a high-quality, efficient, sustainable transport system.
Evolving Institutional Context

▸ Decentralization of responsibilities for urban travel
  • Local and regional authorities with increasing roles in decision-making;

▸ Problem: Incomplete, excessive or incoherent decentralization
  • Transfer of authority to lower levels of government must be accompanied by transfer of commensurate resource-generation capacity;
  • Decentralization not always coherent across ministries (public works, land-use, environment)
  • Usually requires (difficult) reform to fiscal and regulatory structures, necessary to facilitate implementation.
Achieving Accessibility: Progress

- Legislation introduced in many countries and at European level
- Good practice including:
  - Improved authority-operator collaboration for seamless transport
  - Better links with organisations representing disabled/older people
  - Growing awareness of need for barrier-free pedestrian environment
  - Universal design increasingly recognized as an integral part of transport planning and delivery

- Possible catalyst for change worldwide;
- As of Oct 2013, signed by 158 countries, ratified by 138 parties (including European Union);
- But implementation is slow: UN reports less than 50 countries have disability/anti-discrimination laws.
Move Towards National Disability Rights Legislation

- **USA (1990)**: Americans with Disabilities Act (ADA);
- **UK (1995)** Disability Discrimination Act (DDA);
- **Germany (2002)**: Act on Equal Opportunities for Disabled Persons;
- **Spain (2003)**: National Law for Equal Opportunities, Non Discrimination and Universal Accessibility;
- **Switzerland (2004)**: Federal Act on the Elimination of Discrimination against People with Disabilities;
- **France (2005)**: Law on Equal Rights and Opportunities, participation and citizenship of disabled persons.
- **Ireland (2005)** Disability Act
- ...
Transport Legislation/Approaches

- **Sweden (1979):** one of the first countries to introduce national legislation on adaptation of public transport for disabled travellers

- **Japan (2000):** Transport Accessibility Improvement Law

- **Netherlands (2000):** Act on Passenger Transport contracting of public transport services conditional on system accessibility

- **Norway (2004):** National Transport Plan’s Accessibility Programme (BRA) for 2006-09: draws on government-wide Action Plan for increased access based on universal design.
Persistent Problems

- Low government priority in many countries; still in the margins of transport policy
- Inadequate regulatory & legal frameworks/technical standards
- Lack of coordination among authorities and operators with fragmented responsibilities
- Insufficient monitoring and evaluation
- Considered as optional or too late in planning process, decision-making
An Afterthought in Planning…

This means:

- Financial/other resources committed too late
- High retrofitting/investment costs; indirect costs due to loss of mobility
A Better Approach

Upstream, long-term (10-year) planning for accessibility:

- Allows costs to be spread out over investment period;
- Engenders economic benefits
  - for everybody: less effort, reduced boarding times
  - For transport companies:
    - increased patronage
    - reduced boarding times → shorter operating cycles →
      tighter operating frequencies with same rolling stock
      (or less rolling stock for same frequencies)
Priority Areas for Decision-Makers (1)

► Recognize that accessibility is no longer optional
► Develop a comprehensive national policy framework with supporting legislation and regulation where necessary
► Monitor implementation of legislation and regulation consistently; evaluate impacts
Priority Areas for Decision-makers (2)

► Bring forward for particular policy focus:

• Separate and specialised door-to-door transport: Further work necessary to evaluate cost-effectiveness
  – Taxis remain particular challenge

• Training for transport personnel, particularly drivers
  – Address sensory and cognitive disabilities/mental health problems
We are all people with reduced mobility at some point!
Thank you

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