

# Design with Everybody in Mind

Presentation by Jose Viegas, ITF Secretary-General  
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## Intergovernmental Organisation

linked to OECD  
54 member countries

## Think Tank

Policy analysis and research  
Data and statistics

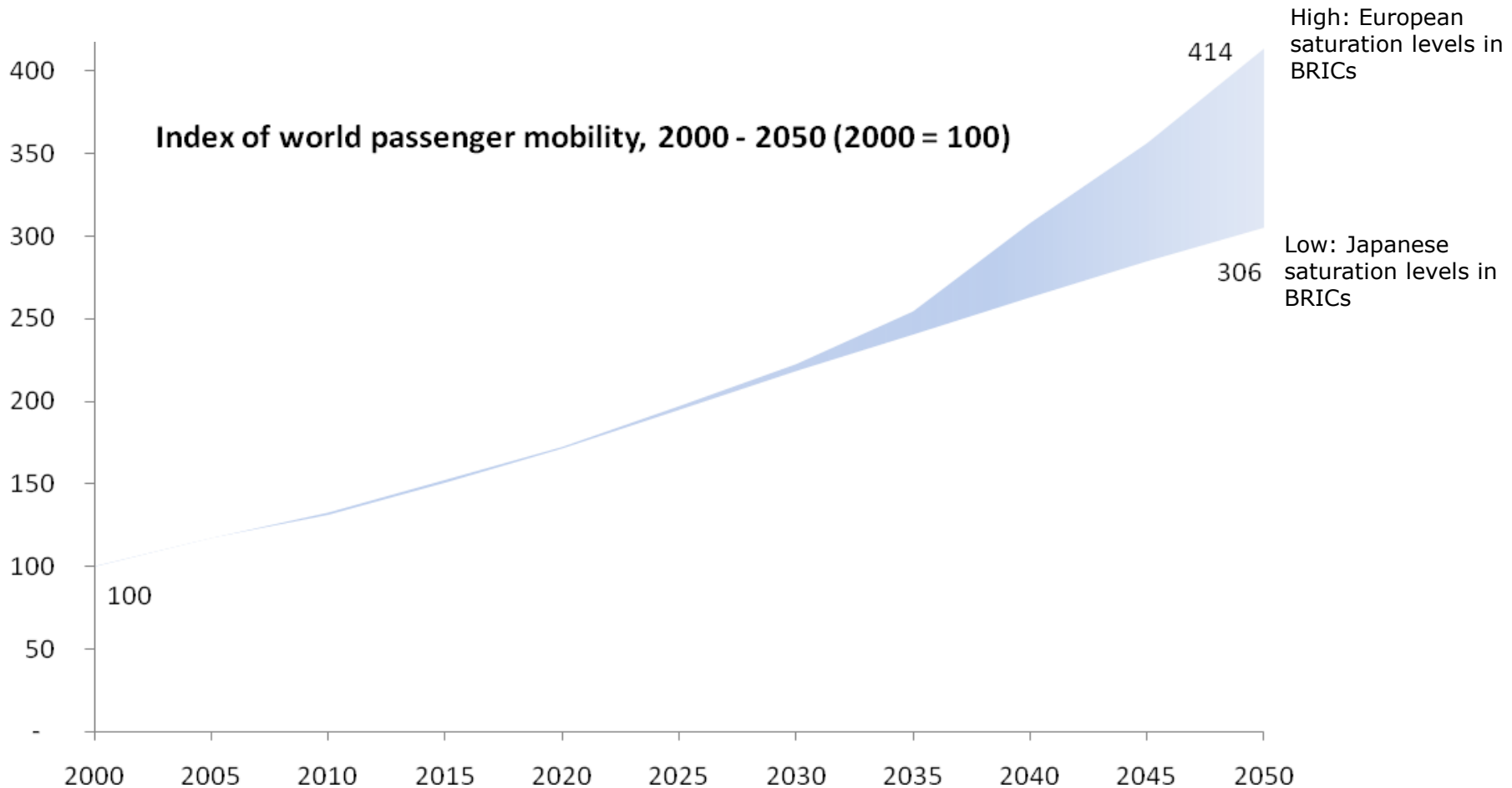
## Annual Summit

Forum for Ministers, industry  
research, civil society



# Global Passenger Transport Activity

Index of pkm



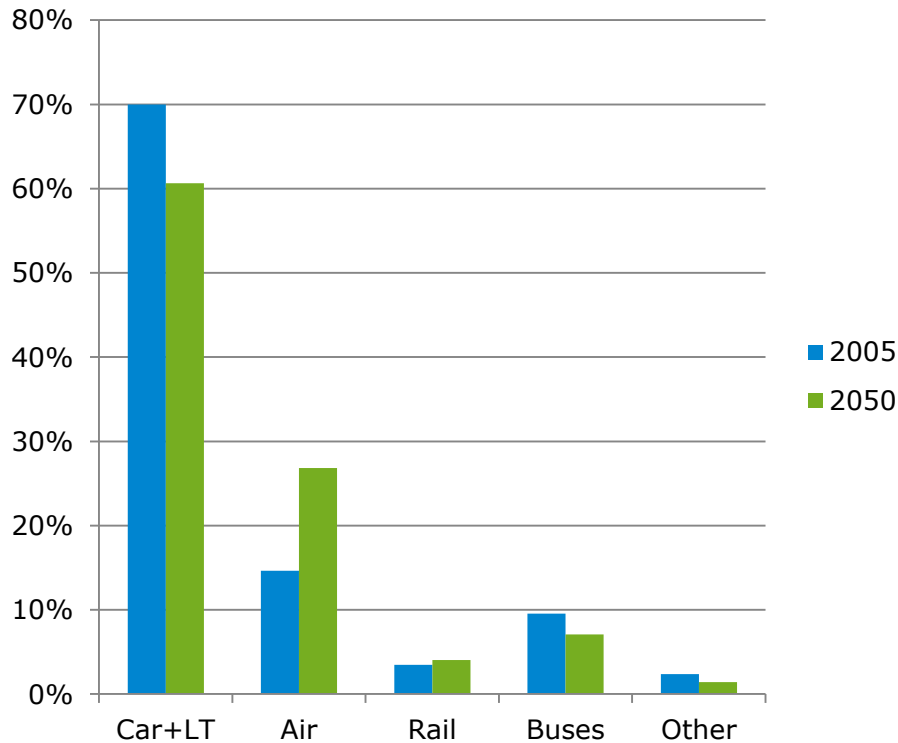
Source: International Transport Forum calculations using IEA MoMo version 2011.



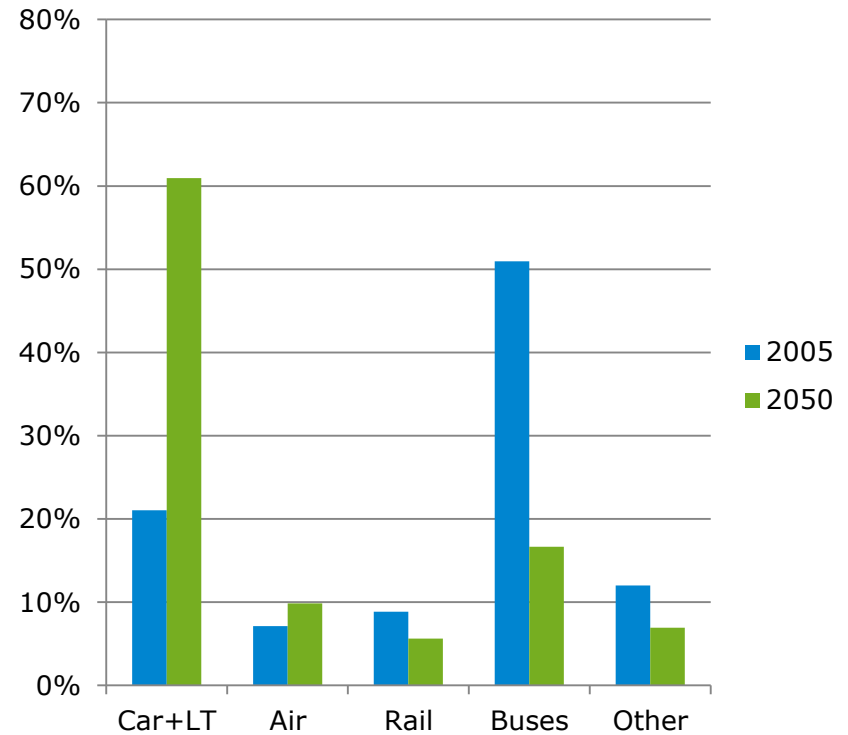
# Passenger Modal Split, 2005 and 2050

p-km (%)

OECD



Non-OECD



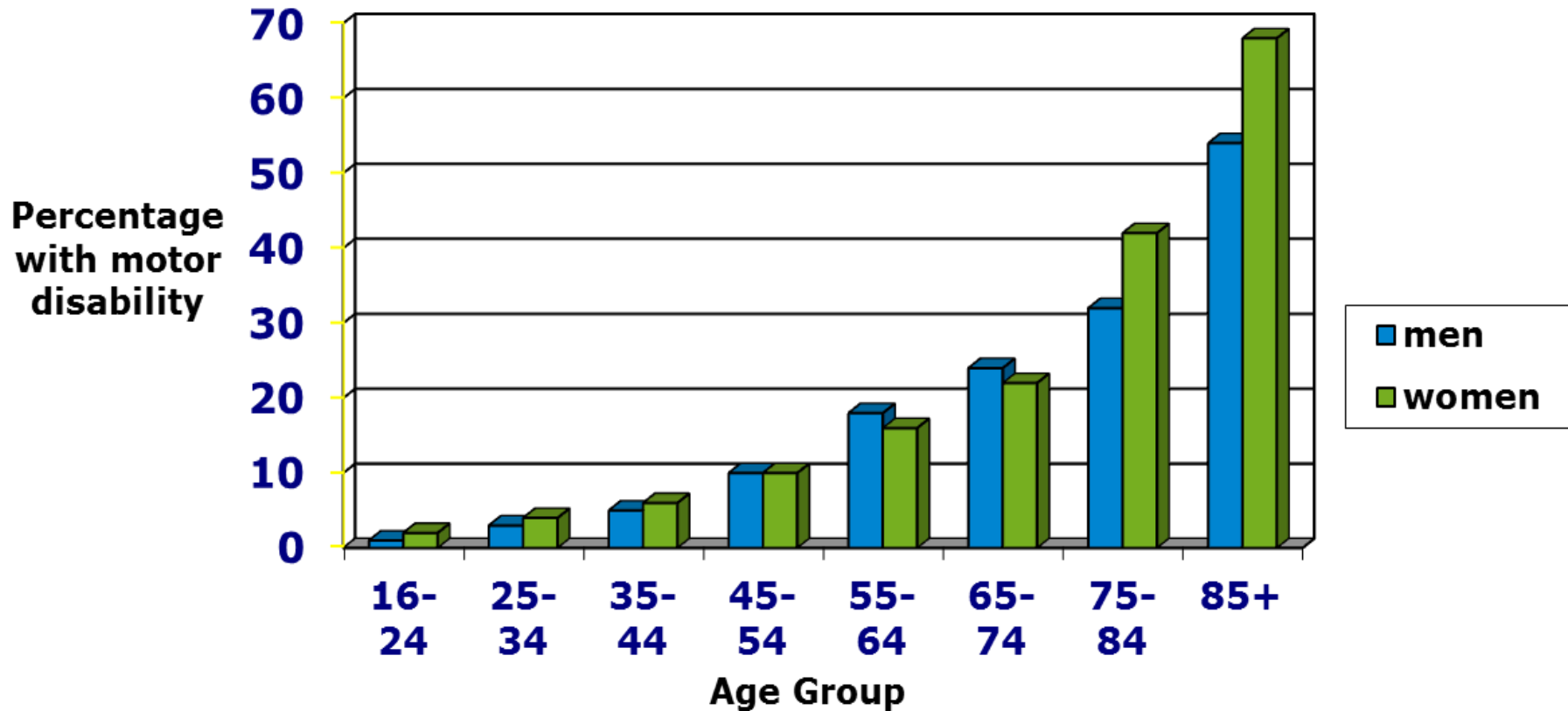
# Ageing Global Population

- ▶ 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.

Sources: UN Department of Economic and Social Affairs Report on World Population Ageing, 2009, HelpAge International, Metz and Underwood, 2005.



# 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

# UN Convention on the Rights of Persons with Disabilities (2006)

- ▶ 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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