Meeting the needs of different user groups in mobility as key to ensure social inclusion

Universität für Bodenkultur Wien
Department für Raum, Landschaft und Infrastruktur

ISRA
Fachbereich Soziologie

AIT AUSTRIAN INSTITUTE OF TECHNOLOGY
TOMORROW TODAY

REAL CORP 2013
20-23 May 2013 Rome, Italy

Dipl.-Geogr. Tina Uhlmann
Dipl.-Ing. Wiebke Unbehaun
Institute for Transport Studies
University of Natural Resources and Life Sciences, Vienna
Austria

Introduction

- Autonomous mobility is a precondition for social inclusion
- The transport system and the design of public space has to meet the requirements of various user groups
- 25 to 40% have a reduced access to the mobility system in Austria

Objectives

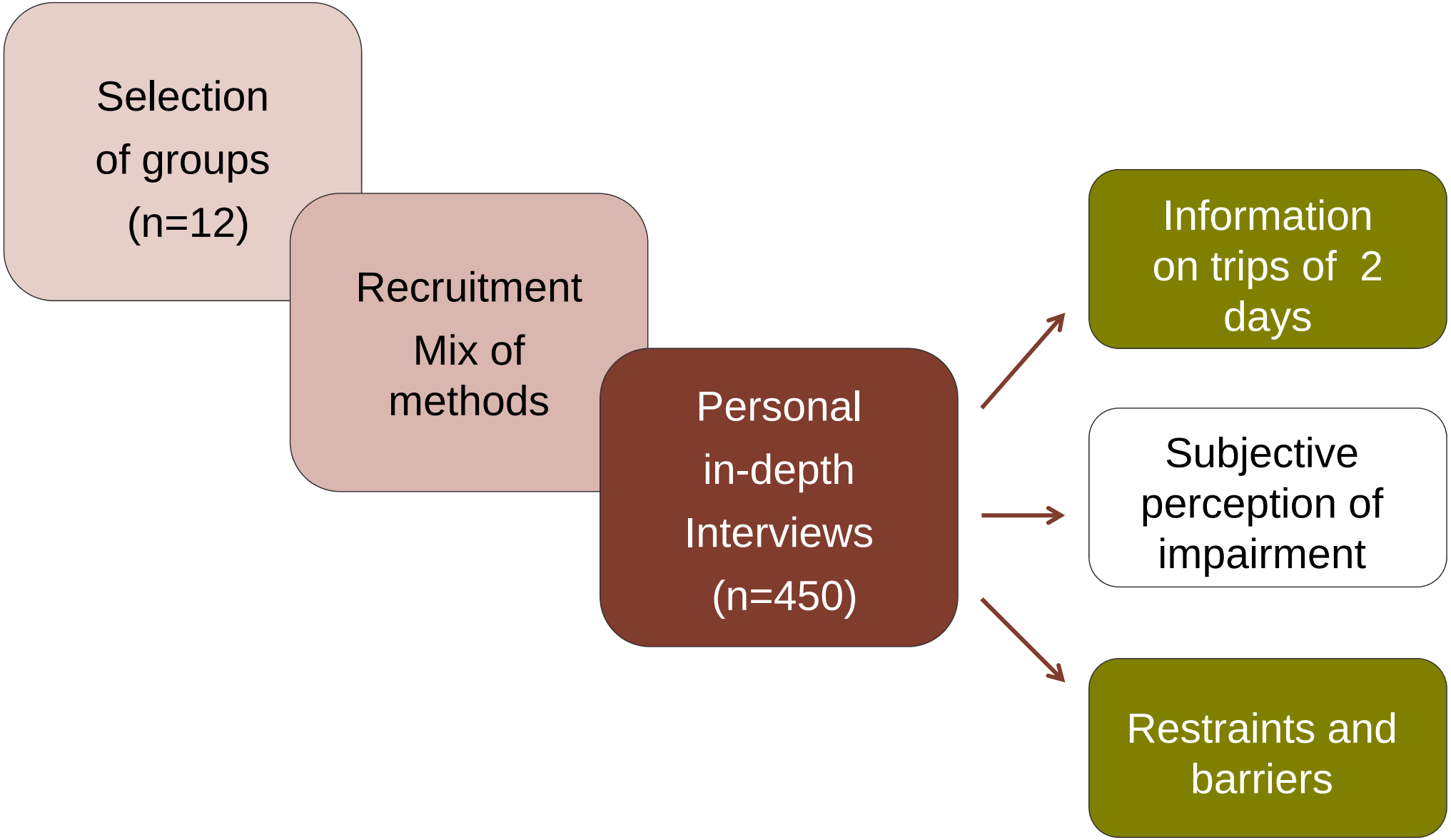
- Comparison of mobility pattern of potentially mobility impaired persons
- Information on:
  - experiences in outdoor environment
  - problems and subjective perceived degree of impairment
  - needs and requirements concerning mobility
- Implication for transport and urban planning

Methodology

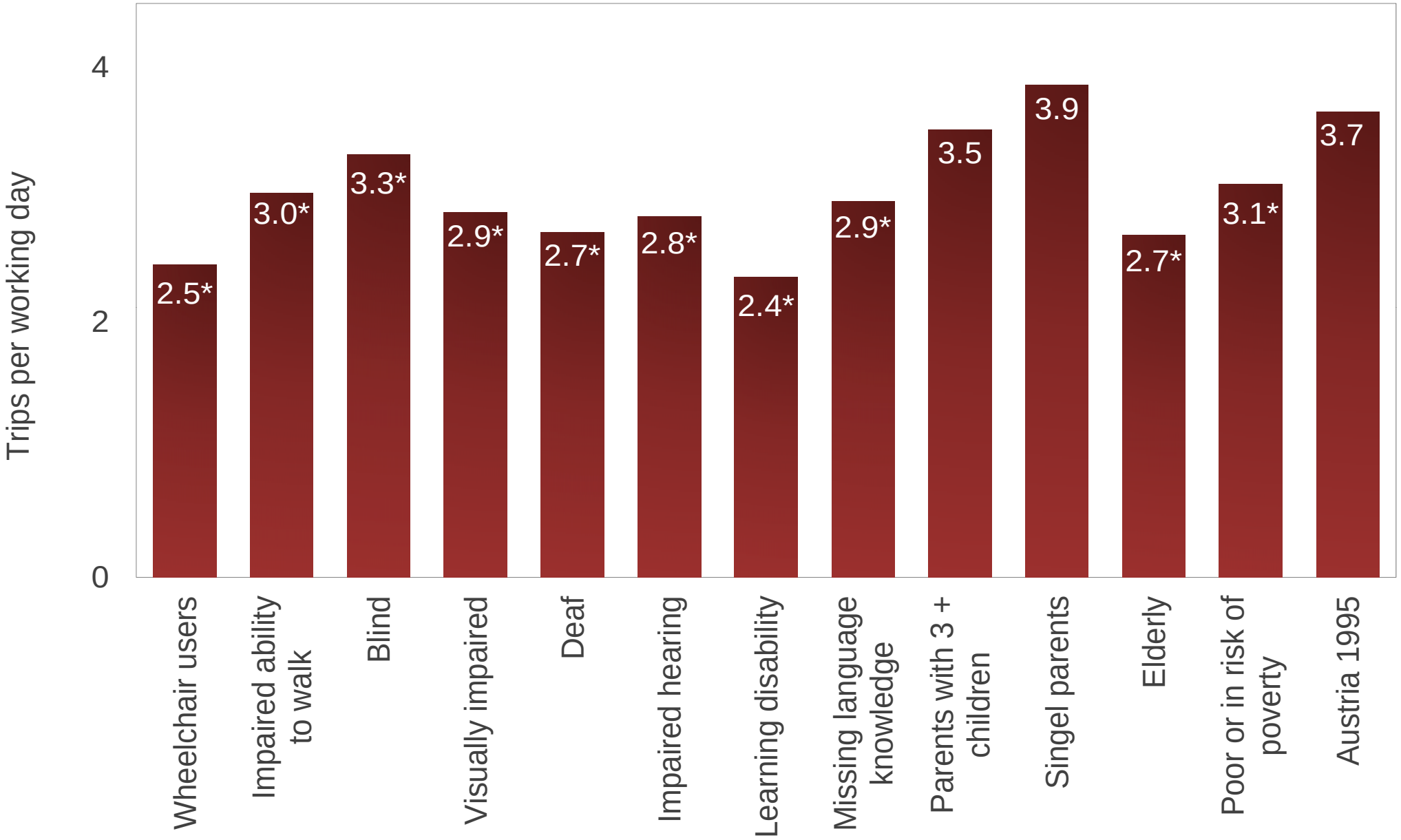
In 450 personal interviews persons with one of the following characteristics were surveyed:

- Physical or sensory impairment
- Difficulties in reading and/or writing and in understanding the national language
- Risk of poverty
- Single parents and families with 3 or more children
- Aged over 74 years

Methodology

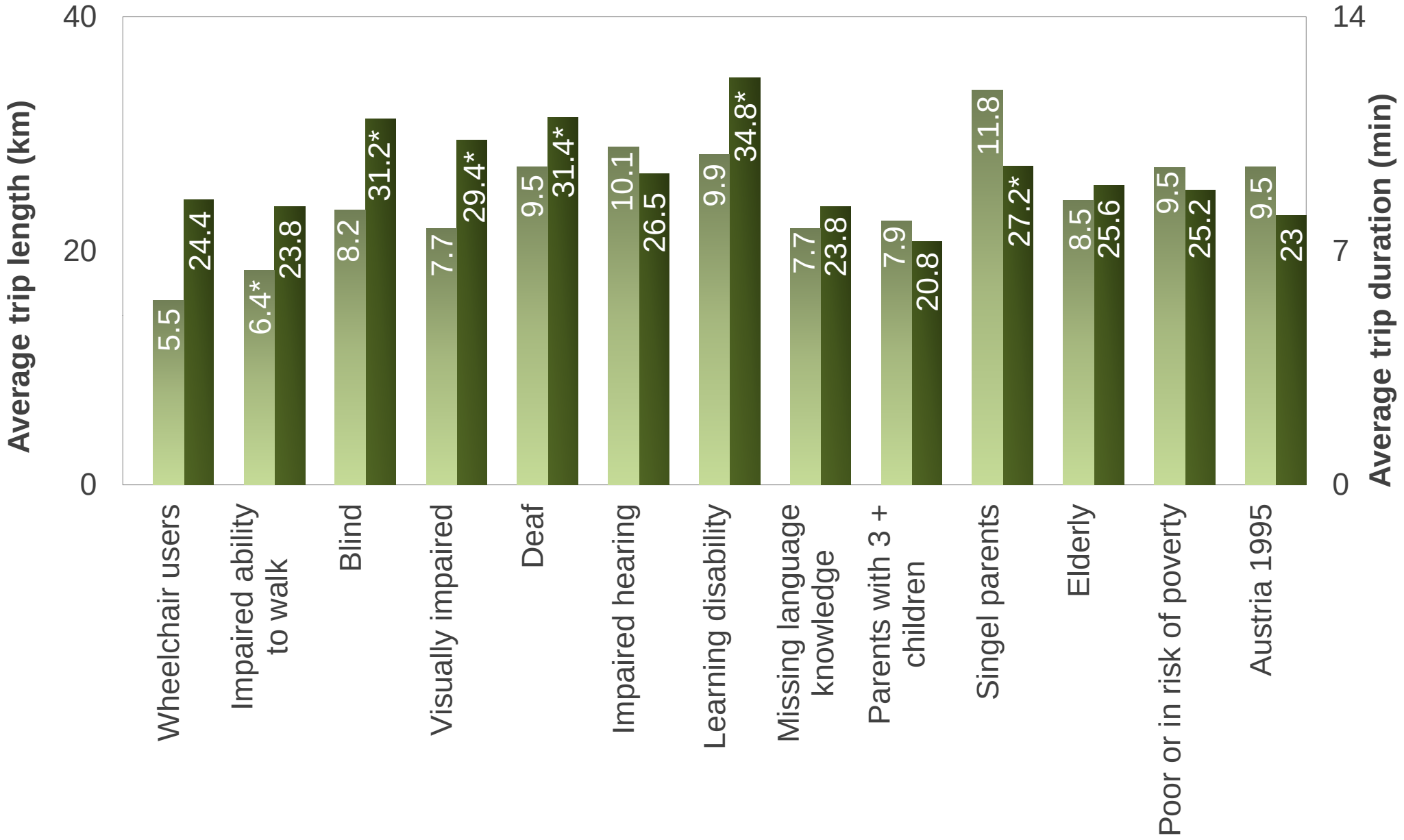


Mobility Pattern – Trips per day



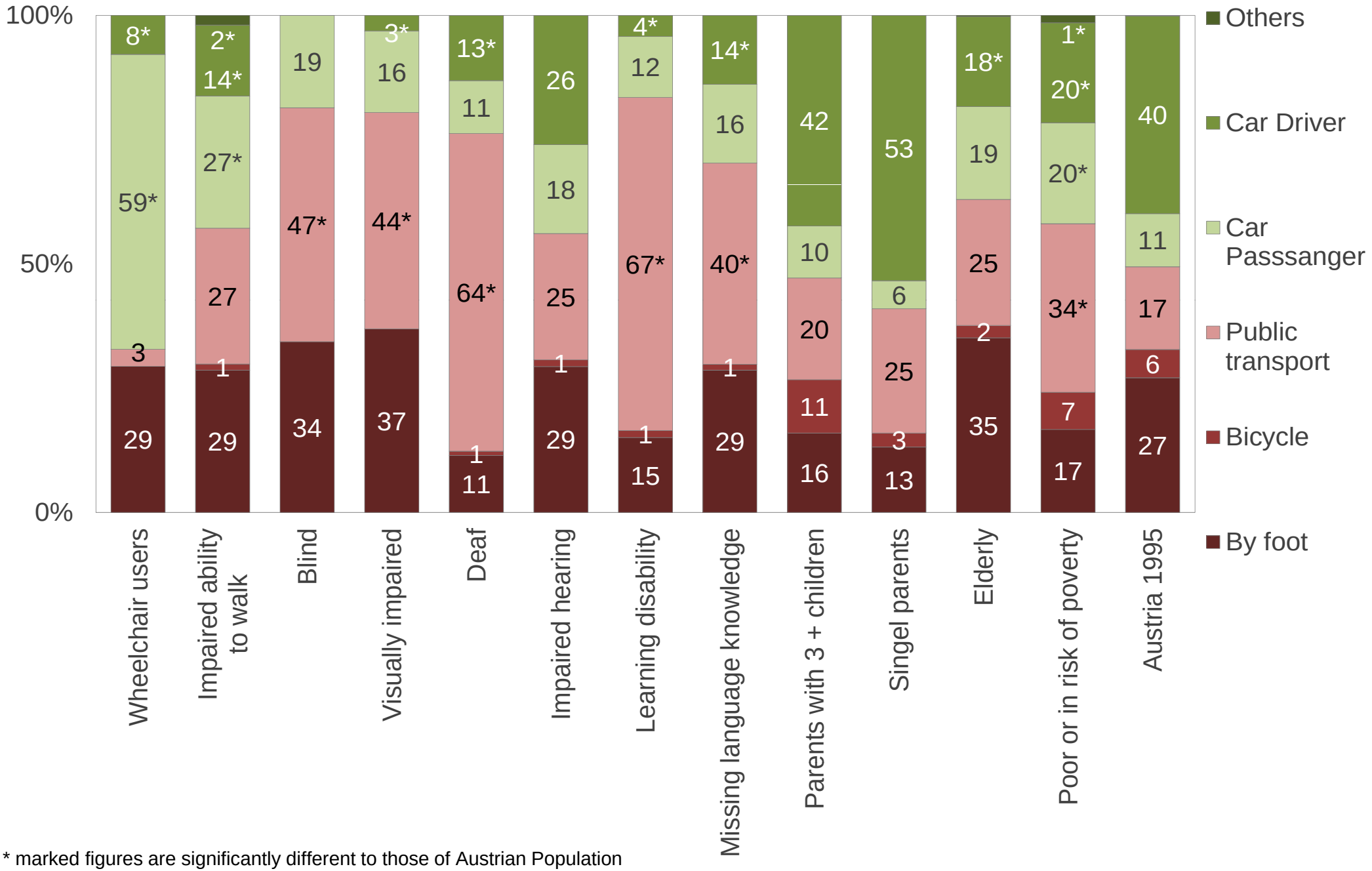
with * marked figures are significantly different to those of Austrian Population

Mobility Pattern – Trip length and duration



with * marked figures are significantly different to those of Austrian Population

Mobility Pattern – Modal Split



with * marked figures are significantly different to those of Austrian Population

Conclusions

- Mobility behaviour is different from the behaviour of average persons
- Less trips per day, lower distances but travel time is longer
- High share of public transport
- Persons with less differing mobility patterns feel subjectively impaired

Problems

- Barriers in the build environment
- Missing boundaries between areas of different usage
- Street crossings
- Mobile or unexpected obstacles in public space
- Long distances
- Other traffic participants

Fields of action

1. Planning processes
2. Improvement of information and its provision
3. Awareness raising

Planning processes

- Spatially inclusive and comprehensive infrastructure following the principle of short ways;
- Implementation of the principles of barrier-free access,
- Participation of people with mobility impairing characteristics in planning processes;
- Adjustment of street design, pavement size and lowering, ramps, construction side safety, traffic signals, etc.

Information and its provision

- Information on public transport and unexpected obstacles,
  - Easy understandable,
  - Standardised signs, signals and guidance systems,
  - Reliable, real-time and multilingual information,
  - Pre-trip and on-trip information,
- New technologies have a high potential to help persons in focus of the study,

Awareness raising

- Awareness campaigns for policy and decision makers,
- Participation of the groups concerned in the development of standards and in planning processes,
- Raise the public awareness on the needs of disabled people and help to reduce fears and distances
- Training disabled people to communicate their needs self-confidently to other citizens as well as to policy and decision makers.

Conclusions

- Differences in mobility indicators show disparity in chances to participate in everyday life
- Problems are well known and measures and standards exist
- Implementation of measures has to be fostered
- Consider all groups with problems in mobility


www.aba-fachverband.org

Thank you for your attention!

University of Natural Resources and Life Sciences Vienna
Department of Landscape, Spatial and Infrastructure Sciences
Institute for Transport Studies

Dipl.-Geogr. Tina Uhlmann
Dipl.-Ing. Wiebke Unbehaun