

**SIXTH FRAMEWORK PROGRAMME
PRIORITY 6.2: Sustainable Surface Transport
FP6-2003-Transport-3**



Contract for:

**Design of Universal Accessibility Systems for Public Transport
COORDINATION ACTION**

Annex I - "Description of Work"

Project acronym: UNIACCESS

Project full title: Design of Universal Accessibility Systems for Public Transport

Proposal/Contract no.: 012504

Related to other Contract no.: *(to be completed by Commission)*

Date of preparation of Annex I: 2004-09-06

Start date of contract: *1st January 2005*

Project Execution

Project summary

Our society has committed itself to providing all citizens with equality of opportunity. In this framework, the ability to use public transport can be critical for different purposes such as commuting to work, joining in entertainment activities or buying products and services.

This means that inasmuch as possible people with different degrees of mobility (the young, the older, people with disabilities, people carrying babies or shopping, pregnant women, etc.) should be granted the same comfort, speed and capacity when using public transport. The only way to guarantee this is to ensure that the whole of the public transport (railway, buses, taxis and its supporting infrastructure) in the E.U. becomes universally accessible.

So, the goal of this project is to promote and support the networking and coordination of research and innovation activities in the field of universal design of accessibility systems for public transport between a comprehensive group of stakeholders (end users, designers and manufacturers, operators, authorities) with a view to achieve quality and equality of access to public transport in the E.U.. Significant dissemination and society awareness of this work will also be necessary to maximize the benefits of the project.

Project objectives

1. To collect useful state-of-the-art knowledge for designing universal accessibility systems to public transport (taxis, buses and trains) in a way that allows this knowledge to be used and shared (at least in a summarized way) by all stakeholders in accessibility to public transport with a view to favour synergies and better quality.
2. To produce a roadmap of future R&D in universal accessibility to public transport based on:
 - a. The current situation of accessibility to transport.
 - b. Our vision of future accessibility to transport based on the universal design philosophy.
 - c. The emerging R&D concepts in this field
 - d. The technology gaps that separate our current situation from the intended one.
3. To come up with new R&D project proposals that allow us to bridge the existing technology gaps, such as for example
 - a. To come up with promising ideas that allow us to make access easier and more comfortable for all.
 - b. To reduce time waste during access.
 - c. To achieve an efficient use of available space.
 - d. To obtain concepts that can be applied to different train, bus and car types with as few modifications as possible.
 - e. To maximize reliability to keep the devices always working properly.
 - f. To achieve a safe system.
 - g. To design a transition strategy to establish the new systems.
 - h. To improve the quality of the public transport: safety and comfort
 - i. To increase the use of the public transport, therefore decrease the traffic jams.
4. To define an improved collaborative innovation process in accessibility to transport that takes advantages of all the stakeholders involved in the field: end-users, operators, authorities, designers and manufacturers.

To spread knowledge of universal design among educational institutions, end-users, operators, designers and manufacturers with a view to facilitate the adoption of the new concepts.

Contractors involved

Partic. Role*	Partic. No.	Participant name	Participant short name	Country	Date enter project**	Date exit project**
CO	1	Group of Interest in Accessibility to Transport	GIAT	Spain	month 1	month 24
CR	2	European Network of Independent Living	ENIL	European Union	month 1	month 24
CR	3	European Older People's Platform	AGE	European Union	month 1	month 24
CR	4	The Foundation of Scientific and Industr. Research at the Norwegian Institute of Tech.	SINTEF	Norway	month 1	month 24
CR	5	FIAT Research Centre	CRF	Italy	month 1	month 24
CR	6	Spanish Confederation of People with Disabilities	COCEMFE	Spain	month 1	month 24
CR	7	Siemens SGP Verkehrstechnik	STS	Austria	month 1	month 24
CR	8	Cities and regions networking for innovative transport solutions	POLIS	European Union	month 1	month 24
CR	9	Regie Autonome des Transports Parisiens	RATP	France	month 1	month 24

*CO = Coordinator
CR = Contractor

Impact of the project

In order to define a new improved collaboration process it was necessary to describe the relationship and the collaboration between the stakeholders in the innovation process as it is today. From every stakeholder group, the collaboration or the relationship with the other stakeholders was described (task 4.2-4.5). The information was collected by contacting the stakeholders either by mail or by telephone. A general questionnaire was made and sent out, and this was followed up by an interview in some cases. For some of the stakeholders, manufacturers especially, the innovation process is very sensitive and it caused some problems to get the information also on their relationship with others. In these cases a more general presentation was made. The relationship between the stakeholders seems to vary a lot between cities, regions or countries or stakeholder group, and in some cases it seems that collaboration is more or less absent. From the information collected we can conclude that all stakeholder groups have a potential for improving the collaboration with the other stakeholders in order to make a successful innovation process.

Coordination with other surface transport initiatives had two purposes:

- 1) Get an overview of all relevant existing projects to ensure that the new proposals we define do not overlap with other projects.
- 2) 2) Coordination with other surface transport initiatives to make available for other projects some reports mainly related to the roadmap of future R&D that allow other consortium to make progress in their areas of expertise without compromising future progress in accessibility of the design.

In the first WP4 meeting all the challenges defined in the roadmap were evaluated by all partners. The challenges which were found interesting were marked out and put on a list of possible interesting projects. In the first list 6 areas were defined as interesting suggestions. All the partners defined their themes and areas according to their interest, experience and competence. The consortium was interested in participating in a new European project, and the information from the

FP7 was therefore a guideline for the themes of new projects. Following this process two proposals were defined:

- A: Interior design of vehicles, including boarding/alighting
- B: Supporting public authorities and operators in delivering universally accessible public transport

The purpose of the task 4.1 was to coordinate with other surface transport initiatives, and to get an overview of all relevant existing projects to ensure that the new proposals we define do not overlap with other projects.

As a result some projects have contacted the partners in order to obtain more information about universal accessibility, and have an interest in the results achieved in the Uniaccess project.

Two technology Platforms have answered to our "call for collaboration". One of them is ERRAC (European Rail Research Advisory Council). They have informed the Uniaccess Consortium that they have given considerable viability to the possibility of similar projects to UNIACCESS for the future:

- 'Competitive Urban Public Transport through improved sub-system certification, Capacity optimisation, New Ticketing Systems & Major investments in Intelligent Mobility & Interface Harmonisation'
- 'Europe Wide Intelligent Infrastructure' and 'Secure Transmission of Passenger Information'

The other Technology Platform successfully contacted is AutoNET, which has now changed its name to SERtec. They sent a questionnaire of interest to Uniaccess coordinator in order to inform and include Uniaccess as a member of interest.

Dissemination and use

Dissemination and awareness are important activities within Uniaccess given that spreading knowledge of universal design among various stakeholder groups (educational institutes, local authorities, end-users, public transport operators, designers and manufacturers) is crucial in facilitating the adoption of new concepts. Furthermore, awareness of accessibility issues is generally poor across society and this can be a barrier to the use of public transport by people with reduced mobility.

The main activity of this work package therefore is the development of tools (workshops, training manuals, press releases) to encourage the adoption of such principles in working practices and to raise awareness of universal accessibility across society.

Website development

The Uniaccess website (<http://w3.euve.org/uniaccess/index.asp>) has been awarded AAA certification. The website is both hosted and updated by the Uniaccess coordinator GIAT/EUVE

Electronic and printed newsletter

In 2006, three newsletters were prepared and distributed. The newsletters were prepared by the project coordinator (GIAT/EUVE) with the contributions of partners. The newsletters were published in five languages: English, French, Italian, Spanish and German. They were distributed electronically to 1300 email addresses and approximately 100 were printed in hard copy for posting to around 100 organisations. They were prepared and distributed in 2006 at the following dates: March 2006, June 2006 and December 2006.

All 6 newsletters prepared throughout the project can be downloaded at:
<http://w3.euve.org/uniaccess/dissemination/newsletter/newsletter.asp>

Guides and training for operators, end users and designers/ manufacturers

Training sessions (Multistakeholder workshop)

Due to the need for greater interaction between the different stakeholder groups (operators, end users, designers/manufacturers and authorities), it was deemed more constructive to hold a single training session bringing together all the different groups. An outline of this session (called the Multistakeholder workshop) can be found above in Task 2.

Training guides (Reference manual)

This integrated philosophy was also adopted for the training guide: a single reference guide on universal design was prepared to appeal to a wide target group (operators, end users, designers/manufacturers, authorities and students). This reference guide replaced the 3 sectoral guides and 2 reports for authorities and educational institutes.

The reference manual on universal design in public transport seeks to describe, including through practical examples, what is universal design and how it differentiates from the current model of accessibility. By putting the reader in the place of a person with reduced mobility (wheelchair user, blind person, etc), the guide attempted to show the barriers, both physical and sociological, faced at different steps of a journey.

The draft version of the manual was discussed by 50 stakeholders during the Multistakeholder Workshop on 8 November 2006 and comments were incorporated thereafter. The final reference manual was completed in December 2006. Several hundred copies were published and distributed to all participants of the Uniaccess workshop and conference in November 2006 and all Uniaccess partners.

Project logo



Project website

www.uniaccessproject.org (actually redirected to our company's website, I am looking to change it, because we have moved our website)