


ECLIPSE

(European Cooperation and Learning to Implement Transport Solutions
to combat Exclusion)

Outcomes of the ECLIPSE European Conference

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FIT Consulting srl


Brussels 27th June 2006

 This Project has received
funding from the European
Commission within the frame
of the Community Action Programme to
Combat Social Exclusion 2002-2006



Perugia European Conference

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- Recommendations

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Agenda

10.00 - 10.15

Registration

10.15 – 10.30

Welcome

Marcello Panettoni, President of Azienda Perugina della Mobilità

10.30 - 10.50

Social Exclusion: Focus on Transport

Dr. Philip Barham, Transport & Travel Research Ltd

10.50 - 11.05

The ECLIPSE Project

Massimo Marciani, FIT Consulting srl

11.05 - 11.20

Transport and Social Inclusion. European initiatives

Ivo Cré, POLIS

11.20 – 11.45

Coffee break

11.45 - 12.15

"Tackling Poverty: The Role of Public Transport"

Maria P Machancoses, Centro & UITP

12.15 - 12.30

Access to Transport and the EU Coordination of Social Inclusion Policies

EC - DG for Employment, Social Affairs and Equal Opportunities



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Agenda

12.30 - 14.30 **Lunch**

Afternoon Session – Chair: Kieran Holmes, Transport & Travel Research

14.30 - 15.15 **Presentation of local initiatives**

Merseytravel / Perugia / Regione Abruzzo, TWIST Project/ Bucharest

15.15 - 15.35

Transport Sector in the EU's new Research Framework Programme 2007-2013

Annalisa Ceccarelli, NCP for the Agency for Promotion of European Research

15.35 - 16.35

Brainstorming - Chair : Massimo Marciani, FIT Consulting srl

Guido Del Mese, ASSTRA

Lucia Cristea, RATB

Marcello Turrini, CTP Napoli

Paula Coppel, MERSEYTRAVEL

Dr. Philip Barham, TTR

Roberto Cavalieri, UITP




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Attendance


Representatives of Municipalities, Regions, Public Transport Operators, Transport Agencies, Transport Ministries, National and International associations, research centre/transport consultants and the media representatives were among those attending.

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Outcomes

Accessibility is an essential factor when considering social exclusion. *Social exclusion can be a result of accessibility problems - when people can't get to key services at reasonable cost, in reasonable time and with reasonable ease.*


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Outcomes

The possibilities to face the problem and reduce the risk of social exclusion, derive from mobility and are:


- **changing land use** and the location of residences with respect to the location of goods and services
- **availability** of an efficient PT provision sufficiently rooted in the territory
- **cost** of transport
- traffic and physical **safety** (use of integrated PTN)
- **reduction of distances** travelled
- **information for people** on alternative forms of transport

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Outcomes


A major risk to addressing social exclusion problems is the possibility that transport planners will focus **only** a few small groups of transport disadvantaged people, and governments will implement solutions that only address a small portion of the total problem.

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Outcomes


A related risk is that a particular government may establish special mobility services and after vulnerable populations become dependent on it, future governments may reduce or **eliminate funding.**

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Outcomes


A barrier and risk is that the methods used to evaluate transport-related social exclusion can be ineffective, biased or captured by special interests. As a result, they may undervalue **difficult-to-measure** factors such as users' convenience, comfort and prestige, and land use accessibility.

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Conclusions


There are to be identified, monitored and evaluated **types of policy and measures** needed to tackle “transport poverty”. Key lessons can be drawn from the dissemination of best practices from local initiatives and thus it is important to develop appropriate, measurable, relevant **indicators to assess efficiency** of pilots.

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Conclusions


In terms of **raising awareness** of the importance of ‘transport and mobility policies’ to tackle social exclusion, it was endorsed that it is important to develop **appropriate incentives** in order to involve the concerned stakeholders from transport and social affairs and get them to **work together**.

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Recommendations


To make decision-makers more sensitive to the needs of people who are mobility disadvantaged there is a need to **incorporate** citizen advisory committees and advocates into the transport planning processes.

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Recommendations


Research can better help evaluate transport-related social exclusion and potential solutions. We need a standard definition of *accessibility* that can be used by various disciplines (transport modellers and planners, social scientists, social workers, etc.) and practical ways to incorporate it into planning.

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Recommendations


We need a **better understanding** of how transport and land use policies affect accessibility.

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Recommendations


We need a standard definition of *basic accessibility* and *basic mobility*, which identify “essential” activities and ranks trips according to their importance to a community.

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Recommendations

At the **EU level** some actions can be accomplished in the social inclusion and transport domain involving in the process specific target groups first and applying an holistic approach later on, once defined and agreed **objectives and priorities** are set.


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More Information on Perugia Conference

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