

## iv2splus INFONET

ways2go, 1st Call (2008)

### ÉGALITÉplus

Like the previous project Égalité the new project Égalitéplus has the objective to analyse the mobility behaviour, the needs, and the actual number of mobility-impaired people all over Austria. On the basis of the results a sustainable concept for measures is developed to reduce inequalities and mobility impairments.

Mobility is considered a basic human need ? because mobility is a prerequisite to meet certain other basic needs. Movement and going places are necessary for certain activities, for example shopping, maintaining social contacts, gainful occupation, etc. [Égalité konsortium 2007, p. 36]. There is no legally guaranteed fundamental right of mobility. But the issue of mobility is addressed in quite a number of fundamental rights; thus the realization of certain fundamental rights is closely linked to mobility [Von Platen 2000, page 3].

The project Égalitéplus continues on the basis of the results of the research project Égalité (?Equal rights in everyday telematics-supported traffic?). The survey which looked at ?equal opportunities in traffic? clearly indicates that some fundamental research regarding certain topics is needed.

Research needs have been ascertained regarding the following aspects:

- A lack of definition of minimum standards and equal mobility opportunities,
- A lack of data about the number and features of mobility-impaired people and the need to develop suitable survey methods to ascertain mobility impairment and
- The necessity to develop a ranking of priorities to understand which solutions can effectively contribute to an increase of equal mobility opportunities.

At the beginning of the project Égalitéplus a target-specific survey will be conducted, focussing on criteria and minimum standards to create equal opportunities in traffic; a crossdisciplinary approach is to be used. Mobility-impaired people will be at the centre of the survey; they might show one or several of the following features:

- Ill and/or physically handicapped people,
- With insufficient knowledge of the language,
- Living in a location with poor access to the or a poorly developed public transport network,
- Large families and single parents,
- Elderly people,
- Children/youths and
- People in danger of poverty [Égalité konsortium 2007].

The target groups for the quantitative survey are determined depending on the results of the qualitative survey.

The objective is to determine the current mobility behaviour, the needs of and the actual number of mobility-impaired people. The mobility behaviour revealed in the survey will be compared with the average mobility behaviour of the Austrian population to determine the mobility deficit. The big problem is that a large part of the defined target group cannot easily be identified and that these people are therefore hard-to-reach-groups. On the one hand this requires some intensive data gathering as well as some close co-operation with specific institutions, authorities, associations, and support groups, on the other hand an extensive screening process needs to be developed and employed to find potential respondents for a representative survey. The interviews will not only gather information about mobility behaviour but also ideas about possible solutions from the point of view of the respondents and ask them to evaluate suggested possible solutions. In preparation of the quantitative survey detailed information about the way to meet subjective mobility needs gathered in group discussions with stakeholders will be used. Sustainable concepts for measures are developed based on the analysis of the grossed-up data. They focus on physical (technological) measures to remove or compensate for the mobility impairment but also make recommendations regarding information and education and institutional and legal measures. The concepts of measures will provide a priority ranking to help with the implementation at various government levels (federal, state, local).

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#### Project coordination

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