

Fact Sheet ISEMOA Task 2.3

State of the art regarding guidance-materials on accessibility

ISEMOA Partner Contributing the Information	Technische Universität Dresden			
Title in Original Language	PROMPT "WP 2: Accessibility" Synthesis Report			
Title in English	PROMPT "WP 2: Accessibility" Synthesis Report			
Year	2003			
Initiator	New Means to Promote Pedestrian Traffic in Cities (PROMPT)			
Author / Editor of Guideline	Jukka Räsänen (VTT Building and Transport)			
Supporting Parties	Kari Rauhala (VTT Building and Transport)			
Guidance developed by (one pick only)	<input type="checkbox"/> Administration / Political actor	<input type="checkbox"/> PRM lobby group	<input checked="" type="checkbox"/> Organization	<input type="checkbox"/> Operator
Type of Document (one pick only)	<input type="checkbox"/> Book	<input type="checkbox"/> Website	<input type="checkbox"/> Article	<input type="checkbox"/> Magazine
	<input type="checkbox"/> Leaflet	<input type="checkbox"/> Flyer	<input type="checkbox"/> *.doc	<input checked="" type="checkbox"/> *.pdf
Link, ISBN, ISSN, Bibliographical Data (one pick only)	<input type="checkbox"/> Link	<input type="checkbox"/> ISBN	<input type="checkbox"/> ISSN	<input checked="" type="checkbox"/> Bibliographical data

	Räsänen, Jukka: PROMPT "WP 2: Accessibility" Synthesis Report. No place, 2003.			
Further information	http://cordis.europa.eu/search/index.cfm?fuseaction=proj.document&PJ_LANG=EN&PJ_RCN=4674830&pid=1&q=40FCBDD3242B39C358C7F1A0D43DF24A&type=sim			
Developed in	Finland			
To Be Applied in	Europe			
Language	English			
Kind of Paper (one pick only)	<input type="checkbox"/> Strategy paper	<input checked="" type="checkbox"/> Policy paper	<input type="checkbox"/> QM process	<input type="checkbox"/> Technical standard
	<input type="checkbox"/> Other:			
Target Area (you can pick both)	<input checked="" type="checkbox"/> Urban		<input type="checkbox"/> Rural	
Dedicated to (you can pick more than one)	<input checked="" type="checkbox"/> Local / Regional administration	<input checked="" type="checkbox"/> Designers / technicians	<input type="checkbox"/> Operators	<input type="checkbox"/> PRM
Type of PRM Affected (you can pick more than one)	<input checked="" type="checkbox"/> Visual impaired	<input checked="" type="checkbox"/> Motor impaired	<input type="checkbox"/> Hearing impaired	<input type="checkbox"/> Cognitive / Learning impaired
Application Field (you can pick both)	<input type="checkbox"/> Public Transport		<input checked="" type="checkbox"/> Public Space	
Approach (you can pick more than one)	<input checked="" type="checkbox"/> Engineering, design, technology, planning	<input type="checkbox"/> Financial support, funding	<input checked="" type="checkbox"/> Organisational / operational support	<input type="checkbox"/> Awareness building, education

Are Standards Provided?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If yes - Please Describe (e.g. footpath width, gradients etc.)		
Topics of the guideline	Discusses problems of pedestrians including some kind of PRM and suggests solutions to cope with them	
Description of the guideline	<p>Accessibility analysis shows that the lack of suitable crossing facilities is the most common problem concerning pedestrians. Segregation and border effect caused by high volume, high-speed car traffic can be found in most case areas. Another modern shortcoming is the segregation of housing, services and work. Urban sprawl, centralised shopping malls and city planning based on the availability of car are phenomena which will continue if planners and decision makers don't change their attitudes. These problems are sometimes even more common in new areas than in the older ones.</p> <p>Both of these major malaise affect especially children, the elderly, handicapped and those who don't use car for their everyday mobility. They also enforce each other in worsening accessibility – long distances together with difficult environment decrease walking. They also cause more accidents – long distances mean high exposure, and at the same time high car volumes increase risk. It has to be noted that sometimes the problems are solved only in theory, like expensive under- and overpasses in places where they are not used or with a geometry that repels potential users.</p> <p>The guideline shows examples of problematic environments for pedestrians and suggests solutions to make walking more attractive to all people including PRM.</p>	
Execution (one pick only)	<input checked="" type="checkbox"/> Advisory	<input type="checkbox"/> Partly mandatory
		<input type="checkbox"/> Mandatory (Legally binding)
Any More Comment?	Other PROMPT papers are interesting for pedestrian needs but do not focus on PRM	