How to make mobility socially fair?

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CONTENT

1 SUSTAINABLE MOBILITY

Introduction

Sustainable mobility is the ability to meet society's need to move freely, in access community, trade and establish relationships without sacrificing other essential human or ecological values, today or in the future.

1.1 CHARACTERISTICS OF SUSTAINABLE MOBILITY

Mobility defined as the ability to move and thus achieve goals is referred to as potential mobility. This ability is limited by three partial restrictions. These are the availability of transport systems, which can affect the potential for action, the skills of the individual (sometimes referred to as freedom of action) and the means that will affect accessibility. The accomplished mobility is based on the restrictions, indicating the actual achievement of the goals within the restrictive conditions.

Mobility is closely linked to accessibility. While mobility is understood as the ability to move, accessibility is the ability to interact and is affected by the difficulty of reaching specific places or activities. The two terms – mobility and accessibility – are often confused due to the close interrelationship.

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2 SOCIAL PILLAR

Introduction

The social pillar represents the direction of human society. This is one of the reasons why this pillar is now often referred to as a pillar indicating impacts on society, rather than a social pillar. Since it focuses on reducing poverty and improving social and cultural systems, the key areas are poverty, cultural heritage, intergenerational equality or citizen participation in decision-making processes.

2.1 CHARACTERISTICS OF SOCIAL ASPECTS

The pillar focuses mainly on cohesion between generations or social groups, equal rights, access to education or poverty reduction.

Cohesion and equal rights are issues closely linked to the availability of transport and the exclusion from transport or mobility – social exclusion. Social exclusion is a social process. This process means that some individuals in society cannot participate in the usual activities. It is a dynamic process since the concept of routine activities changes over time. This concept depends on progress, technology and demands.

Factors that influence access to mobility and exclusion include, for example, belonging to a social group, gender, or age. These factors are affected by physical or concern exclusion. In summary, it is possible to say that: people with reduced mobility is any person with a physical, mental, intellectual or sensory impairment of a permanent or temporary nature, which in interaction with various barriers, may hinder their full and effective use of transport.

The groups most at risk of social exclusion include women, children, young people, people living in single households, people with low education or low incomes.

It can be assumed that these individual and family characteristics influence the choice of living and working location, activities, travel decisions and the choice of transport modes for travel. To these characteristics are added circumstances that individuals cannot influence. These include, for example, the availability of transport and the associated geographical exclusion, spatial exclusion, and exclusion from the use of the facility.

Exclusion from access to basic services reduces quality of life. Quality of life is a multidimensional phenomenon concerned with the overall well-being of a society or an individual.

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3 HOW TO MAKE MOBILITY SOCIALLY FAIR?

Introduction

The social pillar focuses primarily on the standard of living of the individual and the issue of social cohesion. In the field of transport, these issues are related to mobility and the need to ensure its provision for all users, considering their possible limitations.

3.1 PROBLEMS RELATED TO THE TOPIC AND POSSIBLE SOLUTIONS

Mobility is closely linked to accessibility. While the mobility of people is understood as the ability to move, accessibility is the ability to interact and is affected by the difficulty of reaching specific places or activities. The exclusion deepens/weakens with the impossibility/possibility of owning a car. Owning a car is an opportunity to adapt to the limited availability of public transport. The possibility of adaptation is to some extent individual. The extent to which individuals who do not own a car are disadvantaged in relation to car owners can be measured by mobility gap analysis.

But at the same time, car ownership causes another mobility problem - it makes users less active. We can talk about the problem of inactivity of users. Inactivity arises when a physical activity level that is lower than in healthy individual of similar age, gender, cultural and socioeconomic background.

The availability of public transport and alternatives to support mobility (such as supporting of walking) can help to solve the problem in cities.

The right to adequate, high-quality, and safe mobility of people is understood in the EU as one of the fundamental rights. Mobility of persons is highly valued for its economic and social benefits, and at the social level it is important for meeting basic needs as well as for strengthening social ties and interactions.

Ensuring at least a basic level of mobility is linked to public interest and public services. Public interest has a dual role. On the one hand, in its wider interpretation as the expression of consumers interest it is one of the main criteria for assessment of competition analysis of public services. On the other hand, considering public interest more strictly as the expression of values with less of an economic nature (such as social cohesion etc.), its relation to competition policy. Public interest is at the same time the very aim of competition policy and its external limit.

Public services (or services of general interest) refer to basic services which are essential to the lives of the majority of the general public and where the state has an obligation to ensure public standards (to defend the public interest).

Services of general interest cover a broad range of activities linked to the big network industries like transport and postal services.

The public transport system therefore is an important aspect of social policy, but also of the sustainable development of urban agglomerations and balanced development. This transport services in the EU are regulated by Regulation No. 1370/2007 of the European Parliament and of the Council on public passenger transport services by rail and by road. For example, under Czech law, transport services are defined: "Transport services shall mean the provision of transport on all days of the week, in particular to schools and school establishments, public authorities, employment, medical establishments providing basic health care and the satisfaction of cultural, recreational and social needs, including return transport, contributing to sustainable development of the territorial district."

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4 SUMMARY

The social pillar emphasizes human needs and quality of life. It includes an intragenerational aspect, which is understood as meeting the current needs of an individual or group of individuals without currently compromising the values of another individual or group of individuals. And it is also naturally based on the idea of sustainable development and respects the intergenerational aspect.

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