MARKET IMPACT EVALUATION
ERRAC was set up in 2001 and is the single European body with the competence and capability to help revitalise the European rail sector:

- To make it more competitive
- To foster increased innovation
- To guide research efforts at the European level

ERRAC Project Evaluation Working Group (EWG)
Objectives:

- Determine the market impact of previous rail research to improve use of research funding
- Ensure a strategic approach to the prioritisation of rail research

Project Evaluation

- Individual projects are evaluated after they have been completed to ensure successful dissemination of project results
- To ensure that the results of previous rail research can be taken into account for future projects
- To avoid weak market uptake of results by learning the lessons of previous research
- The EWG will provide intelligence based on the project evaluations for input into future European Framework Programmes
UNIACCESS
Meeting of September 2009

Project acronym: UNIACCESS
FP: 6
Programme acronym: PRIORITY 6.2: Sustainable Surface Transport
Project Reference: 12504
Call identifier: FP6-2003-Transport-3
Total Cost: € 1,330,360.92
EU Contribution: € 1,330,360.92
Timescale: January 2005-December 2006
Project Coordinator: Dr. Sara Sillaurren (GIAT)

Presented by: M. Robinson
Date evaluation: 27.01.10
Market uptake: W
Follow up projects: none
Other related Projects: none

Web references: http://w3.euve.org/uniaccess/index.asp
UNIACCESS | Design of Universal Accessibility Systems for Public Transport.

Premise:

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 in as much 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.

In addition, universal design is not only a way of solving a problem, it is also an opportunity to increase the quality, usability and safety of public transport as well as the competitiveness of our industry.
Rationale:
UNIACCESS was set up 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 with a view to achieve quality and equality of access to public transport in the EU.

Experience has shown that accessibility design is a multidisciplinary problem that demands for a high coordinated approach. End users must validate new designs; they must also communicate their needs and assessment of the current situation. Designers and manufacturers must find cost-effective viable solutions. Operators must be taken into account so that what works in the laboratory also works in the real setting. Authorities must legislate and regulate taking all of this into account to achieve maximum effectiveness.

Funded as part of FP6 priority 6.2: Sustainable Surface Transport FP6-2003-Transport-3 (SUSTDEV-2002-3.2.2.2.7 Design and manufacturing technologies to improve vehicle/vessel interfaces)
Main Objective:

1. To carry out a state of the art exercise to provide a picture of current situation in relation to public transport infrastructure and vehicles and relevant legislation and standards.

2. The establishment of a Research & Development roadmap

3. Building an understanding of the frequency & intensity of interaction between the different stakeholders (designers/manufacturers, operators, authorities and end users)

4. Awareness raising activities to sensitise the stakeholder groups, media and public to the UNIACCESS project and public transport accessibility in general
UNIACCESS: Background

Details
- FP6
- Project Reference: 12504
- Total Cost: €1,330,360.92
- EU Contribution: €1,330,360.92
- Timescale: January 2005-December 2006
- Project Coordinator: Dr. Sara Sillaurren (GIAT)

Partners
- GIAT (Group of Interest in Accessibility to Transport) - Spain
- AGE (European Older People’s Platform) - UK
- COCEMFE (Spanish confederation for the disable) - Spain
- ENIL (European Network of Independent Living) - Belgium
- SINTEF (Scientific and Industrial Research Foundation-Norwegian Institute of Technology) - Norway
- CRF FIAT - Italy
- SIEMENS (Siemens SGP Verkehrstechnik) - Austria
- POLIS (Cities and regions networking for innovative transport solutions) - Belgium
- RATP (Regie Autonome des Transports Parisiens) - France
## UNIACCESS: Background

### Partners interviewed:

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<tr>
<th>Organisation</th>
<th>Name of interviewee</th>
<th>Country</th>
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<tbody>
<tr>
<td>GIAT-European Virtual Engineering (EUVE)</td>
<td>Dr. Sara Sillaurren</td>
<td>E</td>
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<tr>
<td>PRM TSI (Bombardier)</td>
<td>Prof John Roberts</td>
<td>F</td>
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</table>
1. A state-of-the-art was out establishing a picture of the situation regarding accessibility in public transport in terms of infrastructure, vehicles and legislation and standards. This exercise was accomplished by gathering the viewpoints of the full range of stakeholders, ie, end users, operators, authorities and manufacturers/designers, and also benefited from the input of accessibility experts from around Europe.

2. A roadmap identifying future R&D needs was developed. To do so, a series of accessible journey scenarios were prepared in order to define a vision of the future. The scenarios were analysed in terms of strategic timeline and strategic physical points in the journey chain and the requirements (technological and other) for the scenario to become a reality were extracted. From these requirements, specific solutions were defined and graded according to their degree of universality in terms of transport mode (bus, metro, tram, train and taxi) and type of mobility impairment of which 9 categories were identified. Finally, the gap between the current situation and proposed solutions was identified, i.e, what is missing. A total of 59 requirements for the entire transport journey were identified which, together with their corresponding solutions and gaps, form the Emerging Concepts on transport infrastructure and means. The roadmap was prepared on the basis of an analysis of the Emerging Concepts and specifically the solutions needed to deliver a given requirement. Each solution to a requirement was studied and selected for the road map on the basis of whether it required research and development. The roadmap is organised according to the 5 steps in any journey chain: before the journey (eg, travel information & booking); to the terminal or bus stop; at the terminal, platform or bus stop; getting into/out of the transport vehicle; during the journey. It also contains a separate section on R&D in relation to legislation, standards, policy and society.
UNIACCESS : Background

Project description:

3. Development of a methodology to encourage the collaborative innovation process with relevant stakeholders. This was based on modern design methodology and insight in collaborative group processes. A description of the state-of-the-art was used as input to the development.

4. Raising awareness using dissemination channels. A newsletter, website, a universal design reference manual and several events have been set up to reach out to the different groups.
UNIACCESS : Background

Achievements:

1) State-of-the-art.
   a. Infrastructure
   Covers railway, metro and bus stations/interchanges as well as bus stops. The focus is on the physical environment (doors, walkways, platforms, ticket machines etc) as well as communication (audio and written). It would seem that infrastructure owners are becoming more and more committed to accessibility (partly due to legislation). Progress is quicker for new infrastructure but slower, more expensive and less efficient where retrofitting is concerned.
   b. Vehicles
   Technological progress with regards to vehicles (buses, metros and taxis) tends to have concentrated on ramps and there are many solutions on the market. However, boarding is still found to be a problem for some passengers due to remaining gaps. Furthermore, this ‘solution’ is focused on boarding passengers only; there is a need to develop devices to facilitate seating and to provide a safe and comfortable journey.
UNIACCESS : Background

Achievements:

1) State-of-the-art.
   c. Legislation & standards
   The existence of national/regional legislation on accessibility in public transport varies widely around Europe and where legislation exists, there is diversity in terms of scope. However, there was a common view that the lack of conformity with legislation and enforcement were important concerns. Also, it was questioned whether legislation was the right tool for ensuring full accessibility. The absence of standards, especially regarding rolling stock, has resulted in the wide range of technical solutions on the market for devices such as ramps. Manufacturers are currently having to follow national guidelines (where available) but would rather work with standards. In the course of reviewing existing legislation & standards, it became clear that action was also needed in relation to society awareness. People with reduced mobility face additional barriers to using public transport due to public attitudes for instance (eg, impatience due to the time required for a wheelchair user to board) or irresponsible driving behaviour (eg, pulling away before an elderly passenger is seated).
UNIACCESS : Evaluation

1. Were the results implemented in the design of the new products and services? Were these new products/services put into commercial operation

   – No new products and/or services have resulted from this project as its main objective was to define the state-of-the-art and identify research needs.

2. Is new legislation and standardization based on findings from this research project

   – No, although relevant and at the right time this project had no influence and was not taken into account by the PRM Directive

3. Are the results of the project implemented across Europe or only in a small number of Member States

   – No
<table>
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<tr>
<th>Question</th>
<th>Answer</th>
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<tr>
<td>4. Are the results of the project implemented outside Europe before being accepted in Europe</td>
<td>N/A</td>
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<td>5. Did the projects increase competitiveness of the European railway sector abroad with regard to products, services, standards and system design</td>
<td>No</td>
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<td>6. Did the project increase competitiveness of the railway transportation compared to other transport modes</td>
<td>No</td>
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<td>7. Are the results of the project taken into consideration when preparing public tenders</td>
<td>No</td>
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UNIACCESS : Evaluation

8. Does the implementation of the project results help facilitate cross-border operations by problem-solving in the domain of interoperability
   – No

9. Does the implementation of the project results help facilitate inter-modal operations by problem-solving in the domain of inter-modality
   – No

10. Can benefits be assessed in financial terms
    – No. The project was a coordinated action and as such it focused on gathering existing information and identifying potential future research needs. Although these were not progressed.

11. Applicability of results to future scenarios
    – No see below

12. Usefulness of research procedures for future projects (incl. modeling)
    - No the PRM TSI now takes precedence and effectively blocks the use of the results.
UNIACCESS : Reasons for outcome

✓ The project has weak impact as the potential for market uptake was not considered at the start of the project, there was no project partner able to push the results into being used and therefore there is no market uptake at present.

✓ The project has developed a reference manual identifying future trends as well as providing guidelines where possible.
UNIACCESS : Lessons learnt

✔ Market uptake should be considered at inception
✔ There needs to be an end-user project partner able to push the results into being used and they should be aware of the regulations that apply
✔ For a TSI to consider a project results there must be improved communication between DG research and ERA. The EC financed the project and did not make use of it.
✔ Projects could be established to feed into TSI and other standards