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Social Exclusion Related To Mobility in Urban Area

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Abstract

The concept and methodology of social exclusion is imported to understand transportation for a people who have low mobility. There are many previous works in social welfare territory about social exclusion. First step is to select a list of outgoings necessary for normal social life. Second step is that exclusion criteria is determined considering component rate for each number of indicator. Third step, using this result the man who is excluded prefer share-ride and individual transportation either. Indicator calculated status of the achievement of this list for each person. Reliability of this indicator is examined using a data of questionnaire survey from case study area. Considering the data of case study area 1 or more is selected as the criteria. It is mentioned size of area discussing transportation planning.

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1. Introduction

1.1. Background

To maintain daily life, many activities are needed, not only fundamental activities, for example seeing a doctor regularly or buying daily necessities, but also social activities or cultural activities.

There are persons who cannot attain activities. But it is too high burden to provide activities for all people. It is necessary to discuss what activities should be eligible for social security in our society. Then in this paper it is discussed

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eligibility of these activities based upon concept of social exclusion. This concept is discussed in Social Science (Social Welfare).

Social exclusion is defined as “the process in which individuals or entire communities of people are systematically blocked from (or denied full access to) various rights, opportunities and resources that are normally available to members of a different group, and which are fundamental to social integration within that particular group”. Under the concept of social exclusion, eligible person for public help is decided relatively.

1.2. Literature Review

Concept of Social exclusion was come from researches of poverty. Townshend advocated concept of Relative Deprivation. And Townshend (1979) defined Relative Deprivation Index. This index included 60 items in 12 categories. These categories were food, health, housing, working environment, social environment and so on. Relative deprivation was expressed the number of items that respondent answered that they own (if items were action, questions would change that they could act). This index was intuitive and easy to understand. But it was criticized that index was selected arbitrarily by researchers. Then, validity of this list of index that expressed status of peoples, especially relative deprivation, had been discussed, as research about social exclusion. These list were called Socially Perceived Necessities (SPN). Gordon & Pantazis (1997) examined social consensus about unacceptable standard of living in UK and defined SPN. In Japan, SPN has been discussed, for example, Reiko Goto et al.(2004), Aya Abe(2004) (2007) , Hideaki Kikuchi(2007). These SPN were targeted for everything else in people's life. Relationship between transportation policy and SPN is difficult understand. To discuss mobility in urban area, it is required SPN that is targeted that influenced by transport circumstance.

There were some researches about transport policy that were introduce concept of social exclusion. Harada et al. (2006) defined social exclusion caused by transportation as “those who had no ways and means to go to hospital”. And Makoto Chikaraishi et al. (2011) defined social exclusion caused by transportation as “those who travel short distance or time”. And Harada’s index is expressed limited circumstance. People’s daily living is consisted from many activities. Chikaraishi’s index ignored circumstance of their living. If the person who lived rural area, that is their home located far from shop and hospital, could travel long distance, he could access and satisfy his necessities. Considering outcomes of social science, SPN influenced by transport circumstance is necessary to develop.

1.3. Purpose of this study

A purpose of this study is to develop identifying method of mobility impaired person based upon social exclusion, to understand transportation that solve their social exclusion. This identifying method is put a high priority on personal availability of motilities and transport circumstance. This transport means not only public transport but also special transport service. Special transport service provide individually transport for high mobility impaired.

Referring result of social science, SPN related to mobility is defined. And it is discussed with availability mobility policy of urban area.

2. Methodology

2.1. Outline

The target of this study, social excluded related to mobility is necessary to define. This definition process is based upon previous research in social science. Especially previous research by Aya Abe (2004) is used as a reference. According to Abe, the definition process of social exclusion is summarized in three steps.

1st step is listing of SPN. Considering local life and surroundings, and referring previous research, the list of necessities to achieve local life is composed.

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