

Redefining transport planning through a justice lens

Karel Martens

**Faculty of Architecture and Town Planning
Technion - Israel Institute of Technology**



הטכניון
מכון טכנולוגי
לישראל

Technion
Israel Institute
of Technology

Fair Transport Lab

Three approaches to transport planning

- Traditional approach
- Sustainable approach
- People-centered approach
- Implications for transport planning

›) **The traditional perspective**





Kölliken dankt für die Autobahn

Focus of transport planning:

The functioning of the transport **system**

Core task of transport planning:

Delivering a smoothly working system

Core problem from transport planning:

Congestion



154.6

Cereda viaggi

FENDT

KNAUS

FLASH

P
1000 m



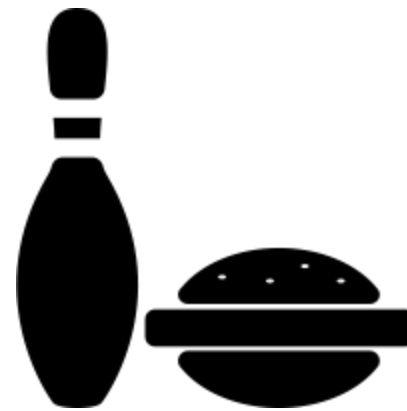
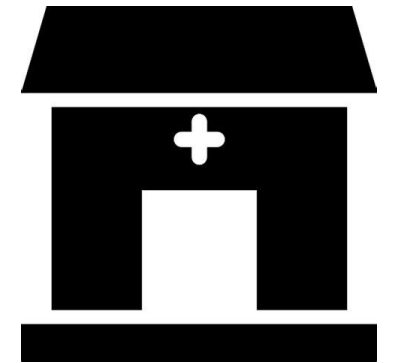
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But ...



... and also forgot their trips ...



›) **The sustainability perspective**



Shift in the purpose of transport planning:

“Soft” approach: Reduction of negative impacts of car-based travel

“Mild” approach: Restrain the growth in car-based travel

“Strict” approach: Reduction in car-based travel

How can these goals be achieved?

High quality public transport services



Subsidized free-floating car sharing services





High quality on-demand services

Large park-and-ride facilities along highways



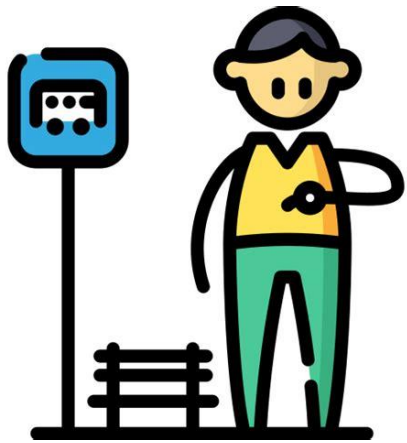
Subsidies for electric cars and charging infrastructure ...



High Speed Rail







2

Public transport – Planning the networks

Development of principles and strategies for introducing High Quality Public Transport in medium sized cities and regions



Main goal for the public transport system

Mobility for all members of society

Relieve roads of congestion from car traffic

Replace car traffic in order to create a sustainable city

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Transport policy characteristics

The role of public transport in relation to individual car use and its supporting road system and traffic regulations.

Car traffic strategy

Public transport supply strategy

Key quality factors

Other key quality aspect

Public finance support for the public transport system

Main goal for the public transport system

Mobility for all members of society

Relieve roads of congestion from car traffic

Replace car traffic in order to create a sustainable city

Transport policy characteristics

The role of public transport in relation to individual car use and its supporting road system and traffic regulations.

Public transport complements individual car-based transport

Car traffic strategy

Only minor regulations for functional purposes

Public transport supply strategy

Dispersed in time and geography, at the expense of speed and frequency

Key quality factors

Local accessibility and reasonable fare levels

Other key quality aspect

Service friendly personnel, with little time stress

Public finance support for the public transport system

For clearly specified social needs

	Main goal for the public transport system		
	Mobility for all members of society	Relieve roads of congestion from car traffic	Replace car traffic in order to create a sustainable city
Transport policy characteristics			
The role of public transport in relation to individual car use and its supporting road system and traffic regulations.	Public transport complements individual car-based transport	Public transport competes with the car system to reduce excessive car traffic	
Car traffic strategy	Only minor regulations for functional purposes	Restrictions on car parking and driving in central areas at peak periods	
Public transport supply strategy	Dispersed in time and geography, at the expense of speed and frequency	Corridor concentration of resources to busy axes and periods	
Key quality factors	Local accessibility and reasonable fare levels	Quality of service and transport capacity with priority measures in peak traffic	
Other key quality aspect	Service friendly personnel, with little time stress	Fast and reliable, specially in main corridors at peak hours	
Public finance support for the public transport system	For clearly specified social needs	For improved capacity and quality in peak periods, and reduced fares for regular users	

Main goal for the public transport system

Mobility for all members of society

Relieve roads of congestion from car traffic

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Transport policy characteristics

The role of public transport in relation to individual car use and its supporting road system and traffic regulations.

Public transport complements individual car-based transport

Public transport competes with the car system to reduce excessive car traffic

Public transport is the main system for the operation and structuring of the urban region, car transport is complementary

Car traffic strategy

Only minor regulations for functional purposes

Restrictions on car parking and driving in central areas at peak periods

Restrictions on car use and parking in all parts of the region

Public transport supply strategy

Dispersed in time and geography, at the expense of speed and frequency

Corridor concentration of resources to busy axes and periods

Network of high quality lines serving the whole region

Key quality factors

Local accessibility and reasonable fare levels

Quality of service and transport capacity with priority measures in peak traffic

Priority over cars in land use, infrastructure and traffic management

Other key quality aspect

Service friendly personnel, with little time stress

Fast and reliable, specially in main corridors at peak hours

Integrated network of high quality services, with reasonably high frequencies even at low traffic periods

Public finance support for the public transport system

For clearly specified social needs

For improved capacity and quality in peak periods, and reduced fares for regular users

For all aspects of the public transport system in order to keep fares at a competitive level in relation to car use even outside peak periods

›) **The people-centered perspective**





Transport Justice

Designing Fair Transportation Systems

Karel Martens

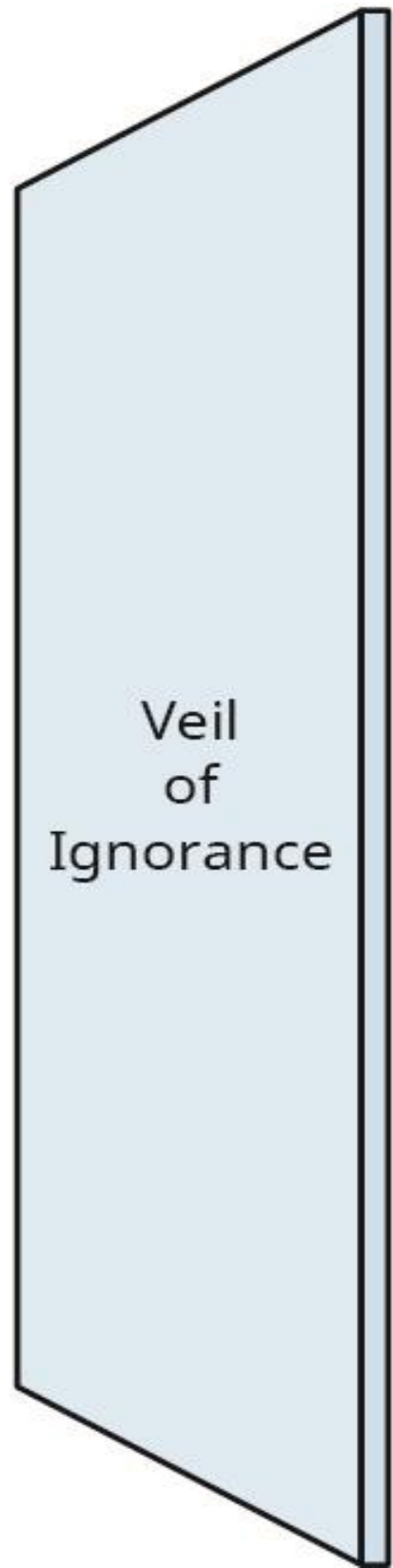


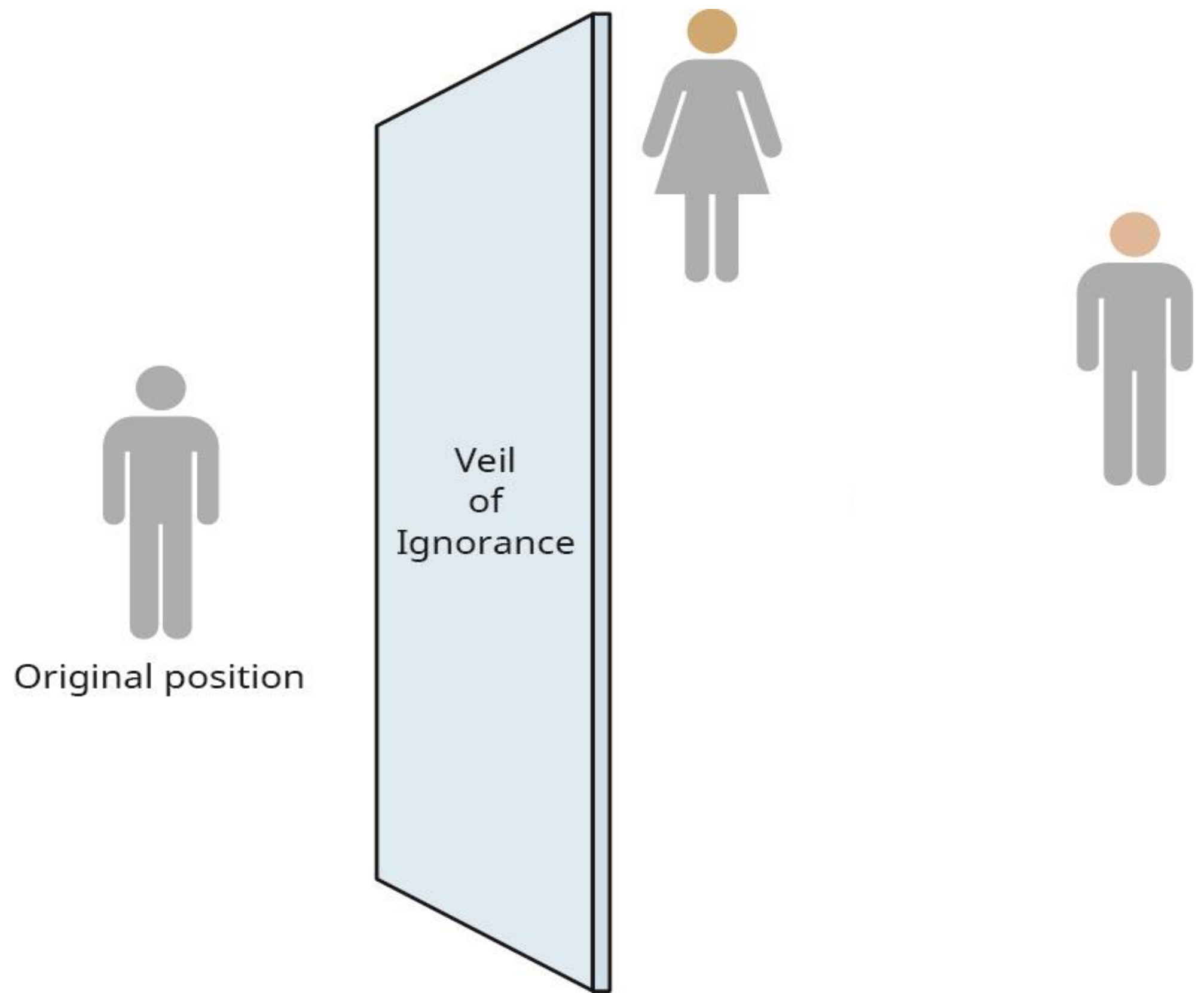
Recall ...

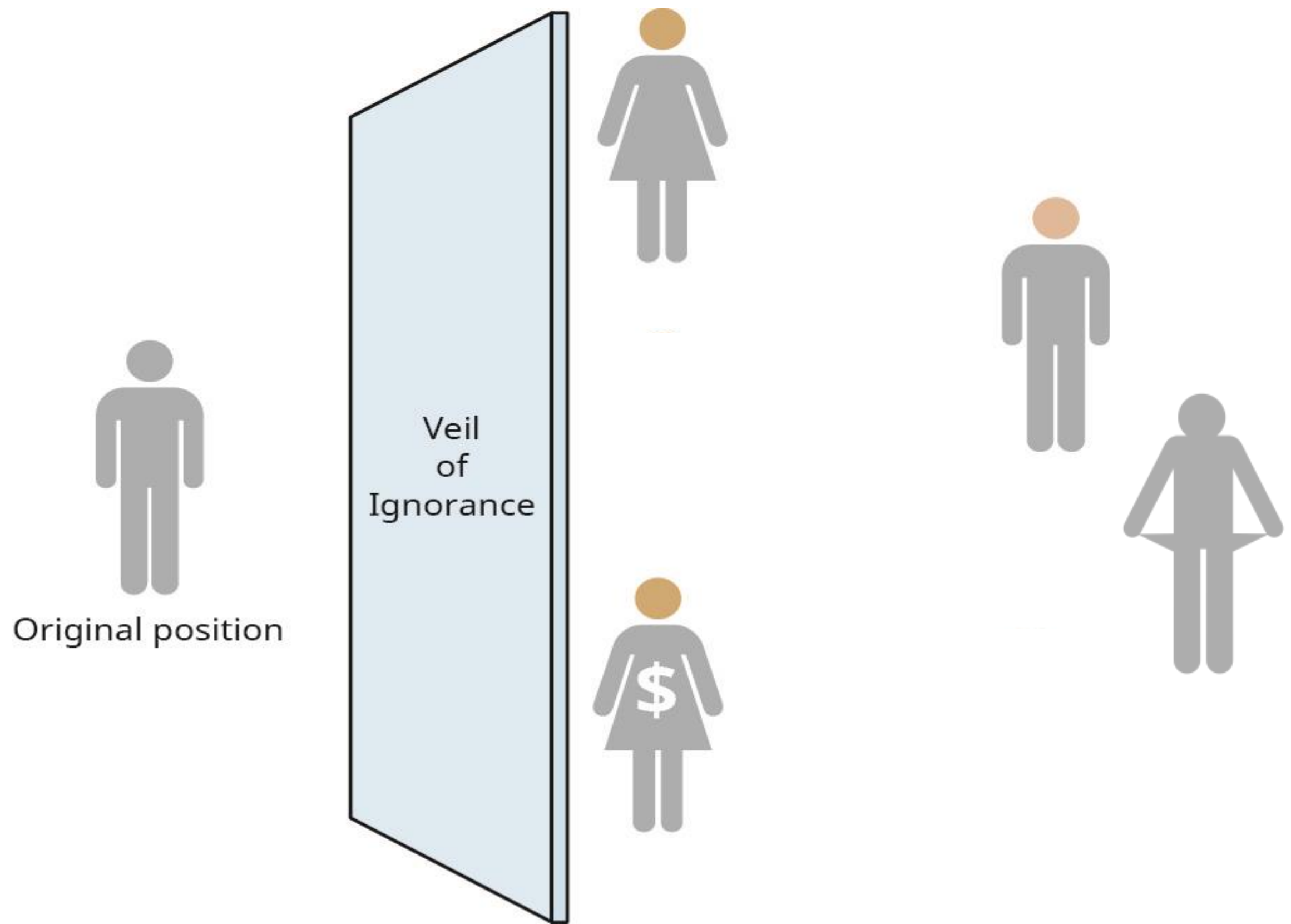


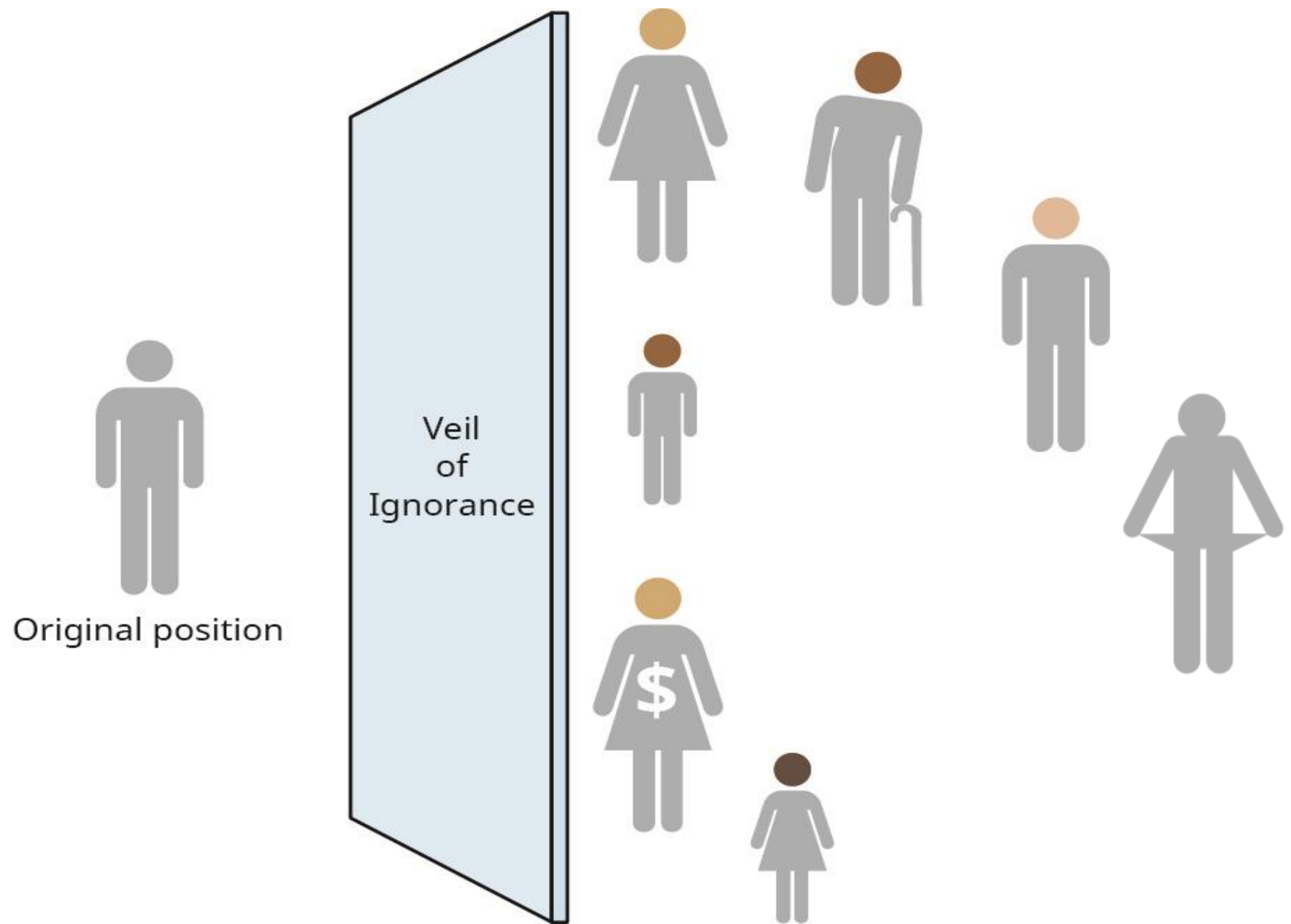


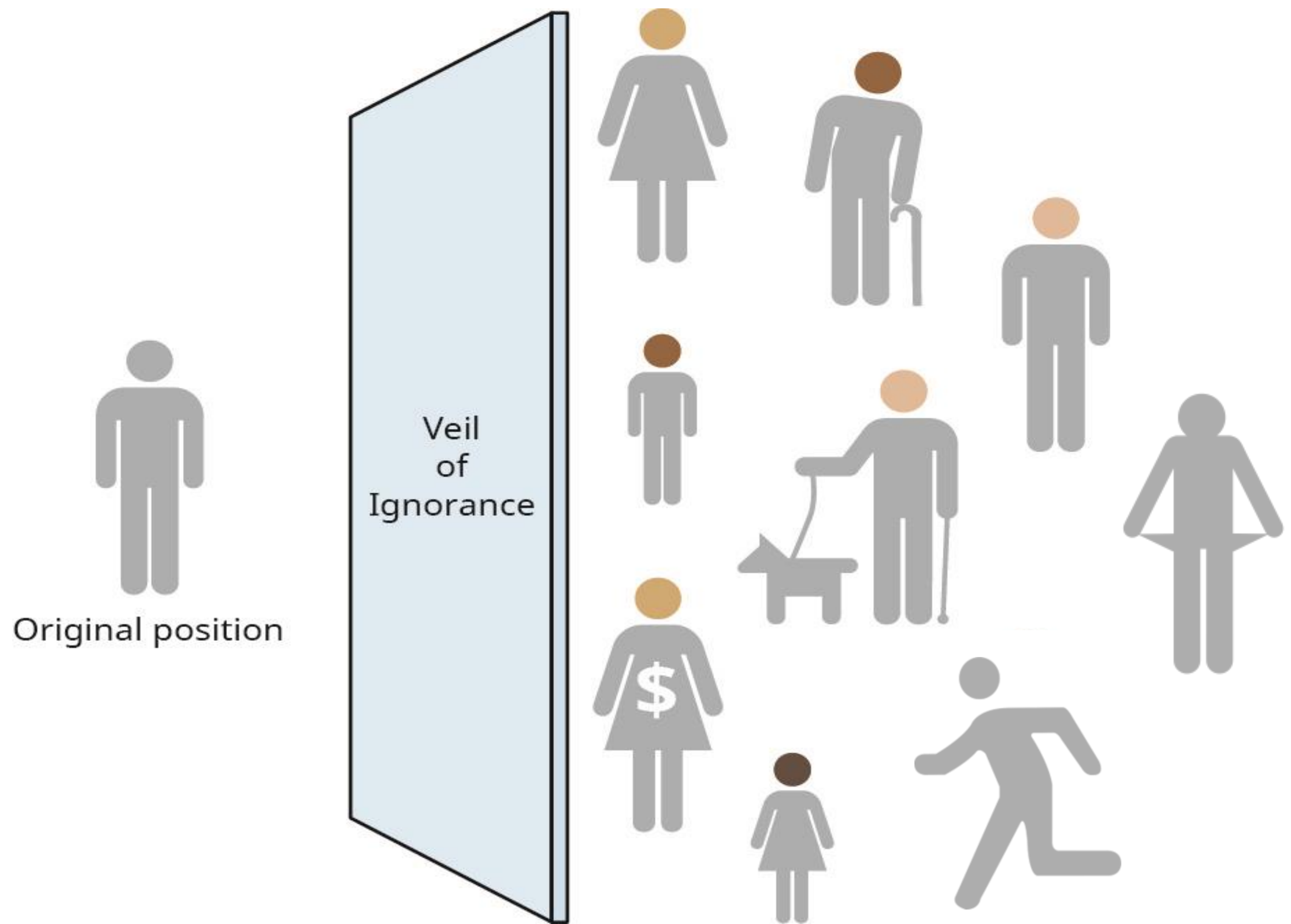
Original position



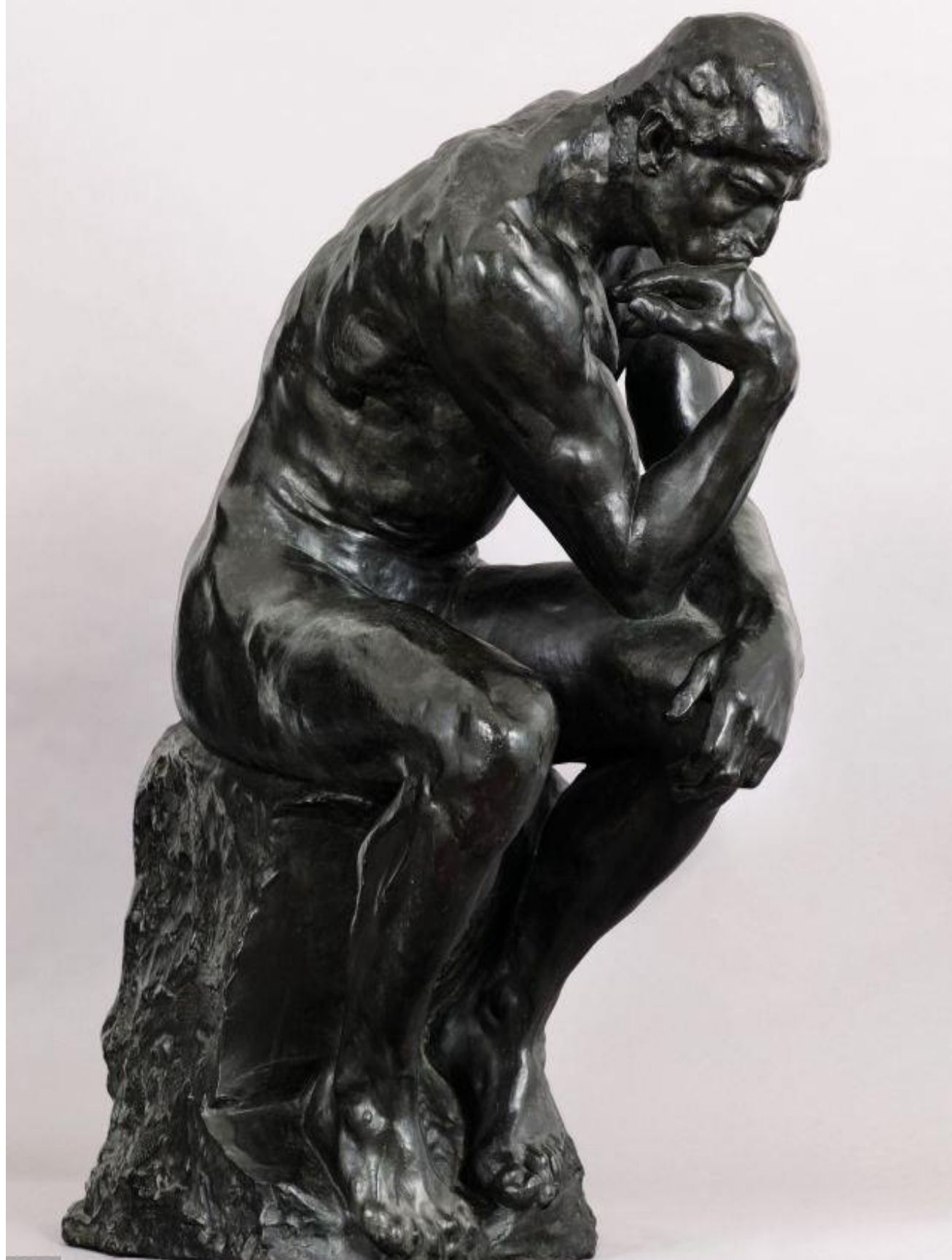




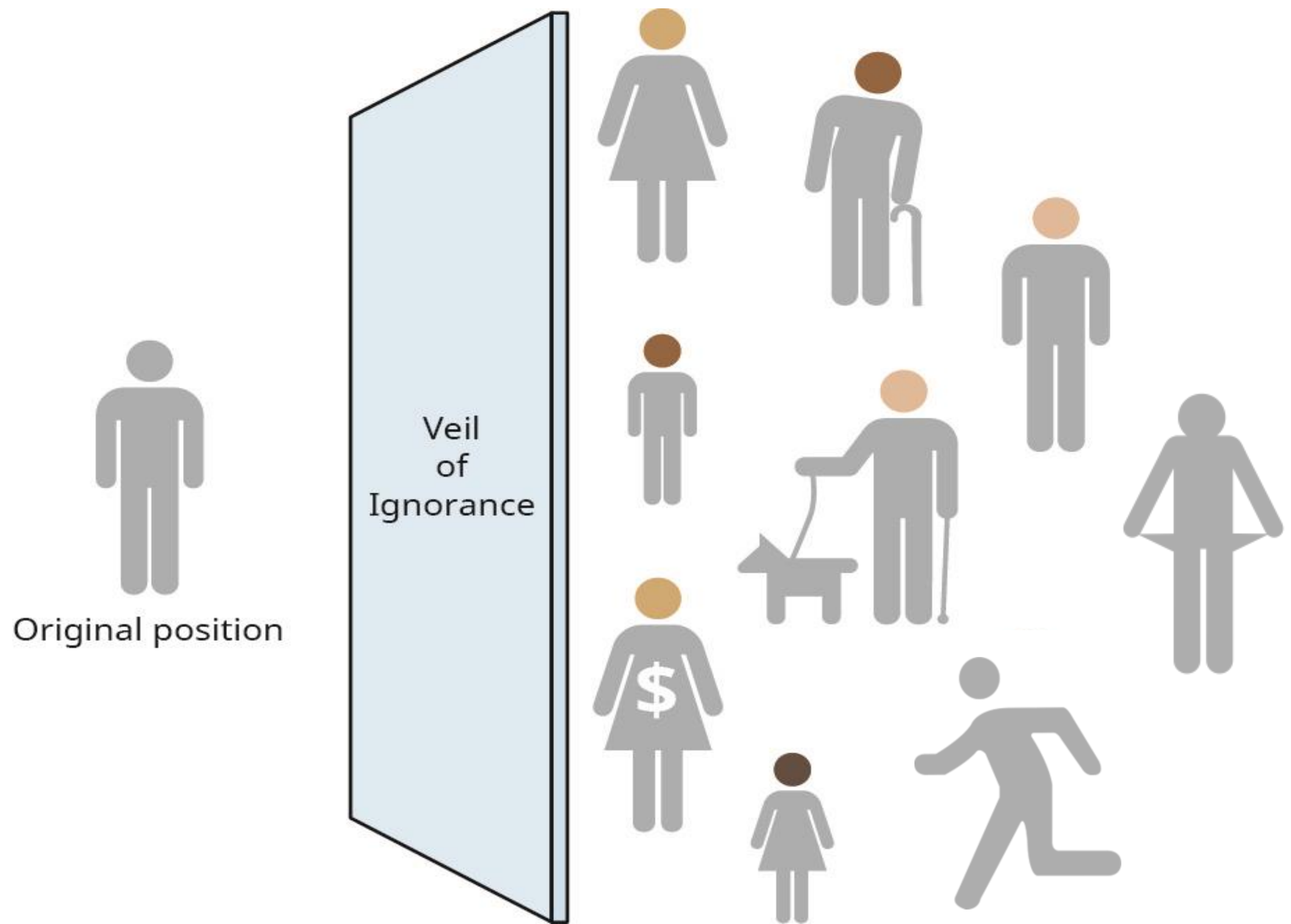




***Thought
experiment***

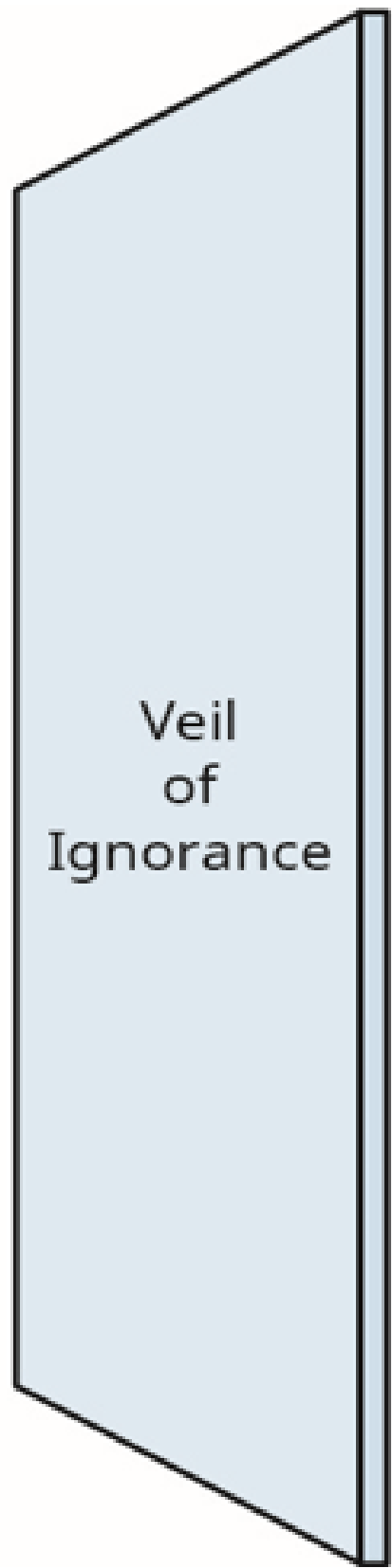








Original position





Original position





Original position



A fair transport system is a transport system that provides sufficient accessibility to every person (under virtually all circumstances)

***Every person is entitled to a
sufficient level of accessibility
(under virtually all circumstances)***

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sufficient level of accessibility
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***Every person is entitled to a
sufficient level of accessibility
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›) **On accessibility**

Accessibility:

Accessibility:

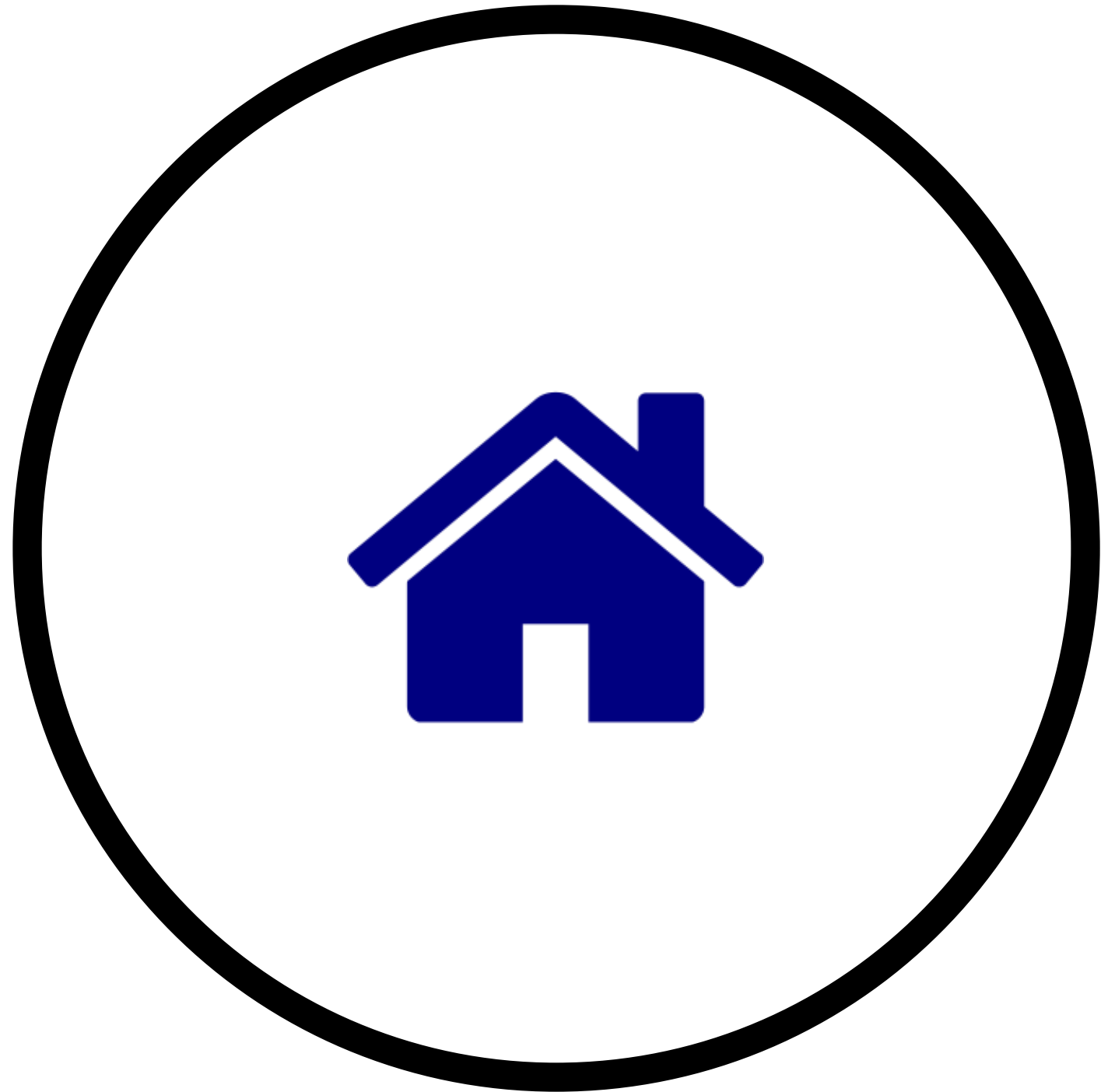
***the ease with which
a range of destinations
can be reached***

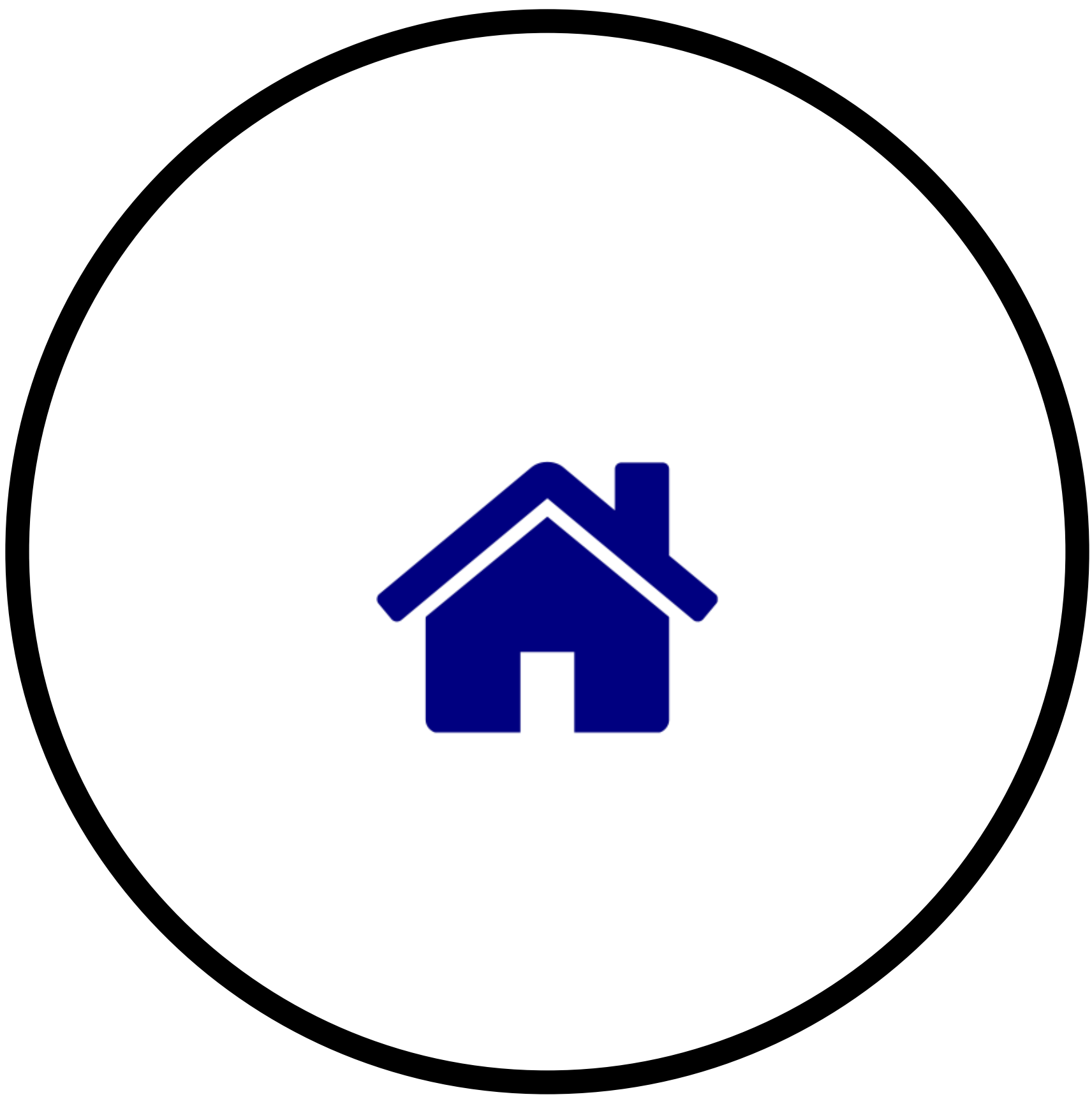
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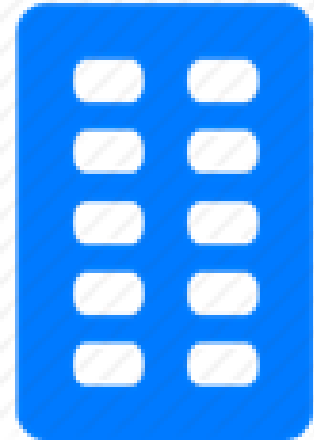
***the ease with which
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can be reached***

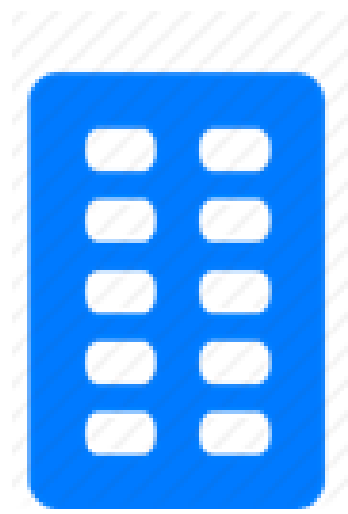


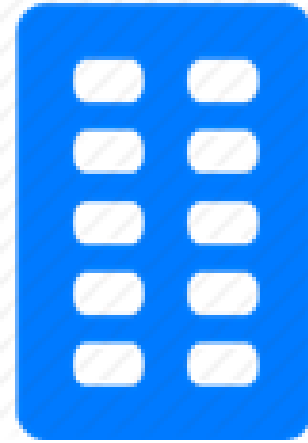


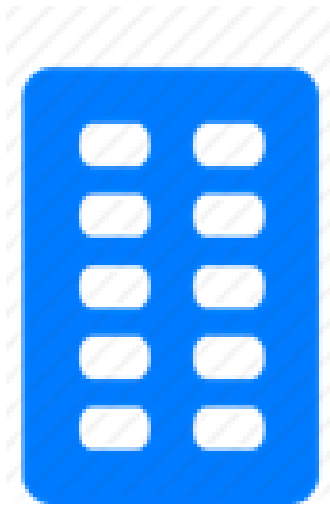


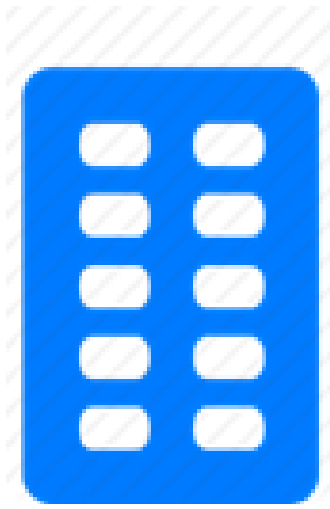




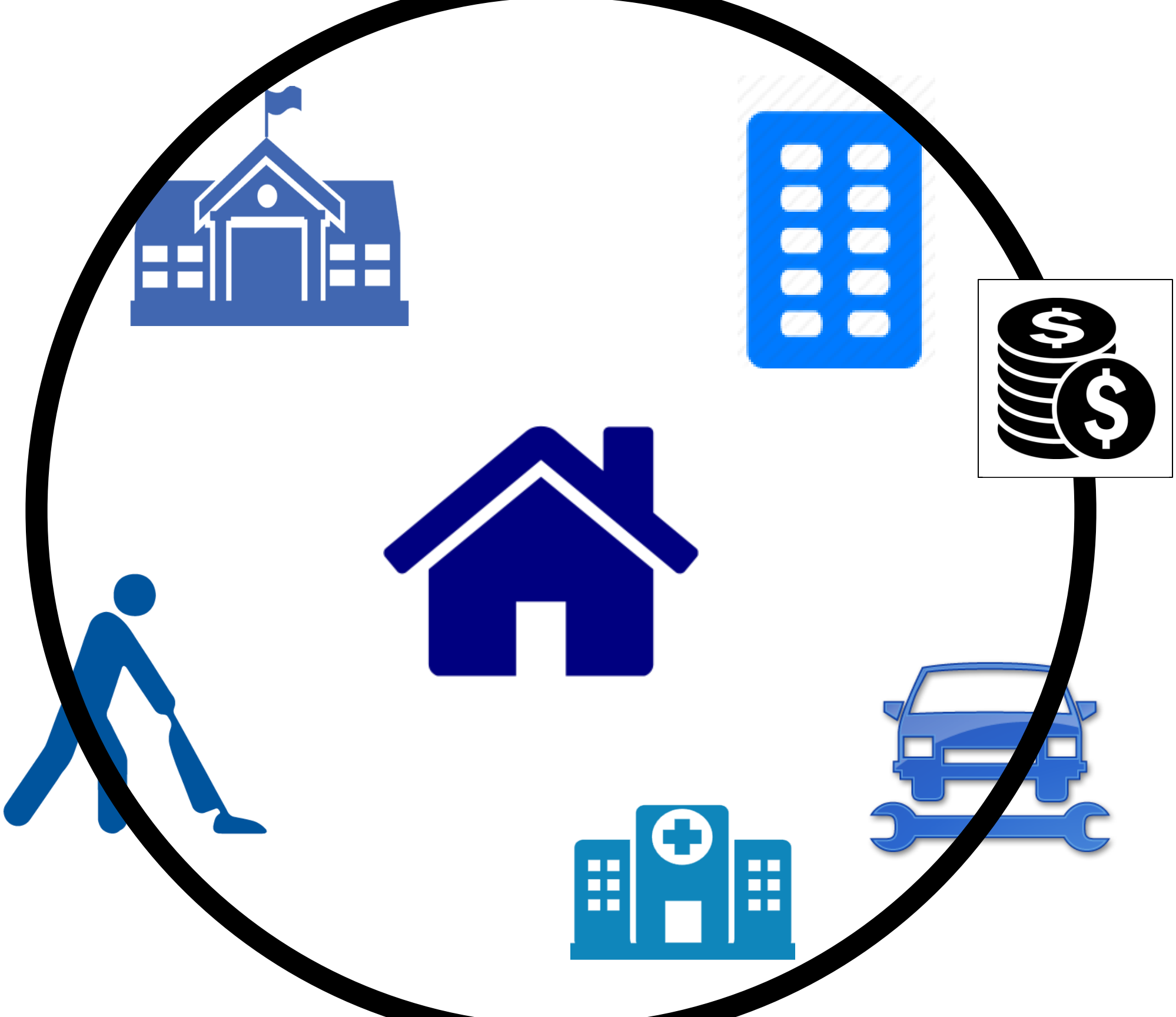














Accessibility

is a measure of freedom

The higher a person's accessibility,

***The higher a person's accessibility,
the higher that person's freedom***

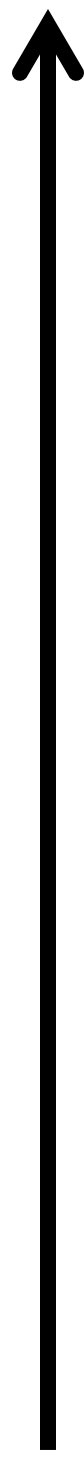
'Our customer wishes to set off from a place of his own choosing, travel quickly, comfortably, cheaply and in safety to his destination, and arrive there at a time set by himself; nothing else will do'.

(Heinrich Brändli, Zürcher Verkehrsverbund, in Mees, p. 165)

) Implications for transport planning

***Every person is entitled to a
sufficient level of accessibility
(under virtually all circumstances)***

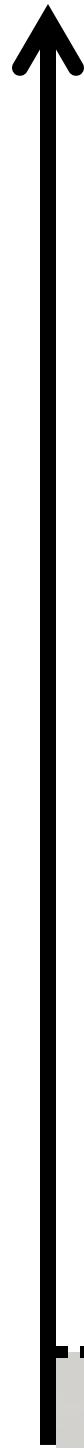
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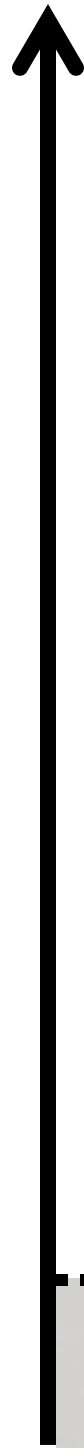
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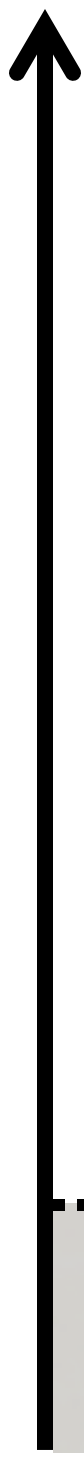
Accessibility



Accessibility



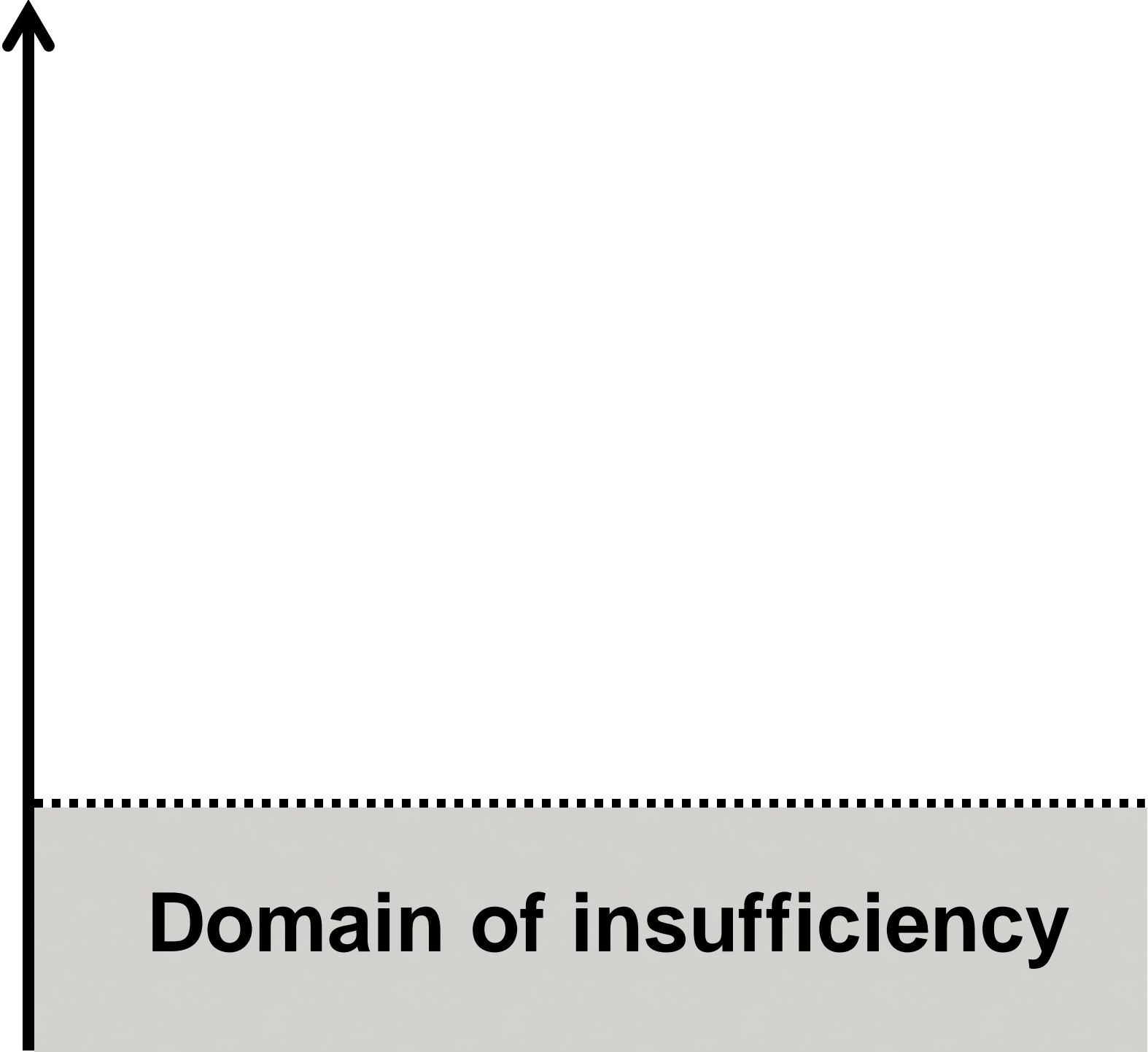
Accessibility



Accessibility

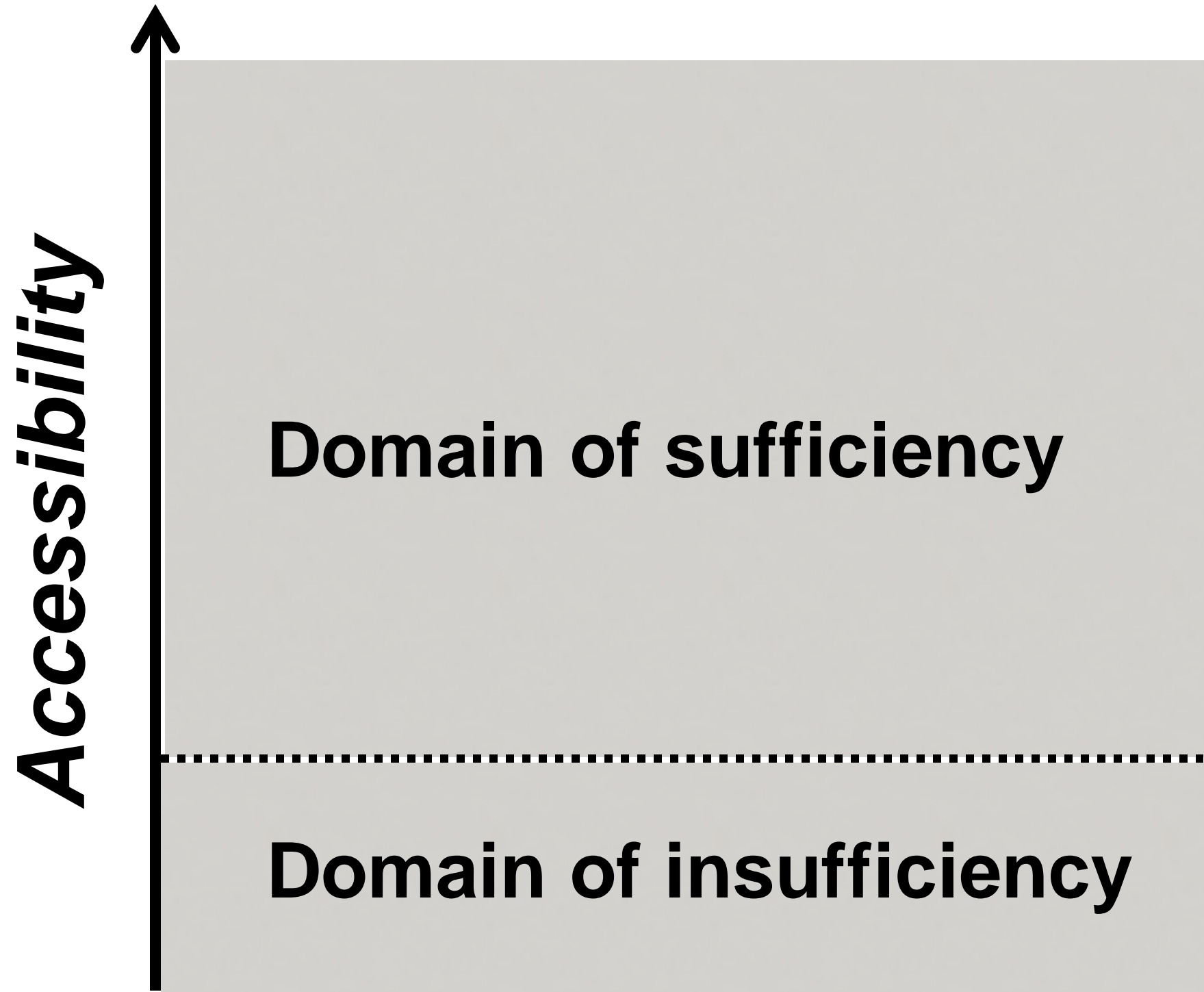


Accessibility




The diagram features a vertical axis on the left side, represented by a solid black line that ends in an upward-pointing arrowhead. A horizontal dashed black line extends from the axis to the right, defining the upper boundary of a shaded region.

Domain of insufficiency




Accessibility



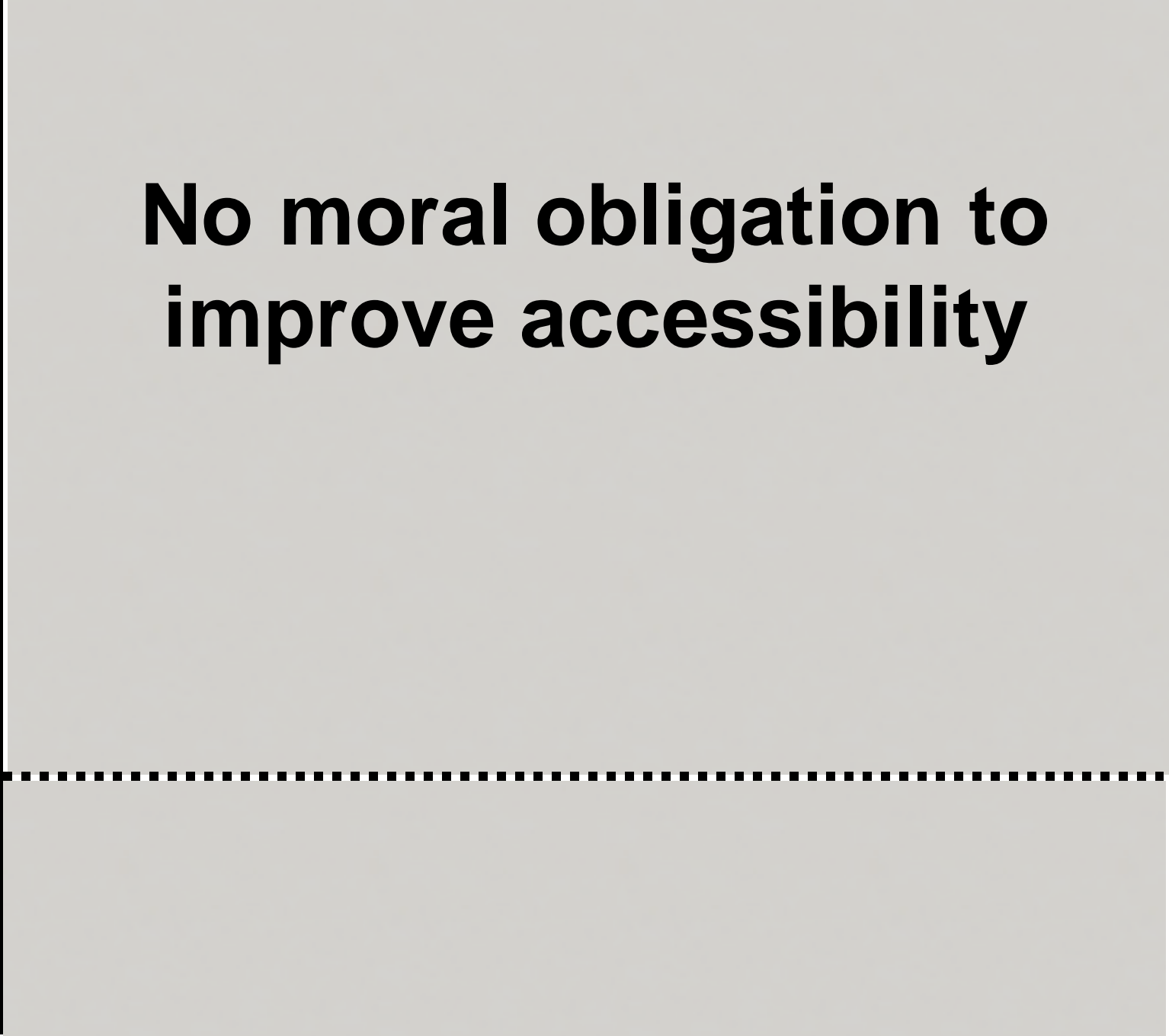
**Moral obligation to
improve accessibility**




Accessibility



**No moral obligation to
improve accessibility**



Accessibility



**Improvements in
accessibility are only
allowed if self-financing**

**Moral obligation to
improve accessibility**

***Every person is entitled to a
sufficient level of accessibility
(under virtually all circumstances)***

Fundamental duty of government:

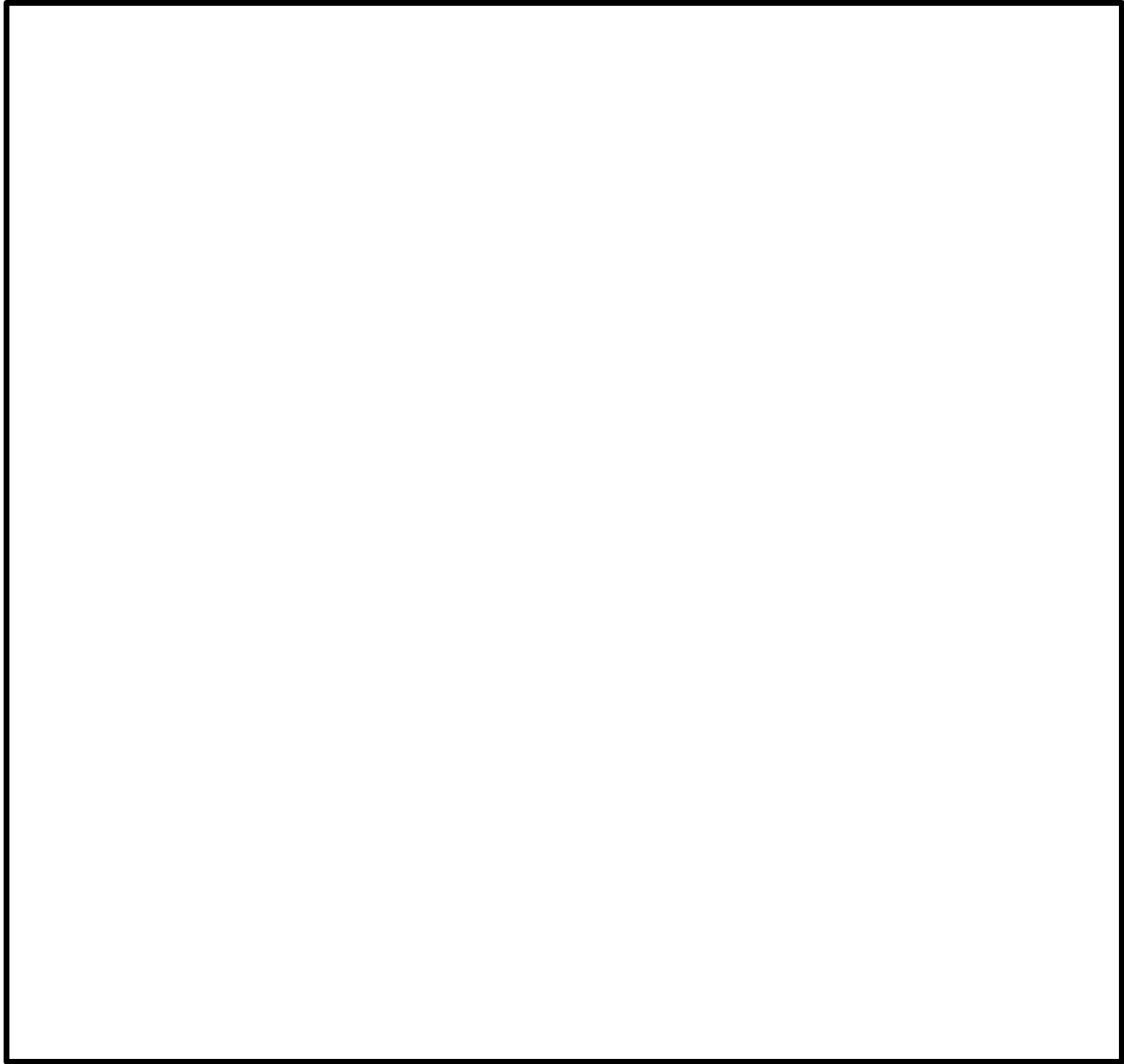
***to provide sufficient accessibility to all
(under virtually all circumstances)***

Fundamental limitation on government:

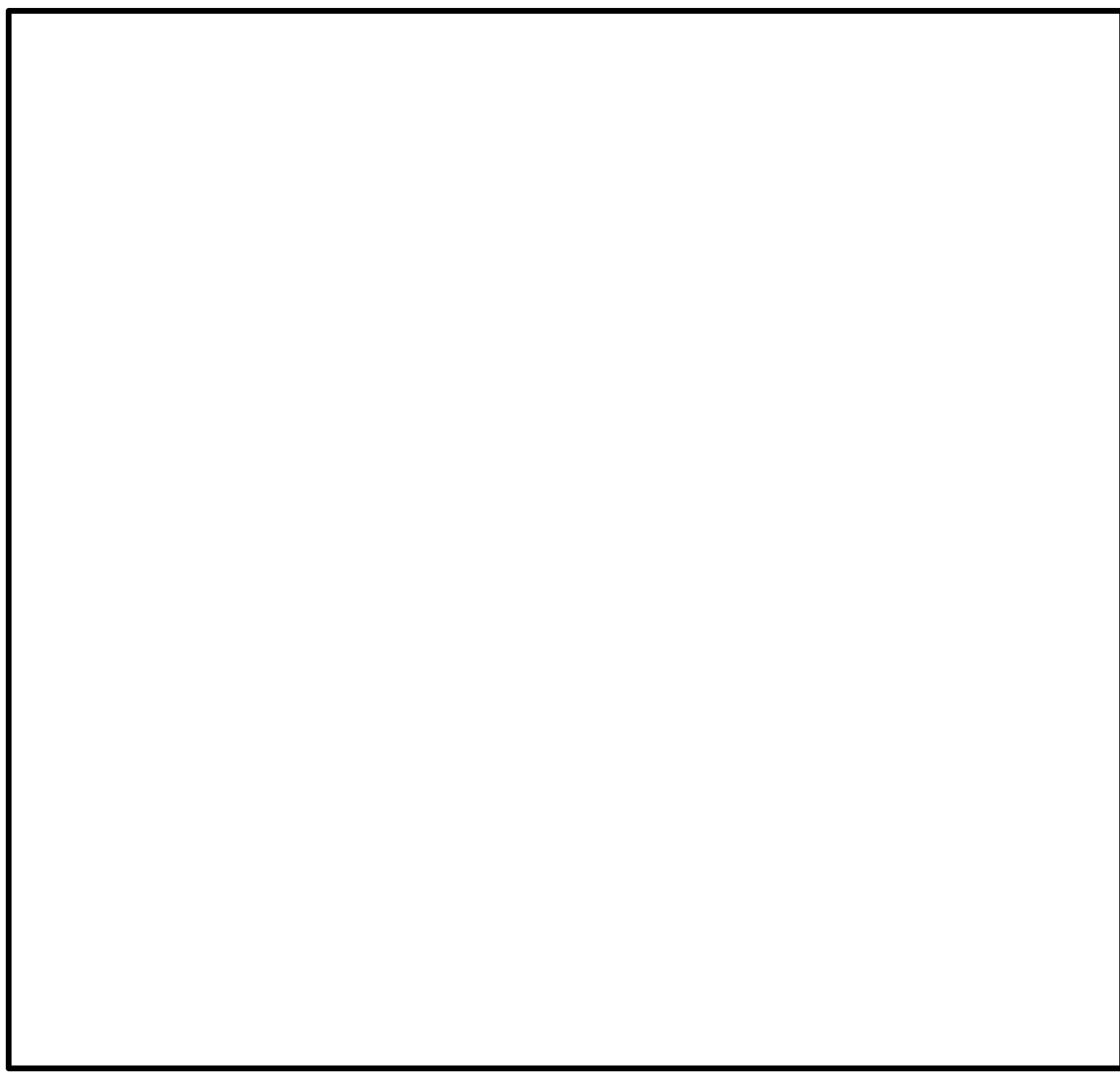
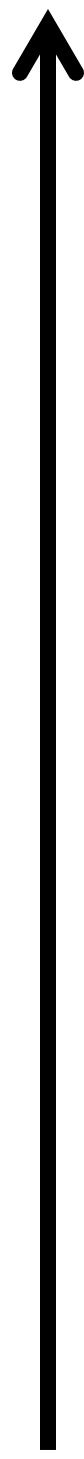
***no taxation to improve accessibility
for people above the sufficiency line***

›) **Case study: Amsterdam**

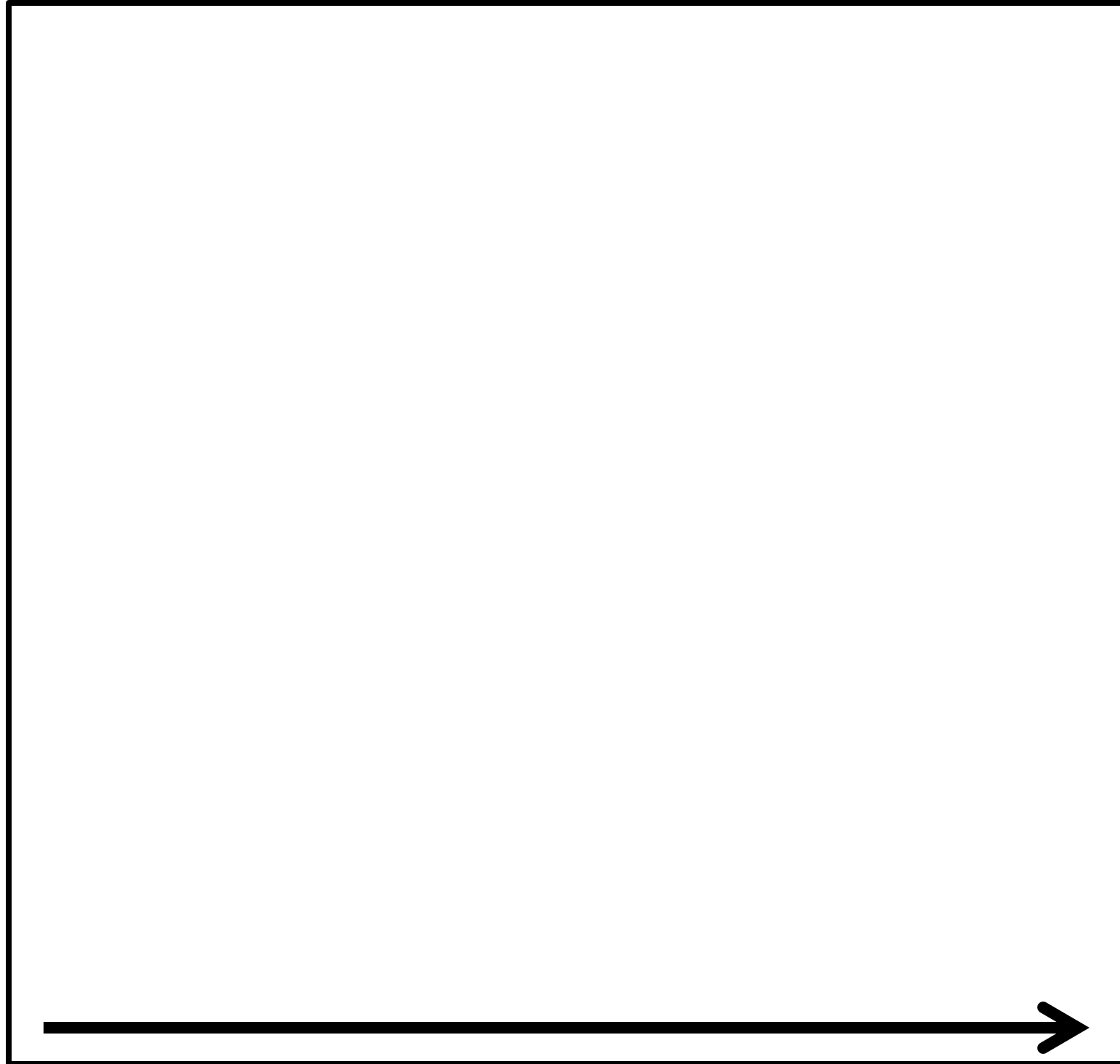




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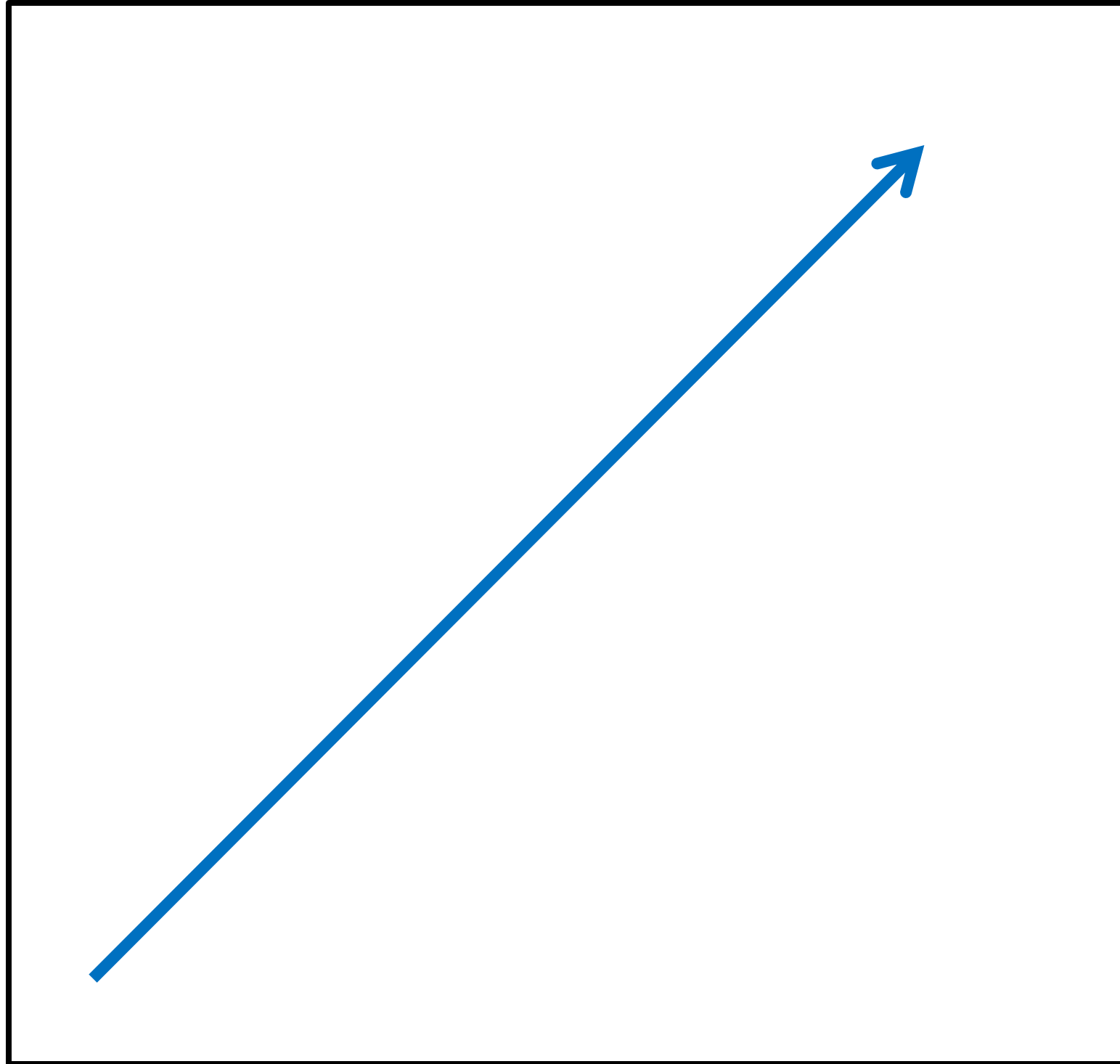
Accessibility



Potential Mobility



Accessibility



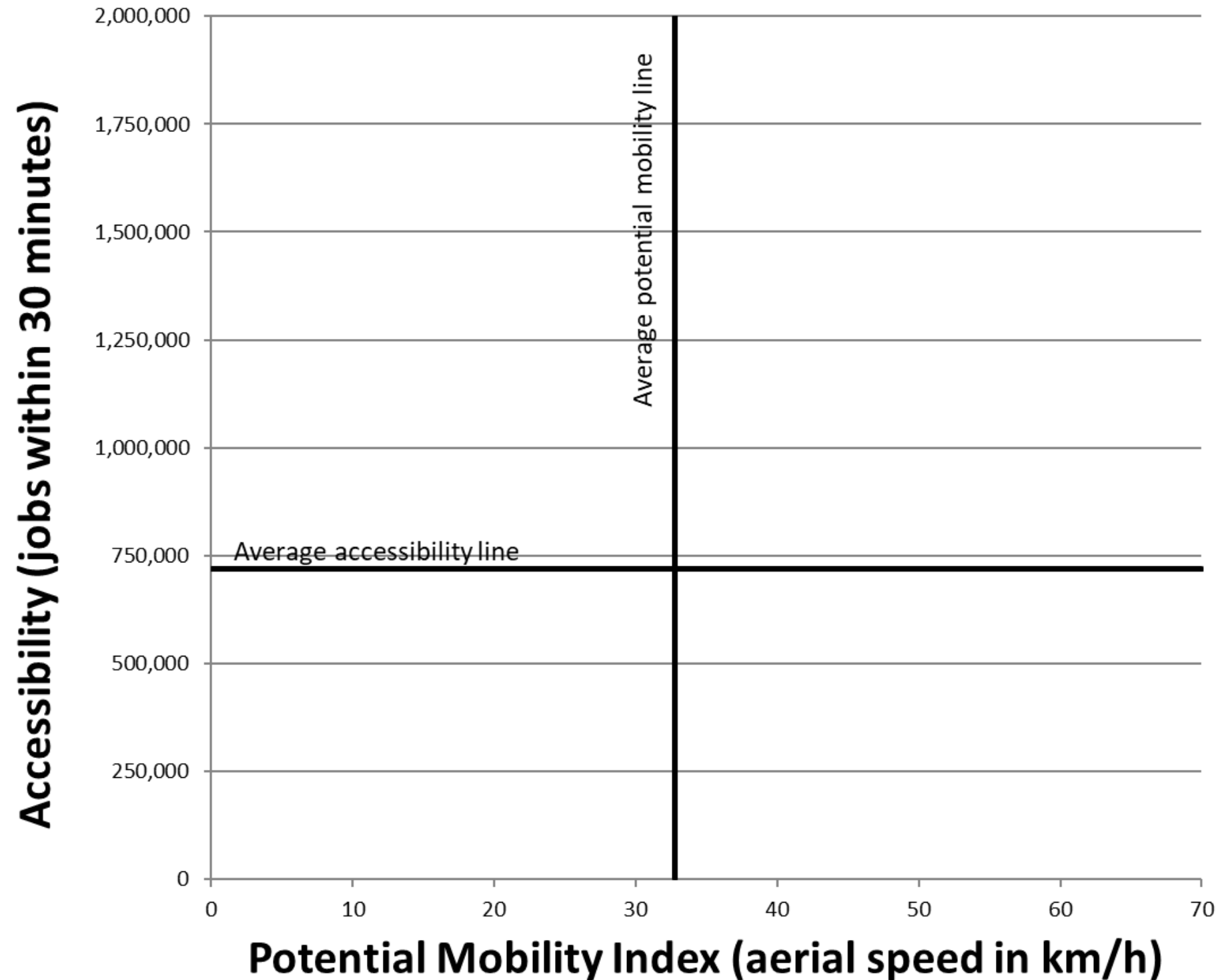
Potential Mobility

Accessibility

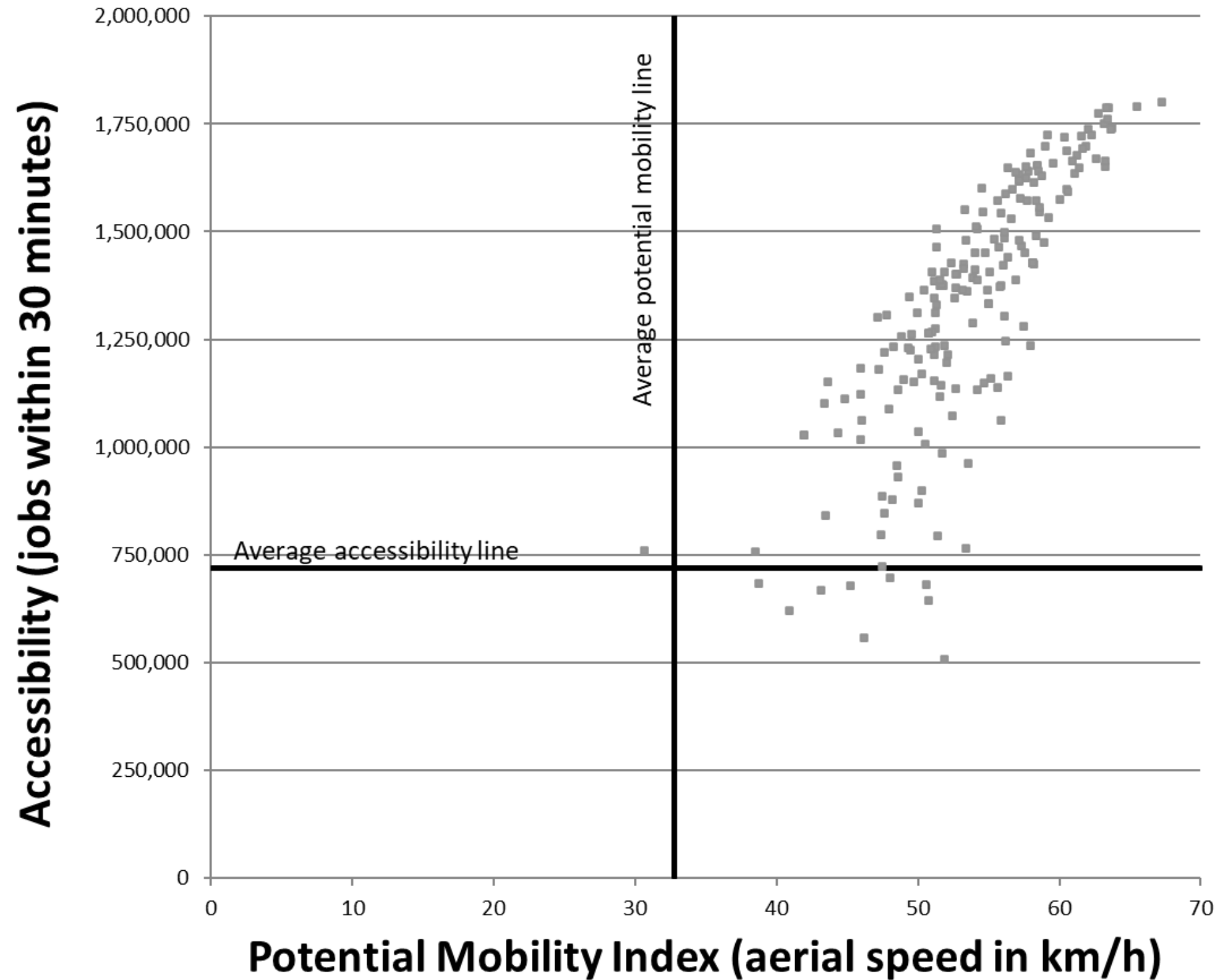
***So what is the
situation in
Amsterdam?***

Potential Mobility

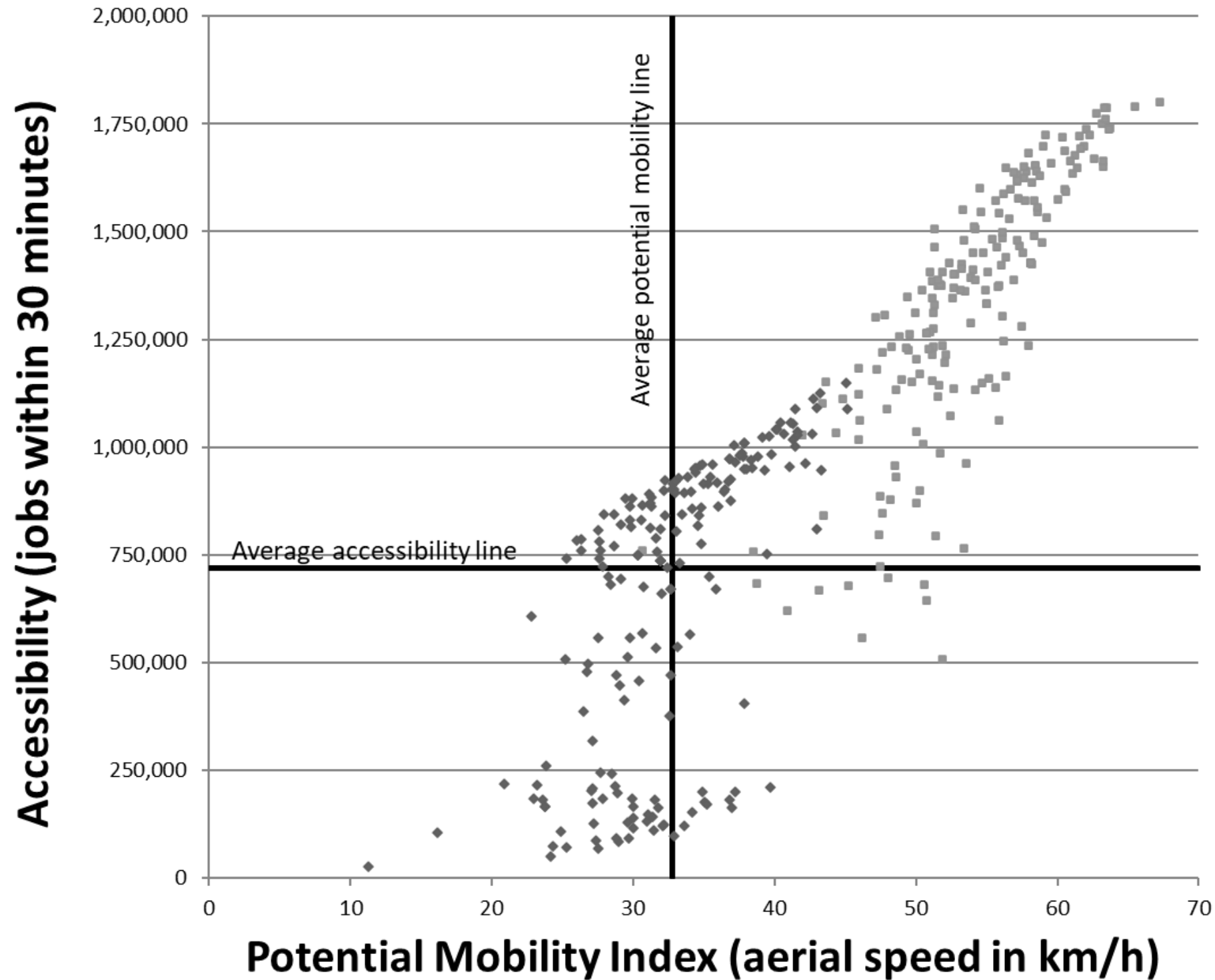
Accessibility for car-owners in off-peak hours



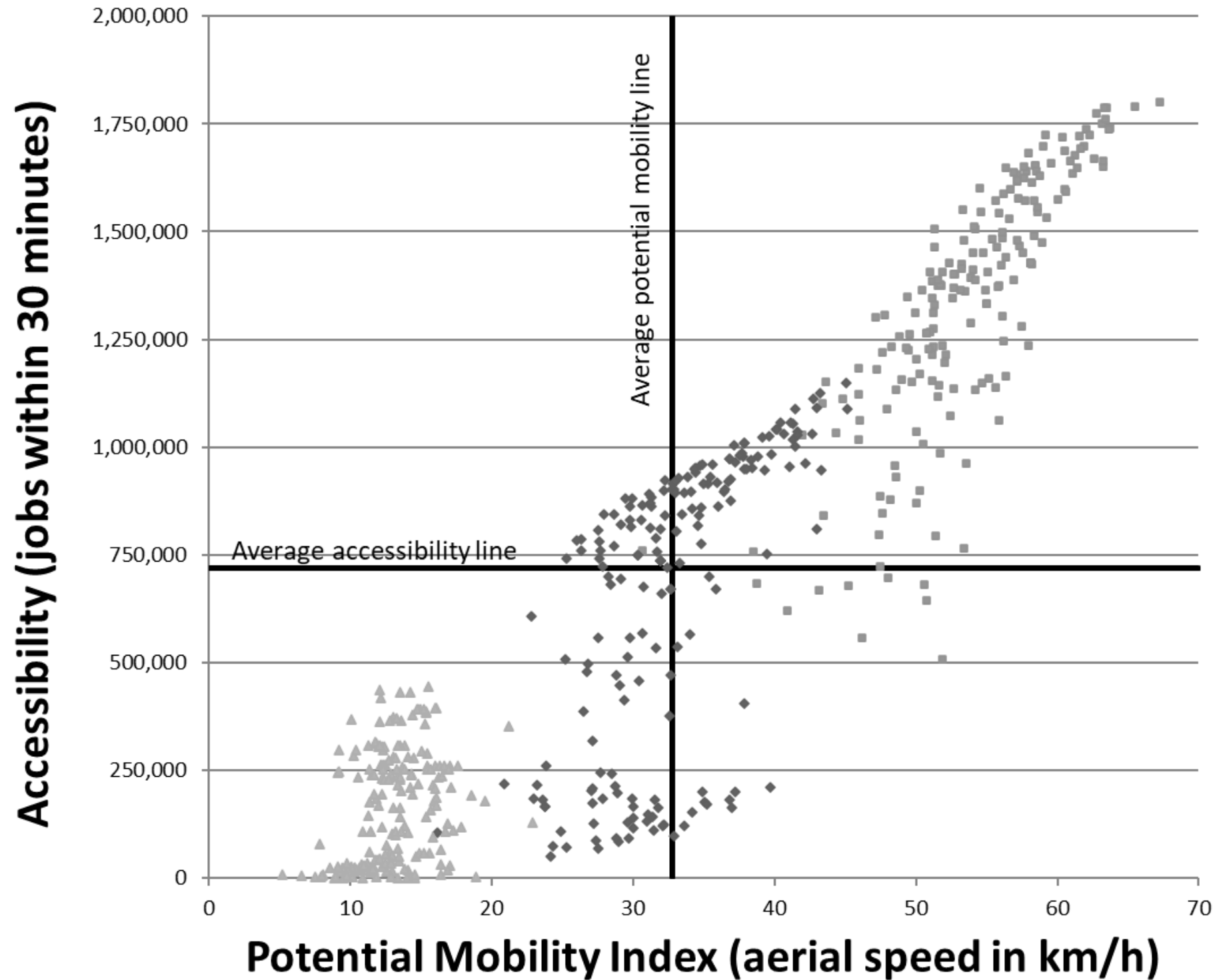
Accessibility for car-owners in off-peak hours



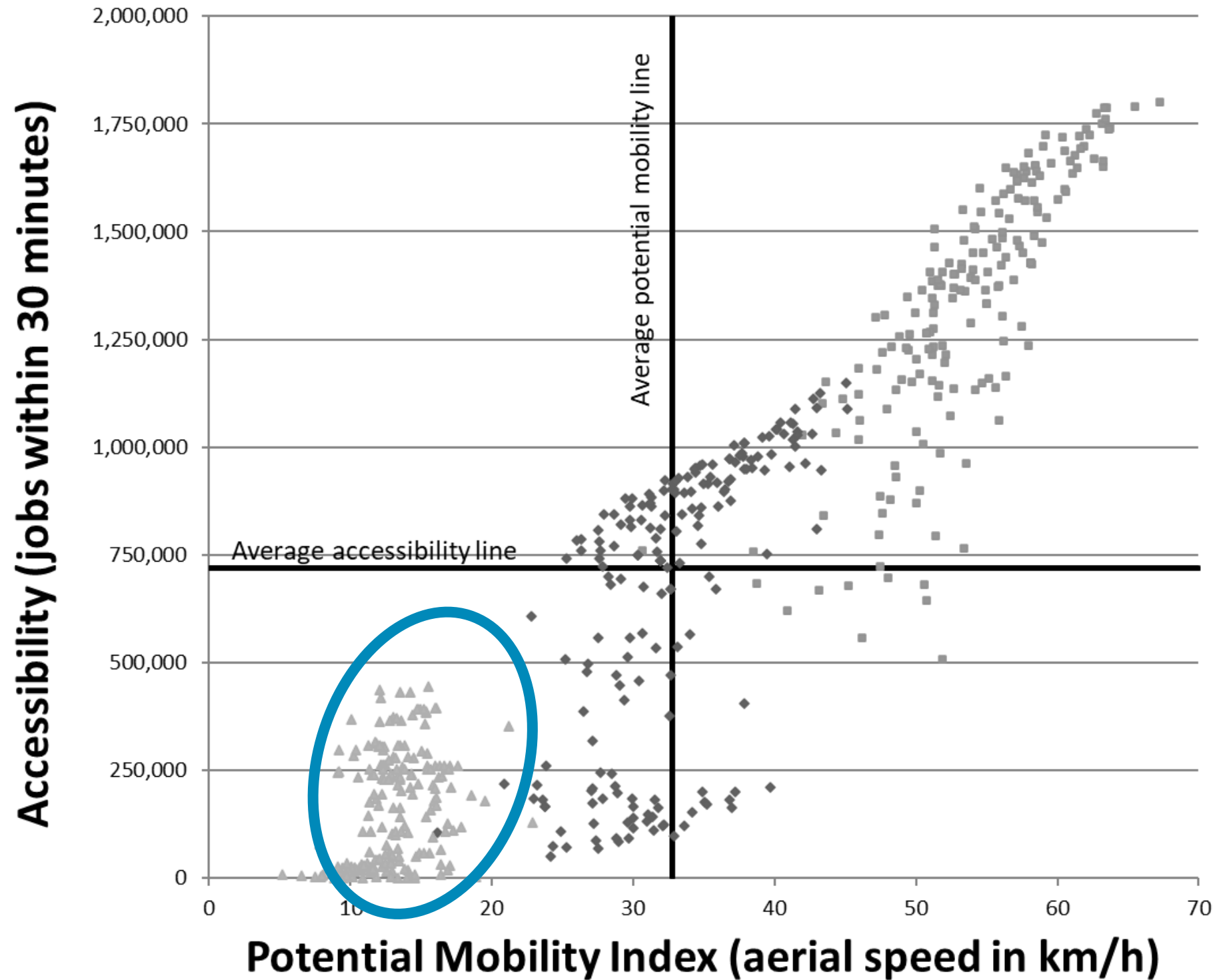
Accessibility for car-owners in peak hours



Accessibility for carless households in peak hours



Accessibility for carless households in peak hours

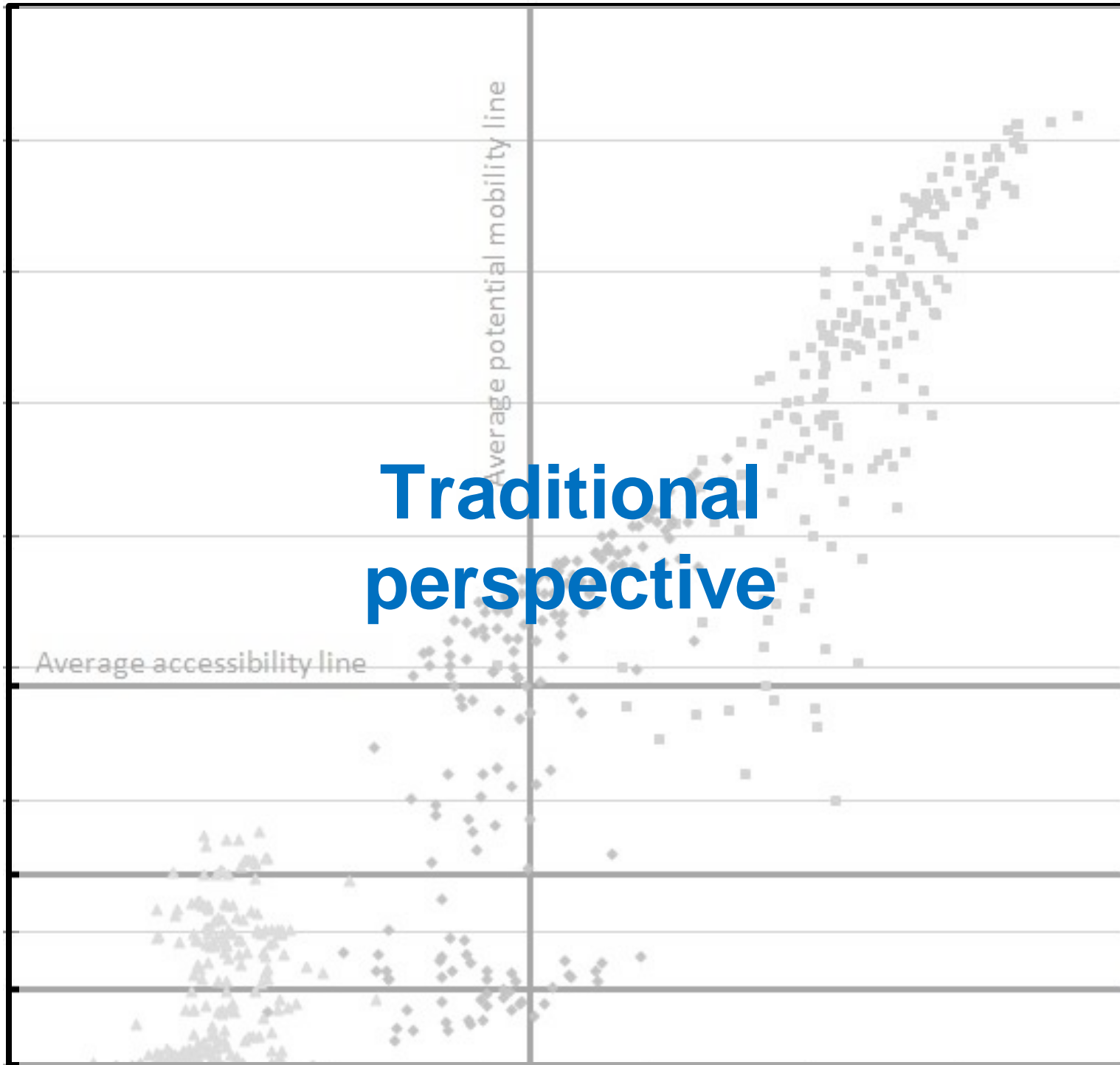






) Government's duty in Amsterdam?

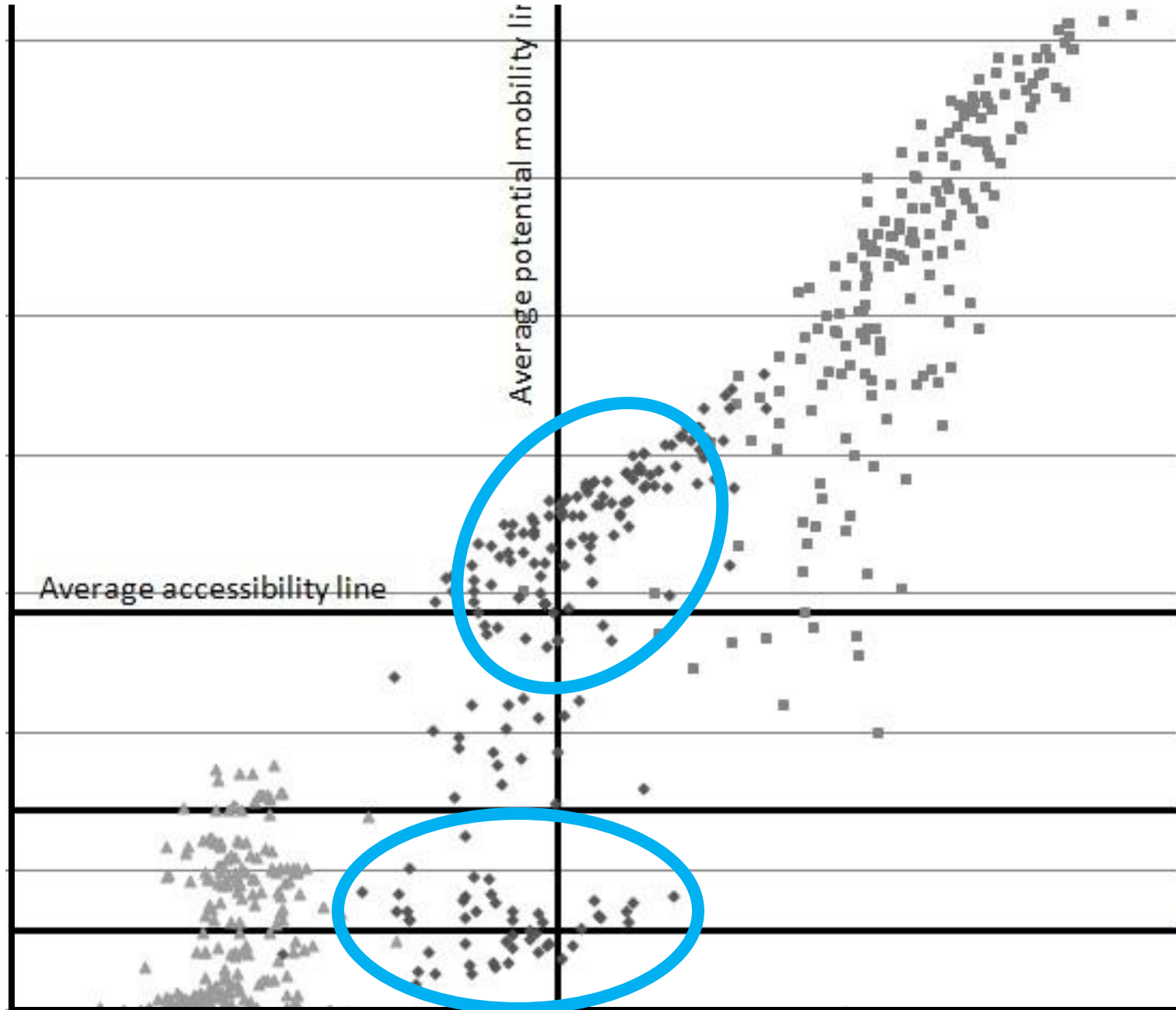
Accessibility



Potential Mobility

Congestion as failure

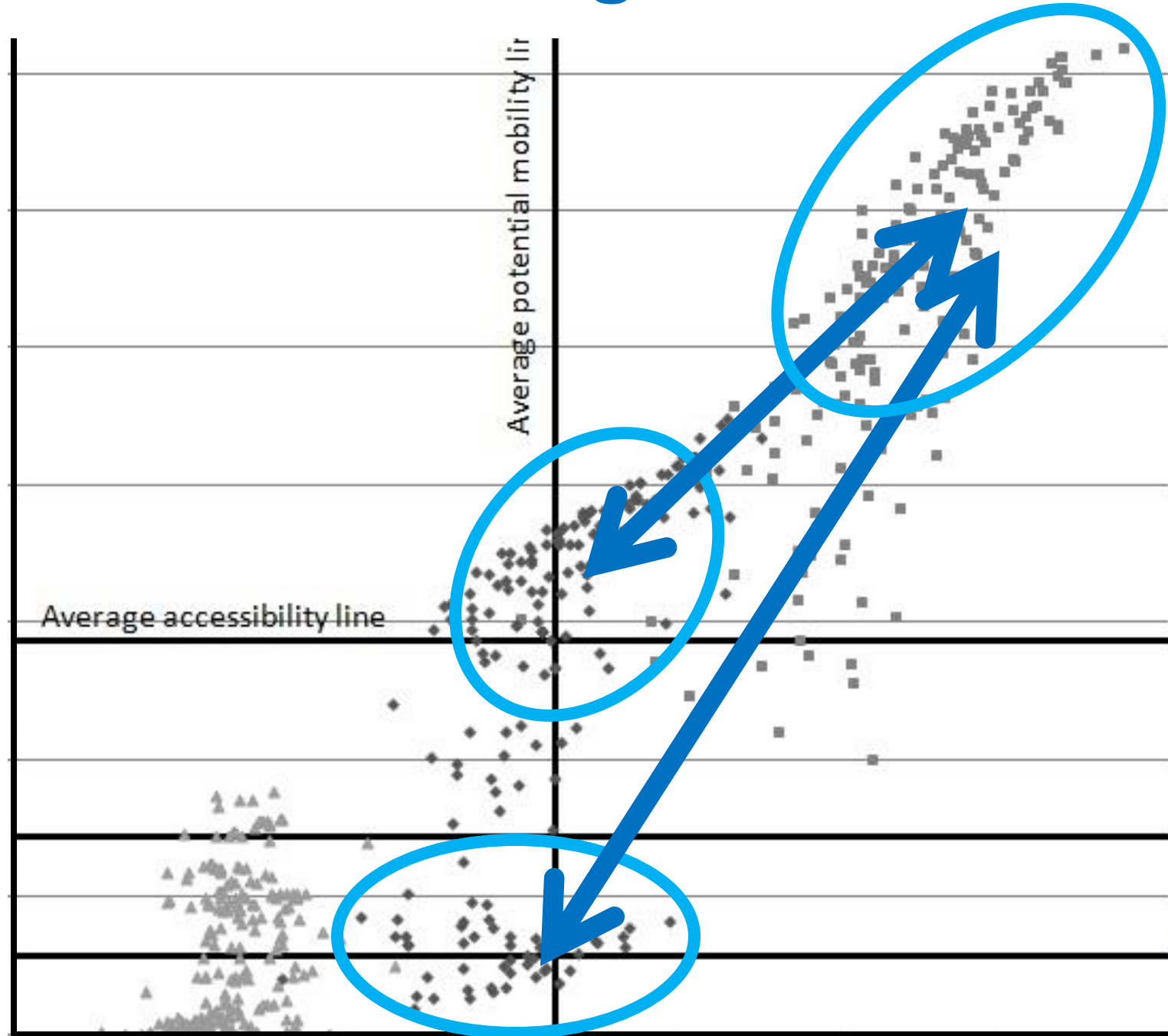
Accessibility



Potential Mobility

Elimination of congestion as 'duty'

Accessibility



Potential Mobility

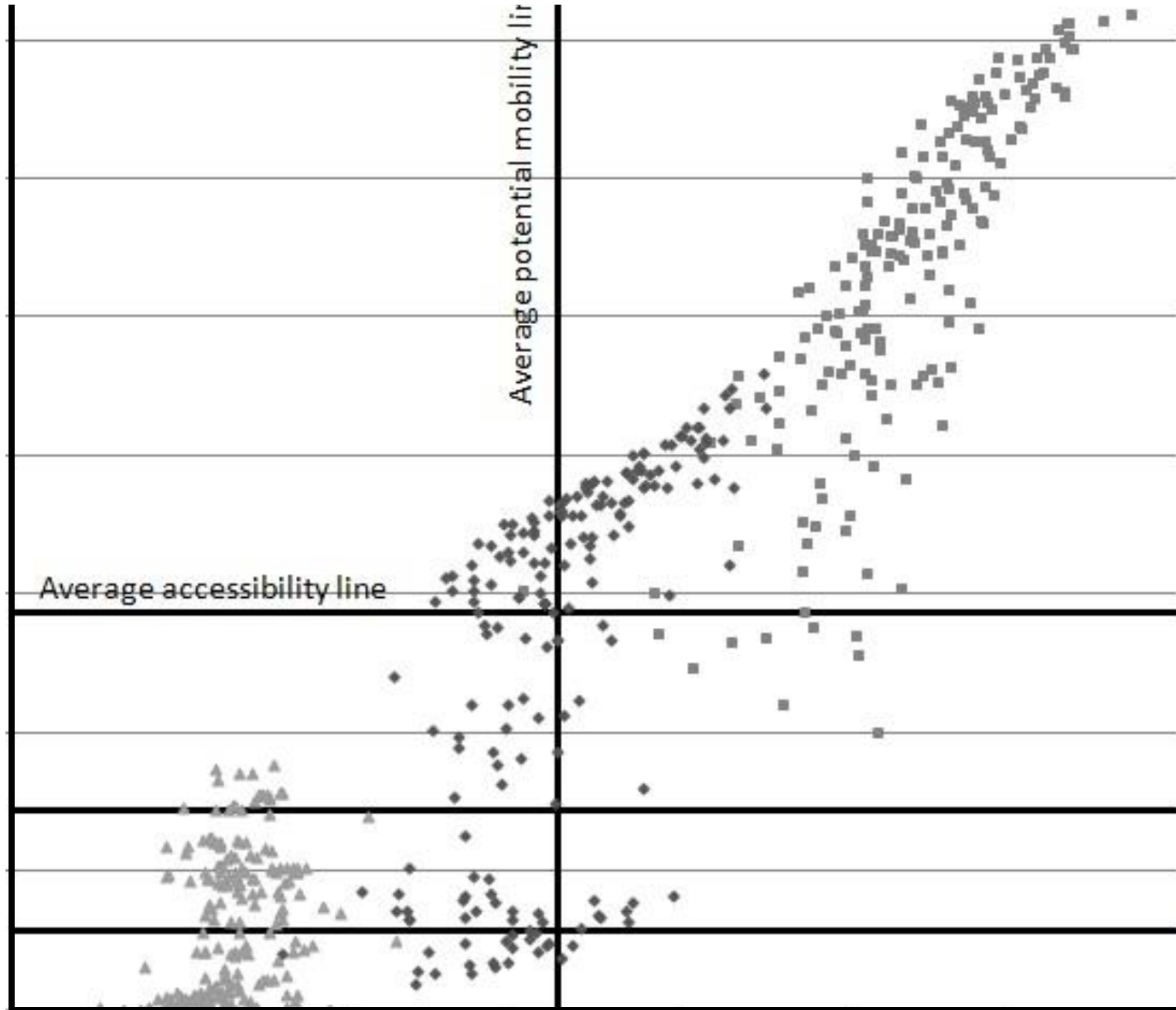
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Potential Mobility

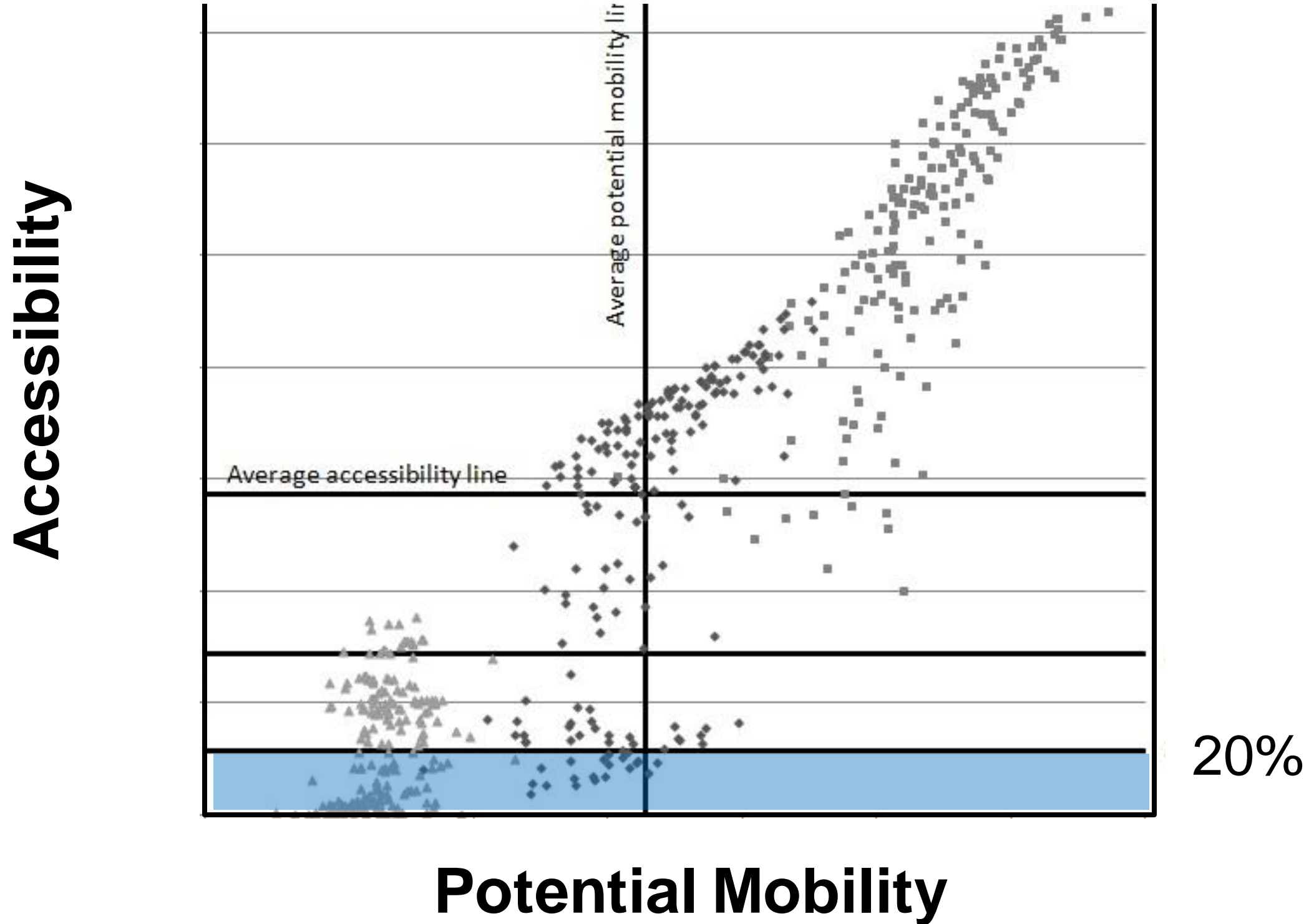
Insufficiency accessibility as failure

Accessibility

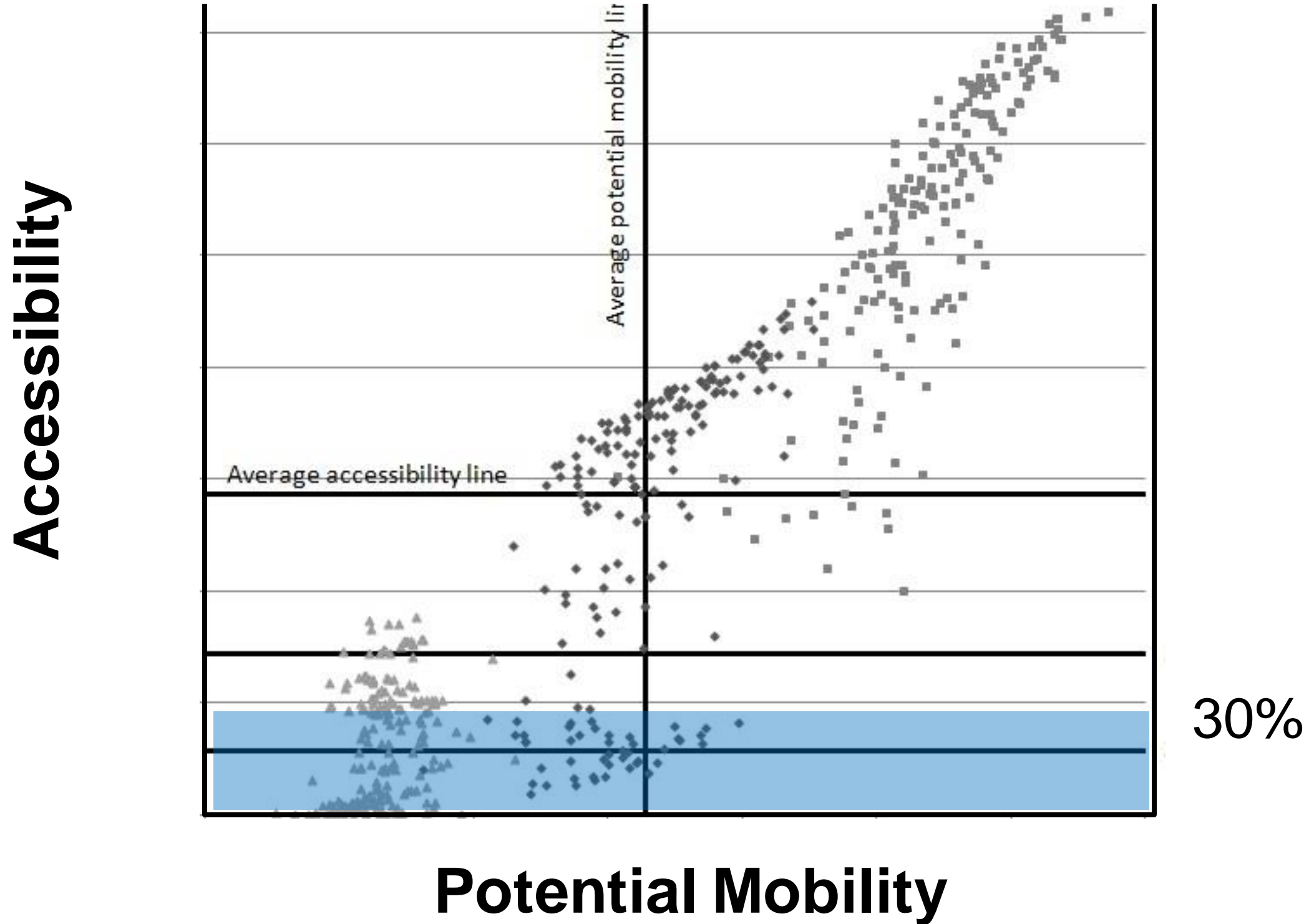


Potential Mobility

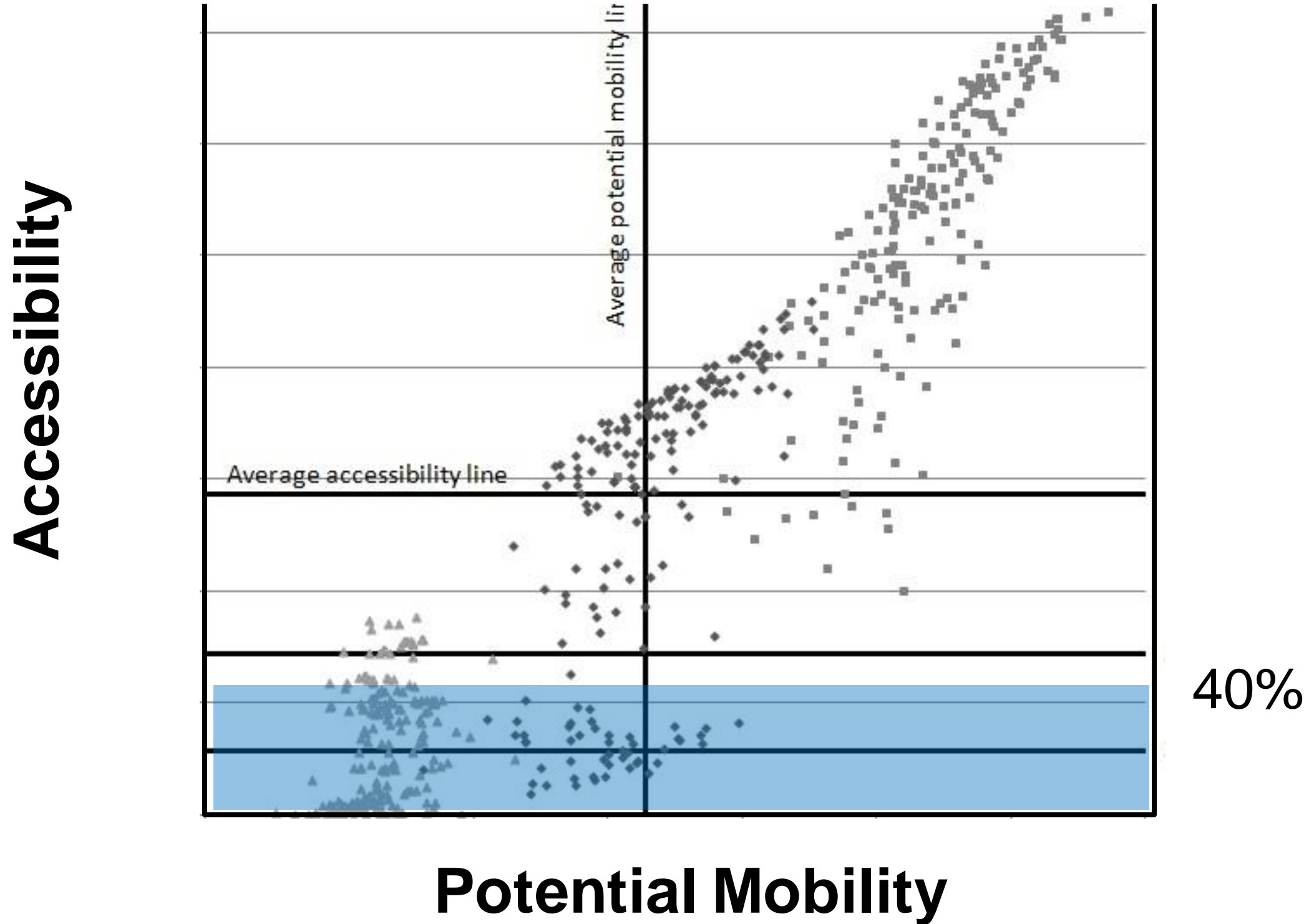
Insufficiency accessibility as failure



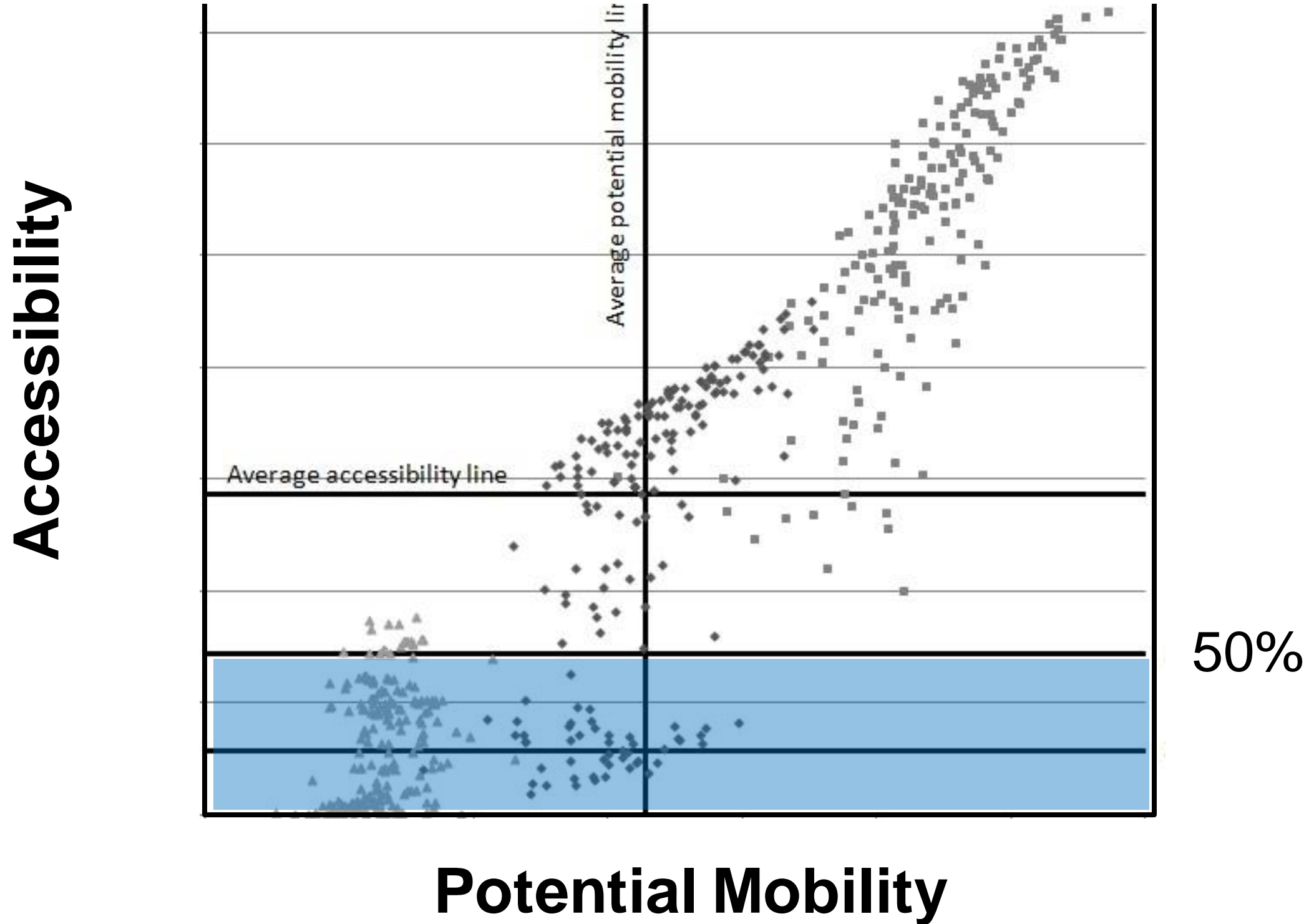
Insufficiency accessibility as failure



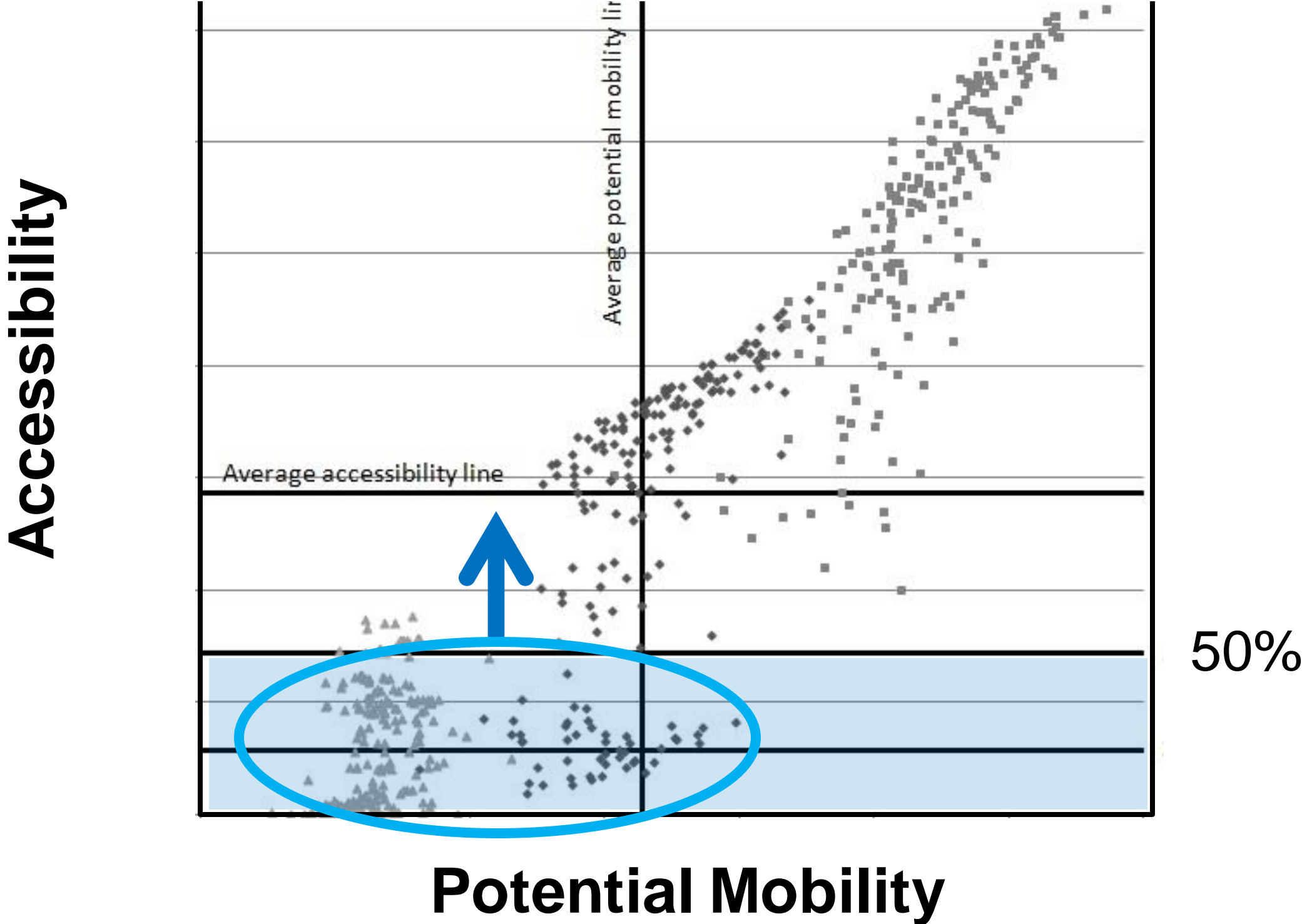
Insufficiency accessibility as failure



Insufficiency accessibility as failure



Elimination of insufficiency accessibility as 'duty'



) To conclude ...

Transport justice requires transport policies that:

- Start from people, not from transport system
- Focus on accessibility, not mobility
- Make justice its goal, rather than an impact
- Are supported by fair housing policies



Transport Justice

Designing Fair Transportation Systems

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Questions?

Karel Martens

kmartens@technion.ac.il