

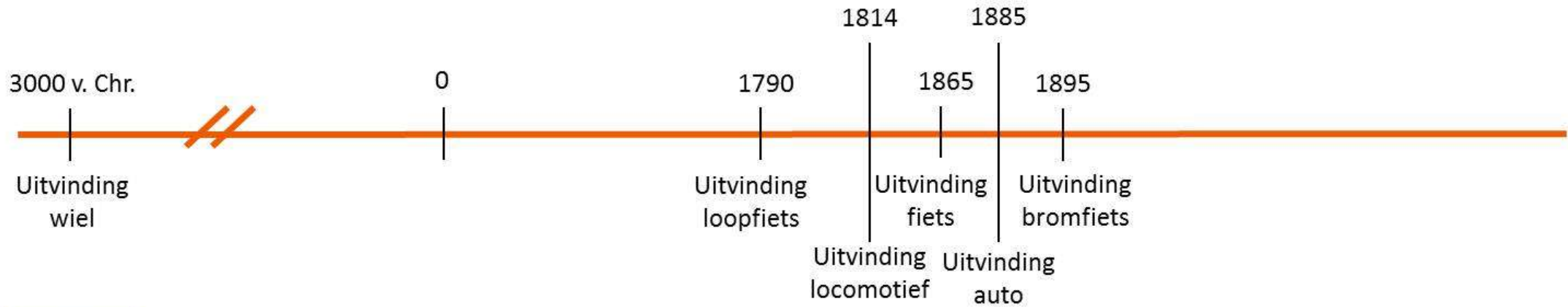
Derk Dohle, provincie Utrecht

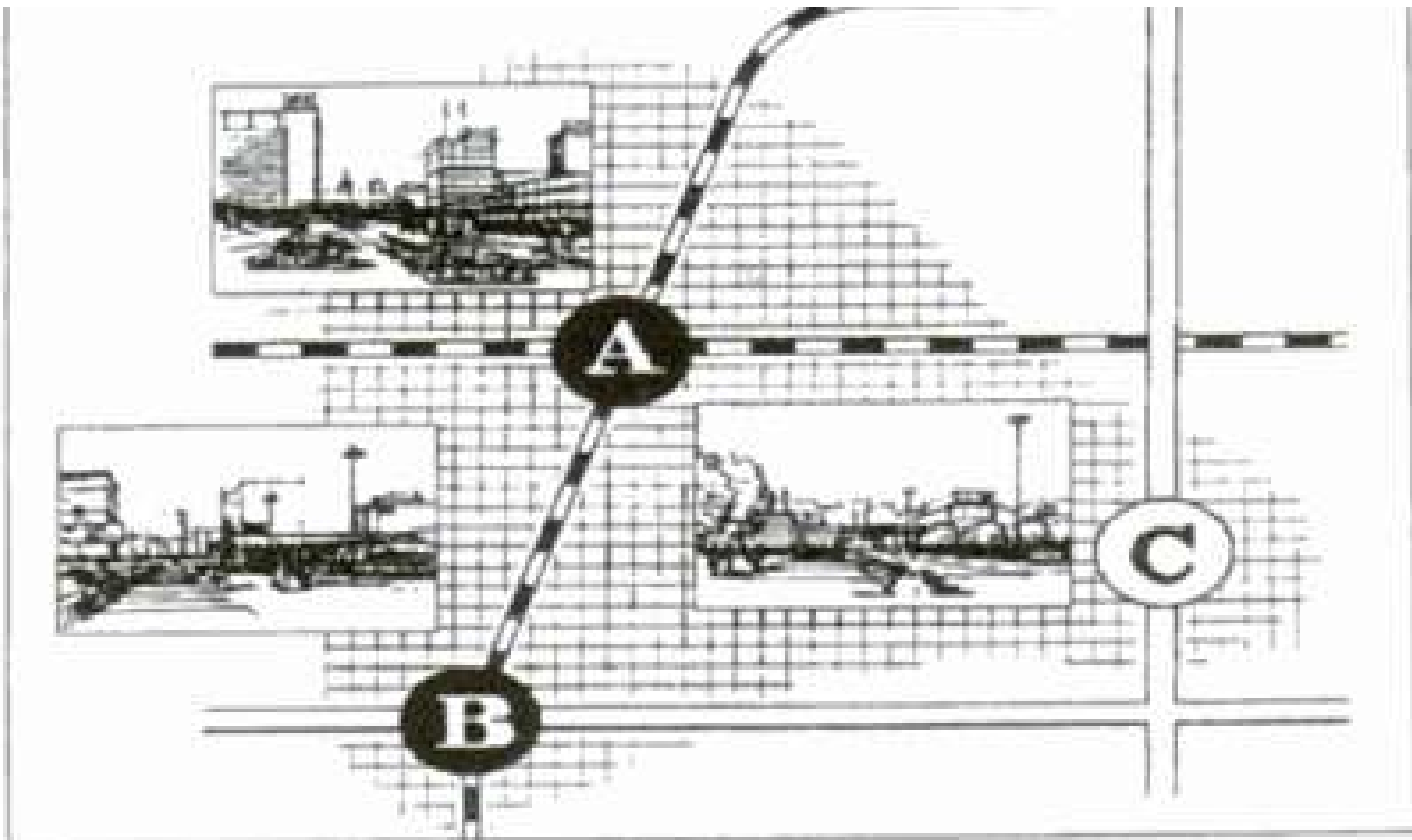
Mobiliteit van de toekomst





Verder maar niet korter







Auto
50km/u, met 1 inzittende



Auto
geparkeerd



Tram
50 inzittenden



Fietser
15 km/u



Fietser
geparkeerd



Voetganger
lopend

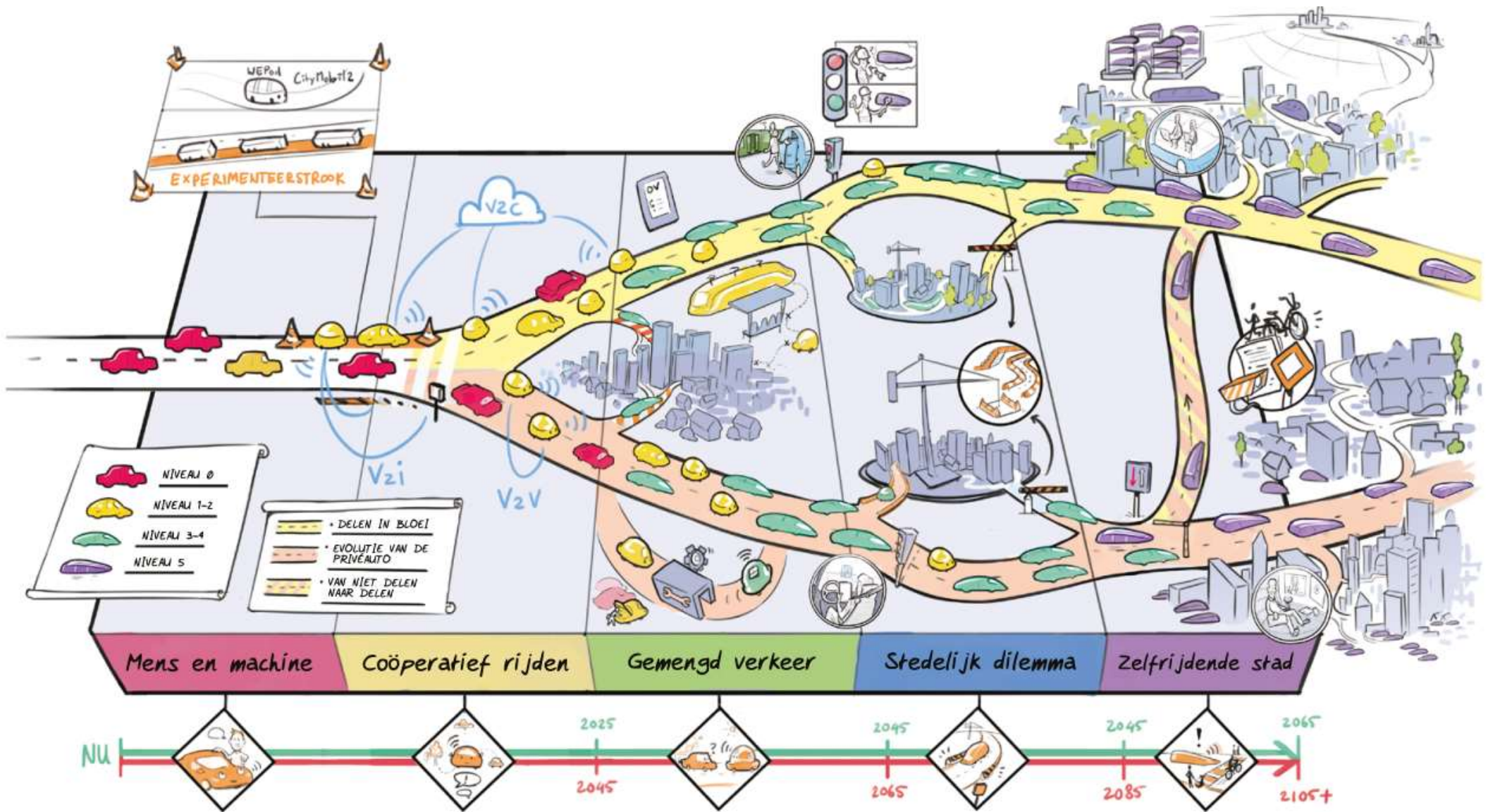


Voetganger
stilstaand

EFFICIËNTER &
GEZONDER

Bereikbaarheid of nabijheid









OMGEVINGSVISIE PROVINCIE UTRECHT

10 MAART 2021

Schets Mobiliteit naar 2040: veilig, robuust, duurzaam

| Van | Naar |
|---------------------------------------|---|
| Verschillende modaliteiten | Eén samenhangend mobiliteitssysteem |
| Focus op economie | Afweging op basis van effecten op bredere set aan maatschappelijke doelen |
| Aanbod gestuurd | Vraag gestuurd en data gedreven |
| Vastleggen voor de lange termijn | Flexibel, adaptief beleid |
| Focus op aanleg nieuwe infrastructuur | Focus op in stand houden en optimale benutting van infrastructuur |
| One size fits all | Differentiatie naar type gebied |
| Afzonderlijke projecten | Gebieds- en corridorgerichte aanpak |

Distinguished Professor Emeritus, University of California, Los Angeles, USA

"Transport Justice is an exceptionally important and original addition to urban studies literature. Combining theoretical and practical insights, it shows the way in which transportation policy, usually a technical domain focused on efficiency, can be a significant contributor to equity and sets up principles for evaluating transportation systems in terms of the distribution of benefits." – Susan S. Fainstein, Author, *The Just City*

"Karel Martens has written an insightful, thoughtful book that will transform the field of equity analysis of transportation systems. By focusing on accessibility and establishing new thresholds for analysis, he presents a new analytical framework that focuses on justice." – Deb Niemeier, Ph.D., P.E., Professor, Department of Civil and Environmental Engineering, University of California, Los Angeles, USA

Transport Justice develops a new paradigm for transportation planning based on principles of justice. Author Karel Martens starts from the observation that for the last fifty years the focus of transportation planning and policy has been on the performance of the transport system and ways to improve it, without much attention being paid to the persons actually using – or failing to use – that transport system.

There are far-reaching consequences of this approach, with some enjoying the fruits of the improvements in the transport system, while others have experienced a substantial deterioration in their situation. The growing body of academic evidence on the resulting disparities in mobility and accessibility, have been paralleled by increasingly vocal calls for policy changes to address the inequities that have developed over time. Drawing on philosophies of social justice, Transport Justice argues that governments have the fundamental duty of providing virtually every person with adequate transportation and thus of mitigating the social disparities that have been created over the past decades.

Critical reading for transport planners and students of transportation planning, this book develops a new approach to transportation planning that takes people as its starting point, and justice as its end.

Karel Martens is Associate Professor at the Faculty of Architecture and Town Planning, Technion – Israel Institute of Technology (Haifa, Israel) and at the Institute for Management Research, Radboud University (Nijmegen, the Netherlands). He also holds the Leona Chanin Career Development Chair at the Technion.

TRANSPORTATION

Cover image: © Shutterstock

an informa business

ISBN 978-0-415-63832-6



 **Routledge**
Taylor & Francis Group
www.routledge.com

Transport Justice

Karel Martens

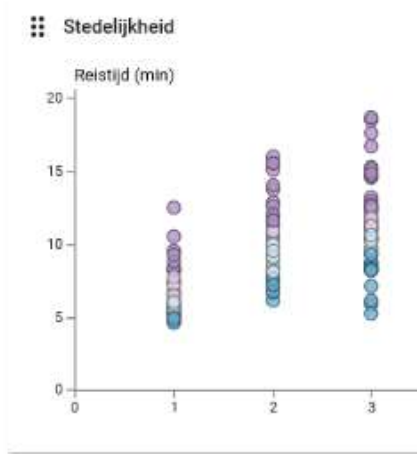
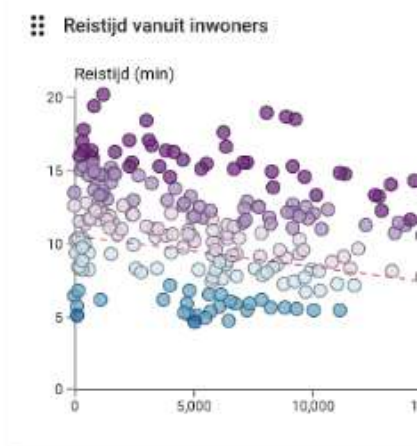
Routledge



Transport Justice

Designing Fair Transportation Systems

 ROUTLEDGE



Duurzame Bereikbaarheid

Veilig

Toegankelijk

Betaalbaar

Schoon

Gezond

Stil

Reistijd naar werk en

voorzieningen met:

- Fiets

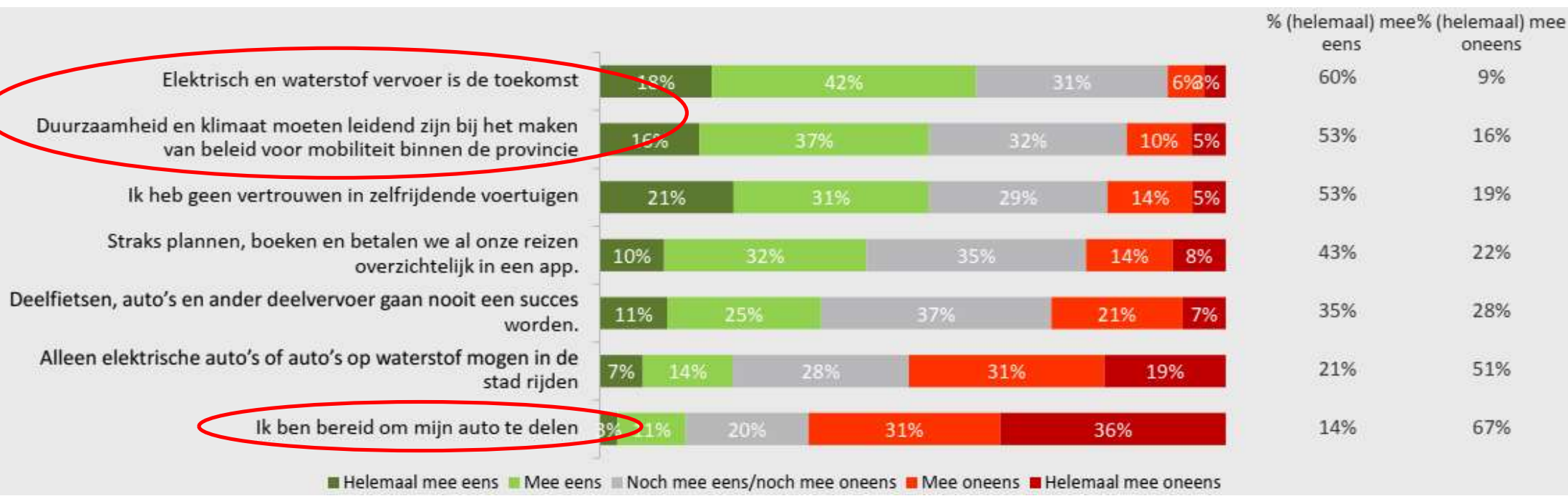
- OV

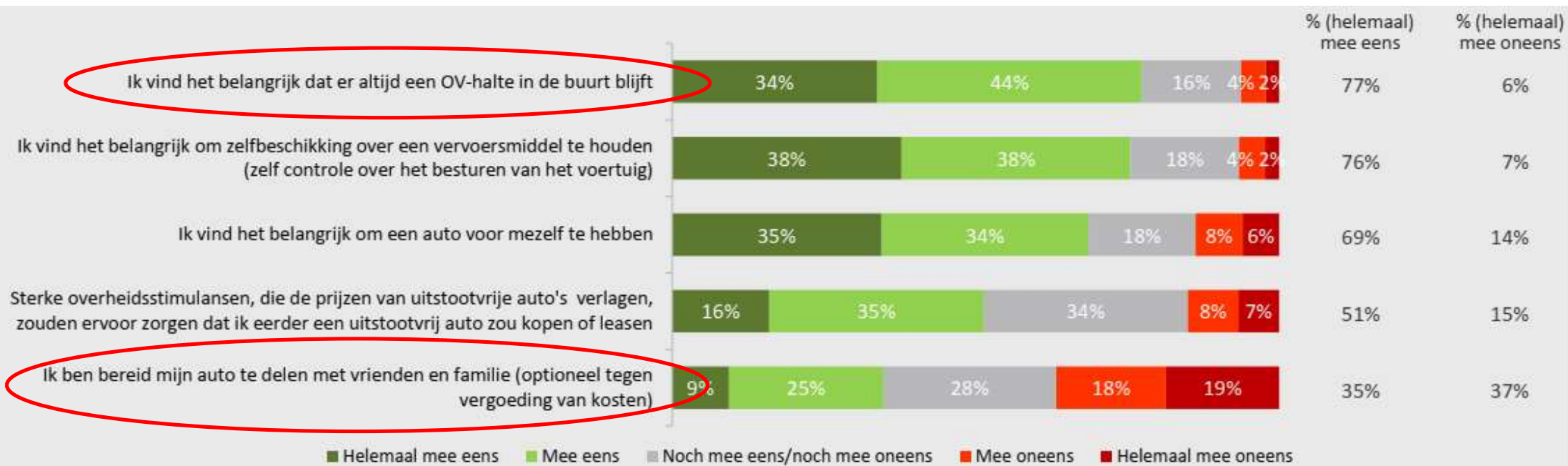
- Auto

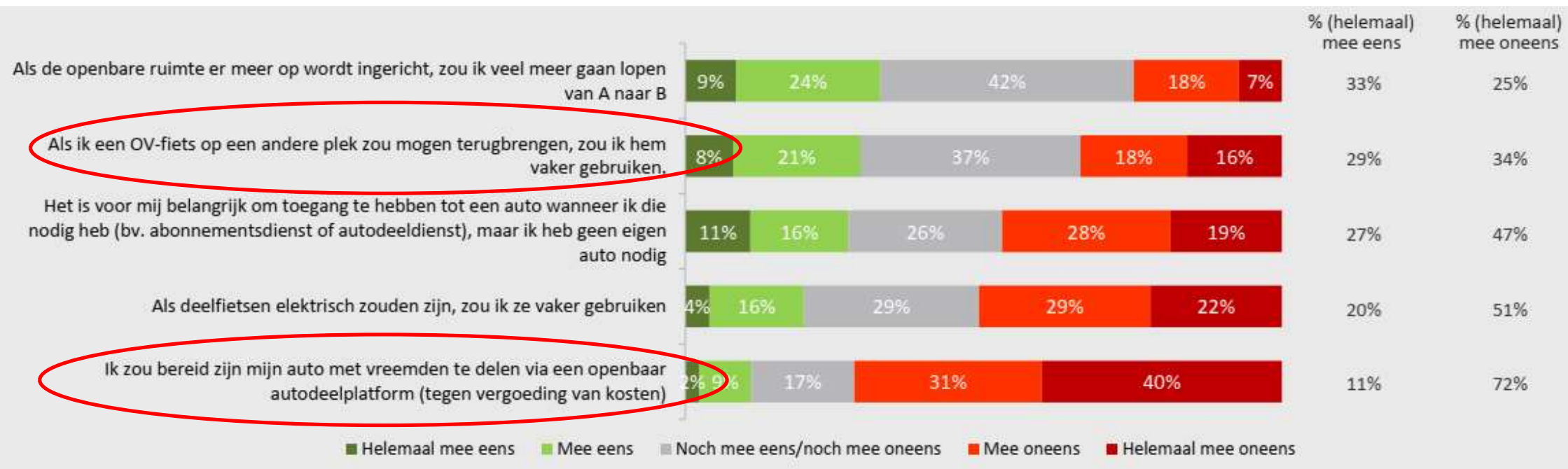
- ???

Wat doen we nu?

| Modaliteit | Afstand per rit | Kilometers % | Ritten % | Ritten per dag |
|-------------------|------------------------|---------------------|-----------------|-----------------------|
| Lopen | 1,2 | 1% | 23% | 0,62 |
| Fiets | 3,3 | 8% | 26% | 0,73 |
| Bus/Tram | 7,8 | 3% | 4% | 0,11 |
| Auto | 18 | 75% | 42% | 0.84 |
| Trein | 40 | 10% | 2% | 0,07 |







'Mol!' zegt Konijn. 'Wat doe jij nou?'

'Ha, Konijn,' zegt Mol. 'Ik wil dat grote
glimding pakken.'

'De maan, bedoel je?' vraagt Konijn.

'Heet het zo?' zegt Mol.

'Je kunt de maan niet pakken,' zegt Konijn.

'De maan lijkt dichtbij, maar
ze is heel ver weg.'

