

| | |
|-------------------------|--|
| 1. Record Nr. | UNINA9910583363503321 |
| Autore | Jeekel Hans |
| Titolo | Inclusive transport : fighting involuntary transport disadvantages // Hans Jeekel |
| Pubbl/distr/stampa | Amsterdam, Netherlands : , : Elsevier, , [2019] ©2019 |
| ISBN | 0-12-813453-4 0-12-813452-6 |
| Descrizione fisica | 1 online resource (239 pages) |
| Disciplina | 388.068 |
| Soggetti | Transportation - Planning People with disabilities - Transportation Transportation - Social aspects |
| Lingua di pubblicazione | Inglese |
| Formato | Materiale a stampa |
| Livello bibliografico | Monografia |
| Nota di contenuto | Front Cover -- Inclusive Transport -- Copyright Page -- Contents -- Introduction -- A: Involuntary Transport Disadvantage -- 1 Setting the Scene: A World of Transport Disadvantages -- 1.1 Introduction -- 1.2 Four Examples -- 1.2.1 Escaping Hurricane Katrina -- 1.2.2 Job Seeking in Rotterdam South -- 1.2.3 Living in Peri-Urbanized Areas in France -- 1.2.4 Reaching Services in Melbourne -- 1.3 Transport Disadvantage as a Concept -- 1.4 History of the Concept of Transport Disadvantage -- 1.5 Unpacking the Central Problems -- 1.5.1 Voluntary or Involuntary? -- 1.5.2 Involuntary Transport Disadvantage -- 1.5.3 Social Capital, Social Networks, Social Disadvantage -- 1.5.4 Social Exclusion via Transport -- 1.5.5 Accessibility -- 1.6 A World of Frames -- 1.6.1 Poverty -- 1.6.2 Social Inequality -- 1.6.3 Social Justice -- 1.6.4 Social Sustainability -- 1.6.5 Social Practices -- 1.6.6 Lifestyle -- 1.6.7 Social Well-Being and Quality of Life -- 1.6.8 Too Many Unconnected Frames -- 1.7 A World of Measuring and Indicators -- 1.7.1 The Basis for Measuring Transport Disadvantage -- 1.7.2 Location-Based Accessibility Measures and Indicators -- 1.7.3 Person-Based Accessibility Measures and Indicators -- 1.7.4 Other Accessibility Measures and Indicators -- 1.7.5 Too Many Measures and Indicators -- |

2 Transport Disadvantage in Practice: Geographical Perspectives -- 2.1 Introduction -- 2.2 Transport Disadvantage in Urban Areas -- 2.2.1 General Overview -- 2.2.2 Transport Disadvantage in the Urban Worlds of the OECD -- 2.2.3 Transport Disadvantage in OECD Urban Areas: Some Specific Problems -- 2.2.3.1 Spatial Mismatch -- 2.2.3.2 Food Deserts -- 2.2.3.3 Gentrification, Housing, and Transport Disadvantage -- 2.2.4 Transport Disadvantage in Cities in the Developing World -- 2.3 Transport Disadvantage in Suburban and Peri-Urban Areas -- 2.3.1 General Overview. 2.3.2 Suburban Poverty and Transport Disadvantage -- 2.3.3 Suburbs and Transport Disadvantages: The Banlieu as an Example -- 2.3.4 From Suburbia to the Peri-Urban Areas -- 2.4 Transport Disadvantage in the Rural Areas -- 2.4.1 General Overview -- 2.4.2 Rural Mobility in Northern America: The Great Plains and Especially North Dakota -- 2.4.3 Rural Mobility in Western Europa: With a Focus on Mecklenburg-Vorpommern (Germany) -- 2.4.4 Transport Disadvantage in the Rural Areas of the Developing World -- 2.5 Transport Disadvantages in Geographical Perspective: Some First Conclusions -- 3 Transport Disadvantages: Social and Societal Perspectives -- 3.1 Introduction -- 3.2 Transport Disadvantages for Specific Groups -- 3.2.1 Children and Adolescents -- 3.2.1.1 Children Until Age 12: Loss of Independent Mobility -- 3.2.1.1.1 State of Art and First Analysis -- 3.2.1.1.2 Discussing Fear, Anxiety, and Children's Mobility -- 3.2.1.1.3 Children's Perceptions and Conclusion -- 3.2.1.2 Adolescents (12-18): Feeling Stuck Near to Your Home Residence -- 3.2.2 Elderly -- 3.2.2.1 Mobility Patterns of the Elderly -- 3.2.2.2 Mobility Cultures of the Elderly -- 3.2.2.3 Two Specific Problems: Single Older Women Without Driving Licenses and Driving Cessation -- 3.2.2.3.1 Single Older Women -- 3.2.2.3.2 Driving Cessation -- 3.2.3 Disabled -- 3.2.3.1 Disabled People and Transport Disadvantage -- 3.2.3.2 Mobility and Disability -- 3.2.3.3 Expectations and Experiences -- 3.3 Two Transversal Themes -- 3.3.1 Poverty -- 3.3.1.1 Mobility and Poverty, the General Picture -- 3.3.1.2 Poverty, Affordability, and Car-Related Economic Stress -- 3.3.1.2.1 North America -- 3.3.1.2.2 Europe and Australia -- 3.3.1.2.3 In General -- 3.3.1.2.4 Crisis, Fuel Costs, and Mobility -- 3.3.1.3 Three Vulnerable Household Types: Ethnic Minority Households, Asylum Seekers, and Single-Parent Households. 3.3.1.3.1 Ethnic Minority Households -- 3.3.1.3.2 Asylum Seekers and Refugees -- 3.3.1.3.3 Single-Parent Households -- 3.3.1.4 Mobility and Poverty in Latin America -- 3.3.2 Gender -- 3.3.2.1 Gender in Mobility: Patterns and Symbols -- 3.3.2.2 Decline or Stagnation in Gender Gaps -- 3.3.2.3 Transport Disadvantage and Stress Related to Gender -- 3.3.2.3.1 Temporary Transport Disadvantage -- 3.3.2.3.2 Stress Related to Complex Transport Patterns -- 3.3.2.3.3 Middle-Aged Single Households and Elements of Gender -- 3.4 Some Conclusions -- 3.4.1 About Accessibility of Services and Amenities -- 3.4.2 About Transport Disadvantage in Societal Perspective -- B: Toward Inclusive Transport -- 4 A Marginal Issue? -- 4.1 Introduction -- 4.2 National Politicians and Policy Makers: Economic Growth as the Core -- 4.3 Urban Policies, Politicians, and planners: Liveability, Differentiation, and Innovative Themes -- 4.4 Transport Research and Transport Researchers: The Focus on Engineering and Traditional Economics -- 4.5 The Majority of Households: Subscribing to the Car Dependence Organization -- 4.5.1 General State of Art and Typology of Households -- 4.5.2 Subscribing to the Car Dependence Organization -- 4.6 The Business World: Resistance to Regime Change -- 4.7 The Result: Weak Alternatives and "Following Wisely" -- 4.7.1 Weak Alternatives -- 4.7.1.1 Public Transport -- 4.7.1.2 Technology Fix -- 4.7.1.3 Nudging

and Soft Measures -- 4.7.1.4 Messages From Academia -- 4.7.1.5 Lack of Voice of the Involuntary Transport Disadvantaged -- 4.7.1.6 To Conclude -- 4.7.2 "Following Wisely" -- 4.7.3 To Conclude -- 4.8 Mobility and Policies in the Developing World -- 4.8.1 The Generic Picture on Mobility Policies in Developing Countries -- 4.8.2 Experiences and Expectations on Three Continents -- 4.8.3 To Conclude.

5 Fighting Involuntary Transport Disadvantages: The Pragmatic Solutions -- 5.1 Introduction -- 5.2 Accessibility Planning -- 5.2.1 The Start, 2001-03 -- 5.2.2 After a Decade: The House of Commons Inquiry, 2013 -- 5.2.3 The Main Barriers for Accessibility Planning -- 5.2.4 Difficult and Missing Dialogues: The Gaps Between Researchers and Practitioners -- 5.3 Routing, Timetabling, and Pricing of Public Transport -- 5.3.1 State of Art and Objectives on Public Transport -- 5.3.2 Looking at Public Transport Systems -- 5.3.3 (Re) Designing Public Transport: Routing, Timetabling, Pricing -- 5.4 The Public Transport Solutions in the More Rural Areas -- 5.4.1 The Situation on Public Transport: Budget Cuts, Investments, and Pragmatism -- 5.4.2 Demand Responsive Transport -- 5.4.3 Public Transport, Volunteers, and Community Action -- 5.4.4 Rural Public Transport Solutions in Perspective -- 5.5 Transport Solutions in More Urban Areas in Perspective -- 5.6 Smart Mobility and the Transport Disadvantaged -- 5.7 A Disappointing Picture -- 5.7.1 What Is Working, but... -- 5.7.2 What Is Not Working -- 5.7.3 New Visions, but... -- 5.7.4 The Last Resort -- 5.7.5 The Decision Makers -- 6 Towards Inclusive Transport: The Radical Approach -- 6.1 Introduction -- 6.2 Modern Society and Inclusive Transport -- 6.2.1 Characteristics of Modern Societies -- 6.2.2 Individualism and its Consequences -- 6.2.3 Segregation in Mobility Experiences, Lack of Trust and Social Cohesion -- 6.2.4 Neoliberal Landscapes and Perspectives for Inclusive Transport -- 6.3 Inclusive Transport and Sustainable Mobility -- 6.3.1 Reaching Global Warming Objectives in Surface Transport -- 6.3.2 Electric Vehicles as a "deus ex machina" -- 6.3.3 Pathways to Sustainable Mobility and Relation to Inclusive Transport.

6.4 Insights on Global Warming, Car Dependence, Accessibility and Land Use: the Input from 12 Researchers from Four Countries -- 6.4.1 United Kingdom: David Banister, John Urry, and Greg Marsden -- 6.4.1.1 David Banister -- 6.4.1.2 John Urry -- 6.4.1.3 Greg Marsden -- 6.4.2 Germany -- Weert Canzler, Stephan Rammler, and Martin Lanzendorf -- 6.4.2.1 Weert Canzler -- 6.4.2.2 Stephan Rammler -- 6.4.2.3 Martin Lanzendorf -- 6.4.3 France: Jean Pierre Orfeuill, Sylvie Fol, Benjamin Motte Baumvol -- 6.4.3.1 Jean Pierre Orfeuill -- 6.4.3.2 Sylvie Fol -- 6.4.3.3 Benjamin Motte Baumvol -- 6.4.4 Australia -- Jeff Kenworthy, Corinne Mulley, Jago Dodson -- 6.4.4.1 Jeff Kenworthy -- 6.4.4.2 Corinne Mulley -- 6.4.4.3 Jago Dodson -- 6.4.5 The Challenges and Perspectives from the 12 Authors Or -- What Is the Common Denominator? -- 6.4.5.1 Current Situation on Mobility and Land Use, in Relation to Involuntary Transport Disadvantage, and Global Warming -- 6.4.5.1.1 The Connection Between the Insights of Mobility Researchers and the Creation of National Mobility Policies Is Lost -- 6.4.5.1.2 The Researchers are Negative on National Policies on Global Warming and Mobility Presented Thus Far and Ask for L... -- 6.4.5.1.3 Especially on the Perspectives for Poorer and Noncar Owning Households a Lack of Attention in Policy Circles Can ... -- 6.4.5.1.4 Mobility Researchers Have Presented in the Last Decade a Long List of Proposals and Solutions That Have Not Been ... -- 6.4.5.1.5 The Situation Seems Less Bad When Moving to Urban Governments, Here Some Reception of Insights Could Be Noted -- 6.4.5.1.6 All in All, When The Current

Situation Prevails, Researchers Paint for the Future of Mobility a Rather
Gloomy Picture -- 6.4.5.2 Programme Toward the Future.

6.4.5.2.1 Researchers Take Involuntary Transport Disadvantage and
Car-Related Economic Stress Serious and Present a Spectru...
