

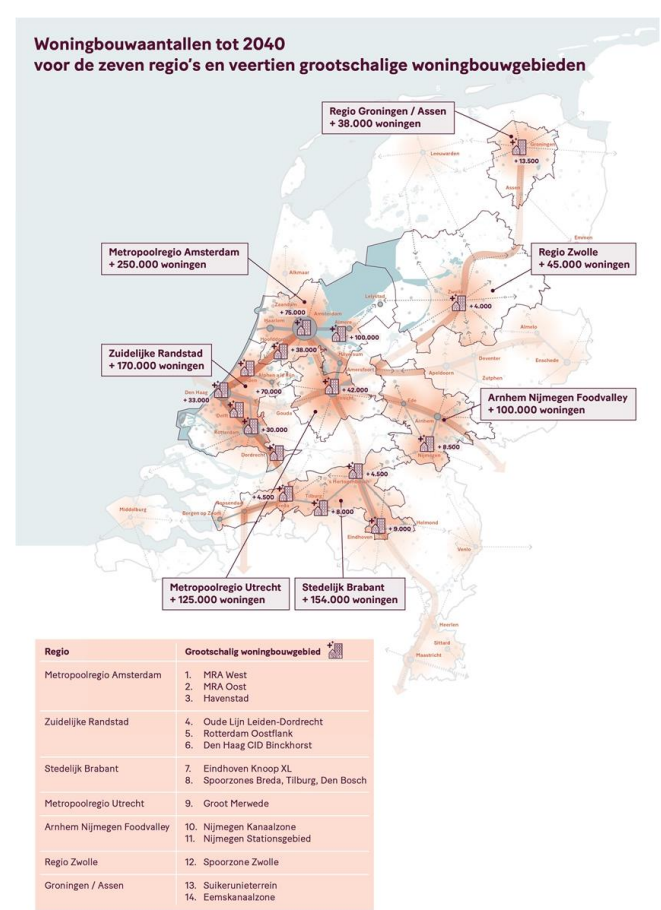
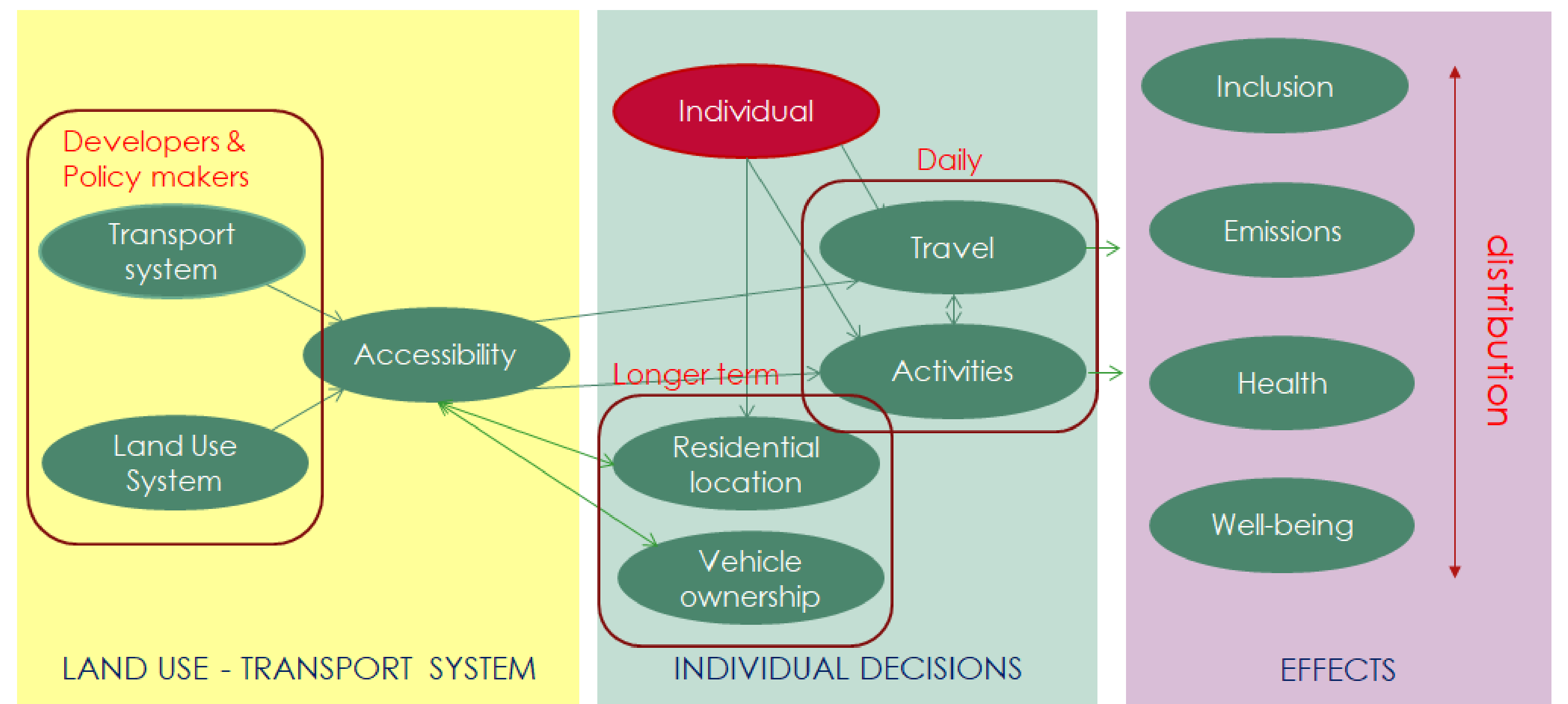
Transport Geography

Accessible, Sustainable and Inclusive Cities and Regions

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Research history (some developments)

Transportation research in SGPL has traditionally focused on understanding how travel and activities of individuals are influenced by the transportation system and the built environment. This is investigated using (psychological) behavioural theories and econometric models, based on surveys. Effects of travel and activities on outcomes such as well-being and health are also investigated using survey based tools. Building on this base, new topics are addressed, based on societal developments, such as a) sustainable travel behaviour, b) equity and inclusion in transport c) impact of new transport technologies d) travel in non-Western contexts. This prompts development and testing of new concepts such as **multi-modality, car dependency, perceived accessibility, transport adequacy** and **transport sufficiency**.



Main research questions

- How do new travel options (E-bike, EV, AV, shared mobility, ride hailing, cable car systems) influence travel behaviour and what are implications for inclusion, sustainability and health?
- What factors (individual and system) determine if people have adequate travel options, and what people/factors are typically overlooked?
- How can people be made to travel in more sustainable ways, possibly accepting limitations set to travel? What ways of decision making about this would be needed?
- How can new forms of urbanisation (e.g. 15 Minute City) help to achieve more sustainable and inclusive travel?
- How can we use increasingly available (spatial) data and data science methods to better understand the above questions?
- How do objective and subjective indicators of accessibility compare?

Contribution to urban geography (and beyond)

Sufficient transport is a necessary condition to engage in meaningful /necessary activities, have meaningful social interactions and be healthy. It may also influence what are feasible housing options in terms of accessibility. Travelling itself directly impacts on ones mood, mental and physical health and well-being, but may also produce negative externalities for public space in terms of pollution, noise, unsafety and crowding. These pros and cons are however unevenly distributed across citizens and across neighbourhoods. Transport geography can provide additional insights into processes related to housing, health, inclusion/equality and the use of public space (and vice versa). At the same time there are useful/interesting links to planning and governance, behavioural sciences, assessment modelling, energy sciences, data science, ethics.....

