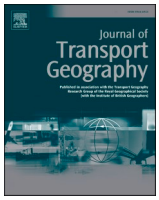
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Book review

## A Companion to Transport, Space and Equity, R. Hickman, B. Mella Lira, M. Givoni, K. Geurs (Eds.). Edward Elgar Publishing, Cheltenham UK & Northampton MA, USA (2019). ISBN 978 1 78811 981 8 (cased) £160; ISBN 978 1 78811 982 5 (eBook)

Transport has a significant role in facilitating access to activity sites, but this varies markedly amongst different population groups. The aim of this book is to increase understanding of the linkages between transport, space and social equity. The four editors bring together wide-ranging research evidence from Global North and Global South countries in 21 chapters, from 42 researchers. This large group is an impressive mix of established and young researchers based in 11 Global North and three Global South countries.

After a scene-setting Introduction, Part II examines Transport and Spatial Impacts with six chapters that examine how public transport investments are linked to changes in socio-economic characteristics, city and neighbourhood development and regeneration, and development value. Deboosere et al. measure the impact of improved accessibility on job opportunities in Greater Toronto and Hamilton, Canada. Their claim that accessibility to jobs by public transport is "relatively vertically equitable" is highly questionable as access to transit within 800 m walking distance is only widespread in the two core cities themselves. A well known characterisation of Greater Toronto's public transport system is that it has a core like well served Vienna but a periphery like car dependent Phoenix. Scheurer and Curtis advocate reducing socio-spatial inequality in Melbourne, Australia by long term planning as disadvantaged groups live increasingly in the poorly served urban fringe. Will there be a continuing political commitment to deliver this? Liu examines factors influencing the reduced use of rail transit and increased use of cars and buses by different groups in Chongqing, China. Integration of land development and public transport planning is seen as critical to take maximum advantage of transport provision. Wu et al. assess impacts of high-speed rail (HSR) in China's East Coast Region on accessibility, mode choice and spatial structure, with city regions expanding to become supercities. HSR can act as an economic catalyst and create a market shift in rail travel, but it can also increase social inequality at urban and regional scales and accelerate an uneven economy in regions.

Smeds shows that structural issues are proving to be more fundamental than individual behaviour in the increasing use of cars for travel to school in suburban London. Children's independent mobility in the UK has declined dramatically as average distance to primary schools has increased from 1 mile to 1.8 miles facilitated by increased car ownership and multi-faceted daily routines that require car use. Smeds should place more emphasis on the effects of public policies in providing fewer larger schools and increasing parental choice of schools for their children. In the last chapter in this section, Thompson examines the impacts of improved transport connectivity on house price increases in parts of London resulting from the Jubilee Line Underground Extension and the refurbished East London Line. Why is the Docklands Light Railway's (DLR) network of routes excluded from this analysis as DLR was instrumental in facilitating London's successful Docklands redevelopment and predated the other two railways? CAZ needs to be explained as an abbreviation of Clean Air Zones.

Part III examines Transport and Social Equity Impacts with six chapters, on social equity linked to transport including spatial restructuring and social dynamics, access to health care, the travel of working women, children and young people and to what extent innovations could reduce inequality. Feitelson examines equity and longer-term societal effects of different transport modes on inter-city and conurbation level travel. Equity effects should not only be analysed in terms as access for the poor, but benefits that accrue to the hyper mobile as opposed to all others. A major weakness of this chapter is that the gender divide is ignored. Bothe and Benne Skytt-Larsen examine relationships between metro investment and socio-spatial development in Copenhagen, Denmark. Their detailed analysis shows that socio-economic development of local metro-served areas is a dynamic process. Different effects are found between areas with higher or lower income residents and particularly in the newly developed Ørestad New Town corridor.

Lopez and Biona use Google Maps to create travel time and distance matrices to assess transport equity in accessibility to healthcare services in Manila, Philippines. Inequity is most pronounced where travel budgets are low in peripheral areas remote from health facilities. Motorised transport has largely replaced walking due to greater distances, air pollution and safety risks. Beyazit and Sungar examine unequal mobilities for working women in Istanbul's urban periphery, where working class people have been displaced from the urban core. Women's spatial entrapment is identified especially for those in low skilled jobs where travel times are lower than for women in higher skilled jobs and for men.

Stanley et al. show the importance of planning transport to meet the needs of children and young people in Victoria, Australia by promoting the 20 min city concept and reducing the dominance of road transport. However the political reality of whether such radical change is likely to be implemented is not addressed. In the final chapter in this section, Lucas et al. utilise an innovative livelihoods approach in assessing the social impacts of transport projects in Global South cities. Their research framework uses social assessment methodology based on evidence of community perspectives to avoid the unintended negative social outcomes of transport decisions. A major limitation for this ground breaking approach is the paucity of robust quantitative datasets, so the authors recommend that funders of future transport projects be required to collect and release data on social and distributional impacts.

Part IV examines Emerging Approaches to Socio-Spatial Equity Analysis with seven chapters, that evaluate various approaches including capabilities, behavioural interventions, motility and multi-actor appraisal. Banister et al. evaluate an important concept of 'Reasonable Travel Time', distinguishing between useful productive and non-useful travel time. They construct a modal hierarchy of productive travel time use with rail at the top followed by air, bus and car. Analysis of High Speed Rail users shows

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spatial inequalities, with capital cities benefitting most, and social equity issues as higher income groups dominate.

Cao et al. use seven different approaches, including capability, to measure individual social equity in Tuqiao, Beijing, identifying gender, age, residence status, personal income and car ownership as factors relating to travel. The Capability Approach works well in assessing transport related inequalities where there are large disadvantaged groups and disaggregated analysis is possible. Gendered transport inequality is found in all income groups. The authors ought to reflect that gender inequality in transport is a hidden problem worldwide. Mella Lira also examines the use of the Capability Approach in relation to transport and social equity, with the gap between current and expected achievement of opportunities reflecting social inequity. Transport is a facilitator in developing fairer societies. Accessibility planning needs to be used more but the author should explain why it underestimates the problems.

Boveldt et al. use more participatory approaches to transport appraisal, specifically Multi Criteria Analysis, to assess utility, feasibility and equity, using the Brussels North-South railway corridor as a case study. It helps decision makers balance different factors and shows the consequences of applying different ethical principles. Higgins assesses the potential for behavioural economics in consultation about transport projects, illustrated by the Walthamstow Village Mini-Holland cycle scheme in London. He probes reasons for opposition to re-prioritising road space away from cars for walking and cycling, and identifies bikelash and residents' mistrust of councils.

Shliselberg and Givoni advocate operationalizing motility (the capacity to engage in travel) for transport policy, reflecting the relationship between spatial and social mobility. Motility as a policy tool can help promote active modes, short trips and group travel and promote more sustainable transport systems. In the last chapter in this section, Touron explores links between motility and wellbeing in Buenos Aires, Argentina. She concludes that transport policy should aim to diversify and enhance motility on the offer side to better fit with individual needs and consider ways of subsidisation to ensure access.

The editors' concluding chapter, led by Geurs, synthesises this wide field of study and reflects on implications for research and professional practice. It shows the increasing interest in reversing the trend of rising levels of social inequity in cities globally and suggests what role transport might play. Transport planning plays a key role in achieving and supporting outcome equity as it facilitates access to activities.

This wide-ranging book fills a significant gap in the literature and is part of the NECTAR Series on Transportation and Communications Networks Research. It provides an important, must read guide not only for students and academic researchers, but also crucially for policy makers, practitioners and consultants. The only sad note, both for his family and the international research community, is that this important book was one of Moshe Givoni's last publications before his untimely death.

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