



# Annotating key concepts of integrated spatial planning

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## Transport Equity

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## Mainstream/Conventional Definition

There is no universal definition of **transport equity**, referring both to the fairness of transport benefits and the assessments of the fairness of a situation and an intervention. However, Martens (2016) defines transport equity as “*the minimum level of access to certain key activities by anyone*”. Equity could be distinguished into horizontal (equal access to opportunities to everyone regardless of socio-economic status) and vertical (prioritised access based on socio-economic characteristics and tailor-made measures).

**Mobility poverty** is strongly linked to spatial systems and is influenced by how infrastructure shapes access to (critical) opportunities. This spatial dimension contributes to mobility-related disadvantages and social exclusion (Kuttler, 2020).

## Contested Meanings / Debates in the Literature

Despite, the attempt of defining specifically transport equity; this concept is discussed in the literature through several lenses, i.e., utilitarianism, libertarianism, intuitionism, egalitarianism, sufficientarianism and capability approaches (Pereira et al., 2016). All these reflect different political and societal priorities. Hence, the main debate lies in what are the vision, aims and endeavours of local communities or national/international administration.

To be more precise, utilitarianism appraises the maximum benefit of individuals, whereas egalitarianism delves into more collective perceptions. Furthermore, sufficientarianism or capabilities approach define a minimum threshold that should be respected based on the various socio-demographic groups. Therefore, researchers, policymakers and communities should establish transport equity principles matching with their mindset and priorities. It is interesting that literature in Latin America usually employs egalitarian or sufficientarian metrics (see Guzman et al., 2017).

## Applications in Practice

- Transport equity metrics could be used for evaluating transport projects and interventions
- Transport equity could be deemed as a proxy for social exclusion
- Mobility poverty is a powerful tool for understanding mobility problems and challenges in local communities (especially in suburban and rural areas)

## Selected References & Key Readings

- Kuttler, T. (2020). The spatial dimension of mobility. In Rethinking Mobility Poverty. Understanding Users' Geographies, Backgrounds and Aptitudes. Eds. T. Kuttler, M. Moraglio. Routledge. pp. 61-80.
- Pereira, R. H. M., Schwanen, T., & Banister, D. (2016). Distributive justice and equity in transportation. *Transport Reviews*, 37(2), 170–191. <https://doi.org/10.1080/01441647.2016.1257660>
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## Closely Related Concepts

- Accessibility and the “15-minute city”
- Justice and the City: Spatial, Climate, and Mobility Justice