

Incorporating equity into transport planning

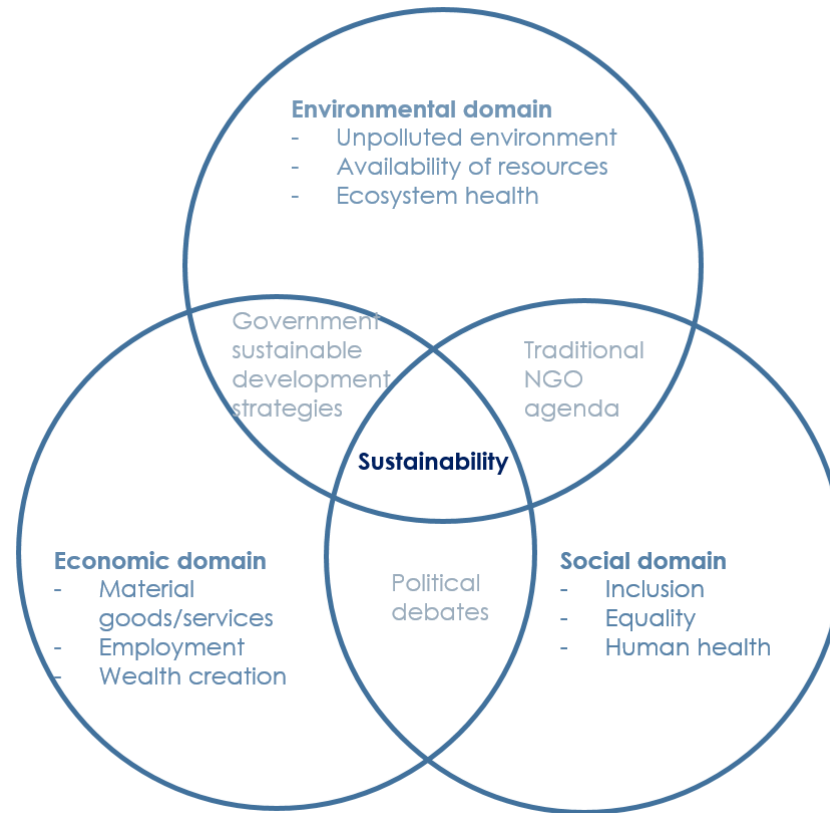
A case study on spatio-temporal accessibility levels to employment opportunities in Flanders

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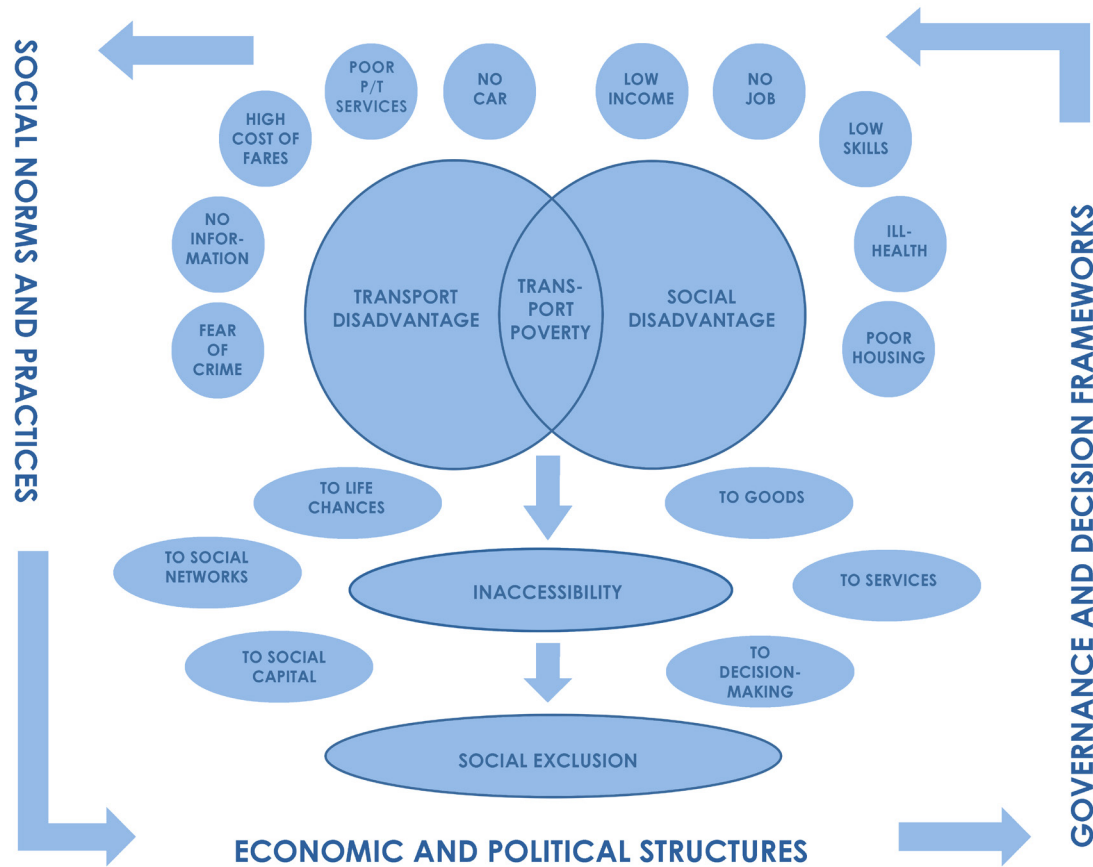


The rise of the social domain of transport planning



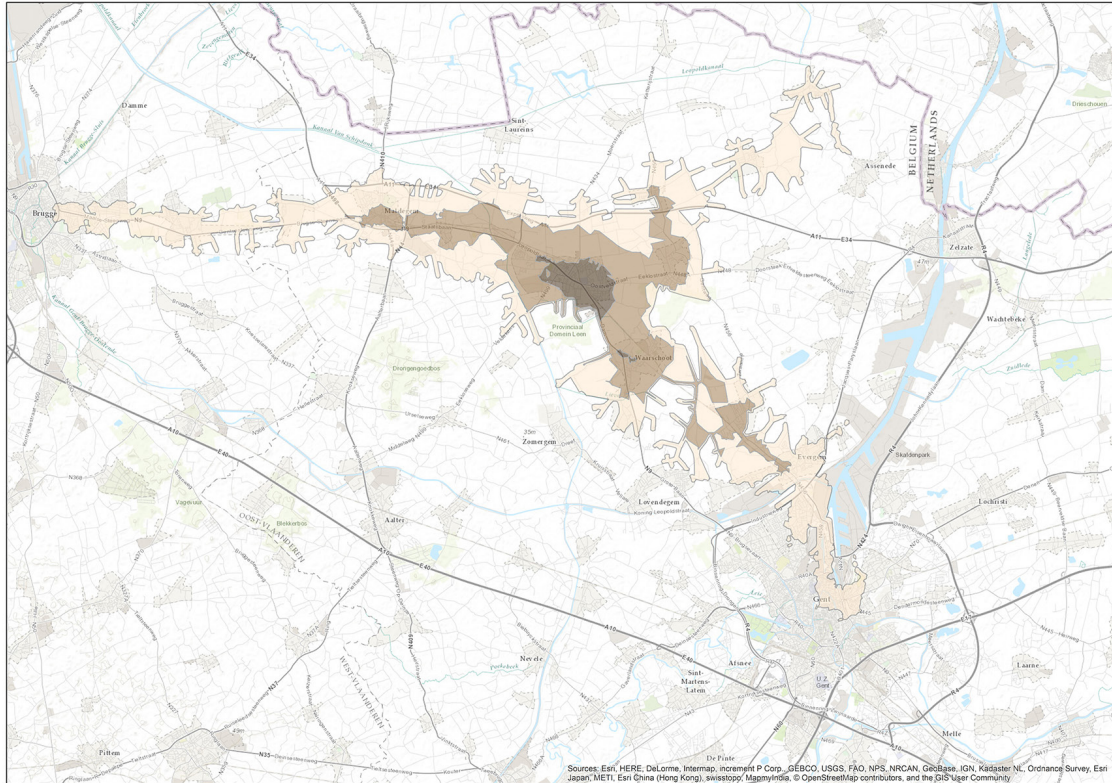
The domains of sustainable development (Reeves, 2005)

Identifying the provisional mismatch



The interaction between public transport needs and provision (Lucas, 2012)

Dynamic aspects of public transport provision



Public transport access

Departure at 7.50 AM

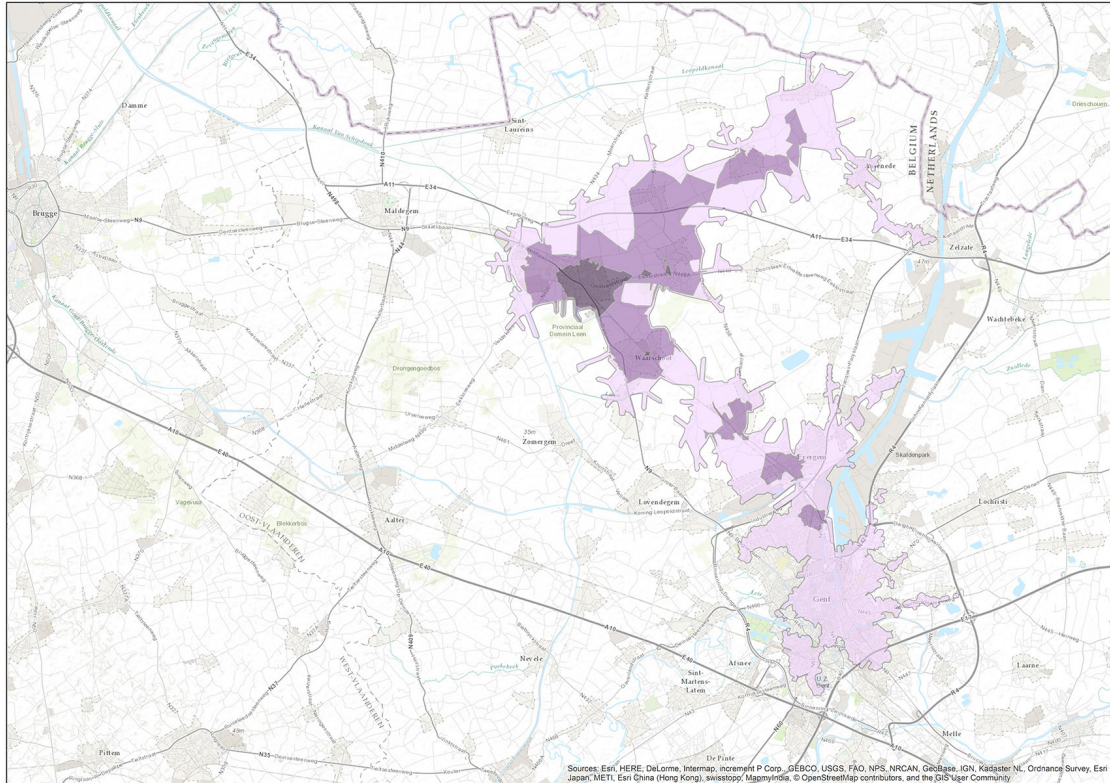
- Arrival within 20 minutes
- Arrival within 40 minutes
- Arrival within 60 minutes

Departure at 8.00 AM

- Arrival within 20 minutes
- Arrival within 40 minutes
- Arrival within 60 minutes

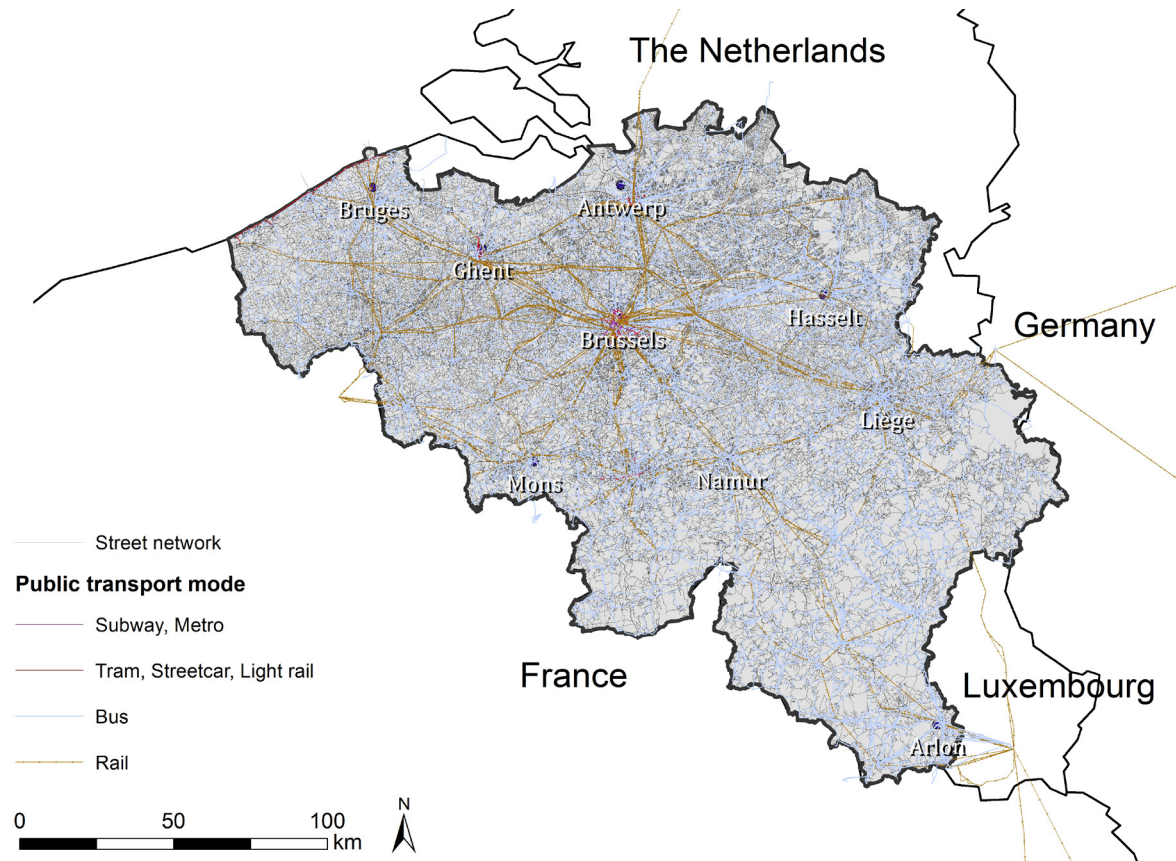
Accessibility for various temporal cross sections; '10 minutes do make a difference'

Dynamic aspects of public transport provision



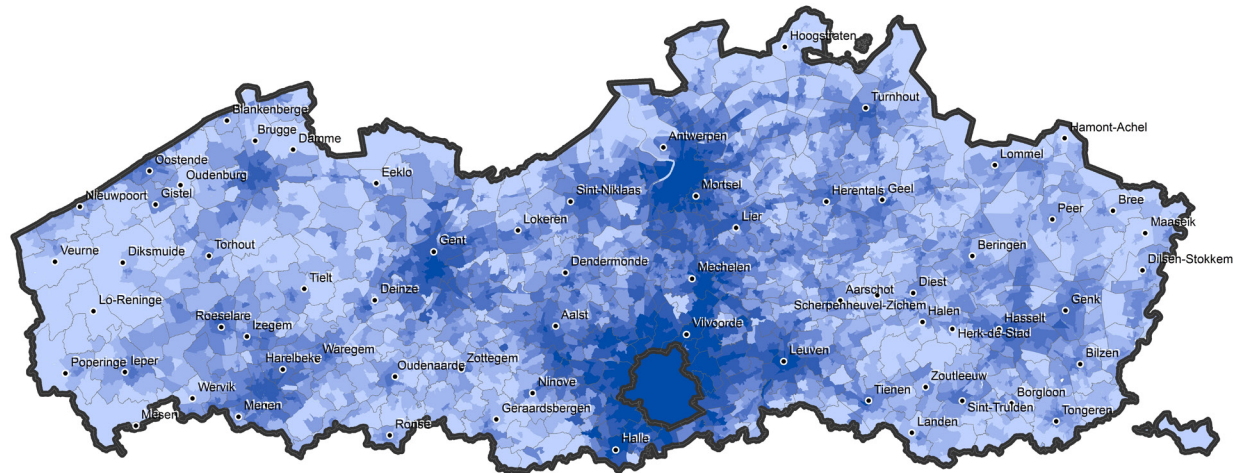
Accessibility for various temporal cross sections; '10 minutes do make a difference'

Spatio-temporal network analysis

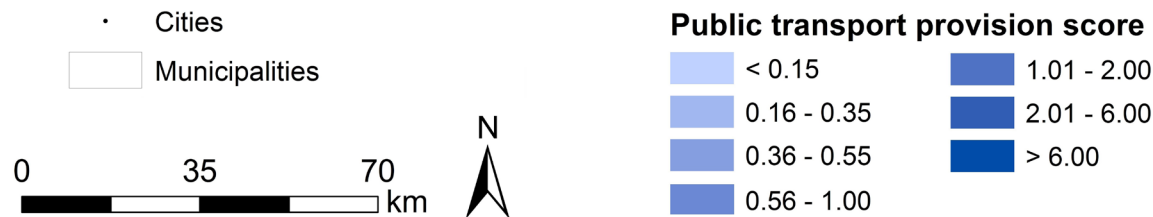


Multimodal network (train, tram, bus, metro and walking transfer)
based on General Transit Feed Specification files

Pinpointing public transport disadvantage

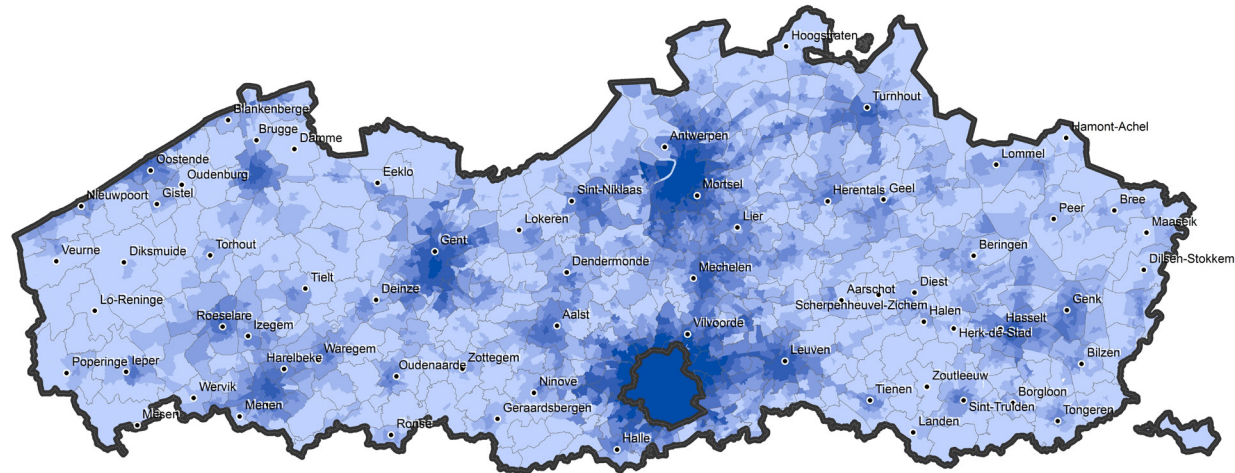


Tuesday, 6.00 - 9.00 AM

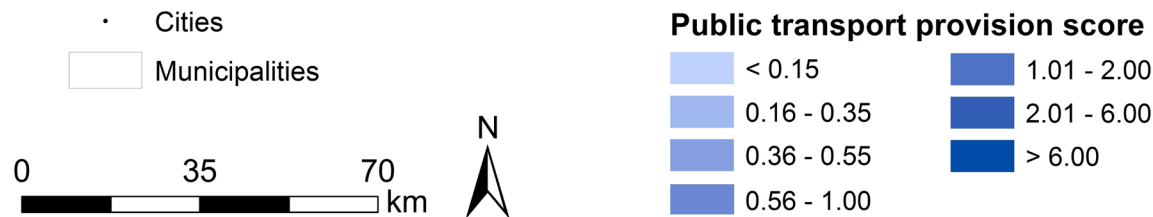


Public transport provision to jobs in Flanders during peak hours (morning)

Pinpointing public transport disadvantage

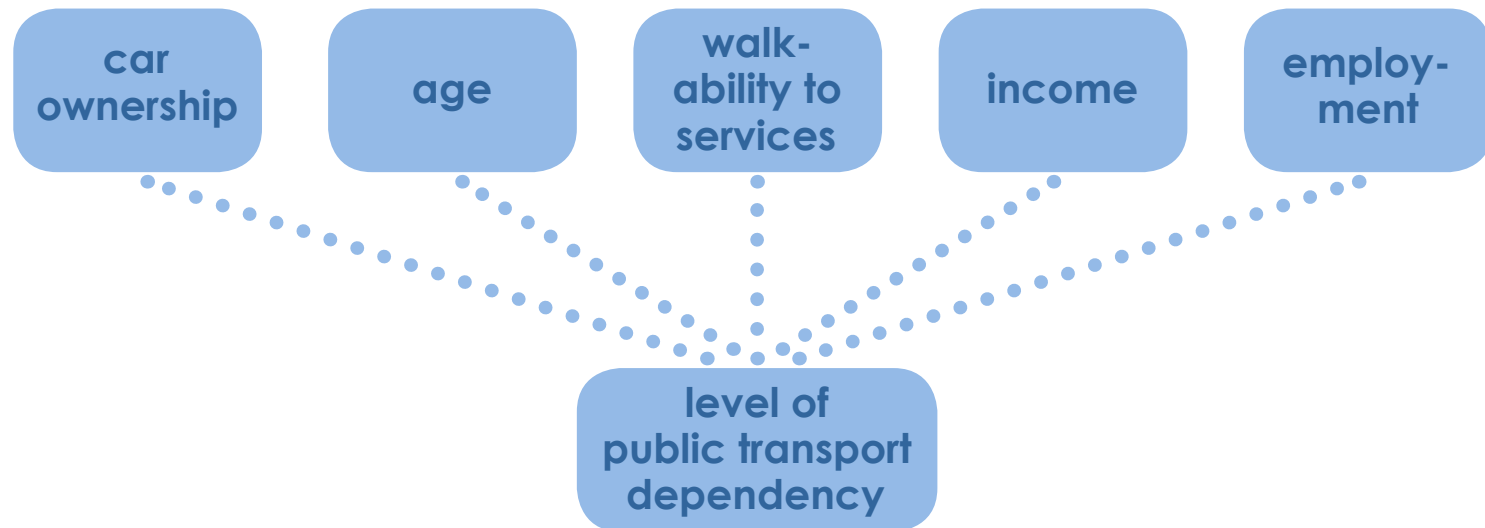


Tuesday, 11.00 AM - 2.00 PM

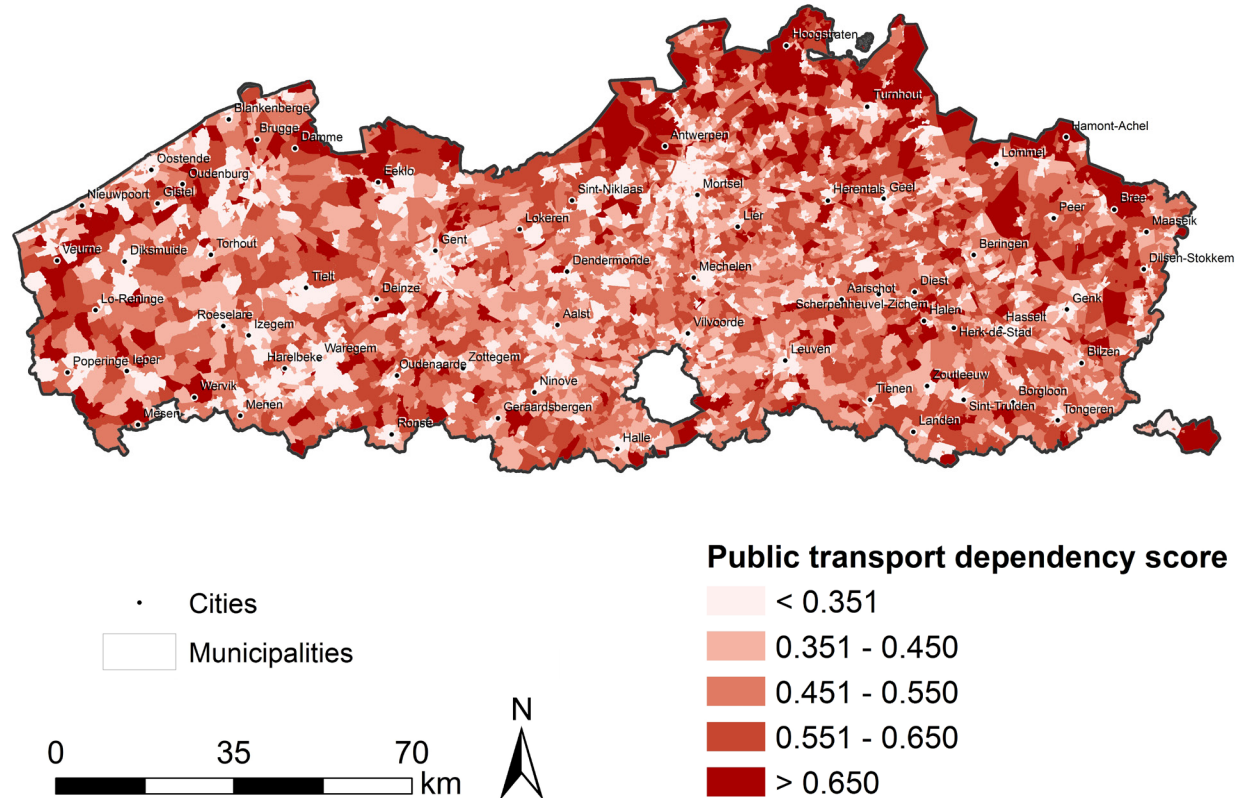


Public transport provision to jobs in Flanders during off-peak hours (noon)

Defining social disadvantage

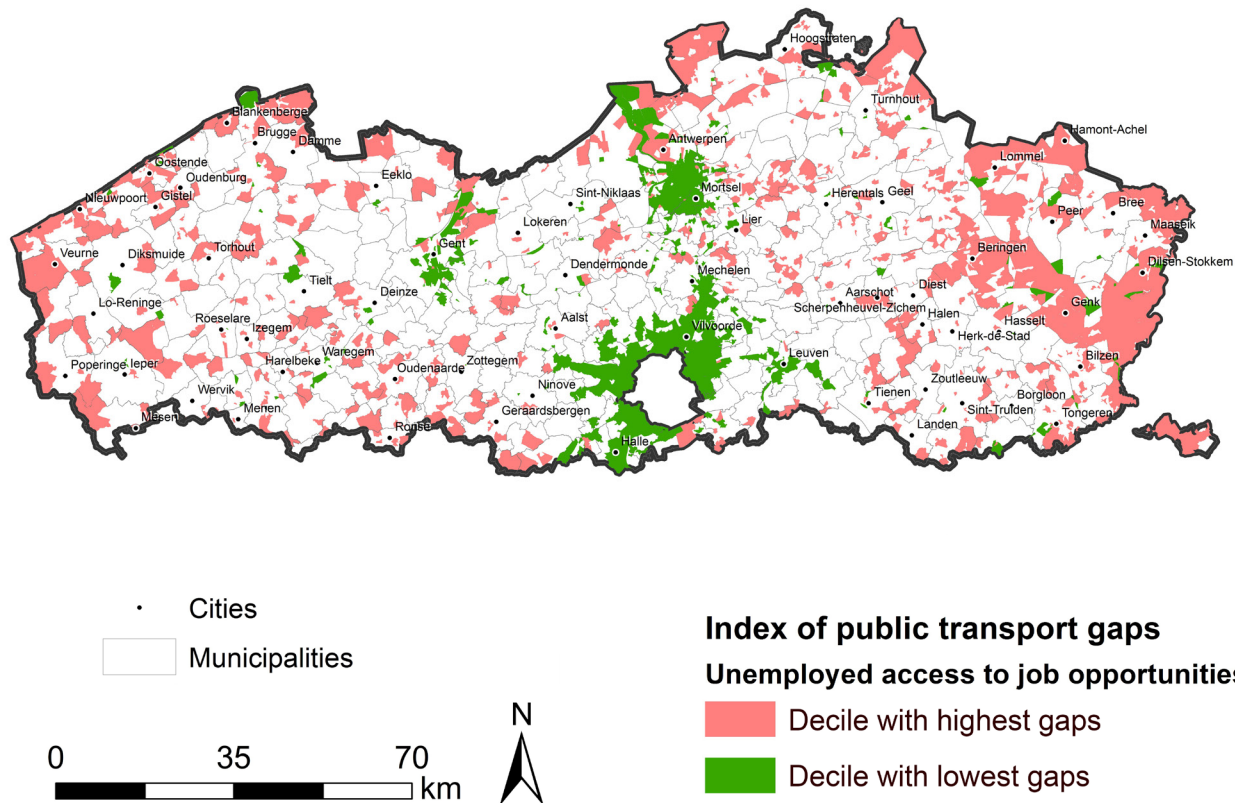


Defining social disadvantage



Public transport dependency in Flanders

Public transport gaps



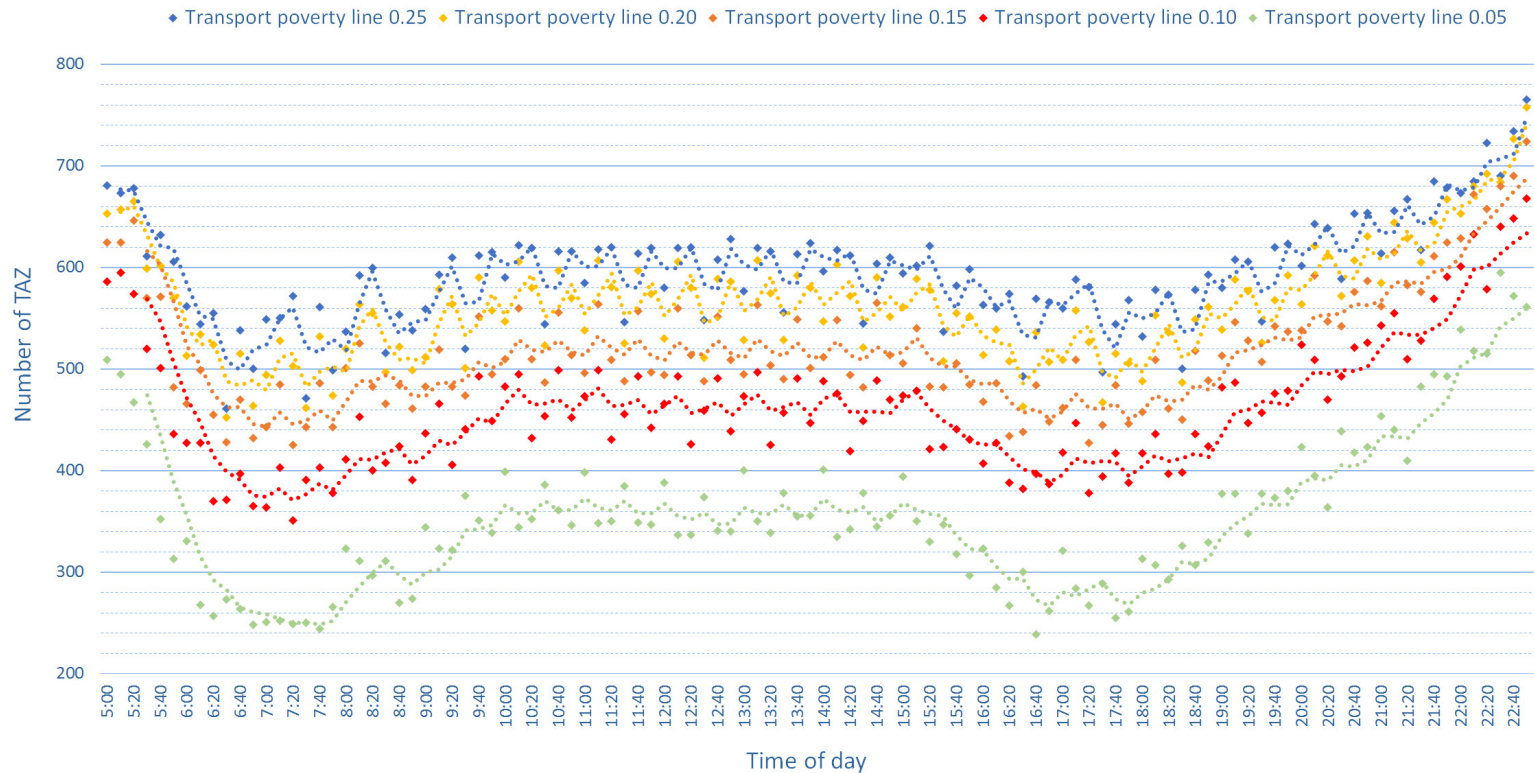
Mismatch between public transport needs and provision to jobs in Flanders

Critical note on equity research



Critical note on equity research

Fluctuation in PT-car ratio during the day



Temporal variability of the modal disparity (private and public motorized transport) in Vlaams-Brabant

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