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## REVIEW: D. BANISTER – INEQUALITY IN TRANSPORT, ALEXANDRINE PRESS, MARCHAM, 2018; 270PP

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David Banister, a retired British transport geographer does not have to be introduced to representatives of our subdiscipline. In 2018 his study entitled *Inequality in Transport* was published by Alexandrine Press. As the description of the book, printed on the fourth cover page, states we all need transport in order to move and have an opportunity to fulfil our daily needs. Each person has different needs and they evolve in time and space. According to D. Banister, this is the reason behind transport inequalities. The book has 270 pages and contains *Introduction* and eight chapters, grouped in four parts. The last chapter is a summary of the study presented in the book.

The first part of the book is entitled *Thinking about Inequality* and the chapter opening this part: *Inequality and transport*. Here the author elaborates in great detail the issues of wellbeing and inequality. While doing so, Banister mentions interesting data on wellbeing and inequality in Great Britain and worldwide published by the OECD. Such a background allows him to focus on significant historical changes in the way people travel.

The second chapter is entitled *Economic Views on Inequality*. The author seeks the methods allowing to interpret and measure inequality. He identifies changes in inequalities basing on the classic modern studies addressing this issue. He also emphasizes still growing income inequalities. In his statistical analyses he pays lots of attention to the economies of developing countries as well as to their political and economic perspectives. In this chapter he also begins a discussion concerning the ways of measuring inequalities, using, for instance, Ginni and Kuznets indexes.

Chapter 3 is entitled *Theoretical and Policy Perspectives on Inequality in Transport*. The author analyses inequalities in transport services from various perspectives and points out that transport may be a tool for reducing inequalities. Justice and equity in transport as well as transport planning are other issues mentioned in this chapter. The author argues that institutional barriers are the most important factors hindering the process of decision making, no matter the level. They usually result from unclear competence division between different bodies of admin-

istration. What is even more important, D. Banister rightly notes that influence of transport inequalities seems to be constantly growing and it is gaining new dimensions, not only in the case of incomes, but also other aspects of life quality.

The second part of the book is entitled *The Evidence for Transport Inequality* and it consists of two chapters being the empirical core of the study. The author himself admits that both chapters are too packed with facts and may be difficult to comprehend for a regular reader. In the fourth chapter – *Travel Patterns in Great Britain*, the author reviews changes in travelling patterns which took place in Great Britain in the period of 2001-2012. He presents a comprehensive image of changes in the inequality level depending on transport accessibility, modes of transport and the way transport affects usage of resources and possibilities. This chapter has a detailed statistical character (in fact, even too detailed in some cases) and it is not intriguing for a reader.

The fifth chapter of the book is entitled *Long-Distance Travel in Great Britain by Rail and Air*. Here the author analyses a significant transformation in modern trends of long-distance travelling. Unfortunately, most of information is provided in a statistical style. In general, the quartile or decile analyses seem to be the overgrowth of the form among the matters. However, in the chapter summary the author provides a brilliant observation that being aware of distribution of new large transport investments, it is easier to comprehend who is their main beneficiary and what are their spatial consequences.

The third part, entitled *Wider Perspectives on Inequality*, opens with chapter six – *Wellbeing and Mobility*. While the two previous chapters present a classical approach based on the income analysis, here the author treats mobility as a journey and analyses conventional ways of travelling. The main issues addressed in the chapter are analysed in the context of the OECD wellbeing indexes. The author implements also the wellbeing growth possibility-capability approach. *Motility and Wellbeing* is a very interesting subchapter where the author indicates differences between the terms *mobility* and *motility*. The subchapter entitled *Accessibility* is also worth mentioning as it addresses the issues of transport accessibility and cost effectiveness of reaching the key service facilities in reasonable time.

*Inequality, Sustainability and Time* is the title of chapter 7. Here the author correctly points that inequality affects all spatial scales and all societies; it also

exerts influence on governments and their priorities. In this chapter the analysis has a global character and the author focuses on the greenhouse gas emissions and the way they affect the environment of contemporary human. D. Banister noted that most debates on sustainable development focus on environmental issues and much less attention is paid to social drivers. The statement that transport is significant and still growing source of carbon dioxide emissions is correct. It is also true that global economy and development of long delivery chains as well as growing global mobility of people lead to increasing consumption of carbon-based energy sources. The relationship between health and air pollution is widely described in the chapter. The author states that the poor are more vulnerable to the effects of air pollution caused by transport as they live in cheaper locations.

The fourth part of the book was given the title *The Next Steps*. It contains only one chapter – *Conclusions*. The author sums up that the main message of his book is his willingness to eliminate the transport inequalities. Unfortunately, this chapter also has a purely statistical character. It is also an attempt to indicate future research directions, ways of thinking about transport, transport policies and planning. According to D. Banister, any remedies allowing to reduce inequalities shall be promoted, all investments and subsidies aimed at fulfilling the needs of those who are in an unfavourable situation shall be prioritised. All people shall have the right to live in a healthy, clean and quiet environment. Moreover, transport shall be treated as an intersectional issue and a connecting tool between different politics which can significantly strengthen social capital. What is interesting, D. Banister determines six priorities for transport policies corresponding to different types of mobility – on foot, by bike, bus, car, train and plane.

The reviewed book by D. Banister is difficult to sum up unequivocally. On the one hand, it is undoubtedly an impressive compendium of knowledge, on the other, the reviewer expected it to be a completely different study. The issue of transport inequalities demands a more social approach while D. Banister focused on statistics and calculated deciles, quantiles etc. At the same time, the most important stakeholder – a single person who is affected by the inequality and its effects is completely omitted. Is the book worth reading? I leave the decision to the readers as scientific interests and research approaches used by transport geographers are highly diversified!