Table 2.1 Comparison of transport planning, sustainable mobility, and an ecological approach to mobilities*

Conventional transport planning & engineering	*Sustainable mobility*	*Ecological approach to mobilities*
Physical dimensions	Social dimensions	Ecological, social, and physical dimensions
Mobility	Accessibility	Human accessibility and non-human mobility
Traffic/car focus	People focus	People as part of larger ecosystem
Large scale	Local scale	Interscalar
Street as road	Street as space	Street as ecological, but also international shipping and aviation corridors, etc.
Motorized transport	All transport modes in carbon-intensity hierarchy	Local and global ecological flows considered in human mobility
Forecasting traffic	Visioning cities	Transforming social-ecological relationships
Modelling	Developing scenarios and models	(Re)imagining futures (e.g., utopian, dystopian)
Evaluating economic criteria	Analyzing multiple criteria, including environmental and social	Analyzing multiple criteria, including environmental, social, safety, humanitarian, economic, infrastructure, future generations, etc.
Travelling as derived demand	Mobility as valued activity	Mobility and immobility as valued activities and environmentally contingent
Demand-based	Management-based	Ecologically constrained
Speeding up traffic	Slowing down movement	Accommodating fast and slow social, ecological, and technical movements (e.g., tipping points, turbulence)
Minimizing travel time	Aiming for reasonable travel times and travel time reliability	Recognizing timeless time including "longue durée" and "glacial time"
Segregating people and traffic	Integrating people and traffic	Incorporating ecological flows and turbulences with human mobilities

* Adapted from D. Banister, "The Sustainable Mobility Paradigm"; and S. Marshall, "The Challenge of Sustainable Transport."