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HANEY HOWELL

This publication has been designed to assist member States in integrating transport, health, quality of life and environmental objectives into urban and spatial planning policies. It provides many references to case studies, good practices and examples from cities across the Euro-Asian region (and beyond) covering a wide array of thematic areas, including: the future of sustainable urban mobility; spatial planning in function of sustainable urban mobility and accessibility; public transport planning as a cornerstone of sus-

tainable urban mobility; active mobility and how it promotes health and the environment; and the potential of Intelligent Transport Systems in an urban context. The publication puts forward a methodology for sustainable urban transport planning and introduces a concise set of key messages and recommendations as an input to the Fifth High-level Meeting on Transport, Health and Environment which takes place in Vienna from 26-27 November 2020.

Demand for Emerging Transportation Systems: Modeling Adoption, Satisfaction, and Mobility Pat-

terns comprehensively examines the concepts and factors affecting user quality-of-service satisfaction. The book provides an introduction to the latest trends in transportation, followed by a critical review of factors affecting traditional and emerging transportation system adoption rates and user retention. This collection includes a rigorous introduction to the tools necessary for analyzing these factors, as well as Big Data collection methodologies, such as smartphone and social media analysis. Researchers will be guided through the nuances of transport and mobility ser-

services adoption, closing with an outlook of, and recommendations for, future research on the topic. This resource will appeal to practitioners and graduate students. Examines the dynamics affecting adoption rates for public transportation, vehicle-sharing, ridesharing systems and autonomous vehicles. Covers the rationale behind travelers' continuous use of mobility services and their satisfaction and development. Includes case studies, featuring mobility stats and contributions from around the world.

The transition towards 'smarter' autonomous transport systems calls for a rethink in how transport is governed/who governs it, to ensure a step-change to a more sustainable future. This book critically reflects on these governance challenges analysing the role of the state; the new actors and discourses; and the implications for state capacity.

Globalisation is heavily dependent on physical transport, as people and goods travel over longer distances and with higher frequency. Movement and mobility have become integrated parts of late modern identity and practice, and a state of flux can be

sensed everywhere. Bringing together the latest interdisciplinary theoretical approaches with empirical case studies analysing and appraising innovative policies from Scandinavia, this volume demonstrates that mobility research is a key issue within social enquiry. It addresses three broad themes. Firstly, mobility as a constructed social reality, examining how individuals construct notions of mobility in their everyday life and practice. Secondly, mobility as spatial co-ordination and transgression, and finally, mobility as a policy theme, where the contributors explore recent developments in transport policy at national and European levels, suggesting ways forward for both research and policy. In the final section of the book new visions for research into sustainability and mobility are laid out.

Forming the 23rd addition to a successful series, this book contains papers presented by an extensive selection of international delegates at the 23rd International Conference on Urban Transport and the Environment. Due to its continued success and multiplicity of topics, the series is considered to be a leading source of new research in the area of trans-

port engineering. Transportation in urban areas, with its related environmental and social impacts, is of significant concern for government policymakers and for the urban citizens who need efficient transport systems. Extensive reviews of these systems are required to devise and then safeguard their operational use, maintenance, safety and security. The continuing requirement for better and more efficient urban transport systems and the need for a healthier environment has added to the increasing international desire for new technologies and developments in this essential field. The variety of topics covered reflects the complex interaction of urban transport systems with their environment and the need to establish integrated strategies. These topics include: Public transport systems; Urban transport planning and management; Environmental impact; Economic and social impact; Safety and security; Transportation modelling and simulation; Intelligent and advanced transport systems; City logistics; Inter-modal transport systems; Mass transport strategies; Freight transport; Railway systems; Port and city; Mobility and public space; In-

novative electric transportation; Eco-mobility transport systems; Integrated network systems; Traditional and alternative fuels and energy; Public policies and governance.

For most people in the developed world, the ability to travel freely on a daily basis is almost taken for granted. Although there is a large volume of literature on contemporary mobility and associated transport problems, there are no comprehensive studies of the ways in which these trends have changed over time. This book provides a detailed empirical analysis of mobility change in Britain over the twentieth century. Beginning with an explanatory theoretical overview, setting the UK case studies within an international context, the book then analyses changes in the journey to school, the journey to work, and travelling for pleasure. It also looks at the ways in which changes in mobility have interacted with changes in the family life cycle and assesses the impact of new transport technologies on everyday mobility. It concludes by examining the implications of past mobility change for contemporary transport policy.

Urban Mobility and the Smartphone: Transportation, Travel Behavior and Public Policy provides a global synthesis of the transformation of urban mobility by the smartphone, clarifying the definitions of new concepts and objects in mobility studies, accounting for the changes in transportation and travel behavior triggered by the spread of the smartphone, and discussing the implications of these changes for policy-making and research. Urban mobility is approached here as a system of actors: the perspectives of individual behavior (including lifestyles), the supply of mobility services (including actors, business models), and public policy-making are considered. The book is based on an extensive review of the academic literature as well as systematic observation of the development of smartphone-based mobility services around the world. In addition, case studies provide practical illustrations of the ongoing transformation of mobility services influenced by the dissemination of smartphones. The book not only consolidates existing research, but also picks up on weak signals that help researchers and practition-

ers anticipate future changes in urban mobility systems. Key Features • Synthesizes existing research into one reference, providing researchers and policy-makers with a clear and complete understanding of the changes triggered by the spread of the smartphone. • Analyzes numerous case studies throughout developed and developing countries providing practical illustrations of the influence of the smartphone on travel behavior, transportation systems, and policy-making. • Provides insights for researchers and practitioners looking to engage with the "smart cities" and "smart mobility" discourse. Synthesizes existing research into one reference, providing researchers and policy-makers with a clear and complete understanding of the changes triggered by the spread of the smartphone Analyzes numerous case studies throughout developed and developing countries providing practical illustrations of the influence of the smartphone on travel behavior, transportation systems, and policy-making Provides insights for researchers and practitioners looking to engage with the "smart cities" and "smart mobility" discourse

Despite extensive efforts to understand the overall effect of urban structure on the current patterns of urban mobility, we are still far from a consensual perspective on this complex matter. To help build agreement on the factors influencing travel behaviour, this book discusses the influence of alternative urban structures on sustainable mobility. Bringing together two existing and complementary methods to study the relationship between urban structure and mobility, the authors compare two case studies with distinct urban structures and travel behaviour (Copenhagen and Oporto). Of particular concern is the influence of urban structure factors, namely land use and transport system factors, and motivational factors related to the social, economic and cultural characteristics of the individual traveller. The research presented in this book highlights the relevance of centrality in travel behaviour and in more sustainable travel choices. Different operational forms of the centrality concept are revealed as important: it is shown that more sustainable travel can be influenced by several urban structure factors and that no particular combination

is required as long as a certain level of centrality is provided. Finally, the book concludes that urban structure can, on the one hand, constrain and, on the other hand, influence travel choice.

Chelsea Tschoerner-Budde analyzes discourse in two cases of sustainable mobility policymaking in Munich: cycling promotion and electric mobility promotion. Both cases revealed that the formation and integration of a new, socially driven discourse on everyday mobility was necessary for policy change. Historically, transport policy has been structured to improve flow and manage transport systems. The new 'everyday mobility cultures' approach presents a potential framework for improving policymaking and fostering a transition in the transport sector.

In June of 2008, an Automated Small-Vehicle Transit (ASVT) application study commenced at a popular development on the western edge of the Kansas City metropolitan area. The purpose of the project was to investigate the potential of Personal Rapid Transit (PRT) to solve transportation and mobility issues in a popular commercial develop-

ment that encompasses retail and entertainment, commonly known as the Village West development. This development has extensive retail, restaurants, and entertainment, and borders on a major NASCAR race track and a former greyhound racing facility available for redevelopment. Village West also contains a minor league ball park, and a regional medical facility is located immediately to the east. As with most modern development, the dominant uses of land are parking lots and access roads to serve the attractions. The objective of this study was to investigate the viability of a PRT system to improve the inter-accessibility of existing and planned facilities, to serve as a feeder to any existing and planned transit systems, and to reduce the quantity of land dedicated to roads and parking lots, freeing up land for additional development. PRT is an ASVT system comprised of a fleet of completely autonomous small vehicles to deliver personalized, on-demand transport service. In short, the study concluded the following: A PRT network that interconnected the retail and entertainment facilities was both technically and fiscally fea-

sible, and would assist in transforming the area from a loose collection of day attractions into a cohesive, easily accessible, multi-day family destination; Candidate PRT layouts linking existing facilities and planned facilities (such as the casino and water park) can also make remote parking facilities efficient and thus open existing surface parking to redevelopment; PRT could assist with race-day operations (such as disability access and linking complimentary attractions), but volumes of NASCAR events generally exceed throughput capacities of affordable PRT systems; A 26-station PRT system can effectively serve the development, and be available for expansion for either future development or extended as a public transit service. Such a system includes approximately 9.7 miles of guideway and a fleet of 150 transportation pods (T-Pods). The capital cost was estimated at \$137M; The estimated capital and operating costs are offset approximately 2-1/2 times by the benefits to users, society, increased land values, and increased economic activity; Environmental impacts are positive, though a complete Environment Impact State-

ment would be required if public funds were used; If the development had incorporated PRT from the outset, PRT could be more efficiently integrated into the development both in terms of cost and land use. Overall, the study indicated both financial and technical feasibility and considerable benefits to mobility, sustainability, and the environment. The research team presents these findings both as a case study for the Village West development as well as representative of benefits (and issues) of implementations of such technology elsewhere in the region.

This book presents essential new governance structures to embrace and regulate smart mobility modes. Drawing on a range of case studies, it paves the way for new approaches to governing future transportation systems. Over the past decades, Information and Communication Technologies have enabled the development of new mobility solutions that have completely redefined traditional and well-established urban transportation systems. Urban transportation systems are evolving dramatically, from the development of shared mobility modes, to the ad-

vent of electric mobility, and from the automated mobility trend to the rapid spread of integrated transportation schemes. Given the disruptive nature of those new mobility solutions, new governance structures are needed. Through a series of case studies from around the world, this book highlights governance and regulatory processes having supported, or sometimes prevented, the development and implementation of smart mobility solutions (shared, automated, electric, integrated). The combination of chapters offers a comprehensive overview of the different research endeavours focusing on the governance of smart transportation systems and will help pave the way for this important subject, which is crucial for the future of cities.

Measuring Transport Equity provides a methodology with the potential to shape the transportation decision-making processes, thus allowing for the adoption of more equitable transport solutions. Focusing on numerous applied methodological approaches to transport equity assessment, the book formalizes the disciplinary practice, definitions and methodologies

for transport equity. In addition, it recognizes the different types of equity and acknowledges that each requires their own assessment methodologies. Bringing together the most up-to-date perspectives and practical approaches for assessing transportation accessibility, environmental impacts, health and wellbeing, the book sets standards for researchers, policymakers and practitioners for conducting social impact analyses. Written by a collection of top researchers in the transport field Shows how to apply transport equity measurement ideas in the real-world through case study examples Covers emerging transport topics, including the use of the Gini index for measuring inequality Includes learning aids, such as methodology, application, policy relevance and further reading This book offers solutions for creating sustainable urban transportation. Topics include historical developments, planning, policy and legislative initiatives, nonmotorized and public transportation, environmental and social justice issues, and safety. The author discusses social, health and economic consequences of autocen-

tric transportation and possible policy measures to address them. The important topic of changing travel behavior is discussed. Chapters contain straightforward concepts, case studies, review questions and ideas for class projects.

Public Mobility Systems deals with real case studies relating to mass transport, rapid transit services, carpooling measures and car sharing strategies. The included papers present case studies from all over the world including: Zagreb, Croatia; Mexico City, Mexico; Holy Makkah, Saudi Arabia and the Gauteng region of South Africa. Papers are also included which relate to the more theoretical aspects of transit systems, which span general methodology, the latest advancements and model analysis. It is well-known that model development cannot replace a deep knowledge and understanding of real world phenomena and human experiences. To this end, the book collects fragments of public mobility systems both from international practices and academic theory, in an effort to share current research and ideas to progress and lay the groundwork for future innovations. The

book will be of interest to research and academic organisations as well as practitioners, especially in large civil engineering consultancies. Many papers from the book can also be used as advanced background reading in graduate courses on transport studies and traffic engineering.

This proceedings volume examines individual city transports, transport companies and entire transport systems. Featuring select contributions presented at the 2018 Transopot Conference in Sopot, Poland, this book provides an analysis of transportation solutions both at the micro-level (single city or single company) as well as the macro-level (whole transportation systems). The enclosed research and case studies provide a theoretical background for transport analysis but also new innovative and sustainable solutions to transportation while also increasing the efficiency of transport operations. Transportation is a very specific area of social and economic life. It creates countless opportunities and fulfills the need for mobility while also generating significant cost—direct for the company or indirect to societies. Plann-

ing and organizing transport is a task which requires a multi-level approach with a focus on operational, ecological and financial aspects. At a time in which many transport systems are unable to grow extensively due to lack of space or increased cost, these activities are even more crucial. The enclosed research from researchers, scholars and practitioners provides not only new theories but also empirical data and practical experience. The Transpot 2018 conference is a continuation of a long series of conferences devoted to the topic of transport sector development. The goal of the conference is to exchange current trends and spread the results of current research into the fields of transport growth, development and management.

This book is an empirically rich case-study of what is currently the most popular alternative-fuel vehicle in the history of motorization - the electric two-wheeler (e-bike). The book provides sociological insights into e-bike mobility in China and discusses politics, social practices and larger issues of mobility transition in urban China. Taking an accessible approach to the subject,

the book identifies the main sociospatial conflicts regarding the use of e-bikes and discusses why electric two-wheeler mobility is important for the future of urban China and urban transportation globally. This book will be an invaluable read for urban geographers and transportation researchers, but also for academics and general readers interested in Chinese Studies, specifically in the area of urban mobility in China.

Introduction -- A compendium of mobility management functions -- Barriers to mobility management -- Case study findings -- Actions to promote mobility management -- Endnotes ? Appendices.

This dissertation, "Individual Mobility for Socially Sustainable Transport" by Wing-yee, Winnie, Lam, [redacted], was obtained from The University of Hong Kong (Pokfulam, Hong Kong) and is being sold pursuant to Creative Commons: Attribution 3.0 Hong Kong License. The content of this dissertation has not been altered in any way. We have altered the formatting in order to facilitate the ease of printing and reading of the dissertation. All rights not granted by the above license are retained by the author. Abstract: A socially sustain-

able transport system has to make sure that opportunities are accessible to all. The social dimension is important as transport-related barriers can contribute to social injustice. A well-functioning transport system should promote greater equity by linking people and places together. The discussion in this thesis revolves around the main concept of individual mobility. It refers to the ease with which an individual can move from one place to another to access opportunities. The main research objective of the thesis is to investigate the factors affecting individual mobility of three selected transport-disadvantaged groups, namely children, working mothers and the elderly. The thesis presents three in-depth case studies within a framework of time geography. Each study highlights the individual mobility problems confronted by the selected transport-disadvantaged group. The first case study is a detailed investigation of children's mobility to access educational opportunities. The next chapter examines gendered mobility of working mothers and their counterparts. Finally, a walkability study is carried out to evaluate how

the walking environment affects outdoor mobility of the aging population. This research employs a suite of methods in evaluating individual mobility. Children's access to educational opportunities is examined through the computation of the size of potential path area and the number of weighted opportunities reachable within given space-time constraints. To move on, multi-level analysis is carried out to compare the daily activity spaces of married couples. Finally, a walkability assessment is conducted to evaluate factors affecting older people's access to health-care facilities. These approaches build up to a comprehensive and holistic view to explore the issue of socially sustainable transport. By providing a more focused picture on the transport problems faced by groups which run the risks of being excluded in the mainstream transport development, this study has the potential to provide a new and comprehensive outlook in the theme of social sustainability in transport research. This thesis brings the social, spatial and temporal dimensions together in planning for a socially sustainable transport system. The results of each case study pro-

vide advice and develop initiatives to work towards a more inclusive, equitable and sustainable society. The findings from the chapter on children show that place disadvantage is an important issue to be addressed. For working mothers, the household responsibility hypothesis is evident, despite the compact city environment. The final chapter shows that active transport can benefit elderly citizens in a multitude of ways. More walkability assessments surrounding health-care and other opportunities should be looked into and audited. From the findings, the research concludes that the needs of these groups are not thoroughly addressed in Hong Kong, and related geographical research is also limited in the field. The urge to address the preferences and needs of these groups are of strategic importance. Recommendations for future research include an improved understanding of the needs among an expanded range of stakeholders and depending on the locations in where they live. DOI: 10.5353/th_b4775288 Subjects: Transportation - Social aspects - China - Hong Kong

Cities around the globe struggle to create better and more equitable access to important destinations and services, all the while reducing the energy consumption and environmental impacts of mobility. An Introduction to Sustainable Transportation illustrates a new planning paradigm for sustainable transportation through case studies from around the world with hundreds of valuable resources and references, color photos, graphics and tables. The second edition builds and expands upon the highly acclaimed first edition, with new chapters on urban design and urban, regional and intercity public transportation, as well as expanded chapters on automobile dependence and equity issues; automobile cities and the car culture; the history of sustainable and unsustainable transportation; the interrelatedness of technologies, infrastructure energy and functionalities; and public policy and public participation and exemplary places, people and programs around the globe. Among the many valuable additions are discussions of autonomous vehicles (AVs), electric vehicles (EVs), airport cities, urban fabrics, urban heat island effects and mobility as a

service (MaaS). New case studies show global exemplars of sustainable transportation, including several from Asia, a case study of participative and deliberative public involvement, as well as one describing life in the Vauban ecologically planned community of Freiburg, Germany. Students in affiliated sustainability disciplines, planners, policymakers and concerned citizens will find many provides practical techniques to innovate and transform transportation.

Mobility Patterns, Big Data and Transport Analytics provides a guide to the new analytical framework and its relation to big data, focusing on capturing, predicting, visualizing and controlling mobility patterns - a key aspect of transportation modeling. The book features prominent international experts who provide overviews on new analytical frameworks, applications and concepts in mobility analysis and transportation systems. Users will find a detailed, mobility 'structural' analysis and a look at the extensive behavioral characteristics of transport, observability requirements and limitations for realistic transportation applications and transportation systems analysis that are

related to complex processes and phenomena. This book bridges the gap between big data, data science, and transportation systems analysis with a study of big data's impact on mobility and an introduction to the tools necessary to apply new techniques. The book covers in detail, mobility 'structural' analysis (and its dynamics), the extensive behavioral characteristics of transport, observability requirements and limitations for realistic transportation applications, and transportation systems analysis related to complex processes and phenomena. The book bridges the gap between big data, data science, and Transportation Systems Analysis with a study of big data's impact on mobility, and an introduction to the tools necessary to apply new techniques. Guides readers through the paradigm-shifting opportunities and challenges of handling Big Data in transportation modeling and analytics Covers current analytical innovations focused on capturing, predicting, visualizing, and controlling mobility patterns, while discussing future trends Delivers an introduction to transportation-related information advances, providing a

benchmark reference by world-leading experts in the field Captures and manages mobility patterns, covering multiple purposes and alternative transport modes, in a multi-disciplinary approach Companion website features videos showing the analyses performed, as well as test codes and data-sets, allowing readers to recreate the presented analyses and apply the highlighted techniques to their own data

The Politics of Mobility presents case studies of local transport policy-making and in-depth analysis of UK national transport policy in the period 1987-2000 to highlight how policy was promoted and resisted.

The widespread adoption of smartphones, ridesharing and carsharing have disrupted the transport sector. In cities around the world, new mobility services are both welcomed and challenged by regulators and incumbent operators. Mobility as a Service (MaaS), an ecosystem designed to deliver collaborative and connected mobility services in a society increasingly embracing a sharing culture, is at the center of this disruption. Understanding Mobility as a Service

(MaaS): Past, Present and Future examines such topics as: How likely MaaS will be implemented in one digital platform app Whether MaaS will look the same in all countries The role multi-modal contract brokers play Mobility regulations and pricing models MaaS trials, their impacts and consequences Written by the leading thinkers in the field for researchers, practitioners, and policy makers, *Understanding Mobility as a Service (MaaS): Past, Present and Future* serves as a single source on all the current and evolving developments, debates, and challenges. Includes case studies to show how MaaS is delivered around the world Covers foundational aspects of MaaS, clarifying what it is for those new to the concept Offers an in-depth analysis on a wide range of MaaS topics including governance, contracts, consumer and supplier preferences, links to societal objectives, the role of trials, assessments, and more

The future of disability in America will depend on how well the U.S. prepares for and manages the demographic, fiscal, and technological developments that will unfold during the next two to three

decades. Building upon two prior studies from the Institute of Medicine (the 1991 Institute of Medicine's report *Disability in America* and the 1997 report *Enabling America*), *The Future of Disability in America* examines both progress and concerns about continuing barriers that limit the independence, productivity, and participation in community life of people with disabilities. This book offers a comprehensive look at a wide range of issues, including the prevalence of disability across the lifespan; disability trends the role of assistive technology; barriers posed by health care and other facilities with inaccessible buildings, equipment, and information formats; the needs of young people moving from pediatric to adult health care and of adults experiencing premature aging and secondary health problems; selected issues in health care financing (e.g., risk adjusting payments to health plans, coverage of assistive technology); and the organizing and financing of disability-related research. *The Future of Disability in America* is an assessment of both principles and scientific evidence for disability policies and services. This

book's recommendations propose steps to eliminate barriers and strengthen the evidence base for future public and private actions to reduce the impact of disability on individuals, families, and society. This book presents the latest, most interesting research efforts regarding Intelligent Transport System (ITS) technologies, from theory to practice. The book's main theme is "Mobility for everyone by ITS"; accordingly, it gathers a range of contributions on human-centered factors in the use or development of ITS technologies, infrastructures, and applications. Each of these contributions proposes a novel method for ITS and discusses the method on the basis of case studies conducted in the Asia-Pacific region. The book are roughly divided into four general categories: 1) Safe and Secure Society, 2) ITS-Based Smart Mobility, 3) Next-Generation Mobility, and 4) Infrastructure Technologies for Practical ITS. In these categories, several key topics are touched on with each other such as driver assistance and behavior analysis, traffic accident and congestion management, vehicle flow management at large events, automated or self-driving vehicles,

V2X technologies, next-generation public transportation systems, and intelligent transportation systems made possible by big data analysis. In addition, important current and future ITS-related problems are discussed, taking into account many case studies that have been conducted in this regard.

This book provides an innovative perspective on migration, mobility and transport. Using concepts drawn from migration history, mobilities studies and transport history it makes the case for greater integration of these disciplines. The approach is historical, demonstrating how past processes of travel and population movement have evolved, examining the continuities and changes that have occurred, and arguing that many of the concepts used in mobilities studies today are equally relevant to the past. The three central chapters view past population movements through, respectively, the lenses of migration history, mobilities studies and transport. Two further chapters demonstrate the diversity of mobility experiences and the opportunities and difficulties of applying this

approach in teaching and research. Extensive case study material from around the world is used, including personal diaries, which vividly recreate the everyday experiences of past mobilities. Population movement has never been of more importance globally: this book demonstrates how knowledge of past mobility experiences can inform our understanding of the present.

This CERRE report finds that to effectively reduce congestion and pollution in cities, policies should focus primarily on the rarest resource: space. Mobility as a Service (MaaS) also has a role to play in the transition towards truly sustainable mobility. But this is provided regulation guarantees that new mobility models complement and not substitute for public transport. European cities have been trying to enhance their mobility and transport systems, while reducing congestion, pollution, CO2 emissions, noise and accidents. Local transport policies across countries strive to encourage car drivers to switch to public transport, but with limited success. The authors of the report find that the lack of success of policies to encourage the switch to public transport is often

due to the alleged trouble of using other transportation modes compared to the convenience of private cars. "If cities are to effectively reduce congestion and pollution, regulation of access to cities must change dramatically. Until now, the constraints on the use of cars have largely remained low", explain the authors. "An approach promising individual time savings will not benefit the collective interest. To be efficient, policies should focus primarily on the rarest resource for the community: space. Transport authorities must intervene on the uses of roads, sidewalks and pedestrian zones. It is up to them to define the balance between the different uses of roads". In addition, public authorities should significantly develop public transport systems that constitute a genuine, practical, fast, reliable, and affordable alternative. The lack of public transport in areas of disperse and low demand due to financial reasons also remains a critical issue to be addressed. The CERRE report also finds that new mobility services (such as shared cars or free-floating e-scooters) provide unprecedented opportunities to reduce the

disutility users would face from simply switching from the private car to public or active transport. Mobility as a Service (MaaS) enables users to change their routines, discover the variety of mobility services available and to combine former and new mobility services. Shared mobility providers may complement public transport, especially by supplying first and last mile solutions, and by serving areas where public transport is not financially viable. However, unless ridesharing replaces solo trips by car at a large scale, the impacts on congestion, pollution and CO2 emissions are likely to be neutral at best. Urban mobility public authorities cannot neglect the opportunities brought by new mobility services. Public authorities have to be more ambitious. They have to enlarge their spectrum of mobility services that will, in a financially sustainable way, ease user life and foster alternatives to solo car use. But to effectively deal with new mobility services authorities must develop new skills in the data and platforms areas. Platforms, information services and ticketing are crucial to increase the number of users of urban mo-

bility services. Although digitalisation cannot be considered a magic wand, it plays a critical role in achieving this transition to new mobility services. For MaaS to develop, Mobility data must be gathered under the umbrella of Metropolitan Transport Authorities, who are the only trusted party able to do so. "Policies for the use of roads should discourage the use of individual cars and incentivise ride sharing. As long as individual cars can move freely and on the same roads and use services in the same conditions as shared vehicles, it is unlikely that MaaS and shared mobility will be successful. In addition, public authorities need to modernise and grasp the opportunities that digitisation and data offer for the transition to a truly sustainable mobility", conclude the authors.

This open access book is the first to systematically introduce the principles of urban informatics and its application to every aspect of the city that involves its functioning, control, management, and future planning. It introduces new models and tools being developed to understand and implement these technologies that enable cities to func-

tion more efficiently - to become 'smart' and 'sustainable'. The smart city has quickly emerged as computers have become ever smaller to the point where they can be embedded into the very fabric of the city, as well as being central to new ways in which the population can communicate and act. When cities are wired in this way, they have the potential to become sentient and responsive, generating massive streams of 'big' data in real time as well as providing immense opportunities for extracting new forms of urban data through crowdsourcing. This book offers a comprehensive review of the methods that form the core of urban informatics from various kinds of urban remote sensing to new approaches to machine learning and statistical modelling. It provides a detailed technical introduction to the wide array of tools information scientists need to develop the key urban analytics that are fundamental to learning about the smart city, and it outlines ways in which these tools can be used to inform design and policy so that cities can become more efficient with a greater concern for environment and equity.

This volume of Transport and Sustainability focuses on how spatial and social mobilities are intertwined in the reproduction of spatial and social inequities in Latin American cities.

This book gathers together innovative research and practical findings relating to urban mobility transformation. It is especially intended to provide academicians, researchers, practitioners and decision makers with effective strategies and

techniques that can support urban mobility in a sustainable way. The chapters, which report on contributions presented at the 5th Conference on Sustainable Urban Mobility, held virtually on June 17-19, 2020, from Greece, cover the thematic areas of: social networks and traveler behavior; applications of technologies in transportation and big data analytics; transport infrastructure and traffic ma-

nagement; and transportation modeling and impact assessment. Special attention is given to public transport and demand responsive systems, electromobility, micromobility and automated vehicles. The book addresses the challenges of the near future, highlighting the importance of knowledge transfer, and it is intended to foster communication among universities, industries and public administration.