
Article:
Whiteing, A orcid.org/0000-0003-3480-1255 and Ison, S (2020) Universities' transport study group UK annual conference 2019. Transportation Planning and Technology, 43 (4). pp. 341-342. ISSN 0308-1060

https://doi.org/10.1080/03081060.2020.1749343

Transportation Planning and Technology

Editorial 43.4

Universities' Transport Study Group UK Annual Conference 2019

This issue of *Transportation Planning and Technology* consists of five selected papers drawn from the 51st Annual Universities' Transport Study Group Conference, hosted by the University of Leeds in July 2019. The UTSG Conference is the largest UK-based academic transport event where researchers come together to discuss research needs, research in progress and recent findings, and to give research students the opportunity to present papers on their work (www.utsg.net). A total of 105 delegates attended the 2019 event, presenting a total of 84 papers in 3 plenary and 28 parallel sessions across the three days of the conference, and the authors of those were invited to have their papers considered for inclusion in this special issue. Those papers submitted were subject to a rigorous review process in the usual manner.

As with previous special issues the papers reveal the range of academic research within the UTSG community, with differing research approaches and areas of study. The field of transport studies embraces a wide range of disciplinary perspectives and this is reflected in the papers in this issue.

The paper by Clayton, Parkhurst, Paddeu and Parkin focuses on public willingness to accept the potential transition towards shared mobility practices and fully automated vehicles. The authors discuss barriers to the widespread acceptance of shared mobility using such vehicles. Their paper draws on evidence from an online survey of the general public to examine two critical user-acceptance aspects of the transition: firstly the willingness to adopt road transport automation in general, and secondly the willingness to share an automated vehicle with others, particularly with strangers. Through a novel choice experiment, the survey addressed four future full-automation transport services (privately-owned autonomous car, exclusively-used autonomous taxi, Shared Autonomous Vehicle and autonomous bus). Associations between respondents' preferences and their demographic and psycho-social

characteristics were analysed using cluster analysis which identified clusters of possible future users and non-users of shared autonomous vehicles. Results from such analysis lead the authors to conclude that there is significant uncertainty around willingness to adopt automation and sharing.

Vu and Preston develop models of total social costs of urban transport infrastructure options in situations where motorcycles and various forms of taxis are important modes of transport. The total social costs covering operator, user and external costs of conventional bus, Bus Rapid Transit (BRT), Monorail, Metro (Elevated Rail), car, motorcycle, Taxi and Uber are calculated for an urban corridor, using Hanoi in Vietnam as a case study. Results highlight the modes with the lowest social costs for different ranges of travel demand. Motorcycle might be the best option at low demand levels, for example, whilst conventional bus has advantages with low to medium demand and Metro systems become more attractive at the highest demand levels. Compared to other modes, the social costs of car and Taxi/Uber use are relatively high, largely due to their low occupancy.

The paper by Ababio-Donkor, Saleh and Fonzone examines the relationship between positive and negative user valence and transport mode choice behaviour. Latent attitudes “affect” and “salience” are integrated into transport mode choice models which are then estimated using simultaneous maximum likelihood methods. The results lend support to findings from previous published work in the fields of travel behaviour and behavioural economics, but extend our knowledge by demonstrating that user sentiments about public transport modes and salient public transport experiences have a significant impact on mode choice behaviour. For example, users of private motorised transport are more sensitive to overcrowding and anti-social behaviour on public transport, compared to regular users of such modes. The authors conclude by suggesting how their findings might help policymakers to develop strategies through which a fuller understanding of the roles of Affect and Salience can be used to identify ways to combat negative sentiments of potential users towards public transport modes.

Alhassan, Matthews, Toner and Susilo present a case study of the introduction of the 'Movingo' regional integrated public transport ticketing system in Sweden. The focus of their study is on the impacts of the Movingo scheme in terms of changes in public transport patronage, user satisfaction and the perceived quality of the ticketing arrangements. The paper reports the findings from three travel surveys conducted along the Stockholm-Uppsala route, data from which were analysed using a range of methods including logistic regression and correlated t-tests. Findings suggest that the scheme made rail commuting more attractive resulting in a significant increase of rail ticket sales with some evidence of car commuters switching to public transport. Whilst rail commuter satisfaction increased overall after the ticketing changes, there was some dissatisfaction resulting from limitations to full ticket interoperability, leading the authors to suggest ways through which the reluctance of some operators to fully participate in such schemes might be addressed.

Finally, the paper by Mohamed, Rye and Fonzone focuses on ridesourcing services such as Uber which are becoming available in many cities around the world. It aims to provide insights and empirically-based evidence on how Uber services (UberX and Uberpool) are used in London. Results from a questionnaire survey of UberX and Uberpool users provide insight into who uses the Uber services, why they use them and for what trip purposes, giving us greater understanding of Uber user characteristics such as employment and educational status, car ownership and use of other modes. These findings are used to inform discussion on how developments such as Uber might impact on the use of public transport, such as whether Uber and pre-existing modes are competitive or complementary, what types of trips made by other modes might be replaced by Uber and what might be the impact of Uber services on car ownership in cities.

The range of these papers reflects the breadth, relevance and topicality of transport research being undertaken at UTSG member institutions.

Dr Anthony Whiteing

Senior Lecturer

Institute for Transport Studies

University of Leeds

Leeds

LS2 9JT

a.e.whiteing@its.leeds.ac.uk

Stephen Ison

Professor of Air Transport Policy,

De Montfort University,

Leicester Castle Business School,

Department of Politics, People and Place,

Leicester,

LE1 9BH

stephen.ison@dmu.ac.uk