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## **Editorial: New conceptual and empirical contributions for an improved understanding of travel behaviour - Special Issue from the IATBR 2015 Conference**

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This special issue compiles four of the best papers on the social, spatial and environmental issues related to transportation presented at the 14th conference of the International Association for Travel Behaviour Research (IATBR), which was held in Windsor, UK in July 2015. Over 400 abstracts were received for the conference, with a 50% acceptance rate for presentation at the conference. Of these, only 70 papers were considered for publication in various special issues. The four papers featured in this special issue were subjected to a rigorous peer review process in line with the standards of *Travel Behaviour and Society*.

The first paper, authored by Edward Owen Waygood, Yilin Sun and Jan Dirk Schmoecker, introduces the concept of *transport sufficiency*, which is analogous to the concept of *energy sufficiency* recently introduced in the scientific and public debate on energy consumption. While the logic of efficiency is to do more with less input, the idea of sufficiency is to examine how to improve the allocation of resources to achieve sufficient quality of life with the minimum consumption of resources. The authors translate this concept in the context of transportation and study whether a decrease in travel time and greater mobility opportunities increase the time spent performing leisure activities, which contributes to quality of life. Using data from Osaka (Japan), the authors investigate whether greater mobility (using car ownership as a proxy) leads to an increase in desirable activities measured by the percentage of leisure trips. A range of variables influencing mobility such as the built environment and household lifecycle influence are also considered. An interesting result is that the number of observed leisure trips does not increase in more car-oriented environments, leading the authors to conclude that an increase in mobility may not directly lead to an increase in quality of life.

Saidal Akbari and colleagues look instead at *affordability*, using a stated choice survey which took place in the Greater Toronto Area (GTA) and investigate the links between home relocation and mobility tool ownership choices. The different alternative presented to the respondents are bundles of mobility tool ownership and home relocation alternatives (SP1) and home location alternatives (SP2). The survey data is also enriched by the means of a Revealed Preferences (RP) component. The innovative survey design confronts respondents with hypothetical scenarios where fuel cost gradually increases and where respondents can choose to change mobility tools or to relocate (or both). Respondents are only asked to state their preferred home location alternative (SP2) if they choose to relocate in first place. Model results reveal that households are moved outwards the centre of Toronto due to high real estate prices and are generally reluctant to relocate. The authors conclude that the issue of high real estate prices in central areas and the ensuing unaffordability are important considerations for policies aimed at mitigating further sprawl. Other findings suggest substantial heterogeneity in behaviour, with higher-income households being less affected by rising fuel and real estate costs and households with more than one commuter less likely to relocate.

The third paper, authored by Adam Weiss and Khandker Nurul Habib, is using RP data collected by the means of a household travel survey which took place in the Greater Toronto and Hamilton Area. The authors use a new technique for forming choice sets from RP data in order to capture complex household interactions. This allows to propose a two adult household mode choice models with the aim of capturing the trade-offs with respect to vehicle allocation and joint travel opportunities. Similarly to the second paper, important findings related to medium and long-term decisions such as home location and mobility tool ownership are found. More precisely, the authors, using both nested logit and mixed logit models, report that auto deficient households are far more likely to travel jointly and that the angle between the destination of the first household member, the destination of the second household member and their home negatively influence the chances of joint travel. The concrete policy applications of these findings are discussed, and more particularly how they can be used to contribute to evaluating the usefulness of high occupancy vehicles lanes.

The final paper investigates whether there may be links between the use of internet and travel behaviour. The authors, Ugo Lachapelle and Frédéric Jean-Germain use the 2010 Canadian General Social Survey to measure how the use of the internet for three different activities (shopping, communication and media and documentation) is linked to corresponding specific travel activities and to overall travel. The broader time use literature suggests that new technologies such as the Internet can lead to time displacement or substitution (less time spent travelling), time enhancement (increase free time that can be reinvested in other activities, some requiring travel) or a complement to travel (maintain some travel but reduce the chaining of multiple visits to different stores for one purchase for example). Significant evidence of complementary, substitution and displacement are found although the authors insist on the fact that there are no clear cuts and states that if the use of the Internet enhances time, the newly available time is not reinvested in travel according to their findings.

Our view is that these papers offer important and new insights on the trade-offs performed by individual between residential location choice, travel time and travel cost, and other activities including leisure.