



UNIVERSITY OF LEEDS

This is a repository copy of *Transport Planning and Policy*.

White Rose Research Online URL for this paper:

<https://eprints.whiterose.ac.uk/id/eprint/226052/>

Version: Accepted Version

---

**Article:**

Ison, S.G., Attard, M., Titheridge, H. et al. (1 more author) (2025) Transport Planning and Policy. Research in Transportation Business & Management, 60. 101353. ISSN 2210-5395

<https://doi.org/10.1016/j.rtbm.2025.101353>

---

This is an author produced version of an article published in Research in Transportation Business & Management made available under the terms of the Creative Commons Attribution License (CC-BY), which permits unrestricted use, distribution and reproduction in any medium, provided the original work is properly cited.

**Reuse**

This article is distributed under the terms of the Creative Commons Attribution (CC BY) licence. This licence allows you to distribute, remix, tweak, and build upon the work, even commercially, as long as you credit the authors for the original work. More information and the full terms of the licence here:

<https://creativecommons.org/licenses/>

**Takedown**

If you consider content in White Rose Research Online to be in breach of UK law, please notify us by emailing [eprints@whiterose.ac.uk](mailto:eprints@whiterose.ac.uk) including the URL of the record and the reason for the withdrawal request.



[eprints@whiterose.ac.uk](mailto:eprints@whiterose.ac.uk)  
<https://eprints.whiterose.ac.uk/>

## Transport Planning and Policy RTBM Editorial

This Special Issue of *Research in Transportation Business and Management* comprises papers selected from those presented at the 16th World Conference on Transport Research in Montreal, July 2023. The papers formed part of the Special Interest Group G3 on *Urban Transport Planning and Policy* and Special Interest Group G4 on *Cultural and Social Issues in Transport*.

The Special Interest Group G3 objective relates to developing research directions and interactive learning methods for urban transport planning and policy, and establishing forms of good practice within the field. As for G4 the objective is to develop research agendas and knowledge on the relationships between culture, society and mobility and transport systems. This Special Issue addresses these objectives comprising 10 papers seeking to address issues currently facing Transport Planning and Policy be that low-density cities, policy interventions, public transport provision, shared transport modes and autonomous vehicles. As part of this special issue a number of case studies are presented based on the cities of Winnipeg, Munich, Palermo, Montreal, Santiago, Genoa and Hannover.

The paper by *Mysore Narasimhamurthy Sharath, Phani Kumar Patnala, Babak Mehran and Jonathan Regehr* focuses on low-density cities and the impact of COVID-19 on transit patronage. It seeks to identify the level of ridership loss that can be attributed to the restrictions imposed by the pandemic, which land-use zones are more susceptible and what are the contributing factors. The paper is based on bus transit boarding levels in the city of Winnipeg, Canada and utilizes multivariate adaptive regression splines (MARS) models. Ridership decline was observed to be more prevalent in commercial, education and recreational zones.

*Paul Basnak, Ricardo Giesen and Juan Carlos Munoz* evaluate the urban characteristics that are pertinent in the optimal design of radial public transport systems. The evaluation, using social cost minimization models focuses on small and medium-sized cities in Chile, categorised by population, density, city centre location and topography. The findings suggest that in the case of smaller towns, regular public transport subsidies appear to be unnecessary. For intermediate cities, a promotion of public transport services, in particular shared taxis, are recommended. For the largest cities, the recommendation of subsidisation of bus services producing lower externalities than shared taxis are recommended.

*Sindi Haxhija, David Duran-Rodas, María Teresa Baquero Larriva and Gebhard Wulfhorst* propose a Mobility Justice Framework integrating two important theories of justice, namely distribution and recognition theories of justice. The framework seeks to highlight how amenities are distributed and the issues faced when providing transport infrastructure. As part of the framework the paper identifies a number of variables that disadvantaged socio-economic groups are exposed to, namely accessibility by walking, exposure to traffic externalities, the frequency of public transport usage and the availability of transport infrastructure. The framework is applied to the city of Munich in Germany, seeking to

highlight areas with a higher proportion of older residents and the transport disadvantages associated with them.

*Alessandro Emilio Capodici, Martina Citrano, Gabriele D'Orso, Marco Migliore, Matteo Ignaccolo, Pierfrancesco Leonardi and Vincenza Torrisi* focus on the issue of substandard public transport quality and in particular its impact on social exclusion in suburban areas. Microtransit services are seen as an effective means of improving the suburban travel experience most notably in relation to non-commuting journeys in the off-peak period. Based on revealed and stated preference surveys and the development of a travel demand model together with the use of GIS and simulation models, KPIs were assessed and applied to the design of a microtransit service in a suburban area of Palermo, Italy.

In recent years shared transport modes have become more common in cities. *Elodie Deschaintres, Catherine Morency and Martin Trépanier* explore the relationship between two shared modes namely bikesharing and carsharing, and traditional public transit in Montreal, Canada. A rule-based algorithm is developed to classify individual bikesharing and carsharing journeys as complementary to or competing with public transit. The results reveal that the availability of bikesharing may impact on daily transit ridership. Shared modes can also act as a complement, most notably when the transit service is not operating in terms of first/last mile connectivity, or when the service is less direct or indeed slower. There is evidence of competition at peak times in the city centre, however such services can also be observed to aid in relieving congestion on some transit lines.

Mobility of care recognises the role of family and caring activities in shaping travel behaviour and transport demand. This is something which has not traditionally been foregrounded in transport planning. The paper by *Keiko Porath and Patricia Galilea* explores how travel involved in caring is mostly associated with women, based on their own survey and a gender-perspective mobility survey of Santiago in Chile. The findings reveal the gender-perspective in transport which, if implemented in transport planning, affords ways of impacting poverty resulting in mobility which is more equitable and sustainable.

*Gregory Newmark and Emma Rearick* investigate the relation between motorization rates and religious affiliation in the continental US, finding significant correlation. They point to the importance of such findings in a context where much of the focus on sustainable transport planning is concern with mitigating increasing motorization rates. Their findings indicate how social and cultural influences on transport behaviour should be explored and accounted for if transport planning is to effectively achieve its objectives.

*Abraham Leung, Claudia Burlando and Tiziano Pavanini* explore older people's willingness to pay for an annual ticket to use public transport, using Genoa in Italy as a case study. As the central tenet of the paper, it uses cost, time and comfort as impact factors. Two scenarios are explored namely the status quo and improved services. Among other things the respondents indicate that the price of an annual pass exceeds their willingness to pay. As might be expected, the status quo means willingness to pay was somewhat lower than if there was an improvement in service levels. Research relating to an ageing European population, transport options, pricing and service provision are seen as all important in the context of accessibility and wellbeing.

Shared autonomous vehicles (SAVs) can enable socially sustainable transport. *Leen De Paepe* and *Frank Witlox* investigate the social acceptability of SAVs by using an online survey undertaken on a university campus in Hannover, Germany. Social acceptability statements were evaluated using an exploratory factor analysis identifying five factors namely: social acceptability, effort expectancy, self-efficacy, safety expectancy, and performance expectancy. Four groups were suggested: avoiders, resisters, self-doubters and innovators, although a high social acceptability towards SAVs was found overall.

The final paper in this special issue deals with sedentary behaviour, namely sitting in motorised vehicles and its impact on physical and psychological health. *Karyn Scerri* and *Maria Attard* focus on the concept of laziness and car use. Their paper uses the Lazy User Theory to measure individuals perceived physical exertion when walking short distances. A survey, a number of interviews and workshops were used to understand the link between laziness and the use of the car for short distance journeys, using pedestrian interventions. The findings reveal a significant link between higher frequency car use and increased perception of exertion of walking for short distance trips.

The range of papers as part of this Special Issue reflect the breadth of transport research being undertaken as part of SIG G3 and G4 within the World Conference on Transport Research. We look forward to the 17th World Conference on Transport Research in Toulouse in 2026.

Stephen G. Ison\*  
Leicester Castle Business School,  
De Montfort University,  
Leicester, UK

\* Corresponding author E-mail address: [Stephen.ison@dmu.ac.uk](mailto:Stephen.ison@dmu.ac.uk)

Maria Attard  
Institute for Climate Change and Sustainable Development,  
University of Malta,  
Msida, Malta

Helena Titheridge  
Centre for Transport Studies  
University College London  
London, UK

Caroline Mullen  
Institute for Transport Studies,  
University of Leeds,  
Leeds, UK