Gridlock: Congested Cities, Contested Policies, Unsustainable Mobility

Cities across the world are facing unprecedented challenges in traffic management and transit congestion while coping with growing populations and mobility aspirations; existing policies that aim to tackle congestion and create more sustainable transport futures offer only weak remedies. In Gridlock: Congested Cities, Contested Policies, Unsustainable Mobility, transport consultant John C. Sutton explores how two competing discourses in transport policy and planning practice - convivial and competitive ideologies - lead to contradictory solutions and a gridlock in policy as well as on transport systems.

Gridlock examines current transport and mobility in a geographical, social, political, economic and technological context. The challenges of rising congestion are highlighted through case studies from the UK, the USA, and OECD countries. Sutton offers readers a vision of a sustainable mobility future through the concept of mobility management, combining mobile communication and information technology with logistics to match travel demand to the capacity of transport systems.

Essential reading for transport professionals and students of transportation planning and policy, Gridlock offers a unique manifesto for sustainable mobility settlement, addressing the pressing problems of growing populations and congestion while looking ahead to a more sustainable future.

Institutional Challenges to Intermodal Transport and Logistics

While the operational realities of intermodal transport are relatively well known, the institutional challenges are less well understood. This book provides an overview of intermodal transport and logistics including the policy background, emerging industry trends and academic approaches. Establishing the three key features of intermodal transport geography as intermodal terminals, inland logistics and hinterland corridors, Jason Monios takes an institutional approach to understanding the difficulties of successful intermodal transport and logistics.

Key areas of investigation include the policy and planning background, the roles of public and private stakeholders and the identification of emerging strategy conflicts. Substantial empirical content situates the theoretical and practical issues in real-world examples via three detailed case study chapters (covering the USA, UK and Europe), making the book useful to students as well as practitioners desiring an understanding of how intermodal transport and logistics work in practice. The identified challenges to intermodal transport and logistics are used to demonstrate how competing port and inland strategies can inhibit the necessary processes of integration required to underpin successful intermodal transport. The book concludes with a look at the future of institutional adaptation that may enhance the capacity of freight actors to engage with intermodal transport developments.

Moving Towards Low Carbon Mobility

The transport sector has been singularly unsuccessful in becoming low carbon and less resource intensive. This book takes an innovative and holistic social, cultural, political and behavioural perspective, as well as covering the more conventional economic and technological dimensions, to provide a more complete understanding of the mobility and transport system and its progress towards high carbon mobility. The book uses this platform to explore the means to achieve low carbon mobility through outlining alternative pathways, through an investigation of theories of change, and through alternative visions of the low carbon transport city.

The book’s core message is that the complexity of the mobility and transport system should not encourage inaction, but strong and immediate action. In addition to implementing a wide range of policy measures, the book argues for a fundamental change in ‘thinking’ when it comes to transport policy, governance and analysis approaches, before low carbon mobility becomes a reality. Bringing together the latest thinking on transport, mobility and the environment, this book will appeal to researchers and students interested in sustainability issues and sustainable transport and transport related areas in particular, including policy makers as well as a more general professional audience.

Electric Vehicle Business Models

This contributed volume collects insights from industry professionals, policy makers and researchers on new and profitable business models in the field of electric vehicles (EV) for the mass market. This book includes approaches that address the optimization of total cost of ownership. Moreover, it presents alternative models of ownership, financing and leasing.

The editors present state-of-the-art insights from international experts, including real-world case studies. The volume has been edited in the framework of the International Energy Agency’s Implementing Agreement for Cooperation on Hybrid and Electric Vehicles (IA-HEV). The target audience primarily comprises practitioners and decision makers but the book may also be beneficial for research experts and graduate students.
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July 2013. The target audience primarily comprises academic researchers, but the

workshop organized by the Transportation Research Board at Stanford Universi

perspectives of a multitude of public and private actors. It is based on an expert

Many papers from the book can also be used as advanced background reading in

adopt graduate courses on transport studies and traffic engineering.

lay the groundwork for future innovations. The book will be of interest to research and

academic organisations as well as practitioners, especiall

unreconciled competing objectives to ensure rapid development and efficient implementa

The vast majority of funding for public transportation comes from local and national
governments. With all levels of governments currently, and for the foreseeable future,
under significant fiscal stress, any new transit funding mechanism is to be welcomed.
Value capture (VC) is one such mechanism, which involves the identification and capture
of a public infrastructure-led increase in property value. This book reviews four major VC
mechanisms: joint development projects; special assessment districts (SADs); impact
taxes; and tax increment financing (TIF), all of which are used to fund transit in the US.
Through the study of prominent examples of these VC mechanisms from across the
States, it evaluates each mechanism's performance focusing on aspects such as equity,
revenue-generating potential, the institutional capacity required to design and implement
the mechanisms, stakeholder support for these mechanisms, and the legal and policy
environment. It also conducts a comparative assessment of VC mechanisms that would
help policy makers and practitioners to choose one, or a combination of VC
mechanisms. Although the book focuses on the US, the use of the VC mechanisms and
the urgent need for additional revenue to fund public transportation are world-wide
conscerns. Therefore, one chapter of this book is devoted exclusively to an overview of the
VC mechanisms in use internationally. The book concludes that countries, or regions
within countries, experiencing significant public-transportation-led increases in property
values should seriously consider using VC mechanisms to fund public transportation.
Furthermore, they should develop supportive policies and administrative structures, and
reconcile competing objectives to ensure rapid development and efficient implementation
of VC mechanisms.

This contributed volume covers all relevant aspects of road vehicle automation
including societal impacts, legal matters, and technology innovation from the
perspectives of a multitude of public and private actors. It is based on an expert
workshop organized by the Transportation Research Board at Stanford University in
July 2013. The target audience primarily comprises academic researchers, but the
book may also be of interest to practitioners and professionals.

Higher levels of road vehicle automation are considered beneficial for road safety,
energy efficiency, productivity, convenience and social inclusion. The necessary key
technologies in the fields of object-recognition systems, data processing and
infrastructure communication have been consistently developed over the recent years
and are mostly available on the market today. However, there is still a need for
substantial research and development, e.g.

with interactive maps, data processing, functional safety and the fusion of different
data sources. Driven by stakeholders in the IT industry, intensive efforts to accelerate
the introduction of road vehicle automation are currently underway.

This paper collection is the second volume of the LNM08 series on Road Vehicle
Automation. The book contains a comprehensive review of current technical, socio-
economic, and legal perspectives written by experts coming from public authorities,
companies and universities in the U.S., Europe and Japan. It originates from the
Automated Vehicle Symposium 2014, which was jointly organized by the Association for
Unmanned Vehicle Systems International (AUVSI) and the Transportation Research
Board (TRB) in Burlingame, CA, in July 2014.

The contributions discuss the challenges arising from the integration of highly automated
and self-driving vehicles into the transportation system, with a focus on human factors
and different deployment scenarios. This book is an indispensable source of information
for academic researchers, industrial engineers, and policy makers interested in the topic
of road vehicle automation.
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 Porto).

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.

Objects and materials are on the move like never before, often at astonishing speeds and along hidden routeways. This collection opens to social scientific scrutiny the various systems which move objects about the world, examining their fateful implications for many people and places. Offering texts from key thinkers, the book presents case studies from around the world which report on efforts to establish, maintain, disrupt or transform the cargo-mobility systems which have grown so dramatically in scale and significance in recent decades.

The contemporary urban experience is defined by flow and structured by circulating people, objects, and energy. Geographers have long provided key insights into transportation systems. But today, concerns for social justice and sustainability motivate new, critical approaches to mobilities. Reimagining the city prompts an important question: How best to rethink urban geographies of transport and mobility? This original book explores connections - in theory and practice - between transport geographies and "new mobilities" in the production of urban space. It provides a broad introduction to intersecting perspectives of urban geography, transport geography, and mobilities studies on urban "places of flows." Diverse, international, and leading-edge contributions reinterpret everyday intersections as nodes, urban corridors as links, cities and regions as networks, and the discourses and imaginaries that frame the politics and experiences of mobility. The chapters illuminate nearly all aspects of urban transport, from street regulation and roadway planning, intended and "subversive" practices of car and truck drivers, planning and promotion of mass transit investments, and the restructuring of freight and logistics networks. Together these offer a unique and important contribution for social scientists, planners, and others interested in the politics of the city on the move.

We stand at the cusp of a mobility revolution unlike anything we have seen since the days of Gottlieb Daimler and Henry Ford, 130 years ago. Three massively significant and converging automotive trends - electrification, self-driving technology and car-sharing - will together transform the way we live, work, and move about in our increasingly urban environment. This book coins the term 'Mobility Revolution' and is a summary of the ‘three zeroes’ that are already defining the future for the automobile industry: Zero Emissions, Zero Accidents and Zero Ownership.

The impact will go beyond the automotive industry and its suppliers - urban infrastructure, construction, logistics - and even local cafes will need to think and operate differently. Based on countless interviews, the book is highly current and thoroughly researched, whilst also fun to read. It is an eye-opener to the new world that awaits us as the Mobility Revolution unfolds.

The Mobility Revolution is a must-read for anyone interested in the future of the automobile industry, our cities, and the way we live.