Editorial

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The concept of wellbeing is relatively new, defined in 2015 by the Oxford English Dictionary as ‘the state of being or doing well in life; happy, healthy, or prosperous condition; moral or physical welfare (of a person or community)’. It is now a generally understood term that applies to all aspects of both our mental health and physical circumstances, including work, housing and travel. Its growing importance is reflected in the concerns of the papers included in this current issue of *Municipal Engineer*, which also remind us of Jowitt’s (2004) rewording of Tredgold’s definition of civil engineering as a benefit to society.

The first three papers explore aspects of construction that can contribute to improved health and wellbeing of different populations. Vulnerability risk assessment modelling of housing to earthquakes in Central America demonstrates the higher seismic hazard and economic losses of those living in the most populated cities, with Valenzuela *et al.*, (2021) calling for improved design, regulation and construction standards. The second paper relating to construction by Mollo *et al.*, (2021) investigates the effects of a safety management system on reducing errors and violations on construction sites, potentially improving worker occupational health and safety. Finally, Seidu *et al.*, (2021) assess the influence of project alliancing on organisational culture and project performance in the UK rail industry. Benefits are observed both for those working within the industry and for the desired performance outcomes.

The next common theme is transportation and travel, although approached from very different angles. Lemos *et al.*, (2021) focus on urban planning and intercity transportation, presenting a modification of the trip distribution model, and comparing it with the traditional gravitational model using mobility data from Rio de Janeiro. On a smaller scale, human behaviour in relation to student travel in bad weather, based on distance and individual socio-economic variables is central to the study by Yazdani *et al.*, (2021). Better and more public transport, walking and cycling options offered by universities are called for. The final paper in this set is by Olitsky *et al.*, (2021) assesses where people decide to live in relation to their proximity to shopping malls versus street level shops in Israel. A strong preference was noted for neighbourhoods that promote a sense of wellbeing with walkable street level shops and other community facilities.

The final paper by Zong *et al.*, (2021) takes a broad view of infrastructure (including highways, drinking water, gas pipes and telecommunication networks), exploring whether an interdependent infrastructure asset management framework can ease potential bottlenecks and improve policy and cross-sector practice for smart and resilient high-density cities.

This collection of papers covers a diverse range of issues and perspectives, using a wide range of methods, from modelling to questionnaire surveys. However, individual wellbeing is shown to be an outcome of resilient housing, desirable neighbourhood features, efficient transport options, inclusive organizational practice and culture, and the effective management of all infrastructure. This serves as a useful reminder to the profession of the important beneficial impacts of good design, planning and service delivery on human lives.

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