Editorial

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Welcome to the Institution of Civil Engineers' (ICE) *Transport* journal. This is my first editorial as chair of the editorial advisory panel. I thank ICE for giving me this opportunity and extend my gratitude to editorial advisory panel colleagues and our esteemed reviewers for their exceptional support and contributions towards timely publication of papers. I also take this opportunity to thank our past chairperson for his outstanding service.

Our mission is to publish high-quality papers that extend our reach internationally while sustaining the highest standards. The increasing popularity of our journal has led to six editions being published per year.

Transport is a journal for the whole transportation community. We publish peer-reviewed papers for engineers, researchers, policy makers and everyone interested in transportation-related issues. We believe that broad coverage of topics is the main strength of our journal. This February 2018 edition is no exception, presenting two papers on transport policy, two on pedestrian aspects in transport and one on transport geotechnique. I offer a brief overview of all five papers under three section headings.

Transport policy

Our first paper is on 'Railway usage charges based on marginal maintenance costs', by Sternad *et al.* (2018). The focus of their study is to develop a charging model for the use of freight transport in regional railway lines in Slovenia. Due to the low freight potential on certain regional routes, the offer of rail freight services is quite poor. The authors develop an econometric cost function model that includes the most important explanatory variables such as marginal costs and gross tonne kilometres (grt.km). Currently estimated marginal costs for calculating charges are only based on train-km, which does not represent efficient use of infrastructure, because the share of empty wagons on regional routes is between 40 and 50%. For this, the authors made a comparison between the current model and their developed one, demonstrating that their new model gives a lower charge than that calculated using the current model. This new model could have positive economic effects for carriers.

The second paper is on 'Impact of traveller information on mode choice behaviour', by Meng *et al.* (2018). Integrated

traveller information assists travellers to plan their trips better. By leveraging the most up-to-date information on network congestion, availability and status of transit modes, opportunities for easy transfer and parking availability, travellers can make smart travel decisions, such as adjusting the travel mode, route and departure time, resulting in saving of travel time and alleviation of traffic congestion. This paper analyses mode choice behaviour of commuters under the influence of simulated multimodal traveller information by developing two logit models. Results showed that integrated multimodal traveller information can influence a traveller's mode choice decision.

Readers will find both papers very informative and useful in transport planning and design.

Transport for pedestrians

Walking is a significant part of all journeys we make. Making walking a safer, more positive experience can dramatically benefit society and as well as improve the health and well-being of the individual. The third paper is on pedestrian roundabout improvement strategy in subway stations while the fourth paper presents pedestrianisation and politics: a case study in urban areas, as well as highlighting public perception on pedestrianisation.

On account of the aggregation effect at transfer stations in subways, intersection of multiple pedestrian streams is commonly seen. Intersecting streams apparently cause pedestrian traffic conflicts and reduce travel speed, which is clearly undesirable when organising the transit of passengers through subways. Authors Sun *et al.* (2018) showed that although placing a roundabout at pedestrian intersections reduces the total space available and lengthens the average walking distance, the speed of pedestrian streams increases. The experiment reveals that the larger the radius of the roundabout, the more significant is the increase in speed and the smaller is the dispersion of acceleration. In addition, the authors found that the role of the roundabout becomes more important as pedestrian traffic volume increases. Furthermore, the addition of guiding signs before the roundabout entrance is helpful in terms of regulating the direction of traffic and reducing possible conflict.

Melia and Shergold (2018) present a case study conducted in Brighton, UK to address the controversial issue of partial

pedestrianisation or closure of roads to vehicular traffic. Before-and-after studies found a modest traffic reduction within the area and an increase in cycling during the week, but no significant overall modal shift. There was a high level of public support for the pedestrianisation scheme. One of the streets was closed to traffic on weekends only, but there was public support for this to be extended to weekdays as well. Over two-thirds of visitors to the area arrived using sustainable modes; less than 3% had parked in the immediate area. The changes were controversial and contested, and the outcome was a compromise.

Both technical papers will be useful for researchers and practitioners working in the pedestrian transportation planning, design and management sectors.

Transport geotechnique

The fifth paper is by Krechowiecki-Shaw *et al.* (2018) on 'Routes for exceptional loads: a new soil mechanics perspective'. It presents a numerical model for studying the impact on soft soils in temporary routes during the transportation of large prefabricated sections with indivisible loads in the order of 1000–10 000 t. The results are presented in terms of a failure mechanism, and impact of load on surface and deeper soil. Their model shows that the ground supporting these large loads can differ significantly from that expected in conventional road design practice. The interaction between many closely spaced wheels means the vehicle's influence depth and failure mechanism are

significantly deep. The observation that investigation and monitoring of deep subsoil is important to avoid geotechnical risk is highlighted.

This paper is a good example of how theoretical modelling can help address practical problems.

We hope our readers find these papers useful and rewarding to read and apply in their own field. Comments on this issue or on other issues or comments related to the journal in general will be received with great interest.

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