Editorial

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I would like to express my gratitude to the Institution of Civil Engineers (ICE) and my colleagues on the editorial advisory panel of the *Transport* journal for giving me the opportunity to write my first editorial for *Transport*. We try to publish high-quality peer-reviewed papers that address a wide range of transportation-related issues. We hope our published materials are useful for the whole transportation community, including researchers, practitioners, engineers, planners and policy-makers. The August 2018 issue includes one briefing article and five research papers. Geometric design, travel time studies, use of mobility scooters, driving behaviours and traffic safety, speed limit enforcement policies and traffic noise modelling are some of the major transportation-related topics that are studied in these six papers.

Cullen and Baird (2018) present the latest advancements in the Glasgow motorway system, focusing on the role of geometric design. A background of this project is introduced first. Then the authors briefly talk about different aspects and outcomes of the project, including the network characteristics, traffic forecasting, cost estimation, speed estimation and crash rates. They also discuss multiple benefits of this project, such as crash rate reduction, travel time saving, fuel saving and environmental benefits.

Travel time and travel time reliability are two major measurement factors of a transportation network for transportation practitioners. Chepuri *et al.* (2018) examine the travel time reliability in the morning peak-hour for a motorised two-wheeler under heterogeneous traffic conditions in India. They study the relationship between buffer time index and volume-over-capacity (V/C) as well as the relationship between the planning time index and V/C . A methodology to define the level of service, based on the travel time reliability, is introduced as well. The results of this paper are expected to be useful for Asian countries, where two-wheelers are the predominant transportation mode.

In another paper, by Johnson (2018), the use of mobility scooters in UK and the public perception about them are studied. By reviewing newspaper articles about scooters, this paper

focuses on forming some theories about the use of scooters and tries to find the areas where further knowledge is required. Issues related to safety, security and ownership of mobility scooters are introduced as the most important concerns of the users. The author believes that the media's interest in mobility scooters is greater than that of the research community. She suggests a need for additional research into the use of mobility scooters and their safety. The outcomes of this research can be a great resource for other researchers who want to determine the effective factors associated with using mobility scooters as a mode of transportation.

Ma *et al.* (2018) study driving behaviours prior to a vehicle–pedestrian crash, using a driving simulator. In this simulation-based experiment, several sequential patterns of driving behaviours under the crash-avoidance scenario were detected. For instance, the people who accelerate during the pre-event stage have longer braking reaction time and will more likely end up crashing. The authors believe that by using real crash data in future, instead of the simulation, it would be possible to increase the prediction accuracy of driving behaviours. The proposed results in this paper are helpful for traffic safety analysts who want to detect the most effective human factors associated with pedestrian-involved crashes.

Wali *et al.* (2018) study the effectiveness of speed limit enforcement policies. The authors use data provided by the World Health Organization's global road safety report to model the relationship between speed limit enforcement, socio-economic factors, public policies and road safety legislations. They find that the effectiveness of seatbelt enforcement policies and safety audits for new roads may vary in different countries. Countries with higher gross national income are associated with a higher level of effectiveness in their speed limit enforcement policies. The proposed methodology helps transportation policy-makers to analyse the current condition in their country and then determine the best policy for future scenarios, based on the best practices adopted in other countries.

Singh *et al.* (2018) model urban traffic noise using a system approach with various subsystems, including traffic, human,

environment, transportation network and urban form. A composite traffic noise index, called the permanent noise index is introduced and its correlation with noise level descriptor is estimated. The proposed methodology in this paper is useful for city planners and experts who are involved in the management of traffic noise systems. They can adjust the proposed methodology, include new parameters and calibrate the model to represent and analyse their own urban area.

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