Editorial

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Welcome to the first issue of 2015 of *Proceedings of the Institution of Civil Engineers – Transport*. It is my honour to have now taken over as Chair of the editorial advisory board for the next few years. Before I move on to discuss the current issue, I would like to spend some time considering the direction of the journal following discussions with the board.

The world of journal publishing is now changing due to the pressures of the Internet age. The Institution of Civil Engineers (ICE) as an institution for sharing knowledge and as a publisher has set out some criteria that it wishes to achieve with its journals over the next few years, it is the board's role to help to achieve this. Therefore now is a good time to look to the future of the journal.

Over the last few years under the excellent stewardship of Dr Tom Cherrett of Southampton University, the journal has seen a significant rise in its impact factor and an increase in the editions of the journal published each year. There has also been a rapid rise in the number of papers the journal receives, particularly from international authors. This has corresponded with a drop in papers received from UK-based authors. The fact that the journal attracts international authors is a significant and welcome advance and shows the importance and regard in which the ICE is held within the transport field.

To maintain position, the board is charged with ensuring the rigour, integrity and quality of the papers the journal publishes. Therefore, we are constantly reviewing our approach to paper acceptance and we will look to continue to develop the quality of the peer-review process the journal uses to continue to enhance the quality of papers we accept and the consequent impact the journal has. We are always seeking reviewers for the journal and if you wish to be added to the panel of expert reviewers or be considered for membership of the board please contact the Journal Editor.

We also wish to increase the number of grouped or themed issues we publish, where we will group papers on a particular topic or invited subject area, from the pool of papers we have. We will be looking to publish key state-of-the-art review papers that can act as a source of reference in important areas of the transport field for both academics and those in industry. We would also encourage authors to write more case studies on key transport projects and we consider this to be a good opportunity for those wishing to apply for ICE Fellowship to demonstrate their ability to share their project skills, expertise and lessons learnt from projects with the profession. Good examples that you could refer to if you are

interested in writing such papers are those by Brown (2013) and Worthington and Awinda (2014). We will be issuing formal calls for such papers in due course but feel free to submit an abstract to the Journal Editor at any point.

Finally, the journal relies on the good efforts of our reviewers and our authors, and on behalf of the editorial panel we would like to thank you all for your submissions and hard work.

Now it is time to turn our attention to the current issue of the journal. The papers published in this edition can be grouped into three main topic areas. The first is transport planning and congestion/safety, the second group is pavement and material behaviour, and, finally, we have a paper on environmental transport vibration assessment techniques.

The first paper (Balijepalli *et al.*, 2015) considers the inclusion of car drivers searching for parking spaces within transport models, in what is called parking search, and the effects this can have on congestion. This is an important issue in urban transport planning and is increasingly being given research attention. The second paper (Ma *et al.*, 2015) considers pedestrian safety and the reduction in accident rates that can be achieved by using count-down systems at crossings to let pedestrians know how long to wait. These systems are common in other parts of the world and have been considered for the UK in busy areas. The paper shows their suitability as a tool to enhance safety. The final paper, in the first theme, is on congestion and the importance of major urban link roads. Based on experiences in the South Korean capital Seoul, it talks about delays on main routes and knock-on congestion in other areas when people try and avoid congestion (Chang and Sohn, 2015). The questionnaire surveys the authors have undertaken offer some interesting insights into the behaviour of drivers, which can now perhaps be accommodated in planning.

The next paper (Odoki *et al.*, 2015) offers an alternative approach to investigating investment in highway schemes, which adds some extra depth to the standard methods used to target investments. Such refinement to investment tools adds value for the highway manager, in allowing them to make more informed decisions on how they manage their budgets. This leads into the next three papers on pavement/traffic loading/damage and material use. Ahmed *et al.* (2015) discuss pavement damage in the context of the variables that affect different layers of the pavement and, ultimately, use this to suggest how costs could be apportioned to users. The next paper (Banerjee *et al.*, 2015) considers pavement damage in the context of specific high-magnitude loading from the delivery of components of wind turbines. This presents an

interesting idea of apportioning damage against specific causes of damage, which perhaps suggests that in future those that cause specific damage should pay. The final paper (Moon *et al.*, 2015), in this section, looks at the performance of recycled asphalt materials included in new mixes of materials and how the properties of the mix are affected by the recycled components. It makes use of an interesting laboratory study that suggests that more recycling within specific limits will still allow adequate performance.

The final paper in this issue (Avillez *et al.*, 2015) looks at modifying standard methods of evaluating ground response and propagation of vibration caused by transport. The paper offers revisions to standard methods for measuring ground response using the world-recognised Federal Transit Administration methodology, which potentially offers advantages over those methods currently used in the UK.

We hope you will find these papers useful and a rewarding read.

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