

"ژورنال منتخب الزویر در حیطه حمل و نقل و ترافیک"

چکیده ی مقاله های زیر در صورت تمایل قابل ترجمه می باشند

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1. Most Downloaded

Understanding attitudes towards public transport and private car: A qualitative study

Abstract

This paper presents the results of a qualitative study of public transport users and car users in order to obtain a deeper understanding of travellers' attitudes towards transport and to explore perceptions of public transport service quality. The key findings indicate that in order to increase public transport usage, the service should be designed in a way that accommodates the levels of service required by customers and by doing so, attract potential users. Furthermore, the choice of transport is influenced by several factors, such as individual characteristics and lifestyle, the type of journey, the perceived service performance of each transport mode and situational variables. This suggests the need for segmentation taking into account travel attitudes and behaviours. Policies which aim to influence car usage should be targeted at the market segments that are most motivated to change and willing to reduce frequency of car use.

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2.Recent Article

Corporate social responsibility and customer loyalty in intercity bus services

Abstract

Corporate social responsibility (CSR) and customer loyalty play an essential part in ensuring sustainable operations and long-term development of intercity bus companies. This paper proposes a new research model to examine how CSR affects customer loyalty in intercity bus services and how it interacts with service quality, corporate image and customer satisfaction in affecting customer loyalty. An empirical study on a leading intercity bus company in Taiwan is conducted to test the research model, using structural equation modeling. The study finds that CSR has an indirect effect on customer satisfaction and customer loyalty through corporate image and customer satisfaction respectively as a mediator. In particular, a new finding of the study highlights the importance of the mediating role played by corporate image in enhancing the effect of CSR on customer loyalty. The research findings provide useful insights into how intercity bus companies should develop a CSR policy that would enhance corporate image and customer satisfaction, consequently leading to customer loyalty.

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3.Most Cited

Transport and social exclusion: Where are we now?

Abstract

The late 1990s and early 2000s witnessed a growing interest amongst UK academics and policy makers in the issue of transport disadvantage and, more innovatively, how this might relate to growing concerns about the social exclusion of low income groups and communities. Studies (predominantly in the United Kingdom) began to make more explicit the links policy between poverty, transport disadvantage, access to key services and economic and social exclusion (see

for example Church and Frost, 2000; . TRaC, 2000; Lucas et al., 2001; Kenyon 2003; Kenyon et al., 2003; Hodgson and Turner, 2003; Raje, 2003).By 2003, the UK Social Exclusion Unit had published and its now internationally recognised report on this subject, which subsequently resulted in the development of a set of transport policy guidances to local authorities in England to deliver what is now commonly referred to as . accessibility planning as part of their Local Transport Plans (. Department for Transport, 2006). Since this time, researchers, policy makers and practitioners in several other countries became interested in adopting a social exclusion approach to transport planning, largely because of its utility in identifying the role of transport, land use planning and service delivery decisions in creating and reinforcing poverty and social disadvantage.Eight years on from the SEU report, we can begin to reflect on the extent to which a social exclusion approach to the research of transport disadvantage has been successful in opening up new avenues of research enquiry and/or identifying new theoretical perspectives and/or methodological approaches. The paper begins by briefly revisiting the basic theories and core definitions which underpin and inform a social exclusion perspective. It then considers how these have been translated and understood in terms of transport. Secondly, it considers some of the emergent empirical research of transport-related exclusion that has attempted to measure and model the interactions between transport and mobility inequalities and relational negative social outcomes. Thirdly, it offers observations on progress in some key areas of policy and practice, with specific reference to the UK and Australia. It concludes by suggesting how further progress might be made on this issue and considers whether the social exclusion agenda is still a relevant approach for achieving this.

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4.Open Access Article

مقاله ی زیر بصورت کامل قابل دریافت و در صورت تمایل قابل ترجمه می باشد

Car following: Comparing distance-oriented vs. inertia-oriented driving techniques

Abstract

The rationale behind most car-following (CF) models is the possibility to appraise and formalize how drivers *naturally* follow each other. Characterizing and parametrizing Normative Driving Behavior (NDB) became major goals, especially during the last 25 years. Most CF models assumed driver propensity for constant, safe distance is axiomatic. This paper challenges the idea of safety distance as the main parameter defining a unique (or natural) NDB. Instead, it states drivers can adapt to reactive and proactive car following. Drawing on recent CF models

close to the Nagoya paradigm and on other phenomena (e.g., wave movement in Nature), we conceived car following by Driving to keep Inertia (DI) as an alternative to Driving to keep Distance (DD). On a driving simulator, three studies (N = 113) based on a repeated-measures experimental design explored the efficiency of these elementary techniques by measuring individual driver performance (e.g., accelerations, decelerations, average speed, distance to leader). Drivers easily grasped and applied either technique and easily switched back and forth between the two. As an overall indicator, all the studies revealed DI trips use about 20% less fuel than DD trips do.

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