Aschauer, D. 234
Asia-Pacific 145, 153–4, 216–17, 218, 226
Atkins, S. 56
Australia 36; car ownership in 108, 112; coal trade 163; and rural public transport 112
Badland, H. 200
Bae, C. 98
Baggott, S. 5, 34
Bailey, I. 34
Baird, A. 171
Balcombe, R. 58
Bamberg, S. 184
Bamford, C. 227
Banister, D. 4, 5, 10, 11, 19, 21, 25, 28, 38, 84, 95, 99, 117, 132, 147, 195, 234, 235
Barker, K. 222
Barkham, P. 133
Barnes, E. 230
Barnes, I. 41
Barnes, P. 41
Barrett, S. 152
Baumol, W. 69, 77
Bavoux, J. 228
Baxter, J. 7
BBC 3
Becken, S. 201, 205, 206
Begg, I. 94
Behnen, T. 65
Bell, P. 74
Benwell, M. 54
Berechman, J. 5, 10, 11, 19, 21, 25, 28, 84, 95, 234
Bertolini, L. 235
Beurent, K. 60
Beuthe, M. 237
Bhakar, J. 93–4, 99
Bhalla, A. 51
Biester, T. 204
Bird, J. 6
Bishop, S. 35
Bjørkergard, R. 32
Black, W. 4, 5, 62, 65, 68, 112, 131, 201, 227, 234
Blomgren, K. 199
Boardman, B. 108
Boile, M. 175
Boiteux-Oraim, C. 232
Bongaerts, J. 42
Bonsall, P. 58
Boucher, D. 49
Bowen, J. 141, 153
Brake, J. 113, 114
Briggs, R. 112
Bristow, A. 200
British Airways 3, 152
British Waterways 208
British Waterways Scotland 208
Brown, B. 6, 219, 236–7
Brown, F. 206
Brundell-Freij, K. 59
Brunn, S. 138, 143
Buchan, K. 68, 99
Buchanan Report (1963) see Traffic in Towns
Building Research Establishment (BRE) 32, 33
bulk cargo 157; break–bulk 157–8, 159; capacity standards 161, 162; characteristics 158–60; and choice of vessel size 160–1; coal trade 162–3; compatibility of 160; costs 160; destinations 159; dry goods 159; geographic stability of 158–9; grain trade 163; and load size 160; major/minor products 159; petroleum trade 161–2; and port activity 159, 161; and seasonal demand 161; and storage space 160–1; transport of 160–1
Burchardt, T. 51
Bureau of Transportation Statistics 83, 122
Burghouwt, G. 153
Burkett, N. 55
Burtenshaw, D. 84
Bus Partnership Forum 186
bus services 221; availability of 53–4; and car ownership 57; commercialization of 56–7; deregulation/privatization 69–71; and general/targeted subsidy 57–8; individual behaviour 186–8; Megabus inter-city services 133; as most used form of transport 187; network coverage 56; and physical accessibility 58; policies 56–8;
Index

bus services (cont’d)
and Quality Contracts 75; quality of 188; in rural locations 103–4, 112, 113–14; and timetable schedules 57
Butcher, A. 209
Butler, R. 199, 202
Button, K. 29, 35, 84, 148, 230

Cairns, S. 190, 195
Callender, C. 55
Cambridge, H. 148
Cameron, A. 51
Canals 13, 15, 36
Cape Railways Enthusiasts’ Association (CREA) 208
Capineri, C. 141
CARLOS project (Switzerland) 115
Casas, J. 227
Cass, N. 132
Castells, M. 6, 121
CEE Bankwatch 130–1
Central Place Theory 11, 103
CER 134
Ceron, J.-P. 205
Cervero, R. 56
Chadefaud, M. 199
Charlton, C. 75, 123, 125
Chatterjee, K. 221
China, air transport in 150; economic development in 23; oil/coal trade 162, 163
Chliaoutakis, J. 185
Choi, H.-S. 202
Christaller, W. 11, 12, 103
Church, A. 50, 51
Cities 230; asset offer 94–7; balancing demands of 97–100; and car ownership 88–90; Central Business District (CBD) 230, 232; and congestion 93–4; and culture of association 84; definition 83; foot and tracked 86, 88; impact of railways on 86–8; investment in infrastructure 95–7; and New Urbanist development 98–9; physical form of 86–8; and position of city centre 87; revitalization of 98; scale/density of economic activity in 83–4; social equity in 99; and social justice 84, 85; as social/cultural centres 84, 87; space/place perspective 84; transport problems 90–3; transport’s role in 11, 84–6
City of Edinburgh Council 97
City of Portland 98
Claval, P. 121
Cloke, P. 74, 103, 121
Co-Op Travel Group Future Travel call centre 117
Coal trade 162–3
Collier, A. 201
Colography Group 230
COMEAP 32
Commission of the European Communities (CEC) 41, 42, 46, 128, 130, 131
Commission for Integrated Transport (CfIT) 75, 76, 77, 118
Commission for Rural Communities 109
Commission on Social Justice 52
Committee on the Medical Effects of Air Pollutants (COMEAP) 32
Congestion, airport 149–51; charges 22–3, 28, 36, 45, 47, 132, 202, 221–2; tackling 93–4
Containerized transport 159–60; advantages of 163–4; capacity limits 175; construction landmarks 165; and ‘empties’ 175–6; flows/global imbalances 175–6; global port operators 167–70; growth in global trade 164; influence of technology on 164; and maritime freight 163–72; and offshore terminals 170–2; and pendulum services 173; and port accessibility 164, 166; and size of vessels 164; terminals 164, 166–7
Cooke, P. 220
Copenhagen Finger Plan (1947) 88, 97
Coppens, T. 134
Core Accessibility Indicators (UK) 116
Couldry, N. 209
Cox, W. 98
Crafts, N. 95
Cramer, J. 205
Cragg, M. 3
Cresswell, T. 3
Crime Concern 56
Critical theory, and annihilation of space by time 14; and cultural ‘turn’ 14–15; and fixed/immobile infrastructures 14;
and flows/places relationship 15; Marxian view 14; and mobility 14–15
Cronon, W. 6, 16
Cross, A. 69
Crozet, Y. 127
Cullinane, K. 164
Currie, G. 55
Curry, A. 224
Daigle, J. 200
Daniels, P. 86, 199, 230
Dann, G. 209
Dargay, J. 221
Davenport, J. 198
Davidson, S. 207
Davis, A. 24, 26, 27, 35
Davison, L. 56, 75
Debbage, K. 199, 200
Decker, M. 204
Deka, D. 91
Deloitte Research 23
demand–responsive transport (DRT) 59, 113–15, 118
Dempsey, P. 150
Dennis, N. 146
Department for Education and Employment (DfEE) 55
Department for Education and Skills (DfES) 35
Department of Environment, Food and Rural Affairs (DEFRA) 116–17
Department of the Environment, Transport and the Regions (DETR) 32, 49, 53, 54, 59, 60, 221
Department of Trade and Industry (DTI) 191
Department for Transport (DfT) 7, 33, 34, 41, 46, 69, 116, 122, 183, 187, 226
Department for Transport, Local Government and the Regions (DTLR) 219
Derek Halden Consultancy (DHC) 190–4, 195
developed countries, demand management measures in 22–3, 28; and enhancing capacity/efficiency of existing infrastructure 28; and new regionalism 17–19; production systems in 15–17; and spatial effects of investment 19–23, 28; transport/spatial development in 15–23
developing countries, and affordable/achievable transport improvements 27; and area infrastructure 25–6; and audibility of local voices 26–7; and colonial legacy 24–5; contrasts in 23; conventional thinking concerning 23–4; and infrastructure/local social needs 23–4; investment/political factors 25; and maximizing capacity of existing networks 28; new approach to transport provision 26; and paradox of urban transport 25; and small-scale local schemes 27, 28; transport/economic development in 23–7; and urban–rural/rich–poor divide 25
Dhavale, D. 230
Dicken, P. 143, 157, 229
Disability Discrimination Act (1995) 58
disabled 54, 58, 111, 112
Divall, C. 208, 209
Dobbs, L. 92
Dobruszkes, F. 153, 204
Docherty, I. 5, 6, 77, 86, 93, 134, 220, 221, 227, 234
Dodge, M. 6
Doganis, R. 145, 146
Donaghy, K. 203
Donald, R. 54, 58
Douglas, Y. 209
Downward, P. 200
Drewry Shipping Consultants 171
Druva-Druvaskalne, I. 204
Dublin Transportation Office (DTO) 95–6
Dubois, G. 205
Dudleston, A. 185, 186, 195
Dudley, G. 236
Dunkerley, C. 58
East/South-East Asia, air transport in 150, 153–4; and economic development 14; infrastructure improvements in 25; maritime freight 175; production systems in 17
Eastern Europe 5
easyJet 145, 152
Eckey, H.-F. 12
economic development, and critical theory 14–15; in developed countries 15–23; in developing countries 23–7;
Index

economic development, and critical theory (cont’d)
  and impacts of investment 10–11, 19–23; and modernization theory 12–14; and new regionalism 17–19; production systems/transport networks 15–17; and spatial analysis 11–12; theoretical frameworks 11–15; and transport linkage 10–11, 28
Eddington, R. 5, 11, 19, 21, 22, 23, 28, 121, 123, 131, 222, 234
Elby, D. 199
elderly people, and long-distance travel 133; rural vulnerability of 111, 112; and social justice 133; and travel time 183
Eliot-Hurst, M. 227
Ellaway, A. 184
Endzina, I. 204

environment, and activity patterns 31, 35–6; and air transport 37–8; assessing/managing transport impacts 38–46; and climate change 34–5; and CO2 emissions 5, 34–5, 37, 42–3, 46, 149; definition of 29–30; and emissions/waste production 30, 32–3, 34–5, 47; and energy use 31; and extraction, processing, manufacturing 31; first order effects 30, 32–5; global, regional, local aspects 30, 37–8; and global warming 5, 34–5, 194, 226; and governance 30, 38–46; and green belt/brownfield sites 40; and health effects 31, 32–3; and impact of transport on 30–2; and individual behaviour 194–5; and Life Cycle Analysis 31; and lifestyle health impacts 35; and maritime trade 162; natural/social dimensions 30; noise/atmospheric pollution 30, 33, 148–9; and planning agreements 40–1; relationship with transport 47; second order effects 30–1, 35–8; and settlement patterns/land use effects 31–6, 36–7; and state interventions 75–6; and sustainable systems 30; and technology 31; and urban transport 99
Environmental Change Institute 149
Environmental Impact Assessment (EIA) 41, 46, 47
ESRC Transport Unit 105
EU Business 204
EurActiv 43
European Bank of Reconstruction and Development (EBRD) 72, 73
European Commission 202; and Auto-Oil programme 42; Transport White Paper (2001) 127–2
European Conference of Ministers of Transport (ECMT) 5, 77, 234
European Environment Agency 29
European Investment Bank (EIB) 128
European Parliament 46
European Pollutant Release and Transfer Register (E-PRTR) 32
European Rail Traffic Management System (ERTMS) 130
European Train Enthusiasts-Eastern New England (ETE-ENE) 208
European Union (EU) 69; and air transport 142; air transport in 152, 152–3; Common Transport Policy 127; and EIA/SEA processes 41; enlargement of 152; governance 38–9; health issues 32–3; high-speed rail in 123–7; and infrastructural investment 46; and integrated environmental assessment 40–2; and IURT sector 122, 123–35; LCCs in 152–3; and legislation 39–40; market-based instruments 43–6; and new regionalism 18; oil trade 162; policies 38–9; public transport in 112; road systems in 89; and rural transport 103, 112; and TEN-T 127–31; transport systems in 18, 21, 28; and voluntary agreements 42–3
Eurostat 83, 117, 122
Evans, D. 58, 59
Extended Schools Programme 116
Eyles, J. 7

Fagan, S. 145
Fan, T. 153
Farrell, S. 132
Farrington, C. 7, 49–50, 52, 68, 109
Farrington, J. 7, 49–50, 52, 68, 105, 109
Featherstone, M. 184
Feitelson, E. 202
Fitzpatrick, J. 35
Fleming, D. 171
Flexibility 117
Florida, R. 84, 94, 230
flows/spaces 8; changing 4; and
critical theory 15; local/global 8; and
mobility/accessibility 8; and transport choices/activities 8; urban focus 8
Flyvbjerg, B. 236
Foley, J. 49
Forsyth, P. 153
Foster, C. 66
Francis, G. 144
Frank, A. 24
freight 8, 63, 72–3, 121, 123, 135, 216, 217; air transport 31, 38, 46; and
emissions 30, 34; expansion of 122; rail 127, 130, 134
Fremont, A. 167
Friedman, M. 68
Friends of the Earth 57
Froebel, F. 17
Fröidh, O. 126
Frost, M. 51
Fuellhart, K. 151
Fujita, M. 234
Fuller, R. 185
Fullerton, B. 72
Funazaki, A. 31
Furgala-Selezniow, G. 208
Gaffron, P. 51
Gant, R. 53, 59
Garcia Palomares, J. 126
Gardiner, R. 158
Garling, T. 180, 194
Gatersleben, B. 184
gateway 22, 123, 155, 159, 169, 177
Gather, M. 74, 228
Gauthier, H. 121, 227, 232
Ghana 13
Gibb, K. 75, 227
Gibbs, R. 123, 125
Giddens, A. 79
Gifford, R. 131, 202
Gillespie, A. 147, 237
Gillingwater, D. 84
Gilmore, J. 208
Giorgi, L. 135
Giuliano, G. 4, 91, 97, 147, 230, 237
Givoni, M. 126
Glaeser, E. 66
Glaister, S. 43, 76, 221
Gleave, M. 25
globalization, and air transport 140–3; and environment 37–8; and maritime transport 156; production systems 17
Goetz, A. 3, 4, 6, 140, 141, 143, 150, 151, 228
Goh, M. 99
Goldman, T. 202
Gomez-Ibanez, J. 69
Goodwin, P. 5, 7, 43, 74, 75, 77, 93, 195, 220, 221, 222, 229
Gordon, P. 98, 230
Gorham, R. 202
Gorter, C. 55
Goss, J. 16
Gössling, S. 205, 206
governance, and car ownership 69, 74; centrality of 8; and congestion problems 74, 76, 79; and denationalization 79; and deregulation/privatization 69–74; and destatization 79; and devolved governments 77–8; economic/social imperatives 65; and environmental policy 76; European 38–9; and free market conditions 65; and geographical nature of 38; hollowing out/filling in 75, 79; impact on transport geography 63; and infrastructural investment 46; and inter-state transfer of policy 79; and IURT 134–5; and legislation 39–40; and managing negative externalities 65; and market-based instruments 43–6; and military/national security 65; and monopoly in infrastructure provision 66; and need for demand management 76; neoliberal 68–9, 75, 79, 80; and planning/environment integration 39, 40–2; and public/private interdependence 75–9; reasons for state involvement 63–8; and redefining role of the state 75–9; and social equity 66, 68; and state interventions 62–3, 75, 76, 79; and state role as guarantor of last resort 76; and state-owned undertakings 69, 73, 74; and supra-national institutions 77; and technology/emissions 39; and theory of contestable markets 69; and third way policies 79;
Index

governance, and car ownership (cont'd) and traveller behaviour 39; types of measures 39; and variety of organizations 63; and voluntary agreements 42–3; and welfare economic model 74
Graham, A. 68, 92, 141, 146, 149
Graham, B. 140, 146, 154, 199
Graham, D. 43
Graham, S. 230
grain trade 163
Grayling, T. 35, 53, 58
Greece 45
Greene, D. 77, 226
Grieco, M. 50, 51, 54
Griffiths, C. 35
Grubler, A. 228
Guest, A. 189
Guillian, R. 232
Gurran, N. 36
Gutiérrez, J. 126
Grubler, A. 228
Guest, A. 189
Guillian, R. 232
Gurran, N. 36
Gutiérrez, J. 126
Gwilliam, K. 25
Haggett, P. 228
Halden, D. 50, 51
Hall, C. 204
Hall, D. 75, 92, 200, 201, 202, 204, 206, 207, 227
Hall, P. 3, 10, 15, 17, 28, 131
Halsall, D. 209
Hamilton, K. 54, 111
Hanlon, S. 54
Hanly, M. 221
Hansen, L. 128
Hanson, S. 4, 84, 91, 227, 233
Haq, G. 29, 131
Harris, A. 54
Harrison, M. 204
Harvey, D. 3, 14, 15, 17, 23, 69, 235
Hashimoto, Y. 223
Hass-Klau, C. 200
Haukeland, J. 199
Hay, A. 3, 6, 52, 227
Haydock, D. 127
Hayek, F. 68
Haynes, K. 202
Hayuth, Y. 171
Healy, E. 232
Heaver, T. 176
Helminen, V. 4, 190
Hensher, D. 4, 29, 232
Herod, A. 6, 120
Hesse, M. 4, 157, 228, 230
Hickman, R. 195
high-speed rail (HSR) 120; French (LGV/TGV services) 123–5; German 125; investment in 127; Italian 125; Japanese 123; planning dilemmas 126; Spanish (AVE service) 125; spatial discordance 126; Thalys/Eurostar network 125–6; and time-saving 127
Hilling, D. 5
Hillman, M. 50, 229
Himanen, V. 203
Hine, J. 49, 50, 51, 53, 54, 55, 56, 57, 58, 235
hinterland 103, 105, 113, 119, 149, 157, 159, 164, 166, 169, 171, 173, 174, 177
hitchhiking 115
Hjorthol, R. 93
HM Treasury 5, 46, 222
Hodge, D. 237
Hofmann, J. 156
Höjer, M. 219
Holden, E. 205
Holding, D. 200
Holzer, H. 92
Horner, M. 227
House of Commons Select Committee on Education and Employment 55
House of Lords Select Committee on the European Communities 46
Houston, D. 68, 92
Høy, K. 209, 210, 217
Hoyle, B. 3, 4, 5, 6, 7, 10, 13, 18, 19, 227
hub 16, 65, 138, 146–7, 149, 151–4, 164, 171, 172, 173
Hughes, M. 31, 124
Hunter, C. 36, 39, 205
Huws, U. 193
Iberia group 152
Ieromonachou, P. 45, 99
Ilandel, K. 92
Imashiro, M. 72
India 38, 127
Indian Railways Fan Club (IRFC) 208
individual behaviour, activity choice 180–1; average travel time 180; changing 194–5, 221; and destination accessibility 183; determinants of travel 194; environmental considerations 194–5; factors influencing 179, 180; gender, age, income 183; inclinations towards/away from bus use 186–8; inclinations towards/away from car use 183–6; information, communication, travel substitution 188–94; and leisure trips 181; motivations 179–80; obligations 181; opportunities 181–3; personal costs 180; propulsion, compulsion, consumption 179–81; reasons for travel 217, 219–20; second order impacts 179; and transport adequacy/affordability 183; transport modes 180

information and communication technology (ICT) 117, 230, 232; affect on travel behaviour 189–90, 195; and air transport 147; benefits of 194; emergence of 6, 8; and fusion with travel 223; impact on travel habits 222; and importance of spatial location 188; major impacts 190; ownership of 188–9; and pace of change 226; and redefining accessibility 222–3; substitution versus complementarity 191; as supplement to travel 222–3; and teleworking/teleshopping 117, 190, 191–3, 194; and virtual worlds 117, 223–4; widespread effect of 4


inter-urban and regional transport (IURT), advantages/disadvantages of 121; challenges for 135; definition 120, 121; and developing economies 135–6; development perspectives 131–5; diversity of 135; as domestic movements 121; enhanced systems as essential 127; EU policy 127–31; and governance/regulation 134–5; and high-speed rail 123–7; and increasing mobility 122–3; length of journey/trip distance 121, 122–3; as multi-stage 122; and new mobilities 132–3; overlap with other scales of transport 121; planning/management of 136; and social justice 133–4; and spatial discordance 126; and sustainability 131–2; and TEN-T projects 128–31; and time ‘saved’ 127

Interessengemeinschaft Eisenbahn (IGE) 208

intermediacy 153, 171

intermodal 153, 164, 172, 176

Intergovernmental Panel on Climate Change (IPCC) 140

International Air Transport Association (IATA) 137

International Monetary Fund (IMF) 69

Internet 117, 223

Jaakson, R. 200

Jackson, C. 134

Jacobs, J. 66, 84, 233

Jain, J. 6, 127, 219

James, P. 193

Janelle, D. 17, 147, 237

Jenkins, L. 54

Jensen, A. 127, 184

Jessop, B. 75, 79

JetBlue 145, 152

Johnston, R. 3, 232

Jones, A. 55

Jones, D. 33

Jopson, A. 237

Jun, M.-J. 98

Kagermeier, A. 111

Kain, J. 92

Kapp, K. 77

Keeling, D. 3, 4


Kenworthy, J. 89, 216, 234

Kenyon, S. 220, 222, 233

Kessel, A. 29

Kesselring, S. 3

Ketels, C. 95

Khanna, M. 164

Kidder, A. 112

Kilvington, R. 69

Kingham, S. 111

Kitagawa, T. 123, 127
Kitchin, R. 6
Klein, S. 204
KLM 152
Knowles, R. 3, 4, 5, 6, 7, 11, 56, 69, 72, 74, 75, 93, 97, 108, 122, 123, 128, 131, 220, 227
Knox, P. 11, 17
Ko, T. 202
Kohn, T. 200
Konings, R. 176
Kosfeld, R. 12
Koski, H. 237
Kotkin, J. 92
Kotler, P. 209
Kovacs, G. 5
Kresl, P. 220
Kreutner, M. 200
Krugman, P. 12
Kumar, S. 156
Kurth, S. 79
Kwan, M.-P. 4
Kyle, S. 26
Kyoto Protocol 34, 35, 46

Lajunen, T. 184
Lamb, B. 207
landbridge 175, 177
Lang, R. 92, 230
Lapeyre, F. 51
Larsen, J. 3, 99, 132, 223
Latin America 17, 25
Lauber, V. 30
Laurier, E. 6, 191, 219, 236–7
Law, R. 92
Lawless, P. 55
Lawton, T. 144, 153
Le Clercq, F. 235
Le Grand, J. 99
Lee, P. 51
Lee, Y. 90
Lefeuvre, C. 5, 74, 91
Leinbach, T. 10, 25, 26, 141, 153
leisure 4, 6, 31, 37, 51, 60, 84, 85, 90, 132, 144, 147, 181, 184, 190; see also tourism
Lenschow, A. 39
Letherby, G. 6
Leunig, T. 95
Leyshon, A. 17, 66, 233
Life Cycle Analysis (LCA) 31–2
Limtanakool, N. 122
Ling, D. 59
Link, H. 203
Linneker, B. 21
Lister, A. 60
Liverman, D. 30
Local Transport Plans 116
location theory see spatial analysis
Loebbecke, C. 204
logistics 122, 157, 166, 169, 172–7, 201, 230, 232
Lo, B. and Liu, K. 217
Low Cost Carriers (LCCs) 120
Lubchenco, J. 29
Lucas, K. 49, 54, 235
Lufthansa 152
Lumsden, L. 201, 207
Luneva, L. 204
Lyons, G. 6, 31, 127, 219, 220, 221, 223

Maastricht Treaty (1992) 127, 128
McCormick, J. 39
McGee, T. 230
McGregor, A. 55
McKelvey, D. 112
McLellan, R. 164
McMaster, R. 120
Maddison, D. 5, 77
Mannion, R. 59
Marchetti, C. 180
Marell, A. 112

maritime transport, break-bulk (general)
cargo 157–8, 159; bulk cargo 157, 158–63; centrality of 156; containerized 163–72; and convergence with inland systems 176–7; fixed/flexible characteristics 156–7; and global production/consumption 230; globalization of 156; logistics of 157, 172–7; management strategies 157; and maritime/land interface 172–7; new services/networks 172–5; pendulum services 173–5; ports as crucial facilities 157; shipbuilding 15; types of cargo 158

market-based instruments, and aviation industry 45–6; and Energy Products Directive 44; and legislation 43; and road use charges 44–5, 47, 48; and taxes/fiscal incentives 43–6, 47
Index 287

Martin, J. 54
Martin, R. 28
Marvin, S. 230
Marx, K. 14
Massey, D. 6, 11, 16
Matthiessen, C. 128
Mattsson, L.-G. 219
MÅV Nostalgia 209
Mawdsley, E. 26
Maxwell, S. 184
Meinig, D. 6
Meyer, J. 69
Middle East, air transport in 151, 154
Ministry of Transport 90, 93
Minogue, K. 49
Mintel 203
Minten, B. 26
Mitchell, C. 54
Mitchell, F. 49, 50, 51, 53, 54, 55, 56, 58, 235
mobility see accessibility/mobility
modernization theory, and catch-up
investment 13; and developing/less developed countries 12–14; in-built
assumptions 12–13, 14; and influence of Taaffe, Morrill, Gould model 13–14;
and merging of transport/urban hierarchies 13; and social/spatial effects
28; and stages of economic growth 12–13; and transport as precondition for ‘take off’ 13
Mokhtarian, P. 9, 183, 190, 194, 222
Molnar, L. 199
Monk, S. 55
Moore, T. 98
Moorhouse, G. 86
Morgan, K. 220
Morrell, P. 146
Moseley, M. 7, 50, 55, 109
motor cars 221; and accessibility privileges 184; and accidents 185;
attraction of 184; and CO2 emissions 42–3; dependence on 90–1, 94, 108;
dominance of 216; as dominant mode of transport 187; driver segments
185–6, 194; and driving as skill-based activity 185; gendered accessibility to
111; (im)mobility of 183; independence/dependence link 219–20; individual
behaviour 183–6; and journey times 184; and modern rural life 104–5, 108–9, 118; numbers of 183;
ownership of 88–90, 91, 108, 116; policy measures 195; positive impact on countryside 108; and tourism 202–3
Müller, D. 204
Muller, P. 230
multinational corporations (MNCs) 17
Murayama, Y. 123
Murie, A. 51
Murphy, R. 89
Murray, M. 199
Naish, J. 204
Nakicenovic, N. 228
Nash, C. 134
National Geospatial Intelligence Agency (NGIA) 157
National Travel Survey 122
Neff, J. 68
Nelson, A. 98
New Economic Geography (NEG) 12, 15, 20
new mobilities paradigm 14–15; and demand for IURT 132–3; and emphasis on innovative/qualitative research
methods 6–8; introduction of 3–4; and nature/production of space/place 6; and rejection of social science research 6;
rural transport 117–18; and sustainability 235–6; and travel time 219
New Zealand 68, 72
Newman, P. 89, 216, 234
Nicholls, S. 206
Nigeria 13
Nijkamp, P. 201, 234
Niskanen, W. 68
Njenga, P. 24, 26, 27
Noble, B. 41
non-governmental organizations (NGOs) 48

see also regions

New Zealand 68, 72
Newman, P. 89, 216, 234
Nicholls, S. 206
Nigeria 13
Nijkamp, P. 201, 234
Niskanen, W. 68
Njenga, P. 24, 26, 27
Noble, B. 41
non-governmental organizations (NGOs) 48
North American Free Trade Area (NAFTA) 48, 142
Northwest airlines 152
Notteboom, T. 173, 176
Nuhn, H. 4, 228
Nutley, S. 108, 112, 118

Oates, W. 77
O’Connell, J. 145, 153
O’Connor, K. 147, 153, 230, 232
Office for National Statistics (ONS) 117, 191, 192
Office of Science and Technology (OST) 224; Foresight Programme 224
offshore terminals, advantages of 171; depth 171; hinterland accessibility 171; labour costs 171; land availability 171; location 171; logistics zones 172; major hubs 171; ownership 172; pendulum services 170–1
O’Hara, K. 6
Olivier, D. 167
Ollivier-Trigalo, M. 134
Olsthoorn, X. 203
Olvera, L. 27
O’Reilly, D. 58
Organisation for Economic Cooperation and Development (OECD) 31, 94, 132, 189, 202
Ostróda-Eblaag Navigation 208
Owens, S. 236
Oxley, P. 54, 59

Page, S. 201, 207
Pain, R. 56
Painter, J. 79
Palmer-Tous, T. 201
Panama Canal 175
Panayides, P. 176
Panigia, M. 66
Panou, M. 185
Parkhurst, G. 43
Partidario, M. 41
Patterson, J. 98
Patterson, T. 201
Pawasarat, J. 55
Pearce, D. 43, 77, 207
Peck, J. 69, 76
Pedersen, P. 14
Pedynowski, D. 30
Peeters, P. 205
Perren, B. 125
petroleum trade 161–2
Philip, L. 7, 102
Pickup, L. 54, 58
Pigou, A. 93
Pine, B. 208
Pinkard, J. 195
Pirie, G. 25, 154
Polk, M. 54, 93
Pooley, C. 6, 7, 228
Porter, G. 25, 27
Porter, H. 132
Porter, M. 95
ports, accessibility channel depth 164, 166; and competition 169–70; and concentration of ownership of 168; as elements of global logistical chains 177; emergence of mega-ports 164; financial assets 168; and gateway accessibility 169; global operators 167–70; and inland connections 166–7; investment in infrastructure 166; and leverage 169; and managerial expertise 168–9; private operators of 167–8; space consumption 166; and traffic capture 169; world’s largest 167
Potter, R. 26
Potter, S. 43
Preston, J. 7, 69, 75, 237
Price, M. 234
Prideaux, B. 199
Pridmore, A. 195
Priemus, H. 134
production systems, agglomeration/concentration of 22; and canals/railways 15; and development of industrial centres 15–16; globalization of 17; and industrialization 15–16; and international division of labour 16–17; Japanese 18; and maritime transport 230; and new-Fordism 16; and regional sectoral specialization 16; and time-space convergence 17; and transport networks 15–17
public transport, exclusion from 91–3; feminist view 92–3; rural 105, 113–15, see also bus services; railways
Public service (Switzerland) 114
railways, and CO2 emissions 34; development of 15; heritage attraction 209; impact of 86–8; investment in 13, 25; local/long-distance overlap 121; privatization of 72–4, 75–6; as recreational interest 208–9; restored 210; and rise of suburbia 86; and state interventions 75–6; UK companies 67

Rajé, F. 7, 54, 235, 237

regions, contested/ambiguous understanding of 120–1; development of 5, 21; and the environment 30, 37–8; and production systems 16; see also new regionalism

Reid, J. 184

Remmelt, T. 176

Richardson, G. 204

Richardson, B. 203, 234

Richardson, H. 98

Richardson, J. 236

Richardson, T. 45, 99

Rigg, J. 26

Rimmer, P. 227

Ristimäki, M. 4, 190

roads, congestion on 93–4, 97, 131; motorway building 88–9; negative impact of 94; see also congestion charges

Robbins, D. 199, 202

Roberts, G. 204

Robinson, H. 227

Robinson, R. 176, 227

Rodrigue, J.-P. 4, 63, 64, 65, 69, 112, 138, 157, 162, 176, 237

Romein, A. 134

Romer, P. 234

Roneno 209

Root, A. 233

Rosenbloom, S. 54

Rosiak, A. 209

Rostow, W. 13

Royal Commission on Environmental Pollution (RCEP) 46, 149, 237

Rugg, J. 55

Rupp, S. 34

Rural Bus Challenge Fund 114

Rural Community Transport Initiative (Scotland) 115

Rural Development Commission 55

Rural LIFT service (Ireland) 114, 115

rural transport, accessibility/mobility aspects 102, 109–11, 118–19, 183; bus services for 103–4; capacity building 116–17; classification of 103; and commuting distances 103, 108; definitions of ‘rural’ 103–5; demand-responsive 118; and differences/similarities between areas 103; geographical/functional differences 104–5; heterogeneity of 105, 118; hinterlands 103, 119; ICT/virtual mobility developments 117; and informal mobility 117–18; national philosophies 111–12; and need to travel 117–18; planning/provision for 102, 116; policy 111–18; and population distribution 104; public 105, 113–15; and shopping/services accessibility 105, 108, 109–11; and social networks 108, 117–18; suite of possibilities for 119; typology of 105, 106–7; and use of cars 104–5, 108–9, 118

Ryanair 145, 147, 152, 204

Sachs, W. 184

Salomon, I. 183

Santos, G. 93–4, 99

Savage, I. 74

Saxenian, A. 230

Scandinavia 45, 59, 60

Schafer, A. 90

Schaeffer, K. 203

Schmocker, J. 36

Schnell, K.-D. 230

Schofield, G. 200

Schouten, S. 205

Schreck, K. 87

Schumpeter, J. 77, 93

Sclar, E. 90

Scott, A. 208, 230

Scott, J. 55, 56

Index 289
social exclusion 61, 183, 220; definition of 51; dimensions/factors of 51; economic 52; facilities 51; fear-based 52; geographical 51; and household organization 52; individual 52; physical 51; space 52; time-based 52; and transport 51–2
Social Exclusion Unit (SEU) 49, 51, 55, 56, 91, 116, 235
social justice 61; accessibility 49–51; and consequences of transport disadvantage 55–6; as contested concept 49, 52–3; definition of 49; and IURT 133–4; and patterns of transport disadvantage 53–4; policies/practices 56–60, 61; and social exclusion 51–2; and transport 49
Solomko, S. 153
Sørensen, A. 199, 207
South Africa 36
South East Asia see East/South-East Asia
Southern Africa Customs Union (SACU) 48
Southwest Airlines 145, 147, 151
Soviet Union 5, 17
space–time 6, 14, 17, 108, 122, 219
spatial analysis 11–12; and accessibility 11; and agglomeration advantages 12; and central place theory 11; and land use 11; and transport infrastructure 11; and travel costs 11; and value of location 11; von Thünen's theory 11
spatial mismatch hypothesis 92–3
specialist services, Demand Responsive Transport 59; Flexline 60; service route 59–60; shopmobility facilities 59; voluntary car schemes 59
Spens, K. 5
Stafford, B. 55
Stagecoach 133
Stahl, A. 59
Staley, S. 98
Standing Advisory Committee on Trunk Road Assessment (SACTRA) 5, 20, 21, 86, 95, 220
Starkie, D. 89
Stead, D. 4, 117, 132, 147
Steg, L. 131, 184, 202
Steiner, T. 200
Step Beyond 184
Stetzer, F. 55
Stopford, M. 161
Storper, M. 17–18, 230, 232
Stough, R. 230
Stradling, S. 179, 183, 184, 185, 186, 187, 195
Strangleman, T. 209
Strategic Environmental Assessment (SEA) 41–2, 46, 47
sub-Saharan Africa 14, 17, 23, 24–5, 27
suburbs 36–7, 230; gender aspects 92–3; rise of 86–7, 90, 92; and road-building 94; and urban transport 90
Sudjic, D. 230
sustainability 8, 28; as academic device 234; and air transport 148–9, 155; and climate change 206; and definition of sustainable transport 203; environment, society, economy dimensions 234–5; and geopolitical issues 206–7; identifying tourism transport 201–2; and IURT sector 131–2; as key to interdisciplinarity 234–6; and land-use
Index 291

234; and less developed countries 202; and new mobilities paradigm 235–6; and tourism 198, 201–7; and transport policies 203, 206; and transport in tourism 202–3, 205–7; and travel distance 205–6

Sustainability Appraisal (SA) 42

Sutton, C. 151
Sutton, J. 69
Szarski, T. 209
Szyliowicz, J. 150

Taaffe, E. 121, 227, 232
Takel, R. 160
Taniguchi, E. 232
Tapio, P. 229
Tati, Jacques 37
taxi/minicab, commercial firms 60; deregulation of 112; and non-car-owning households 53; shortcomings 60; and upgrading of termini 25; voluntary schemes 60
Taylor, C. 124, 126
Taylor, P. 121
Taylor, Z. 5
teleworking 117
Tenterden Railway Company 209
Tertoolen, G. 184
Teufel, D. 31
Therivel, R. 41
Thierstein, A. 230
Thomas, C. 132, 148
Thomas, J. 86
Thomsen, T. 4
Thomson, J. 76, 90
Tickell, A. 69
Tiebout, C. 68
Tight, M. 202
Tillman, J. 209
time–space see space–time
Tolley, R. 4, 62, 90, 227
Tönnies, F. 84
Tonts, M. 36
Torrance, H. 91
tourism, definition of 196; destination transport 200–1; domestic 196; environmental concerns 201; and facilitating travel along recreational route 199; and freedom to travel 197, 206–7; global context 197–9; host/guest relationship 199, 201; importance of 196; increase in 197, 198; and low cost carriers (LCCs) 203–5; mobility/accessibility 199–200; and place/activity relationship 200; policies for transport 197–8; sustainability issues 198, 201–7; transport roles 199–200, 211; and transport as tourism experience 207–9

Traffic in Towns (Buchanan Report) (1963) 93

Trans-European Transport Networks (TEN-T) 46, 120; accessibility to 128; community guidelines for development of 128; and cross-border operations 130; funding/costs of 128, 130; and interconnection/interoperability of 128; patterns of 123; progress of 128, 130; road/rail considerations 130–1

transport, academic interest in 3–4, 6; as added-value experience 208; analysis of 6–8; challenges/threats to 3; and changing flows/spaces 4; current trends 215–17; effect of ICTs on 4; enhancing capacity/efficiency of 22–3; enabling role of 21; freight 8, 34; future possibilities 223–5; importance/significance of 3, 4; and improving quality/range of visitor experience 209; and journey patterns 4; location/infrastructure 209; mobile paradigm 3–4; peculiarities of 65; and ‘place promotion’ 209; quality of life objectives 84, 100; reasons for travel 217, 219–20; and recreational sub-groups 208; responsibility for current trends 220–2; as support for society 220–1; taken for granted 3; and technology 222–3; as unique experience 208

Transport Act (1985) 57

transport costs 11; air transport 145, 148; bulk cargo 160; core–periphery aspects 12; iceberg model 12; and offshore terminals 171; personal 180; reduced 28; TEN-T 128, 130

transport disadvantage, and barriers to employment 55; and bus services 53–4; and car ownership 53; consequences of 55–6; and disabled 54; and exclusion from services 55; and fear/perceptions of fear 56;
transport disadvantage, and barriers to employment (cont’d)
and gender 54; and income 53;
patterns of 53–4; and race/ethnicity 54; social groups 53; and taxi/minicab usage 53
transport geography, concept 4; critical/humanistic approaches 233; and
development of cities, regions, countries 5; and distribution of social/economic activity 5, 6; East/West differences 5;
fundamentals of 8; and global warming 5; and impact of transport 5; interdisciplinary future of 236–7; logical positivist approach 232–3; and place embeddedness 230; pluralistic methodologies 232–6; (post-)structuralist views 233; second round effects 229–30, 232; spatial/socio-economic transformations 229–30, 232; and supply chain 230; and sustainability 234–6; systems/infrastructures 4–5; Taaffe, Morrill, Gould model 13–14; textbooks on 227–8, 232; and travel space 6; and use of quantitative/qualitative research methods 6–8
transport investment, and accessibility 13; and agglomeration/concentration of production 22; and benefits of improved systems 19–20, 28; and ‘catch up’ in developing countries 13; and cause/effect ambiguity 21; diminishing impact of 20–1; and importance of canals/railways 13; locational pattern of 18–19; and regional economic development 21; and reliability of networks/services 21–2; secondary effects of 20–1; spatial effects of 19–23, 28
Transport for London (TfL) 45, 99, 195, 222
time 6, 180, 183, 184, 219
Trench, S. 60
Trip, J. 134
Tuan, Y.-F. 84
Turner, J. 54
Turton, B. 4, 62, 90, 227
UK National Atmospheric Emissions Inventory 34
United Kingdom, bus services in 57–8; car ownership in 108; and CO2 emissions 46; congestion charging in 45; effects of EIA/SEA in 41–2; and impact of M25/Channel Tunnel on 21; neoliberalism in 68–9; and new regionalism 17–18; production systems in 15, 17; road building in 21, 88–9; rural transport in 116–17
United Nations Economic and Social Commissions for Asia and the Pacific (UNESCAP) 202
United Nations PRTR Protocol 32
United States 68; air transport in 139, 150, 151–2; car ownership in 108, 112; and environment 5; land use effects 36; oil trade 162; Portland Urban Growth Boundary (UGB) 98; production systems/transport networks 15–16, 17, 18; road building in 5, 89; and rural public transport 112; social exclusion in 91; trip distance in 122; and urban sprawl 89; voluntary agreements in 42
Upham, P. 140, 141, 148
urban transport, categorization of needs 84–5; challenges 97–9; competitiveness paradigm 94–7; and connectivity concept 86–8, 97; in contemporary cities 94–7; in developing countries 25; economic/social distinction 84–6; and the environment 84; equity in 99; focus on 8; impact of technology on 86; infrastructure 84–5; investment in 96–7; mobility/accessibility 84–5; and modernization theory 13; paradox of 25; pricing instruments 99; role of 84–6; and sustainability/environmental issues 99
Urbanism as a Way of Life (Wirth) 84
US Census Bureau 117
Van Reeven, P. 127
Vance, J. 10, 86
Venables, A. 232
Vickerman, R. 21, 43
Victor, D. 122
Vigar, G. 236
Virgin Blue 145
Vowles, T. 146, 151, 154

Walker, R. 16
Walton, W. 69
Ward, D. 86
Warnes, A. 86
Warren, M. 117
Watson, S. 93
Webb, B. 66
Webb, S. 66
Weber, J. 7
Webster, B. 133
Wegener, M. 77
Westin, K. 112
WestJet 145
White, H. 4, 5, 84, 227
Whitelegg, J. 131, 148, 227, 233
Wicke, L. 77
Williams, A. 236
Williams, G. 145, 153
Wilson, A. 234
Wirth, L. 84
Wittmer, A. 204
Wolmar, C. 72, 75, 76, 122
women, and accessibility to motor cars 111; and long-distance travel 133; and social justice 133
Wood, D. 65
Woods, M. 102
World Bank 28, 69, 234
World Coal Institute 162
World Commission on Environment and Development 77
*World Conservation Strategy (1980)* 234
World Health Organisation (WHO) 33
World Resources Institute 42
World Tourism Organisation 197, 202, 206
World Trade Organisation 48, 197, 202
Wu, B. 54, 57
Wurzel, R. 42
Yago, G. 66
York, I. 58
young people, rural vulnerability of 111, 112; and travel time 183
Young, R. 55
Yunusa, M. 26
Zelinsky, W. 229
Zimmerman, C. 200
Zito, A. 44
Zonneveld, W. 134
Zook, M. 138, 143