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## Editorial

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**Biographical notes:** Ghassan Abu-Lebdeh is a Professor of Transportation Systems on the Faculty of Civil Engineering/Transportation at American University of Sharjah (AUS), UAE, since 2007. Prior to that, he served on the Faculty of Civil Engineering at Michigan State University and University of Kentucky, starting in 1999. His academic and industry experience spans 30 years, 10 of which were in urban transportation planning and engineering with the Metropolitan Planning Organizations (MPOs) in Worcester, Massachusetts, and Urban-Champaign, Illinois. His areas of research interest/teaching are optimisation of traffic operations and health/sustainability in transport systems.

Karyn M. Warsaw is a cross-disciplinary professional with 15 years of experience, in the area of trauma and critical care medicine; specifically, traumatic brain and spinal cord injuries as a result of motor vehicle crashes and interpersonal violence. With this experience, she crossed-over to transport after advocating for a policy change to local government. She is the Founder and Executive Director of the Transportation Public Health Link (TPH Link), which organises the International Conference on Transport & Health (ICTH). She is also the Founder and Chairman of the International Professional Association of Transport & Health (IPATH). She serves on the board of the Transport & Health Science Group (THSG) and is an active member of Institute of Transportation Engineers (ITE) Steering Committee on Transport and Health.

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We are honoured to write the editorial for this special issue of the *International Journal of Sustainable Society (IJSSoc)* highlighting the research and practitioner abstracts and corresponding work that was presented at the 3rd International Conference on Transport and Health (ICTH) that took place in Barcelona, Spain, 24–27 June 2017.

This special issue affirms the importance of transport and health as an emerging discipline and as a key area within the broad area of sustainability. ICTH has evolved over the years as a unique platform in which to share and promote best practice projects and innovative research. Merging transport and health involves a systematic

problem-solving approach that accounts for the synergy between the social (health), political, economic and environmental elements of sustainability. ICTH promotes and supports the inclusion of a cross-disciplinary team of professionals in the design, planning and development of proposed and rehabilitated transport infrastructure projects. In this way, appropriate quantitative and qualitative research, performance metrics, and strategic management methodologies can be implemented to effectively evaluate the health impacts of a proposed transport project that places people first in the decision-making process.

The manuscripts included in this special issue may appear to be unconnected; however, they represent the unique perspective of the transport and health nexus. It is an opportunity to look beyond the status quo and reflect on how diversity can promote equity in infrastructure design and planning schemes. We hope the reader will find value and insight into the factors impacting quality of life, health and well-being in communities affected by a particular infrastructure project.

Thorslund and Kircher's paper focused on improving the mix-mode interactions between cyclists and truck drivers. The authors conducted focus groups to gain an understanding of the need for future warning systems needed to reduce friction between the two groups. Age and experience were inclusion criteria for members of both groups. The authors identified improvements in control devices, the surrounding environment, and infrastructure, which supports the evidence previously reported in the scientific literature.

The article by Lester and Howard presents an assessment of interactions between perceptions of safety and active travel by school children and their parents, the authors used epidemiological and literature reviews to discern evidence for effective interventions to increase active travel. A survey and focus groups were used to assess perceptions of stakeholders. The study identified specific action to promote active travel to schools including safety perceptions messages, provision of active transport infrastructure, and provision of traffic calming measures near schools.

The work of Juncà et al. used a multi-phase approach examines the methods to improve walkability using tailored strategies based on a participatory and empowerment model. The outcome of this study is a practical model to support the development of walkable communities with explicit consideration of context and culture-sensitive issues.

In the last paper of the issue, Lidestam and Thorslund assessed the perception of speed by drivers with attention-deficit/hyperactive disorder (ADHD) using a control group. Experimental and control group drivers were evaluated through examination of a visual motion a simulator. The results demonstrate that the ADHD drivers were less affected by the extra motion cues and speed perception was identified as a rule-based skill.

This special issue is the result of the contributions from the work of the submitting authors, peer reviewers, and collaboration of the editorial staff at Inderscience. Thank you all for your contribution, time and patience.