



Editorial

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The current issue of the ToTS journal presents research findings from various transportation sectors. One article focuses on safety measures in civilian aviation, while another investigates the psychological consequences of traffic accidents. Two articles analyze the impact of the COVID-19 pandemic on transportation, specifically addressing the use of e-scooters in the first case and traffic accident rates in the second. Additional three articles explore pedestrian zones in cities and autonomous mobility. Let us delve into each article in more detail.

The safety of general aviation is discussed based on the real situation in Indonesia, where it has evolved into one of major modes of transportation. Flying in complex terrain, with limited equipment for flight operations, is quite challenging and poses a high risk of accidents. The research described aims to identify factors influencing the effectiveness of safety recommendations related to accidents and serious incidents in general aviation in Indonesia. Findings revealed that three main aspects were used in formulating safety recommendations after investigations in Indonesia: enhancing safety, ensuring clarity, and gaining acceptance and implementation by stakeholders. While the article is set in Indonesian realities, its conclusions are likely to have broader relevance, especially in countries where air transportation plays a significant role due to remote locations, sparse population, and the absence of other suitable transportation infrastructure.

Another article focuses on the psychological consequences of road traffic accidents. The presented study aims to assess the prevalence of post-traumatic stress disorder (PTSD) symptoms and identify risk factors for its development in individuals affected by traffic accidents. The research, conducted on a substantial sample of participants and witnesses of traffic accidents, identified PTSD symptoms in up to 30% of the sample. A regression model revealed several statistically significant factors influencing the onset of PTSD and its manifestations. The results contribute to a better understanding of the overall impact of traffic accidents and may be crucial for establishing an effective system for the prevention and psychological care of affected individuals.

This issue also features two articles discussing the recent impact of the COVID-19 pandemic on transportation. The first article explores how pandemic events influenced the transportation choices of European users by limiting the use of public transport at various times and favoring walking and/or the use of electric bikes and e-scooters for last-mile travel. The presented research focuses on analyzing this phenomenon. In the second "pandemic" article, reduced mobility during the pandemic in relation to the frequency and severity of motor vehicle accidents is assessed. The safety results of transportation in the USA are described. Findings suggest that while the number of traffic accidents during COVID-19 disruptions was 45–50% lower than previous five-year averages, the accidents that did occur were more severe.

The significance of pedestrian zones is explored in an article focusing on new city development strategies. Considering

historical urban planning attitudes and relevant potentials, this article proposes city reconstructions to create better pedestrian zones, especially in historical locations where both pedestrian paths and personal automobile traffic lanes are considered during construction. The historic area of Kerman in Iran was studied as a case study due to its unique cultural and climatic conditions. As a result, all guidelines and regulations for converting potential streets in historic quarters into pedestrian zones were carefully reviewed, followed by defining scenarios of walkability and vehicular inaccessibility (transforming historic passages into new roadways) and improving transportation conditions. In addition to examining variables, including costs, transportation improvements, and city development priorities, the analysis was conducted using the Analytic Hierarchy Process (AHP). Results showed that scenarios not based on vehicular access (passage and roadway expansion) could only reduce delays while incurring significant costs and causing the greatest destruction to historic quarters. However, the analysis using three criteria revealed that pedestrian accessibility and public transportation development could provide the most reliable solution (highest rank) for ensuring sustainable transportation.

The topic of autonomous vehicles and their ownership preferences is addressed in another article describing research conducted in Tehran. After designing a web questionnaire on declared preferences and analyzing responses, approximately a quarter of respondents are willing to give up private ownership of personal vehicles in the presence of shared autonomous vehicles. The research also revealed different preferences among respondents of different age groups. A significant factor influencing preference change is perceived by users of shared autonomous vehicles, unlike privately owned personal vehicles, as not requiring parking spaces. This article documents a potential shift in population behavior with the development of new technologies, as highlighted in the editorial of the first issue of this year.

Another aspect of autonomous mobility, namely self-driving vehicles, is examined in another article. Self-driving vehicles (SDVs) have the potential to provide new benefits while presenting new risks. As a result, SDVs are expected to not only influence the transportation network but also reshape urban landscapes, markets, economies, and public behavior. Public willingness to use SDVs or ride in them is a critical factor determining the extent to which their consequences can be realized. This, as the research showed, is closely related to the level of knowledge of potential users.