



## Transport Geography Papers of PGS

2022, 25(4), 5-6

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## INTRODUCTION

### Wprowadzenie

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**Citation:** Kowalski M., Wiśniewski S., 2022, Introduction, *Prace Komisji Geografii Komunikacji PTG*, 25(4), 5-6.

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It is our honour to present the latest issue of Transport Geography Papers of Polish Geographical Society. Thanks to the commitment of the authors and reviewers, the pool of scientific articles on transport and mobility that is approached from a geographical perspective has grown to include seven new and interesting papers. This issue of the journal clearly shows the abundance and diversity of the research themes undertaken by scholars, both those who regularly cover the subject of transport and mobility and those for whom it is away from their main field of interest. Not only are there papers that place transport and mobility at the centre of the research, but also articles whose authors use these phenomena to explain (or to constitute the background to) a different subject matter.

The opening article delves into trends and policies that support the development of zero-emission mobility, a direction which is in line with the transport

and climate policy of the European Green Deal. The author aims to identify and assess the key factors that determine the level of sustainability for electromobility with regard to private car transport in the European Union. The reader is provided with an overview of the strategies for the development of climate-neutral mobility as outlined in the European Green Deal policy documentation and the 'Fit for 55' package. The author also presents the current state of development of the EV market and the associated charging infrastructure. The study points out the growth of the charging infrastructure, the development of the EV battery value chain and widespread vehicle electrification as key factors for increasing the sustainability of electromobility.

The second paper examines the impact that the location of public transport stops has on the spatial distribution of crimes in a housing estate within a large city in Poland. The author explores the spatiotemporal

structure of the criminal acts committed there by scrutinising the catchment area of public transport stops. The second aspect presented in the paper is the analysis of the environmental risk factors and their impact in the vicinity of these stops. By applying a methodology that is well-established in such studies, the author observes a strong negative impact linked to public transport stops, with theft appearing to be the most frequent offence. As regards the spatial dimension of the study, it is particularly interesting that a specific distance from public transport stops is identified within which the number of adverse effects of criminal activities occurs.

Public transport is also the research subject of the next article, whose authors – having interviewed a selected group of respondents – undertake to identify the reasons behind using public transport in Krakow. The paper contains an analysis of the literature in order to select the appealing qualities of public transport, with close attention being paid to the city's public transport services. An online diagnostic survey conducted among passengers enables the authors to identify the reasons why the respondents opt for the city's public transport services. The results reported in the paper provide undeniably valuable diagnostic material for the administrators of the public transport system in Krakow. The authors see the opportunity to increase the efficiency of mass transit through regular updates on real-time delays, enhancements to ticket machines, and the provision of an acceptable service and timetable.

The next article continues the theme of improving intra-urban mobility. The author presents the importance of providing information on urban transport through selected mobile applications. The reader is given an overview of various types of mobile information applications for urban transport. By taking into account geographical range, fees, the necessity to log in and other extra features, the author conducts a comparative analysis of the apps, demonstrating the duality of their architecture, i.e., their use as tools for both purchasing a ticket and planning a route.

The topic of public transport was also raised on an international scale. The author of the article guides readers through the path of development of urban electric transport after 1989 in the Czech Republic, Poland and Slovakia. The following pages of the publication present an exhaustive and comprehensive identification of factors that determine the differentiation of contemporary policies for the development of this type of transport in the three surveyed countries.

The sixth article is an attempt to identify the point to which weights are assigned when determining catchment areas – through whatever method – both in respect of demand and supply. Well aware that it is sometimes impossible to process disaggregated data, the author strives to establish which method of determining the said point minimises errors when estimating pedestrian accessibility. The results indicate that when data is disaggregated to the level of buildings, it proves more useful for the scale of census tracts or cadastral precincts than when methods based on a centrally weighted average are employed.

The final paper describes the results of the study into the distribution of businesses and their type in a large city in Poland (Łódź) conducted using space syntax tools. Incorporating street sections within the city centre, the author concludes that the density of specific businesses observed is related to the spatial layout of the global integration of the street network. Additionally, the analysis proves that – depending on their location in the layout – individual street sections create conditions for the development of different types of businesses, which makes this factor significant for shaping the internal economic landscape of the city.

We are deeply convinced that all of the aforementioned articles will broaden the perceptual horizons of research into transport geography, both for committed enthusiasts of this subdiscipline within socioeconomic geography and for those who rarely encounter this subject matter.

*Michał Kowalski and Szymon Wiśniewski*