



**REVIEW: C. M. HALL, D.-T. LE-KLÄHN, Y. RAM – TOURISM,
PUBLIC TRANSPORT AND SUSTAINABLE MOBILITY, CHANNEL VIEW
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In 2017, an interesting English-language textbook was published on the relationships between tourism, public transport and sustainable mobility. It is entitled *Tourism, Public Transport and Sustainable Mobility*, and its authors are an international group created by C.M. Hall, D.-T. Le-Klähn and Y. Ram. This book is primarily aimed at students and researchers dealing with transport and tourism, but since both of these issues are of interest to geographers, it can be inspiring and interesting also for representatives of this discipline. The book consists of six chapters, including the first being an introduction and five substantive chapters, of which the last one also has a character of a summary.

Chapter 1 "Introduction" presents the issues discussed in the book. Readers will find here an extensive overview of definitions related to public transport or tourism. The authors also deliberate why it is worth studying the relationship between transport and tourism, not avoiding the difficult issue of the

negative impact of tourism and the traffic it generates on the natural environment. An outline of the remaining part of the book is also provided here.

The second chapter is entitled "Tourist Demand for Public Transport" and includes, among others, the characteristics of public transport used in tourism. The authors also note the negative impact of an increase in the share of aviation on the natural environment. They also draw attention to problems of the availability of statistical data showing the use of public transport by tourists, both domestic and foreign ones. Issues related to the motivation of their choice of means of transport are also discussed. The "Insight" box presenting customs in public transport resulting from religious restrictions is an undeniable asset of this chapter. Unfortunately, the part of the chapter devoted to the study of tourist satisfaction with public transport services leaves a worse impression. It is too general, in fact poorly related to the main subject of research discussed in the textbook.

A similar impression is made by the deliberations regarding the demand for public transport and sustainable mobility – the authors also seem to elude this subject.

In chapter three, entitled “Local and Intra-Destination Public Transport”, there is an overview of information on particular means of transport used for movement in a tourist destination area. Discussing the topic of the use of bicycles and pedestrian access by tourists has a great value. The examples listed in the so-called “Insight” box deserve praise as well. Readers will surely be interested in an overview of synthetic information on networks and transport by underground railways of the metro type, a description of the CoastLinX53 bus line from Great Britain or how cycling tourism in South Moravia is supported by public transport. Unfortunately, this chapter is not homogeneous, the box “Insight – walkability” is extremely long, and Montreal’s tourist attractions are not very interesting and definitely should not take up so much space.

Chapter four, entitled “Long Distance Inter-destination Public Transport”, has a cross-sectional character and is devoted to tourists transferring over long distances and between different tourist destinations. The considerations mainly revolve around rail transport. Its ecological advantage over air transport is emphasized, and its use is recommended for short and medium distances. Here, the competitiveness of high-speed rail is emphasized, taking into account the door-to-door travel time. Including cooperation between these competing modes of transport in order to reduce the negative impact on the environment should also be praised. It is emphasized that the shortening of the travel time, whether by plane or mainly by train, changes tourists’ habits (e.g. reduces the number of necessary overnight stays). High-speed railways also bring the peripheral areas closer, contributing to the development of tourism in their area. Praiseworthy is mentioning the offer of the network flat-rate fares InterRail or EuroRail (although one can see that the text is written from an American perspective). Unfortunately, bus transport as well as coastal and inland shipping were treated much more modestly. Surprisingly, the subject of EuroVelo long-distance bicycle routes is discussed, although the authors point out that cycling may generate an additional print in the environment, as many tourists bring their bikes to the destination by car. The problem of long-distance pedestrian movement, such as

pilgrimages and typical backpacking trips, was also outlined. This is by far the most interesting chapter in this study.

The penultimate chapter, entitled by the authors “Tourism and Public Transport Operation Management and Marketing” will definitely not be of greater interest to geographers. Although it contains a lot of interesting information on the marketing of public transport services, it seems to be very verbose. As positive aspects, it is worth mentioning here a review of how selected countries present public transport content on websites promoting it. A similar study was also conducted for selected cities that are important points on the tourist map of the world. Attention is also paid to the systems of promotional tickets for tourists, as well as to the fact whether the websites devoted to tourism and public transport have foreign language versions.

“Future and Conclusions” this is the sixth chapter, crowning the entire study. The authors note here that urbanization is one of the factors influencing transport networks. They also pay attention to the issues of active travel and sustainable mobility. The authors place considerable emphasis on behaviors that promote the use of public transport by tourists, especially those means that have the least negative impact on the natural environment. They also point out that the public transport system should be constructed in such a way as to encourage also tourists to use it. The authors rightly note that the integration of individual means of public transport on many levels (schedules, tariff, etc.) should be such an element. The authors also keep emphasizing the need to adapt to the principles of sustainable mobility.

The discussed textbook may constitute a catalog of issues inspiring for own research. Here, references to other publications are especially valuable, as they will help readers broaden the knowledge presented in the reviewed book. Despite its non-geographical nature, this book is also worth recommending to representatives of transport geography, although rather as a supplementary source of knowledge and aimed more at beginner researchers. Unfortunately, the more experienced ones may be disappointed with a rather general approach to some of the issues presented in the book. In short, one can read the book by C.M Hall, D.-T. Le-Klähn, and Y. Ram, but definitely it is not a must-read.