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The journal was
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(ATARD), aimed to promote a better understanding of how the air transport related problems of core regions and remote regions should be addressed in order to enhance both economic competitiveness and social cohesion in Europe. This book focuses on case studies in Europe related to air

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transport and regional development. It is divided into four geographical regions after a general chapter that compares regional air transport connectivity between remote and central areas in Europe. The first region is Northern and Western Northern Europe (case studies related specifically to

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Norway, Finland, the United Kingdom, and Ireland); the second is Central and Eastern Europe, (Bulgaria, Bosnia and Herzegovina, and Poland); the third is Central Western Europe (Belgium and Switzerland); and finally, the fourth is Southern Europe (Portugal, Spain, and

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Italy). There is no other single source publication that currently covers this topic area in such a comprehensive manner by considering so many countries. The book aims at becoming a major reference on the topic, drawing from experienced researchers in the field, covering the diverse experience and

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knowledge of the members of the COST Action. The book will appeal to academics, practitioners, and policymakers who have a particular interest in acquiring detailed comparative knowledge and understanding of air transport and regional development in many different European countries. Together with

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the other two books (Air
Transport and Regional
Development

Methodologies and Air
Transport and Regional
Development Policies),
it fills a much-needed
gap in the literature.

This book seeks to bring
together different
philosophical,
theoretical, and
methodological

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approaches to the study of human mobility within the discipline of geography. With five thematic sections – conceptualizing and analyzing mobility, inequalities of mobility, politics of mobility, decentering mobility, and qualifying abstraction – and 27 substantive chapters by leading researchers in

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the field, it provides a comprehensive overview of the latest thinking about human mobility and related issues. The contributors discuss mobility issues as diverse as everyday mobilities of young people, migrants and refugees, and sex workers; the relationships between citizenship and

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mobility; and the
potential and pitfalls of
big data for

understanding mobility.

This, coupled with a

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focus, means that

Geographies of Mobility

will not only encourage

and enrich dialogue on a

theme that is of major

importance to varied

geographic research

communities, but will

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also be of great interest to students and researchers across the wider social sciences.

This book was originally published as a special issue of Annals of the American Association of Geographers.

This Handbook offers an unrivalled overview of current research into

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how globalization is affecting the external relations and internal structures of major cities in the world. By treating cities at a global scale, it focuses on the 'stretching' of urban functions beyond specific place locations, without losing sight of the multiple divisions in contemporary world cities. The book firmly

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bases city networks in their historical context, critically discusses contemporary concepts and key empirical measures, and analyses major issues relating to world city infrastructures, economies, governance and divisions. The variety of urban outcomes in contemporary

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well as for city
professionals in
planning and policy.

While global urban
development
increasingly takes on the
mantle of sustainability
and "green urbanism,"
both the ecological and
equity impacts of these
developments are often
overlooked. One result
is what has been called

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environmental

gentrification, a process
in which environmental

improvements lead to
increased property

values and the

displacement of long-
term residents. The

specter of

environmental

gentrification is now at

the forefront of urban

debates about how to

accomplish

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environmental

improvements without
massive displacement.

In this context, the
editors of this volume
identified a strategy
called "just green
enough" based on field
work in Greenpoint,
Brooklyn, that
uncouples
environmental cleanup
from high-end
residential and

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commercial

development. A "just
green enough" strategy

focuses explicitly on

social justice and

environmental goals as

defined by local

communities, those

people who have been

most negatively affected

by environmental

disamenities, with the

goal of keeping them in

place to enjoy any

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environmental

improvements. It is not about short-changing

communities, but about challenging the veneer

of green that

accompanies many

projects with

questionable ecological

and social justice

impacts, and looking for

alternative, sometimes

surprising, forms of

greening such as

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creating green spaces

and ecological

regeneration within

protected industrial

zones. Just Green

Enough is a

theoretically rigorous,

practical, global, and

accessible volume

exploring, through

varied case studies, the

complexities of

environmental

improvement in an era

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of gentrification as
global urban policy. It is
ideal for use as a
textbook at both
undergraduate and
graduate levels in urban
planning, urban studies,
urban geography, and
sustainability programs.

The multi-disciplinary
perspective provided
here offers a strategic
view on built

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environment issues and
improve understanding
of how built

environment activities
potentially induce
global warming and
climate change. It also
highlights solutions to
these challenges.

Solutions to Climate
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helps develop an
appreciation of the

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diverse themes of the
climate change debate
across the built

environment continuum.

A wide perspective is
provided through
contributions from
physical, environmental,
social, economic and
political scientists. This
strategic view on built
environment issues will
be useful to researchers
as well as policy experts

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and construction

practitioners wanting a holistic view. This book clarifies complex issues around climate change and follows five main themes: climate change experiences; urban landscape development; urban management issues; measurement of impact; and the future.

Chapters are written by eminent specialists from

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both academic and professional backgrounds. The main context for chapters is the developed world but the discussion is widened to incorporate regional issues. The book will be valuable to researchers and students in all the built environment disciplines, as well as to practitioners involved

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with the design,
construction and
maintenance of
buildings, and
government
organisations
developing and
implementing climate
change policy.

This book offers a
comprehensive global
examination of the
relationship between

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public transport and tourism as well as exploring other sustainable transport modes. It offers a unique view by analysing tourism through the public transport lens and vice versa. The volume provides an account of how the public transport experience can be improved for tourists so

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that its value can be maximised and a greater number of people can be encouraged to shift modes. It features a wide range of case studies and examples showing how the tourism industry, as well as regional economies, communities and the environment, benefit when public transport is widely used by tourists.

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The book will be of interest to researchers and students in the fields of tourism and transport as well as destination marketing organisations and tourism, transport and urban planners.

While the individual benefits of car-based travel continues to be recognized, the wider

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environmental and social cost of automobiles is also significant. This title evaluates the evidence for better understanding 'what drives us to drive'.

High Speed Rail's (HSR) main objective is to attract air passengers between big metropolitan areas however the main

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territorial implications
in many cases occur not
in these metropolitan
areas but in the
intermediate cities.

These implications open
up new spatial planning
possibilities such as
decentralization, new
regional centres and
urban renewal projects.

This book presents the
experience of 20 years
of HSR in Spain

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including some explicit information, arguments and conclusions derived from HSR in other European Countries. It debates the HSR territorial implications at three scales: national, regional and local, thus being of interest for strategic debates at those scales, such as the decision of new national lines, the pros and cons

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of deviating the line to reach minor intermediate cities or the selection of precise locations for new stations and the development projects in their surroundings.

Comparisons with the recent changes in accessibility, spatial distribution of population and activities, are made with

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mobility for working purposes and with the characteristics of the HSR passengers. This book also examines the actions, strategies and urban projects that medium size cities can use to make best use of HSR opportunities, synthesising the experience of HSR medium cities in Spain and Europe. The book's

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conclusions will be of interest, over and above scholars, to transport infrastructure decision makers, city and regional planners and managers, and transport companies.

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services, the Third Party
Logistics (3PL's), as
well as their clients,
presenting and
promoting the lessons
learned by their
cooperation.

Specifically, this
publication presents
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