Occasionally you find yourself reading a sentence that you realise would not have made any sense only a year or two ago. So it is with the title of this excellent book: after all, what are ‘movement-aware applications’ and what is ‘sustainable mobility’? It is only the precipitous speed of technological development that means such concepts are needed to help us make sense of developments taking place in this field. Location technologies are driving changes so far-reaching that they will eventually lead to both profound social change and the restructuring of our transport systems and city fabric. As with the wristwatch and the commoditisation of time 19th century, so it will be with location on your mobile device in the 21st century. Greater knowledge of places and distance will begin to drive decision-making about lifestyles, including travel choices, shopping options and leisure pursuits. A dramatic reduction in the time we spend being lost or misjudging trip times will give us back time for the things that matter most to us.

We can only speculate on what these changes will mean for mobility in the medium to long term, but some implications stand out. For example, real time transport information will likely lead to the redistribution of congestion e.g. onto roads parallel to limited access highways. Knowledge of traffic speeds by transport mode in cities might be used to re-price public transport by time-taken rather than by distance. Mobile social networks might be used to support demand-responsive transport services. Augmented reality pedestrian navigation has the potential to become a major driver of shopping behaviour. There are scientific applications too such as animal tracking and health monitoring. Perhaps in the long term we will see personal carbon budgets administered through movement-aware applications.

I’m delighted to write this foreword as this book does an important job in gathering together research on these topics into one place. The initiative shown by Monica Wachowicz in bringing this group of authors together is both insightful and timely, as it gives interested parties a synoptic view of the research in this field. It is also important as an alternative vision of mobility to that developed by intelligent transport systems (ITS) sector, which has tended to see mobility innovation as supply-driven. This book offers alternative thinking on demand-driven mobility initiatives and is a must read for all those interested in the future of mobility and transportation.

Jonathan Raper
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Jonathan is known internationally for his work on GIS and LBS, having published around 150 research articles and seven books in these fields, and supervised a dozen completed Ph.Ds. He was awarded the Royal Geographical Society Gill Memorial Award for research in GIS in 1995 and the Kitchin Award by the Saddlers Company for significant contributions to City University in 2008. Jonathan's main research work in the last decade has been the design, development and implications of location-based services. He also conducts research in geographic information policy, especially locational privacy, the philosophy of spatial and temporal representation and the handling and analysis of environmental information. He is a Fellow of the Royal Geographical Society/Institute of British Geographers and a member of Association of British Geographers and the Chartered Institute of Library and Information Professionals. He is a member of the Steering Committee of the Location and Timing Knowledge Transfer Network and is the Editor-in-Chief of the Journal of Location Based Services. Jonathan is now a part-time Professor at City and has founded a University spinoff company called Placr, which develops mobile geospatial solutions.