
**Smart community infrastructures —
Smart transportation for newly
developing areas**

*Infrastructures urbaines intelligentes — Transport intelligent pour
les territoires en développement*

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Foreword

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The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO document should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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This document was prepared by Technical Committee ISO/TC 268, *Sustainable cities and communities*, Subcommittee SC 2, *Sustainable cities and communities – Sustainable mobility and transportation*.

This second edition cancels and replaces the first edition (ISO 37162:2020), of which it constitutes a minor revision. The changes are as follows:

- names of symbols in the figure keys to [Figures A.1](#) and [A.2](#) have been corrected;
- editorial updates.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

Although overall populations in developed countries have started to decrease, many cities are looking for more space for citizens to reside and locate businesses, and are developing untouched land, since space for development is limited in existing cities. Developing countries whose population is sharply increasing are also in the same situation due to these population explosions and the shortage of places for comfortable city life and effective business expansion.

A newly developing area is a type of district newly planned and developed to achieve such goals where the land has never been developed but is located within commuting distance of the current main city centre. Once a typical newly developing area is built up into a small- or medium-sized city near a metropolis, it is often called a satellite city.

In order to establish a newly developing area, passenger transportation services are indispensable as an easy means of travel from place to place inside the area and between the area and established cities nearby. 24-hour transportation plays a key role in supporting the sustainability of a newly developing area since transportation performance directly creates a strong bond between citizens' lives and business activities, i.e. transportation, if suitable, contributes to successful development and fostering of newly developing areas. The transportation services should therefore be carefully organized.

In most cases, the size of a newly developing area is not huge, but the population itself can be large. Thus, a relatively high frequency of transportation services rather than a high capacity per service is required. Transportation services shall be able to accommodate planned passenger numbers in expected passenger flows. The geographical features of a target site and the characteristics of the town planning will dictate specific transportation performance. It is not unusual to place newly developing areas in hilly terrain since easily cultivated land has probably already been used. Financial circumstances are likely to force transportation routing to take courses that do not require building a tunnel through a hill but instead lay tracks on hills, even if steep. Flexible track arranging responds to the restrictions of local policy-oriented conditions by placing ground tracks, underpasses or overpasses, viaducts and small curves alongside public roads.

In the development of this document, ISO Guide 82^[1] has been taken into account in addressing sustainability issues.

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