# Article information:

An evaluation of ICT benefits enhancing walkability in a smart city - ScienceDirect
<https://www.sciencedirect.com/science/article/pii/S0169204621001900?casa_token=dSeBikZqecwAAAAA%3ADucxzNhScEMXSqsNkNc54wNScVI7-afrP92p5IZq80FyLIQAAP4IgIHKllXEr6nrmpbBKBJH8g>

# Article summary:

1. Walkability-enhanced ICT (WICT) is important for creating a walking-friendly environment in smart cities.

2. The benefits of WICT to pedestrians are intangible and non-market in nature, making them difficult to evaluate.

3. An econometric approach can be used to quantitatively measure the benefits of WICT and assist decision-making for continued investment in similar information systems in smart cities.

# Article rating:

Appears moderately imbalanced: The article provides some useful information, but is missing several important points or pieces of evidence that would be required to present the discussed topics in a balanced and reliable way. You are encouraged to seek a more balanced perspective on the presented issues by exploring the provided research topics and looking at different information sources.

# Article analysis:

The article "An evaluation of ICT benefits enhancing walkability in a smart city" provides an analysis of the benefits of Walkability-enhanced ICT (WICT) in a smart city. The article highlights the importance of WICT in creating a walking-friendly built environment and providing intelligent real-time information to pedestrians. The study aims to evaluate the benefits of WICT to pedestrians and provide recommendations for city managers.

The article presents a comprehensive literature review on the role of technology in smart cities, the importance of walkability, and the integration of ICTs to enhance walkability. However, there are some potential biases in the article that need to be considered. Firstly, the study was conducted only in Hong Kong, which limits its generalizability to other cities. Secondly, the study focuses only on WICT and does not consider other factors that may affect walkability, such as infrastructure design or safety measures.

The article also presents some unsupported claims regarding the benefits of WICT. For example, it suggests that WICT can reduce automobile use and associated carbon emissions without providing evidence to support this claim. Additionally, while the study attempts to quantify the non-market benefits of WICT using Contingent Valuation, it is unclear how accurate this method is in estimating these benefits.

Furthermore, there are some missing points of consideration in the article. For instance, it does not address potential risks associated with relying solely on technology for enhancing walkability or how WICT may impact different socio-economic groups differently.

Overall, while the article provides valuable insights into evaluating WICT's benefits quantitatively and identifying influential factors affecting willingness-to-pay as a valuation proxy, it has some limitations that need to be considered when interpreting its findings.

# Topics for further research:

* Risks of relying solely on technology for enhancing walkability
* Impact of Walkability-enhanced ICT on different socio-economic groups
* Infrastructure design and its impact on walkability
* Safety measures and their impact on walkability
* Factors affecting willingness-to-pay for walkability-enhanced ICT
* Comparison of WICT benefits with other walkability-enhancing measures

# Report location:

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