

## TEACHING MATERIAL GUIDANCE

### 1. Title of the material

*Shifting from car to active transport: A systematic review of the effectiveness of interventions*

[http://www.tphlink.com/uploads/1/1/4/0/11401949/active\\_transport\\_systematic\\_review.pdf](http://www.tphlink.com/uploads/1/1/4/0/11401949/active_transport_systematic_review.pdf)

### 2. Which section of the SUMP it is relevant to?

It is relevant to **step 07** – select measure packages with stakeholders (**section 7.2 – define integrated measure packages**).

### 3. Which Mobility Manager knowledge this material is the most relevant to?

It is related to transport and mobility planning (section 1 of the Mobility Manager competencies). Especially 1d (Development of mobility solutions meeting community challenges).

### 4. Problem approached and content overview

#### **Problem approach:**

A SUMP is not a uniform set of policies. Each SUMP is specifically developed for a certain city and consists of a diverse mix of policies and interventions that, together, aim to promote active transport within that city and reduce private car dependency. However, information concerning the effectiveness of transport-related policies and interventions regarding a modal shift from car to active transport or public transport, or from public transport to active transport (i.e. walking or cycling) is still limited.

#### **Content overview:**

The article provides a systematic review of the effectiveness of interventions designed to stimulate a shift from car use to cycling or walking and to obtain insight into the intervention tools that have been used to promote and/or implement these interventions. The intervention tools used were either legal, economic (subsidy, reward system, penalty), communicative (written materials, behavioural tools) or physical tools (providing bicycles, providing better bicycle facilities at work, adjustment of the environment). In most cases, multiple intervention tools were used.

All interventions using mass media campaigns, except for one, were showing positive effects on a mode shift. Four of the included studies used a communicative tool also used a reward (incentives) or penalty system. Three of them showed a positive effect on a mode shift. The development of a neighbourhood trail was the only intervention with a negative effect on a mode shift. The included studies support the notion that a combination of different intervention tools is more effective than using only one tool.



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More than half of the included interventions used a combination of several intervention tools. However, in the vast majority of these studies, the intervention tools all focus on the same area.

### 5. Who could be interested in this material?

As the article provides information on the effectiveness of individual types of activities, it can support the selection of specific measures to achieving goals. Therefore, it can be useful both for practitioners, all participants of the SUMP process and all people expanding their knowledge about SUMP and transport management.

### 6. What is worth mentioning as an innovative factor for the reader?

Nearly all studies showed results in a positive direction.

Relevant study design, 5 databases searched, well-conducted discussion referring to international literature.

### 7. Limitations

The quality of the reviewed studies was mostly low and intervention characteristics were poorly described.

The review includes articles up to 2014.

