



Les contributions des SHS à
l'étude des questions environnementales
Bilan et perspectives de recherche
Vendredi 14 avril 2023

 **STHAIR**
Active transport, health, and environment

**Concept mapping to co-create
intervention to promote active transport**
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ASTHAIR: Active transport, health, and environment

- LAMHESS, RETINES at Université Côte d'Azur
- Centre for environmental policy, Imperial College London

Introduction

Disciplines impliquées

- Public health + urban transport + systems thinking

Lien avec le thème de la conférence et du panel

- Active transport benefits health and environment
- Social and behavior change

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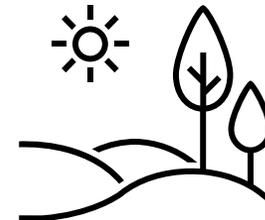
Objet

Co-benefits of active transport (AT)

Reduce physical inactivity (NCD risk)

Reduce carbon emissions when switch from single occupancy vehicles → improving environment and air quality

Support for AT → supports green space

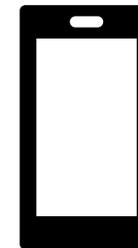


App-based intervention (mhealth)

Goal = change travel behavior (less single occupancy vehicles, more active travel)

Have been successful in changing health behaviors (promoting physical activity, healthy weight)

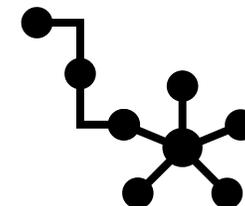
Easy to reach target population as majority of the population has smartphones



Co-create intervention to promote AT

Scoping review found most app-based intervention are not successful, except for financial incentives (which has its own problems)

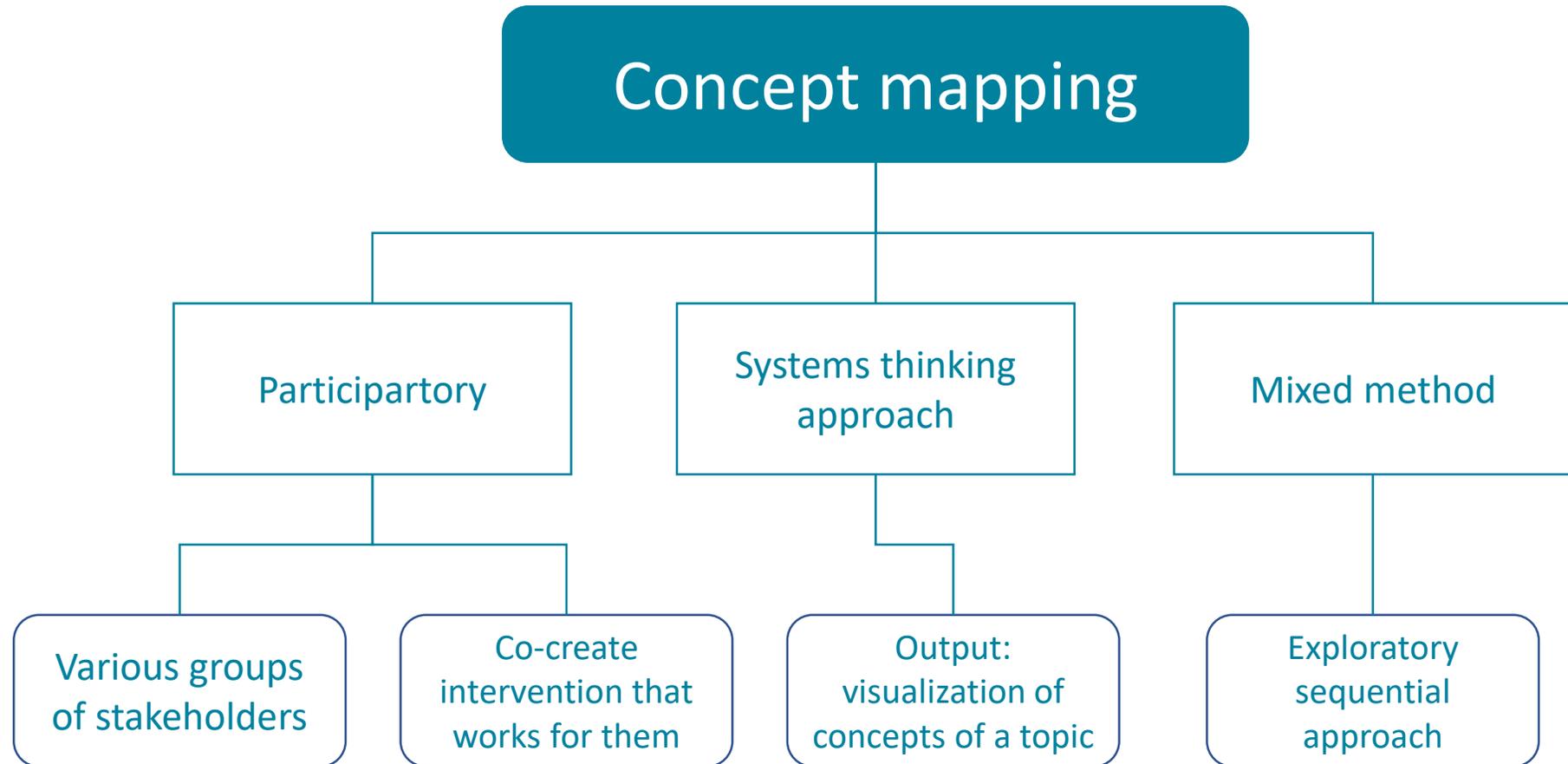
Systems approach: concept mapping methodology





What mobile app features can encourage AT?

Méthode

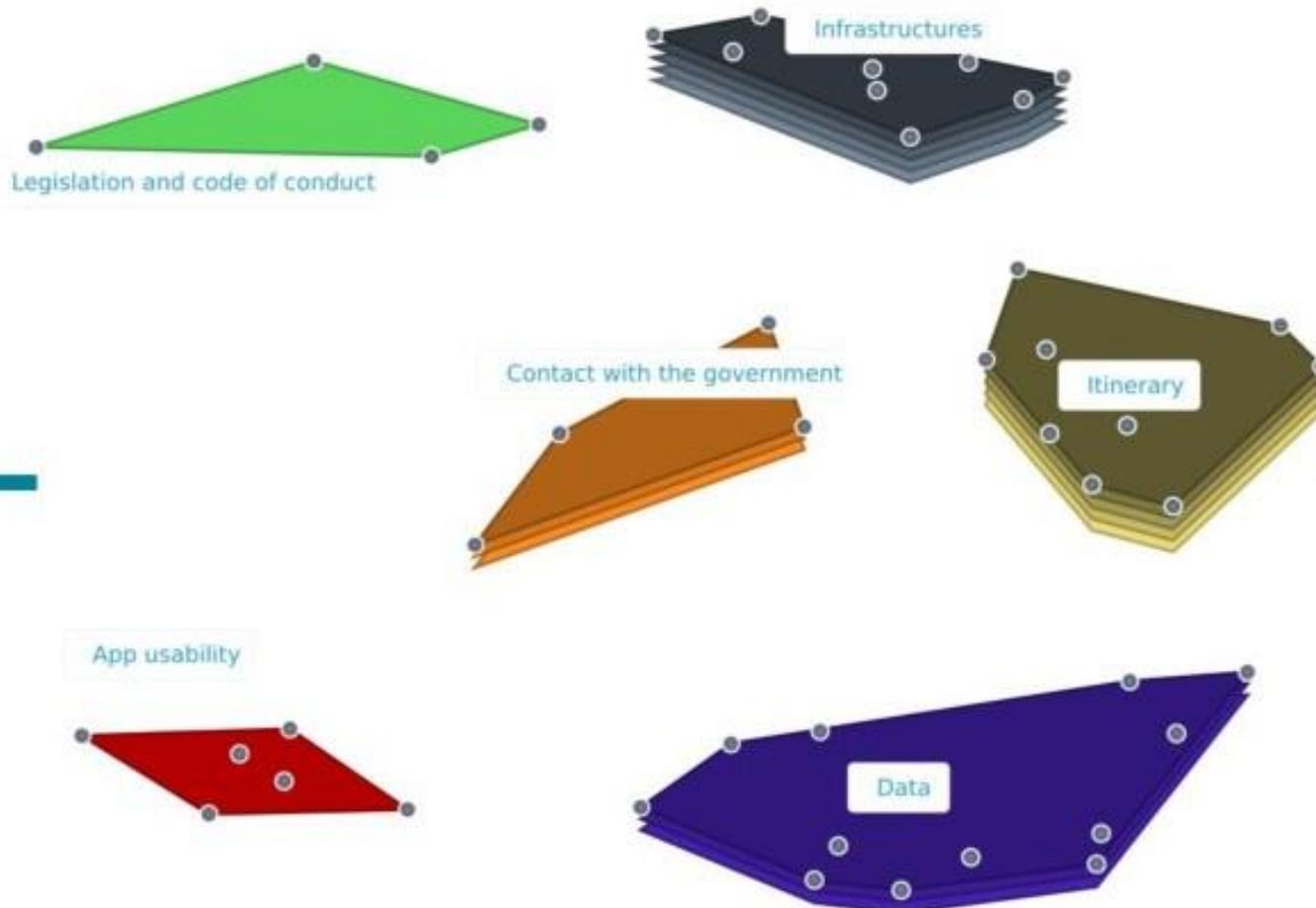




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Rating cluster map



- 6 concepts
- Top 3 rated concepts:
 - Infrastructures
 - Itinerary
 - Contact with the government

Résultats

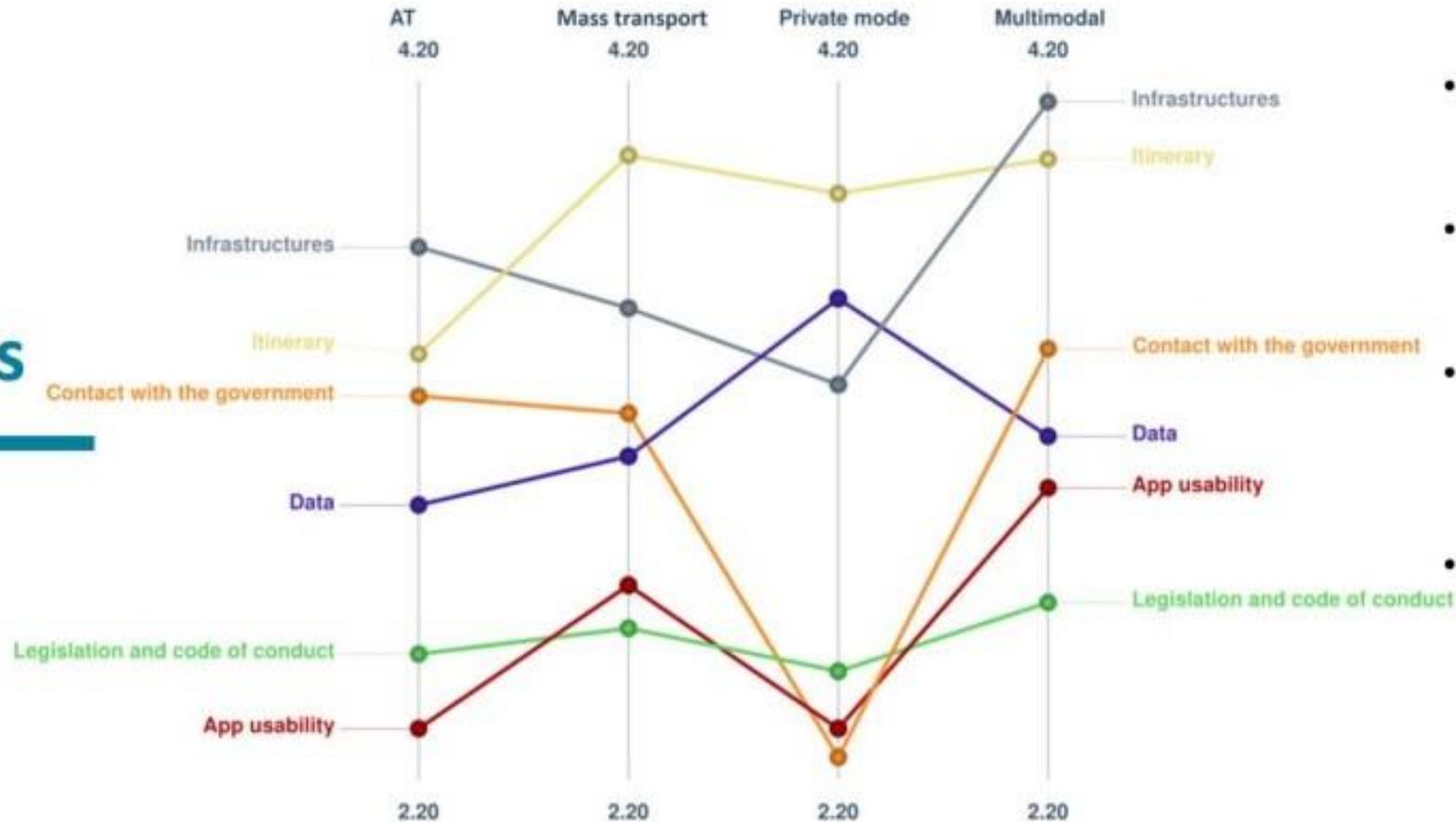


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Pattern matches

Résultats



- Based on participants' typical mode of transport
- Infrastructure = more important to AT and Multimodal group
- Itinerary = more important to Mass transport and Private mode groups
- Private mode group

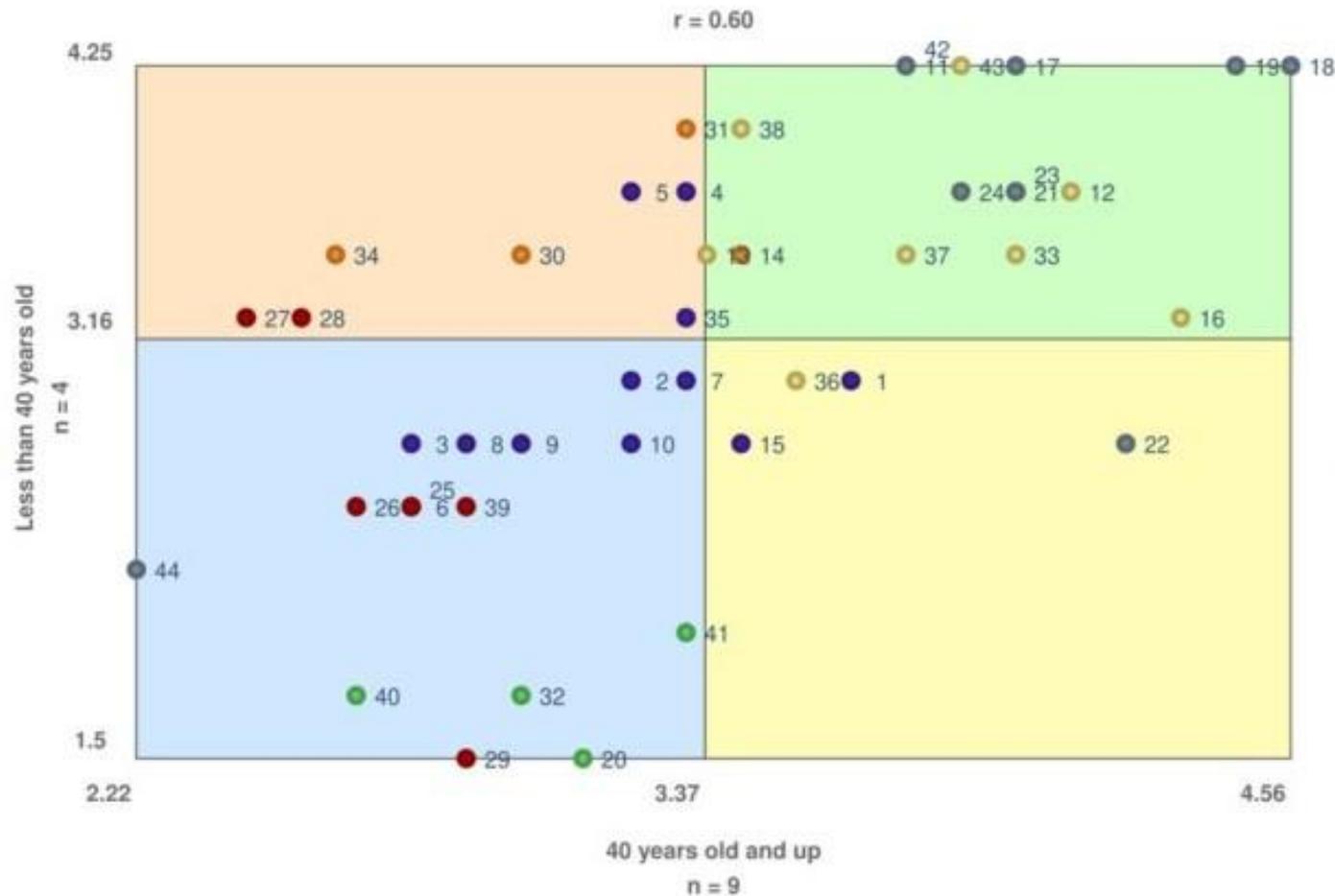


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Go-Zone

Résultats



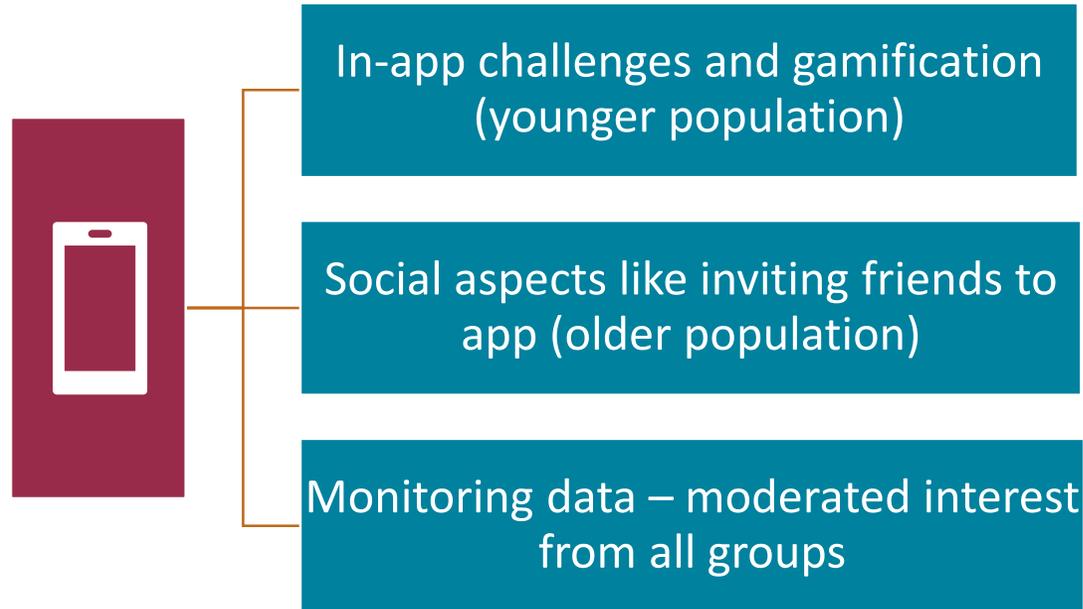
- Comparing two age groups
- How each ideas are rated
- 4 quadrants, split by the average rating of each group
- Infrastructure cluster all in top right quadrant except for #22 (bike rack on buses)
- Contact with gov cluster was rated significantly different

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Discussion



- Need for systemic and multifaceted approach to changing travel behavior → interdisciplinary
- Interventions will have varying efficiency for different population
 - Infrastructure (important for all)
 - Itinerary (esp important for those who don't primarily engage in AT)
 - Contact with government (more interest from younger population)



Thank you for your attention!

Questions?

