

XIV Międzynarodowa Konferencja Bezpieczeństwa Ruchu Drogowego

GAMBIT 2023

NOWA DEKADA - NOWE DZIAŁANIA - NOWE TECHNOLOGIE

Politechnika Gdańska, 29-31 maja 2023



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**EFEKTYWNOŚĆ POLITYK ZWIĄZANYCH
Z AKTYWNYM TRANSPORTEM.
GŁÓWNE WNIOSKI PROJEKTU BADAWCZEGO PEN
(POLICY EVALUATION NETWORK)**

Anna Gobis, Joanna Żukowska

Non-communicable Diseases

71%

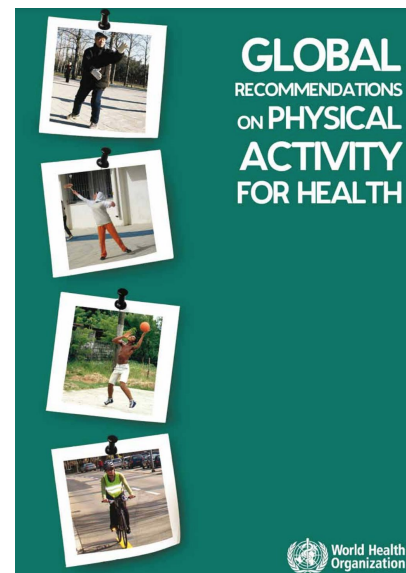
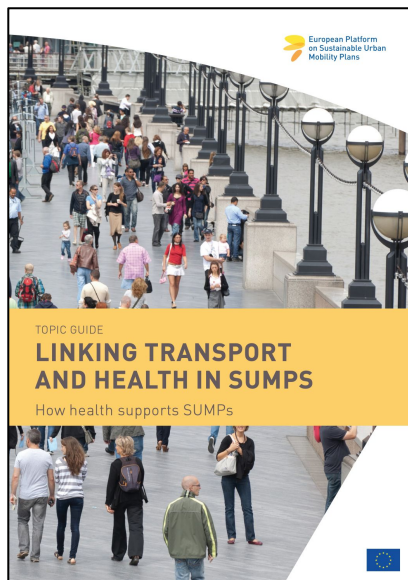
of all deaths are due to Noncommunicable diseases (NCD's)

41 Million

deaths each year are due to NCDs

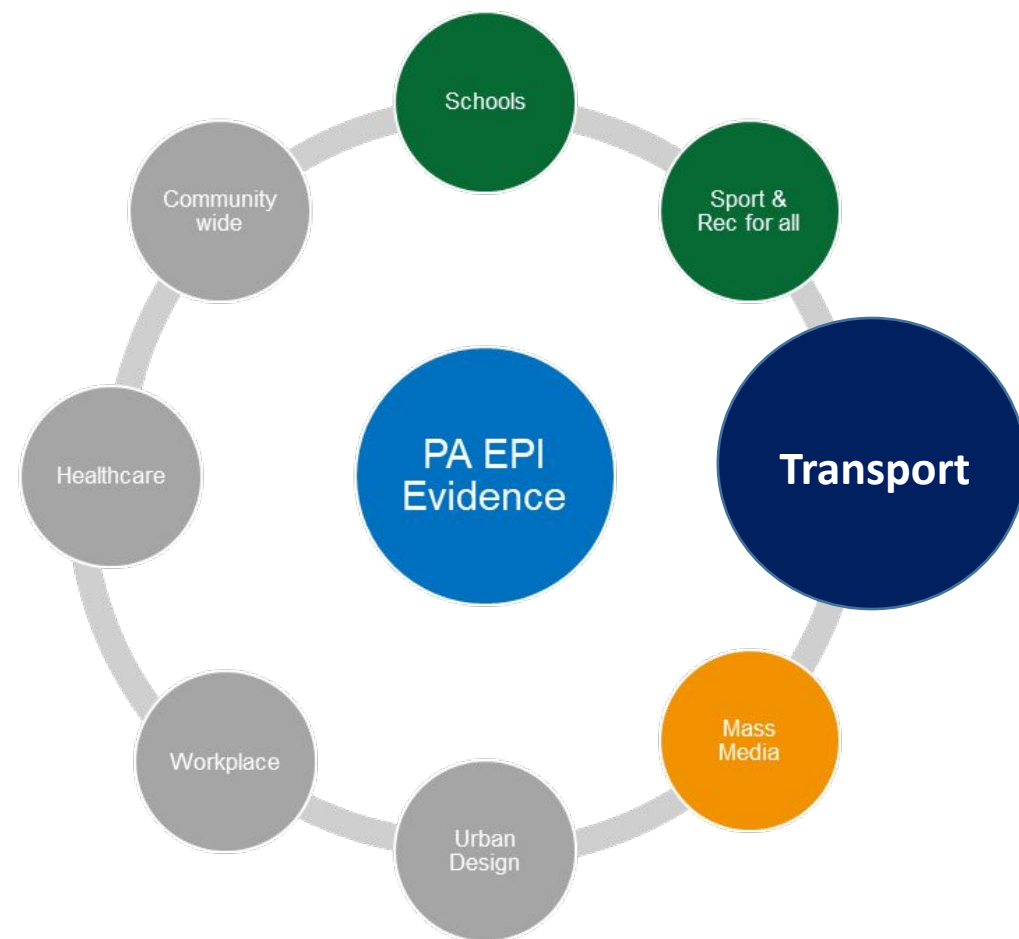
15 Million

Are premature deaths each year (that is between ages of 30-70 years)



The research question:

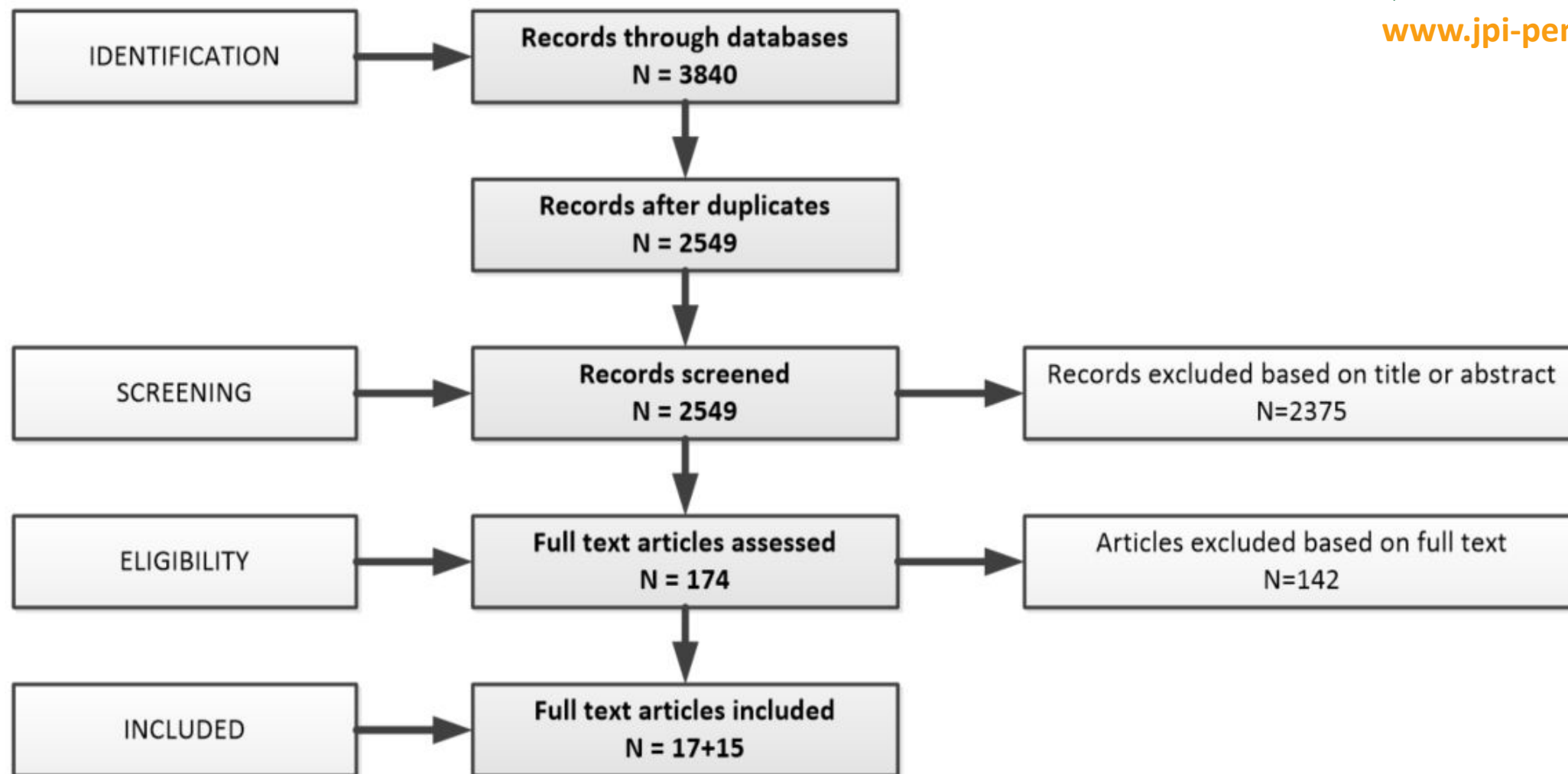
Which transport policies
positively influence
PA of the whole of
society?



Methods

- The review was structured according to the Preferred Reporting Items for Systematic Review and Meta-Analysis (PRISMA)
- Six Databases considered: MEDLINE (Ebsco), SportDiscus, Cinahl, Cochrane library, Web of Science and Scopus
- Search terms: policy, physical activity, impact, transport
- Only academic journals were included

Study inclusion flowchart



3 Policy Areas (51 policy actions)

- Convenient transport infrastructure
(pedestrian, cycling, public transport infrastructure development, friendly infrastructure and urban design)
- Active travel programming and promotion
(community, organizational and local level)
- Shift of transport mode
(car demotivation, support for cycling, support for public transport)

Evidence Codes (n=65)

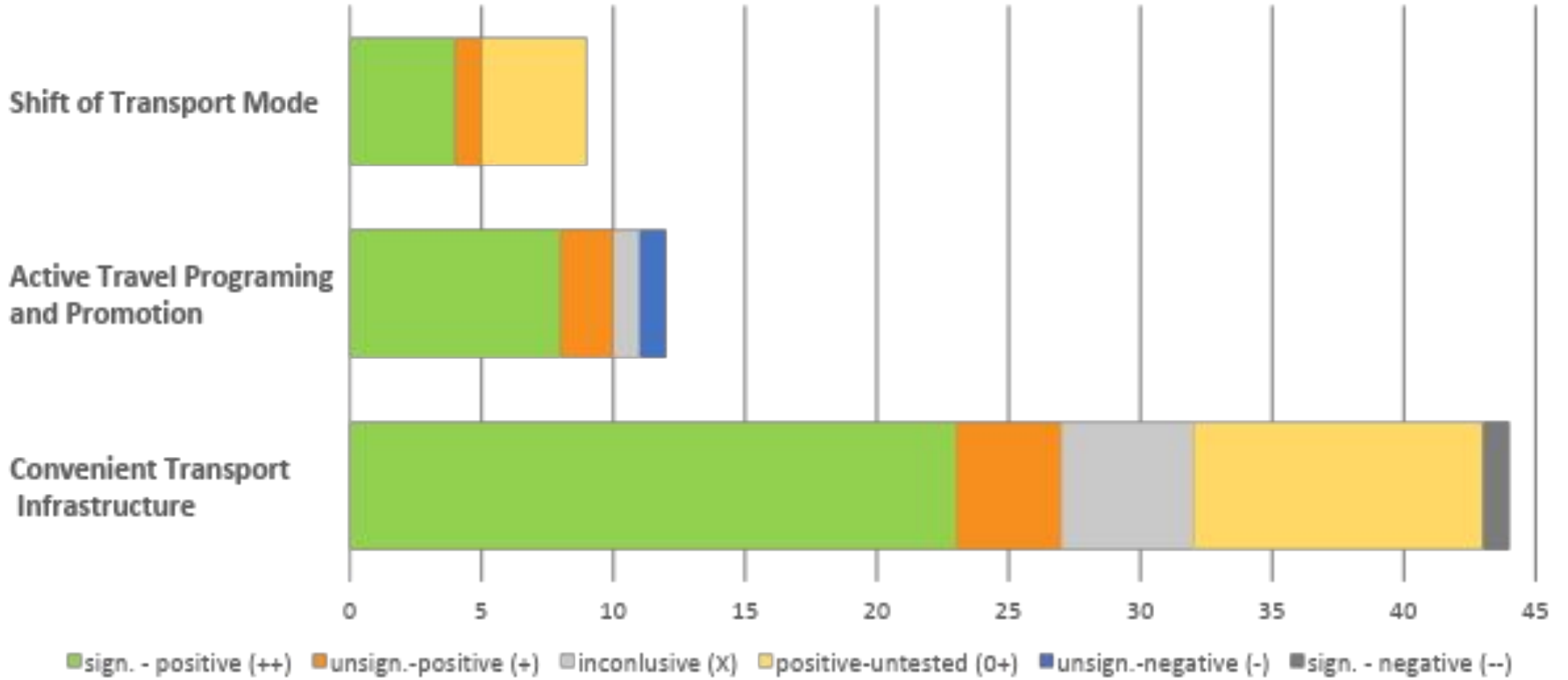
Transportation policy		Evaluation					
		++	+	X	0+	-	--
Convenient Transport Infrastructure	1. Pedestrian infrastructure development						
	1	added sidewalks	25				
	2	existence of convenient walking paths	30				
	3	pedestrian crossings paths	37				
	4	foot paths	37				
	5	walking trail construction	35				
	6	new traffic-free walking routes			22		
	7	pedestrian priority zones				33	
	8	road intersection modifications				27	
	2. Bicycle infrastructure development						
	1	added bicycle lanes			25	27	
	2	new traffic-free cycling routes	22				
	3	new cycle ways	37				
	4	cycle facilities	37				
5	secured cycle storage		34,38				
6	install bike racks			36			

++ = significant-positive, + = non significant-positive, , X = inconclusive, 0+ = positive-untested,

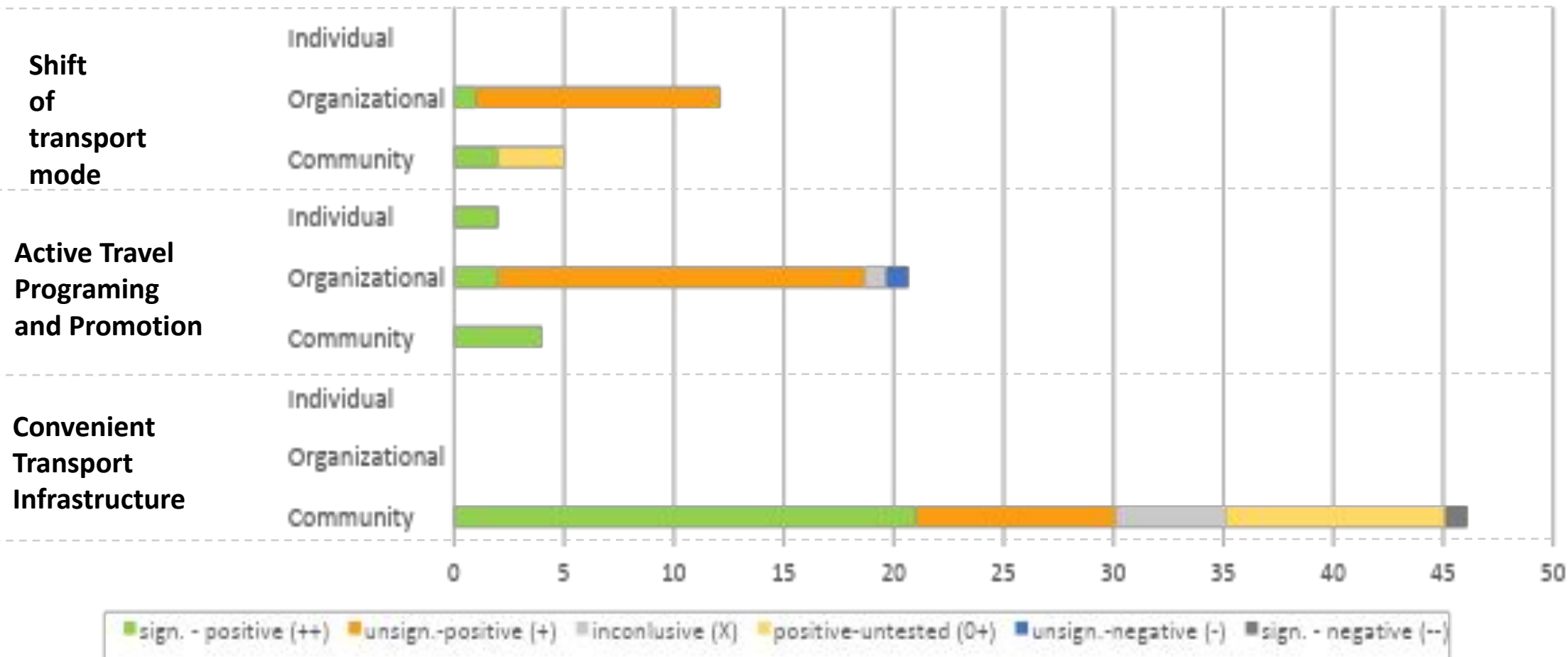
- = non significant-negative and -- = significant-negative

Numbers refer to the studies that met the inclusion criteria for the Systematic Literature Review.

Evidence Code: Freq. & Strength by Policy Area



Evidence Code: Freq. & Strength by Policy Level



Conclusions

Best Practice Statements

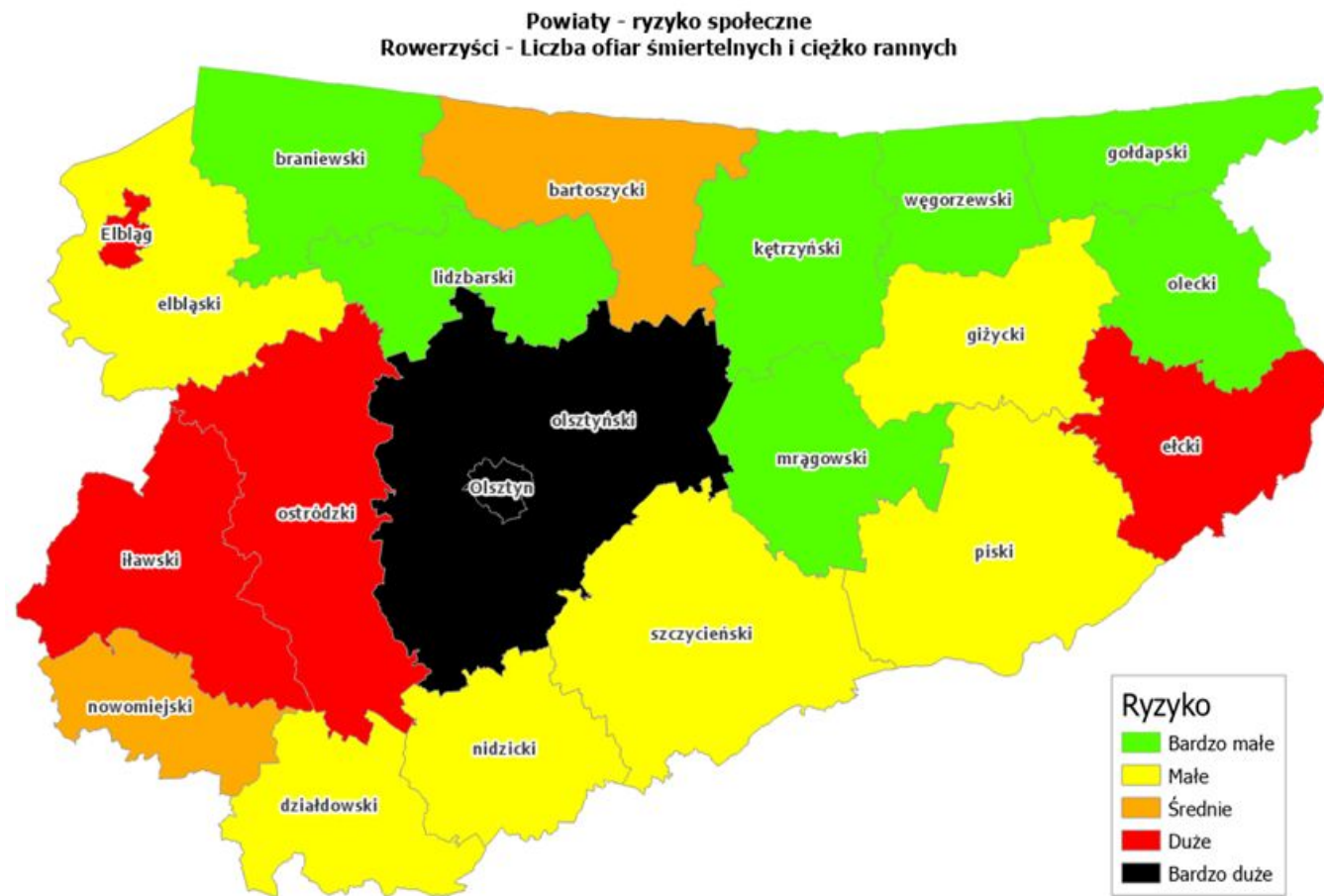
We have selected the most effective policy actions in 3 policy areas

- Evidence supports the effectiveness of PA policy actions across multiple policy and infrastructure support domains.
- There is a need to examine policy implementation and methods for benchmarking to maximise translation into practice
- Active travel policies work best when implemented in a comprehensive way (very often as a combination of several policies)

Conlusions & Recommendations

Best Practice Statements

- Now following question arise:
- Are there planning guidelines and tools to support **walking/cycling infrastructure, city design and public transport** systems promoted and disseminated?
- How an increase of physical activity will affect road safety



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