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| **Title:** | Key events and multimodality: A life course approach |
| **Authors:** | Scheiner, J.; Chatterjee, K.; Heinen, E. |
| **Pub Date:** | 2016 |
| **Abstract:** | Since the large majority of households have access to one or more cars in the developed world, encouraging multimodal travel behaviours has become a goal for many cities. Multimodality refers to the use of more than one transport mode within a given period of time. While correlates of multimodality have been identified from cross-sectional data, there is very little known about the circumstances over time in which individuals become more or less multimodal. This paper is the first to fully adopt the mobility biography approach to study changes in multimodality over time at the individual level. Multimodality is measured using four continuous indicators of mode use in a seven-day period: the share in trips made by the most commonly used mode (primary mode), the Herfindahl-Hirschman Index, Shannon's entropy, and the number of modes used. The paper uses the German Mobility Panel (GMP) for the period 1994-2012. The results demonstrate that some of the life course events studied are significantly associated with changes in multimodality. Specifically, a child moving out of the household increases the multimodality of parents. Leaving the labour market increases multimodality, while entering the labour market conversely reduces multimodality. Changes in car access and driver licence holding have significant effects as well. An improvement to the public transport system in the neighbourhood increases multimodality, and vice versa. Reduced parking space availability also increases multimodality. The latter two findings endorse 'carrot and stick' transport policies as means of creating a more balanced use of transport modes. (C) 2016 Elsevier Ltd. All rights reserved. |
| **Address:** | Tech Univ Dortmund, Fac Spatial Planning, Dept Transport Planning, D-44227 Dortmund, Germany Univ West England, Ctr Transport & Soc, Dept Geog & Environm Management, Bristol BS16 1QY, Avon, England Univ Leeds, Fac Environm, Inst Transport Studies, Leeds LS2 9JT, W Yorkshire, England |
| **Publication:** | Transportation Research Part a-Policy and Practice |
| **Volume:** | 91 |
| **Issue:** |  |
| **Start Page:** | 148 |
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| **Keywords:** | multimodality; travel mode choice; mobility biography; life course; key event; travel behaviour change; travel mode choice; built environment; variability; behavior; determinants; transport; time; car; |
| **Notes:** | ISI:000383309000010; Dw0Cr; Times Cited:0; Cited References Count:38 |
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| **URL:** | ://000383309000010 |
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| **Reference ID:** | 1441 |
| **Pages:** | 148-165 |

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| **Title:** | Gender Differences in School and Work Commuting Mode Through the Life Cycle Exploring Trends in the Greater Toronto and Hamilton Area, 1986 to 2011 |
| **Authors:** | Colley, M.; Buliung, R.N. |
| **Pub Date:** | 2016 |
| **Abstract:** | Reducing auto dependence and increasing the use of active and sustainable modes of transportation for school and work travel are necessary for alleviating traffic congestion issues that are typical in today's North American cities and regions. While there is a growing interest in increasing the use of active and sustainable modes of travel for commuter trips in transportation planning, less attention has been paid in practice to gender differences in travel demand. This descriptive study explores gender differences in active transportation, public transit, and automobile use through the life cycle to assess temporal changes in gendered transport over the past 25 years in the greater Toronto and Hamilton area, Canada. Findings suggest that female children and youths are driven to school more frequently than males; however, males drive more than females during the years of labor force participation. Differences between female and male automobile use increase with age, but the gender gap has declined since the mid-1980s. Factors such as having one vehicle per household, more than six household members, and living and working in the city of Toronto are shown to associate with the largest differences in driving between full-time employed women and men. Distances between home and work have increased, particularly for women, and the percentage of women with a driver's license has increased. Although driving remains higher for men than women during the part of the life course that includes labor force participation, the gender gap in active transportation, public transit, and automobile use appears to be lower today than in the mid-1980s. |
| **Address:** | Univ Toronto, Dept Geog, 3359 Mississauga Rd, Mississauga, ON L5L 1C6, Canada |
| **Publication:** | Transportation Research Record |
| **Volume:** |  |
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| **Start Page:** | 102 |
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| **Keywords:** | united-states; mobility; travel; transport; attitudes; women; |
| **Notes:** | ISI:000385693300013; Dz2Tb; Times Cited:0; Cited References Count:32 |
| **Record Type:** | JOUR |
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| **Secondary Date:** |  |
| **Reference ID:** | 3939 |
| **Pages:** | 102-109 |
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| **Title:** | What encourages people to carpool? An evaluation of factors with meta-analysis |
| **Authors:** | Neoh, J.G.; Chipulu, M.; Marshall, A. |
| **Pub Date:** | 2017 |
| **Abstract:** | Non-household carpools (where two or more commuters from different residences travel together in the same private vehicle) bring public benefits. To encourage and incentivise it, transport practitioners and researchers must understand its private motivations and deterrents. Existing studies often report conflicting results or non-generalisable findings. Thus, a quantitative systematic review of the literature body is needed. Using meta-analysis, this study synthesised 22 existing empirical studies (representing over 79,000 observations) to produce an integrated review of the carpooling literature. The meta-analysis determined 24 non-household carpooling factors, and their effect sizes. Factors such as number of employees (), partner matching programs (), female () and fixed work schedule () were found to have strong effects on carpooling while judgmental factors (such as the motivation to save costs) only exhibited small influence (). Based on the significant effects, the paper discussed prospects for improving carpooling uptake by developing: (i) target demographics, (ii) selling points for marketing, (iii) carpooling partner programs and (iv) multiple employer 'super-pools'. The results warrant caution due to the small amount of studies synthesised. Transport practitioners might plan carpooling policies based on the findings; and transportation researchers might use the list of factors to model carpooling behaviour. |
| **Address:** | Univ Southampton, Southampton Business Sch, Southampton SO17 1BJ, Hants, England |
| **Publication:** | Transportation |
| **Volume:** | 44 |
| **Issue:** | 2 |
| **Start Page:** | 423 |
| **End Page:** | 447 |
| **Keywords:** | carpool; liftshare; rideshare; meta-analysis; transport demand management; travel mode choice; car-use; southern california; decision-making; trip reduction; ride; behavior; demand; commuters; reasons; |
| **Notes:** | ISI:000394375900009; El1Jg; Times Cited:0; Cited References Count:104 |
| **Record Type:** | JOUR |
| **URL:** | ://000394375900009 |
| **Secondary Date:** | Mar |
| **Reference ID:** | 161 |
| **Pages:** | 423-447 |
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| **Title:** | Longitudinal analysis of car ownership and car travel demand in the Paris region using a pseudo-panel data approach |
| **Authors:** | Cornut, B. |
| **Pub Date:** | 2016 |
| **Abstract:** | We are interested in this paper to the longitudinal analysis of car ownership (number of cars per household) and car travel demand (the number of trips made by car per household and per day) in the Paris metropolitan area. The aim is to find the determinants of car ownership and use and the longitudinal analysis allow us to determine life-cycle and generation effects. Income and fuel price elasticities of demand for different residential areas and income groups are also determined. A pseudo panel data approach (which consists in grouping individuals or households into cohorts in using repeated cross-sectional data) is adopted using a succession of five large independent surveys (Enquete Globale Transport) conducted between 1976 and 2010. The cohorts of households are built from time-invariant variables. Concerning the modelling, we have estimated two models (for car ownership and car travel demand) having a semi-log linear specification. We find an elasticity of income on car ownership of 0.47. The influence of income on car ownership is decreasing with regards to a rise in income and is not significant for high income households. Moreover, the income is not a determinant of car ownership in the most urbanized area while it is positive in car dependent areas. The fuel price elasticity on car travel found is -0.22. Furthermore, the elasticity is more important in dense territories where the households can more easily adapt their behavior to a change in fuel price because alternative modes are available. (C) 2016 The Authors. Published by Elsevier B.V. |
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| **Publication:** | Towards Future Innovative Transport: Visions, Trends and Methods |
| **Volume:** | 13 |
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| **Start Page:** | 61 |
| **End Page:** | 71 |
| **Keywords:** | car ownership; car use; pseudo panel; longitudinal analysis; paris region; public transport; cross-sections; time-series; elasticities; income; model; consumption; countries; price; |
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| **URL:** | ://000386598200007 |
| **Secondary Date:** |  |
| **Reference ID:** | 3833 |
| **Pages:** | 61-71 |
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| **Title:** | Millennials, built form, and travel insights from a nationwide typology of US neighborhoods |
| **Authors:** | Ralph, K.; Voulgaris, C.T.; Taylor, B.D.; Blumenberg, E.; Brown, A.E. |
| **Pub Date:** | 2016 |
| **Abstract:** | We examine the relationship between the built environment and the travel of Millennials in the United States. We develop a neighborhood typology to characterize the built environment and transportation networks in almost every U.S. census tract, allowing us to identify possible synergistic and/or threshold effects on travel. We measure travel behavior in two ways: (1) using a multi-faceted traveler typology created using latent class analysis, and (2) by measuring the vehicle miles of travel among people in each of these traveler types. This dual approach allows us to distinguish between the built environment changes needed to encourage travel by modes other than driving, and those needed to reduce vehicle miles traveled among drivers. Using a multinomial logistic regression, we find that travel patterns are relatively stable along much of the urban-rural continuum, everything else equal. Driving was substantially lower only in "Old Urban" neighborhoods, where densities, job access, and transit service are dramatically higher than in all other neighborhood types. This finding implies that dramatic changes in the built environment doubling or even tripling development density or transit service may do little to get young people out of their cars when initial densities or transit services are low, as they are in most of the U.S. Conversely, reducing vehicle miles traveled among drivers appears to require more modest built form changes, a finding that offers some room for optimism among those concerned with auto dependence. (C) 2016 Elsevier Ltd. All rights reserved. |
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| **Publication:** | Journal of Transport Geography |
| **Volume:** | 57 |
| **Issue:** |  |
| **Start Page:** | 218 |
| **End Page:** | 226 |
| **Keywords:** | travel behavior; built environment; millennial; neighborhood type; united-states; empirical-findings; behavior; impacts; environment; decline; demand; trends; sprawl; focus; |
| **Notes:** | ISI:000390509600020; Ef7Kx; Times Cited:0; Cited References Count:48 |
| **Record Type:** | JOUR |
| **URL:** | ://000390509600020 |
| **Secondary Date:** | Dec |
| **Reference ID:** | 794 |
| **Pages:** | 218-226 |
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| **Title:** | Urban household travel behavior in a time of economic crisis: Changes in trip making and transit importance |
| **Authors:** | Ulfarsson, G.F.; Steinbrenner, A.; Valsson, T.; Kim, S. |
| **Pub Date:** | 2015 |
| **Abstract:** | This research explores changes in trip frequency and importance of bus transit in an urban environment affected by the financial crisis of 2008. The survey was conducted in 2009 in the Reykjavik capital region of Iceland and yielded 1,160 responses. Descriptive analyses and multivariate statistics are applied. The results demonstrate the economic crisis influenced people's travel behavior. About 30% of the participants make fewer trips since the crisis, due in part to reduced income and/or unemployment, suggesting increased risk of transport-related social exclusion. About 20% of the participants perceive bus transit as more important than before, to some extent at the expense of personal automobiles. Important variables associated with reduced trip frequency and increased importance of bus transit were: working more at home and more than 40% household income reduction. Those using their own vehicle less also reported greater bus transit importance. The residents in the suburbs of Reykjavik and in the nearby communities were more likely than the residents in central parts of Reykjavik to reduce their number of trips, suggesting that central city residents were less sensitive to the economic crisis in terms of transportation. The importance of the bus system was found more based on personal and household characteristics than neighborhood type (urban, suburban, nearby communities). (C) 2015 Elsevier Ltd. All rights reserved. |
| **Address:** | Univ Iceland, Fac Civil & Environm Engn, IS-107 Reykjavik, Iceland Univ Missouri, Dept Architecture Urban Planning & Design, Kansas City, MO 64110 USA |
| **Publication:** | Journal of Transport Geography |
| **Volume:** | 49 |
| **Issue:** |  |
| **Start Page:** | 68 |
| **End Page:** | 75 |
| **Keywords:** | economic crisis; travel behavior; trip frequency; bus transit; mobility; income; vehicle ownership; physical-activity; social exclusion; gasoline price; car; transport; ridership; mobility; demand; income; |
| **Notes:** | ISI:000367125500008; Cz5Eo; Times Cited:1; Cited References Count:41 |
| **Record Type:** | JOUR |
| **URL:** | ://000367125500008 |
| **Secondary Date:** | Dec |
| **Reference ID:** | 5126 |
| **Pages:** | 68-75 |
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| **Title:** | Built environmental correlates of cycling for transport across Europe |
| **Authors:** | Mertens, L.; Compernolle, S.; Deforche, B.; Mackenbach, J.D.; Lakerveld, J.; Brug, J.; Roda, C.; Feuillet, T.; Oppert, J.M.; Glonti, K.; Rutter, H.; Bardos, H.; De Bourdeaudhuij, I.; Van Dyck, D. |
| **Pub Date:** | 2017 |
| **Abstract:** | This cross-sectional study aimed to determine which objective built environmental factors, identified using a virtual neighbourhood audit, were associated with cycling for transport in adults living in five urban regions across Europe. The moderating role of age, gender, socio-economic status and country on these associations was also investigated. Overall, results showed that people living in neighbourhoods with a preponderance of speed limits below 30 km/h, many bicycle lanes, with less traffic calming devices, more trees, more litter and many parked cars forming an obstacle on the road were more likely to cycle for transport than people living in areas with lower prevalence of these factors. Evidence was only found for seven out of 56 possible moderators of these associations. These results suggest that reducing speed limits for motorized vehicles and the provision of more bicycle lanes may be effective interventions to promote cycling in Europe. |
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| **Publication:** | Health & Place |
| **Volume:** | 44 |
| **Issue:** |  |
| **Start Page:** | 35 |
| **End Page:** | 42 |
| **Keywords:** | active transport; built environment; cycling; google street view; virtual audit; physical-activity; neighborhood environments; spotlight project; adults; associations; bicycle; audit; health; determinants; recreation; |
| **Notes:** | ISI:000396955900004; Eo8Qv; Times Cited:0; Cited References Count:83 |
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| **URL:** | ://000396955900004 |
| **Secondary Date:** | Mar |
| **Reference ID:** | 194 |
| **Pages:** | 35-42 |
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| **Title:** | Breaking the habit: Does fracturing your wrist change your travel and driver behaviour? |
| **Authors:** | Musselwhite, C.B.A.; Calcraft, M.J.; Roberts, M.; Fox, R.; Swinkels, A.; Turton, P.; Young, S. |
| **Pub Date:** | 2016 |
| **Abstract:** | When someone breaks their wrist it presents a disruption to everyday routine. Some of this is as a result of having to change travel patterns. This paper investigates the changes people make to their travel behaviour in the light of an unexpected change in their situation caused by fracturing their wrist and wearing a forearm plaster cast. One hundred and eleven participants, approached as they were having their plaster cast removed, completed a questionnaire addressing travel behaviour change, driver safety and information provision covering their time in a plaster cast (typically an average of 5-6 weeks). Eighteen percent of participants drove during the time they had a forearm plaster cast on. All reported they felt safe in doing so and that wearing the plaster cast did not compromise safety, though it was uncomfortable and compensatory behaviours took place. Risk and affective scales did not predict whether participants drove in a cast, suggesting that practical and utilitarian, rather than psychosocial, reasons were the motivation for driving in a plaster cast. Eighty-two percent found other ways of travelling without using their car. Participant's use of buses and trains, walking and taking lifts were all increased and overall, across all modes of transport, participants travelled fewer miles but made more journeys. There was a reduction in cycling, especially for those who drove in a cast, suggesting cyclists who broke their wrist changed to driving while their arm was in a cast. Information provision did not affect whether someone drove or not. Implications for providing travel information to help people avoid car use while their forearm is in a cast and maintaining behaviour change afterwards are discussed. (C) 2016 Elsevier Ltd. All rights reserved. |
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| **Publication:** | Transportation Research Part F-Traffic Psychology and Behaviour |
| **Volume:** | 38 |
| **Issue:** |  |
| **Start Page:** | 83 |
| **End Page:** | 93 |
| **Keywords:** | habit; driver behaviour; travel behaviour; behaviour change; injury; patterns; plaster; choice; |
| **Notes:** | ISI:000373545700009; Di5Nk; Times Cited:0; Cited References Count:38 |
| **Record Type:** | JOUR |
| **URL:** | ://000373545700009 |
| **Secondary Date:** | Apr |
| **Reference ID:** | 2429 |
| **Pages:** | 83-93 |
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| **Title:** | Promoting Active Transport in Older Adolescents Before They Obtain Their Driving Licence: A Matched Control Intervention Study |
| **Authors:** | Verhoeven, H.; Simons, D.; Van Cauwenberg, J.; Van Dyck, D.; Vandelanotte, C.; de Geus, B.; De Bourdeaudhuij, I.; Clarys, P.; Deforche, B. |
| **Pub Date:** | 2016 |
| **Abstract:** | Background Active transport has great potential to increase physical activity in older adolescents (17-18 years). Therefore, a theory-and evidence-based intervention was developed aiming to promote active transport among older adolescents. The intervention aimed to influence psychosocial factors of active transport since this is the first step in order to achieve a change in behaviour. The present study aimed to examine the effect of the intervention on the following psychosocial factors: intention to use active transport after obtaining a driving licence, perceived benefits, perceived barriers, subjective norm, self-efficacy, habit and awareness towards active transport. Methods A matched control three-arm study was conducted and consisted of a pre-test post-test design with intervention and control schools in Flanders (northern part of Belgium). A lesson promoting active transport was implemented as the last lesson in the course 'Driving Licence at School' in intervention schools (intervention group 1). Individuals in intervention group 2 received this active transport lesson and, in addition, they were asked to become a member of a Facebook group on active transport. Individuals in the control group only attended the regular course 'Driving Licence at School'. Participants completed a questionnaire assessing socio-demographics and psychosocial variables at baseline, post (after one week) and follow-up (after eight weeks). To assess intervention effects, multilevel linear mixed models analyses were performed. Results A sample of 441 older adolescents (56.8% female; 17.4 (0.7) years) was analysed. For awareness regarding the existence of car sharing schemes, a significant increase in awareness from baseline to post measurement was found within intervention group 1 (p = 0.001) and intervention group 2 (p = 0.030) compared to the control group in which no change was found. In addition, a significant increase in awareness from baseline to follow-up measurement was found within intervention group 1 (p = 0.043) compared to a decrease in awareness from baseline to follow-up measurement within the control group. Conclusions Overall, the intervention was not effective to increase psychosocial correlates of active transport. Future intervention studies should search for alternative strategies to motivate and involve this hard to reach target group. |
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| **Publication:** | Plos One |
| **Volume:** | 11 |
| **Issue:** | 12 |
| **Start Page:** |  |
| **End Page:** |  |
| **Keywords:** | school-based intervention; physical-activity; behavior; travel; children; implementation; population; overweight; australia; smoking; |
| **Notes:** | ISI:000391226900033; Eg7Kq; Times Cited:0; Cited References Count:47 |
| **Record Type:** | JOUR |
| **URL:** | ://000391226900033 |
| **Secondary Date:** | Dec 29 |
| **Reference ID:** | 698 |
| **Pages:** |  |
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| **Title:** | Beyond "Peak Car": A reflection on the evolution of public sentiment about the role of cars in cities |
| **Authors:** | Lee-Gosselin, M.E.H. |
| **Pub Date:** | 2017 |
| **Abstract:** | In this volume, Jones has made a persuasive case for considering recently observed reductions in car use (and sometimes car ownership) in a number of major northern cities as part of an evolutionary process, rather than the consequence of transient conditions such as the economic downturn of 2008 and its relatively slow recovery. In an era bringing new service models for mobility and communications that have important implications for safety, security, the environment and well-being, he points to the role of public attitudes and sentiments that may underlie changing policy priorities and an associated culture change with respect to transport in cities and the reclamation of street space. This paper briefly explores the role of public sentiments and reflects on the apparent emergence of a popular subculture that favors living, if possible, without owning or using cars, in contrast to older subcultures embracing more extreme sentiments that are either Car-centered or emphatically anti-car. (C) 2016 Production and hosting by Elsevier Ltd. |
| **Address:** | Univ Laval, Grad Sch Planning ESAD, Quebec City, PQ, Canada Univ Laval, CRAD, Quebec City, PQ, Canada Imperial Coll London, Ctr Transport Studies, London, England |
| **Publication:** | Iatss Research |
| **Volume:** | 40 |
| **Issue:** | 2 |
| **Start Page:** | 85 |
| **End Page:** | 87 |
| **Keywords:** | car ownership and use; urban mobility; public attitudes; icts; |
| **Notes:** | ISI:000396355600006; En9Yn; Times Cited:0; Cited References Count:9 |
| **Record Type:** | JOUR |
| **URL:** | ://000396355600006 |
| **Secondary Date:** | Jan |
| **Reference ID:** | 406 |
| **Pages:** | 85-87 |
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| **Title:** | Socio-demographic, personal, environmental and behavioral correlates of different modes of transportation to work among Norwegian parents |
| **Authors:** | Bjorkelund, O.A.; Degerud, H.; Bere, E. |
| **Pub Date:** | 2016 |
| **Abstract:** | Background: Cycling and brisk-walking to work represents an opportunity to incorporate sustainable transport related moderate-to-vigorous physical activity (MVPA) into daily routine among adults, and thus, may make an important contributing to health. Despite the fact that walking and cycling is an option for many commuters and also brings a number of benefits, a considerable proportion of commuters choose to use other means of transport when cycling and walking would be a highly appropriate transport mode. The object of this study was to assess the associations between modes of commuting to the workplace among parental adults; taking socio-demographic, personal, environmental and behavioral factors into account. Methods: Data from a cross-sectional questionnaire were collected from a sample of 709 parents (23 % men and 77 % women) of children aged 10-12 years-old in two Norwegian counties, Hedmark and Telemark. Commuting behavior, socio-demographic determinants, personal and environmental factors were ascertained using questionnaire data from the Fruit and Vegetables Makes the Marks project (FVMM). Multivariate logistic regressions were applied. Results: In total, 70 % of adults were categorized as car commuters to and from work, 12 % was categorized as a cyclist and 7 % as a walker. The multivariate analyses showed that active commuters were more likely to have a shorter distance to work and perceived the traffic as more safe. Moreover, those who actively commute to the workplace considered commuting as a way to obtain health benefits and a way to reduce CO2 emissions. Active commuters also considered weather to be an obstacle to active commuting. Conclusion: In this cross-sectional study of parents living in sub-urban Norway, we found that active commuting to and from the workplace were associated with a shorter distance to work, traffic safety, environmental concern, health benefits and weather condition. In light of these findings, cycling to work seems to be the most appropriate target for interventions and public health campaigns within this population. |
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| **Publication:** | Archives of Public Health |
| **Volume:** | 74 |
| **Issue:** |  |
| **Start Page:** |  |
| **End Page:** |  |
| **Keywords:** | global physical-activity; quality-of-life; active transportation; cardiovascular risk; health; associations; walking; school; netherlands; lessons; |
| **Notes:** | ISI:000385575800001; Dz1Cg; Times Cited:0; Cited References Count:56 |
| **Record Type:** | JOUR |
| **URL:** | ://000385575800001 |
| **Secondary Date:** | Oct 10 |
| **Reference ID:** | 1139 |
| **Pages:** |  |
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| **Title:** | Gender Differences in School and Work Commuting Mode Through the Life Cycle Exploring Trends in the Greater Toronto and Hamilton Area, 1986 to 2011 |
| **Authors:** | Colley, M.; Buliung, R.N. |
| **Pub Date:** | 2016 |
| **Abstract:** | Reducing auto dependence and increasing the use of active and sustainable modes of transportation for school and work travel are necessary for alleviating traffic congestion issues that are typical in today's North American cities and regions. While there is a growing interest in increasing the use of active and sustainable modes of travel for commuter trips in transportation planning, less attention has been paid in practice to gender differences in travel demand. This descriptive study explores gender differences in active transportation, public transit, and automobile use through the life cycle to assess temporal changes in gendered transport over the past 25 years in the greater Toronto and Hamilton area, Canada. Findings suggest that female children and youths are driven to school more frequently than males; however, males drive more than females during the years of labor force participation. Differences between female and male automobile use increase with age, but the gender gap has declined since the mid-1980s. Factors such as having one vehicle per household, more than six household members, and living and working in the city of Toronto are shown to associate with the largest differences in driving between full-time employed women and men. Distances between home and work have increased, particularly for women, and the percentage of women with a driver's license has increased. Although driving remains higher for men than women during the part of the life course that includes labor force participation, the gender gap in active transportation, public transit, and automobile use appears to be lower today than in the mid-1980s. |
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| **Publication:** | Transportation Research Record |
| **Volume:** |  |
| **Issue:** | 2598 |
| **Start Page:** | 102 |
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| **Keywords:** | united-states; mobility; travel; transport; attitudes; women; |
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| **Record Type:** | JOUR |
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| **Secondary Date:** |  |
| **Reference ID:** | 3939 |
| **Pages:** | 102-109 |
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| **Title:** | Reclaim street space! - exploit the European potential of car sharing |
| **Authors:** | Glotz-Richter, M. |
| **Pub Date:** | 2016 |
| **Abstract:** | Sustainable Urban Mobility Plans (SUMPs) are a core element of the European Commission's Urban Mobility Package. A bundle of measures combines infrastructure; clean fuels and vehicles; and soft measures to promote walking, cycling and public transport use. Looking at the problems of cities world-wide, one crucial aspect not (yet) adequately addressed is increasing car-ownership, leading to over-consumption of space in cities creating both congestion and parking problems. The City of Bremen's SUMP, which received the 2014 CIVITAS Award and the 2015 SUMP Award, integrates car sharing as a strategic element to reduce car ownership. The ambitious Car Sharing Action Plan from 2009, the first municipal thematic plan on car sharing, set a target of 20,000 car sharing users by 2020 and, more important, the replacement of about 6,000 private cars through the service of car sharing. Annual user surveys in Bremen show that every car sharing car takes 15 private cars off the road. This figure includes only cars that car sharers report giving up after becoming car sharers and does not include car purchases that were avoided by users who may have bought a car if no option had been available. Station-based car sharing, with its wide variety of vehicles and the reliability of pre-reservation (but also the option of spontaneous bookings) has a much higher impact on car ownership than does free-floating car sharing. In its 2010 'momorandum', the European IEE project momo Car Sharing estimated that European cities could be unburdened of the parking needs of 600,000 cars - end-to-end a row from London to Athens - if other cities applied policies similar to those in Bremen (and also Switzerland). The potential is huge to improve traffic, the environment and quality of life in European cities. This practitioner's report presents municipal policies and activities undertaken in Bremen (1) to exploit the potential of car sharing (e.g. providing mobility hubs and on-street car sharing stations; integration in new urban developments; multi-modal integration; optimising fleet management, information and awareness), (2) to develop quality requirements and (3) to prepare for future developments (e.g. autonomous transport systems). It also clarifies the different roles of station-based and free-floating car sharing and their potential for different types of cities and towns. The presentation will show - from the perspective of a municipality - how car sharing can be integrated into both advanced sustainable urban mobility planning and into more efficient urban developments. New urban developments with integrated car sharing, bike sharing and high quality public transport do not need as many car parking spaces as conventional developments, creating potential for reducing costs and improving the quality of urban space. (C) 2016 The Authors. Published by Elsevier B.V. |
| **Address:** | City Bremen, Senate Dept Environm Construct & Transport, Contrescarpe 72, D-28195 Bremen, Germany |
| **Publication:** | Transport Research Arena Tra2016 |
| **Volume:** | 14 |
| **Issue:** |  |
| **Start Page:** | 1296 |
| **End Page:** | 1304 |
| **Keywords:** | carsharing; bremen; sustainable urban mobility plans; sump; parking problems; |
| **Notes:** | ISI:000383251001039; Bf6Ln; Times Cited:0; Cited References Count:6; Transportation Research Procedia |
| **Record Type:** | JOUR |
| **URL:** | ://000383251001039 |
| **Secondary Date:** |  |
| **Reference ID:** | 4058 |
| **Pages:** | 1296-1304 |
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| **Title:** | The Association Between Transportation and Life-Space Mobility in Community-Dwelling Older People With or Without Walking Difficulties |
| **Authors:** | Viljanen, A.; Mikkola, T.M.; Rantakokko, M.; Portegijs, E.; Rantanen, T. |
| **Pub Date:** | 2016 |
| **Abstract:** | Objective: The aim of this study is to examine whether a persons' most frequently used mode of transportation is associated with life-space mobility and whether the association differs between persons with or without walking difficulties. Method: Life-space mobility was measured with the Life-Space Assessment in 848 community-dwelling men and women aged 75 to 90 years. Six separate mobility groups were formed according to the most frequently used mode of transportation (car driver, car passenger, public transportation) combined with the presence or absence of difficulties walking 2 km. Results: Car drivers without walking difficulties had the highest life-space mobility scores, and car passengers with walking difficulties had the lowest scores. Mode of transportation influenced the odds for restricted life space differently depending on whether or not the person had walking difficulties. Discussion: To support community mobility among older persons, it would be important to improve different transportation options to meet older persons' individual wishes, needs, and resources. |
| **Address:** | Univ Jyvaskyla, Jyvaskyla, Finland |
| **Publication:** | Journal of Aging and Health |
| **Volume:** | 28 |
| **Issue:** | 6 |
| **Start Page:** | 1038 |
| **End Page:** | 1054 |
| **Keywords:** | aging; life space; mobility; transportation; walking; driving cessation; adults; americans; cohort; home; |
| **Notes:** | ISI:000382570600006; Du9Xd; Times Cited:1; Cited References Count:24 |
| **Record Type:** | JOUR |
| **URL:** | ://000382570600006 |
| **Secondary Date:** | Sep |
| **Reference ID:** | 1513 |
| **Pages:** | 1038-1054 |
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| **Title:** | Requirements Towards Sustainable Future Urban Mobility in Germany |
| **Authors:** | Geldmacher, W.; Just, V.; Kopia, J.; Bussian, A. |
| **Pub Date:** | 2016 |
| **Abstract:** | Given both socio-economic changes as well as innovative approaches to react to these trends, the current urban mobility in Germany is subject to adapt to these changes in the near future. It is expected that the demand for mobility will further rise in the future, while flexibility, comfort, price and complexity reduction becomes more important in the field of mobility. As both existing public transport as well as motorized private mobility can only satisfy the above requirements to a certain extent and with limited flexibility, new modes of transportation are becoming more and more important. Self-driving cars that are currently in the testing phase offer a never before existing combination of all advantages of different transport modes if used in a carsharing model. This paper examines different mobility studies and statistics on the preference of transport modes in order to identify requirements towards a sustainable future urban mobility. The aim of this paper is to compare the results with the possibility of self-driving cars in a carsharing model. As a result it can be stated that self-driving cars in a carsharing model are not only an alternative to private motorized mobility and public transport, but could possibly replace existing transport modes in the future. |
| **Address:** | Bucharest Univ Econ Studies, Bucharest, Romania |
| **Publication:** | Basiq International Conference: New Trends in Sustainable Business and Consumption 2016 |
| **Volume:** |  |
| **Issue:** |  |
| **Start Page:** | 116 |
| **End Page:** | 123 |
| **Keywords:** | mobility trends; transport mode; innovation; sustainability; self-driving cars; carsharing; |
| **Notes:** | ISI:000383845100013; Bf6Ys; Times Cited:0; Cited References Count:12; Proceedings of BASIQ |
| **Record Type:** | JOUR |
| **URL:** | ://000383845100013 |
| **Secondary Date:** |  |
| **Reference ID:** | 4105 |
| **Pages:** | 116-123 |
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| **Title:** | New walking and cycling infrastructure and modal shift in the UK: A quasi-experimental panel study |
| **Authors:** | Song, Y.; Preston, J.; Ogilvie, D.; Consortium, i. |
| **Pub Date:** | 2017 |
| **Abstract:** | Heavy dependency on car use leads to traffic congestion, pollution, and physical inactivity, which impose high direct and indirect costs on society. Promoting walking and cycling has been recognised as one of the means of mitigating such negative effects. Various approaches have been taken to enhance walking and cycling levels and to reduce the use of automobiles. This paper examines the effectiveness of infrastructure interventions in promoting walking and cycling for transport. Two related sets of panel data, covering elapsed time periods of one and two years, were analysed to track changes in travel behaviour following provision of new walking and cycling infrastructure so that modal shift from private car use to walking and cycling can be investigated. Two types of exposure measures were tested: distance from the infrastructure (a measure of potential usage), and actual usage of the infrastructure. Only the latter measure was statistically significantly associated with modal shift. This in turn suggested that infrastructure provision was not a sufficient condition for modal shift, but may have been a necessary condition. Along with the use of new infrastructure, the loss of employment, higher education, being male and being part of the ethnic majority were consistently found to be significantly and positively associated with modal shift towards walking and cycling. The findings of this study support the construction of walking and cycling routes, but also suggest that such infrastructure alone may not be enough to promote active travel. (C) 2016 The Authors. Published by Elsevier Ltd. |
| **Address:** | Chonnam Natl Univ, Dept Geog, Gwangju 61186, South Korea Univ Southampton, Fac Engn & Environm, Transportat Res Grp, Bldg 176, Southampton SO16 7QF, Hants, England Univ Cambridge, Sch Clin Med, Epidemiol Unit, MRC, Box 285,Cambridge Biomed Campus, Cambridge CB2 0QQ, England Univ Cambridge, Sch Clin Med, UKCRC Ctr Diet & Act Res CEDAR, Box 285,Cambridge Biomed Campus, Cambridge CB2 0QQ, England |
| **Publication:** | Transportation Research Part a-Policy and Practice |
| **Volume:** | 95 |
| **Issue:** |  |
| **Start Page:** | 320 |
| **End Page:** | 333 |
| **Keywords:** | walking and cycling; active travel; modal shift; infrastructure intervention; travel behaviour; evaluation; carbon-dioxide emissions; physical-activity; travel behavior; active travel; work; interventions; determinants; environment; relocation; policies; |
| **Notes:** | ISI:000392768600021; Ei8Pb; Times Cited:0; Cited References Count:59 |
| **Record Type:** | JOUR |
| **URL:** | ://000392768600021 |
| **Secondary Date:** | Jan |
| **Reference ID:** | 528 |
| **Pages:** | 320-333 |
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| **Title:** | The autonomous car-a blessing or a curse for the future of low carbon mobility? An exploration of likely vs. desirable outcomes |
| **Authors:** | Thomopoulos, N.; Givoni, M. |
| **Pub Date:** | 2015 |
| **Abstract:** | Certain developed countries have experienced the 'peak car' phenomenon. While this remains to be confirmed longitudinally, it looks certain that future mobility in Europe and elsewhere will be shaped by a particular technological development: driverless or autonomous transport. The 'autonomous car' ignites the imagination, yet the research and debate on this topic largely focus on the 'autonomous' and not adequately on the 'car' element. Like any new technological development, autonomous transport presents ample opportunities to better our mobility system, but similarly it carries risks and can lead into a future mobility that exacerbates, rather than relieves, current deficiencies of our mobility systems, including its high carbon and high cost characteristics. Now it is high time to explore these, before we lock ourselves into the autonomous car future. Using Low Carbon Mobility ( LCM) as a guiding framework to assess mobility patterns and based on an extensive literature review, this paper aims to explore where there is a gap between the likely and desirable outcomes when developing the autonomous car and suggest how we might reduce it. Moreover, enhancing on global empirical evidence and forecasts about the opportunities and threats emerging from ICT deployment in transport and initial evidence on the development of the autonomous car, the paper concludes that a desirable outcome will only come if technological development will be accompanied by a social change. A change where public and sharing will be seen as superior to private and individual transport, could make the autonomous car a blessing. |
| **Address:** | LSE Cities, London Sch Econ & Polit Sci, London, England Tel Aviv Univ, Dept Geog & Human Environm, Transport Res Unit, IL-69978 Tel Aviv, Israel |
| **Publication:** | European Journal of Futures Research |
| **Volume:** | 3 |
| **Issue:** | 1 |
| **Start Page:** |  |
| **End Page:** |  |
| **Keywords:** | autonomous car; peak car; ict for transport; de-privatized car; low carbon mobility; shared mobility; peak car; vehicles; decline; policy; |
| **Notes:** | ISI:000372463000013; Dh0Hd; Times Cited:1; Cited References Count:100 |
| **Record Type:** | JOUR |
| **URL:** | ://000372463000013 |
| **Secondary Date:** | Dec |
| **Reference ID:** | 5083 |
| **Pages:** |  |
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| **Title:** | Gender differences in travel behaviour and willingness to adopt sustainable behaviour |
| **Authors:** | Simicevic, J.; Milosavljevic, N.; Djoric, V. |
| **Pub Date:** | 2016 |
| **Abstract:** | This paper presents pioneering research on gender differences in travel behaviour in southeastern Europe. The study analyses the socio-economic and main travel characteristics (particularly parking) of men and women. Additionally, it examines the influence of parking demand management measures on their behaviour, in terms of the willingness of men and women to reduce car use and to adopt more sustainable behaviour. The results reveal significant differences between genders in most of the characteristics examined. Moreover, it is shown that women are less car dependent and more sensitive to parking pricing and, therefore, more willing to replace a car journey with public transport. These findings suggest that gender should be an essential parameter when user behaviour is examined and modelled. Furthermore, the results indicate that gender differences must be considered when transport policy is created to affect the behaviour of men and women equally. The achievement of social equality is one of the primary objectives of sustainable development. |
| **Address:** | Univ Belgrade, Fac Transport & Traff Engn, Vojvode Stepe 305, Belgrade 11000, Serbia |
| **Publication:** | Transportation Planning and Technology |
| **Volume:** | 39 |
| **Issue:** | 5 |
| **Start Page:** | 527 |
| **End Page:** | 537 |
| **Keywords:** | gender; travel behaviour; parking demand management; parking price sensitivity; sustainability; parking price; women; transport; time; |
| **Notes:** | ISI:000379830100006; Dr3Vg; Times Cited:0; Cited References Count:24 |
| **Record Type:** | JOUR |
| **URL:** | ://000379830100006 |
| **Secondary Date:** |  |
| **Reference ID:** | 4488 |
| **Pages:** | 527-537 |
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| **Title:** | Key events and multimodality: A life course approach |
| **Authors:** | Scheiner, J.; Chatterjee, K.; Heinen, E. |
| **Pub Date:** | 2016 |
| **Abstract:** | Since the large majority of households have access to one or more cars in the developed world, encouraging multimodal travel behaviours has become a goal for many cities. Multimodality refers to the use of more than one transport mode within a given period of time. While correlates of multimodality have been identified from cross-sectional data, there is very little known about the circumstances over time in which individuals become more or less multimodal. This paper is the first to fully adopt the mobility biography approach to study changes in multimodality over time at the individual level. Multimodality is measured using four continuous indicators of mode use in a seven-day period: the share in trips made by the most commonly used mode (primary mode), the Herfindahl-Hirschman Index, Shannon's entropy, and the number of modes used. The paper uses the German Mobility Panel (GMP) for the period 1994-2012. The results demonstrate that some of the life course events studied are significantly associated with changes in multimodality. Specifically, a child moving out of the household increases the multimodality of parents. Leaving the labour market increases multimodality, while entering the labour market conversely reduces multimodality. Changes in car access and driver licence holding have significant effects as well. An improvement to the public transport system in the neighbourhood increases multimodality, and vice versa. Reduced parking space availability also increases multimodality. The latter two findings endorse 'carrot and stick' transport policies as means of creating a more balanced use of transport modes. (C) 2016 Elsevier Ltd. All rights reserved. |
| **Address:** | Tech Univ Dortmund, Fac Spatial Planning, Dept Transport Planning, D-44227 Dortmund, Germany Univ West England, Ctr Transport & Soc, Dept Geog & Environm Management, Bristol BS16 1QY, Avon, England Univ Leeds, Fac Environm, Inst Transport Studies, Leeds LS2 9JT, W Yorkshire, England |
| **Publication:** | Transportation Research Part a-Policy and Practice |
| **Volume:** | 91 |
| **Issue:** |  |
| **Start Page:** | 148 |
| **End Page:** | 165 |
| **Keywords:** | multimodality; travel mode choice; mobility biography; life course; key event; travel behaviour change; travel mode choice; built environment; variability; behavior; determinants; transport; time; car; |
| **Notes:** | ISI:000383309000010; Dw0Cr; Times Cited:0; Cited References Count:38 |
| **Record Type:** | JOUR |
| **URL:** | ://000383309000010 |
| **Secondary Date:** | Sep |
| **Reference ID:** | 1441 |
| **Pages:** | 148-165 |
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| **Title:** | Identity and travel behaviour: A cross-sectional study on commute mode choice and intention to change |
| **Authors:** | Heinen, E. |
| **Pub Date:** | 2016 |
| **Abstract:** | Introduction: Social and self-identities have been conceptualised to prevent travel behaviour change, as threats to one's identity may cause resistance to change. This study focuses on the role of social, transport, place, and self-identities on commute mode choice and intention to change mode choice. Method: Data were collected in June 2015 in Utrecht, the Netherlands. Invitations to participate were distributed by mail using data from the municipality, resulting in 1062 adult participants. The outcome measures were the transport mode shares based on a 14-day travel-to-and from-work record of trips (i) involving any car use, (ii) involving any bicycling, (iii) involving any walking, and (iv) involving any public transport use. The second series of outcome measures concerned the willingness to change the amount of car use, bicycle use and walking, determined by the question 'to what extent do you intend to change the use of...?'. Identity was measured on a seven-point disagree/agree scale for 17 items by asking to what extent the respondent 'sees him/herself as...'. Separate multinomial regression models were estimated stepwise adjusting for socioeconomic and transport characteristics. Results: Multiple identity items were associated with the use of all commute modes. In the maximally adjusted models, identities associated with the respective modes remained significant. For example, whether someone identified themselves with being a cyclist corresponded with higher likelihood of cycling occasionally (relative risk ratio (RRR): 1.84; 95% confidence interval (CI):1.47-2.30), or always to work (RRR: 2.86; 95% CI: 2.163.79). In addition, we found that a family-oriented identity was negatively associated with occasional commuting by car, and a 'sporty' identity was negatively associated with always cycling to work. Transport identities were also associated with stated intentions to change as were several social, place, and self-identities. Identifying with being a car driver decreased the likelihood of intending to reduce car use, but it increased the likelihood of intending to increase car use, as did identifying with being career-oriented. Individuals that identified with being a cyclist were less likely to have an intention to reduce bicycle use, whereas countryside lovers had greater intentions of increasing cycling. Individuals that identified themselves as pedestrians had a lower intention of decreasing their walking levels, and a higher intention of increasing them, as did those who identified themselves as being family-oriented. Discussion: The results confirm limited previous findings that identifying with users of a transport mode correspond with its use. Nevertheless, questions around causality remain. The intention to change mode choice was associated with several identities, including transport-related identities, place-related identities, social/family-related identities, and self-identities. Future research should focus on the associations between identity and actual behaviour change to further our understanding of the effect of identity on travel behaviour. (C) 2016 Elsevier Ltd. All rights reserved. |
| **Address:** | Univ Leeds, Inst Transport Studies, Fac Environm, Leeds LS2 9JT, W Yorkshire, England Delft Univ Technol, Fac Technol Policy & Management, Dept Transport & Logist, Jaffalaan 5, NL-2628 BX Delft, Netherlands |
| **Publication:** | Transportation Research Part F-Traffic Psychology and Behaviour |
| **Volume:** | 43 |
| **Issue:** |  |
| **Start Page:** | 238 |
| **End Page:** | 253 |
| **Keywords:** | identity; mode choice; intention to change; behaviour change; planned behavior; self-identity; past behavior; social identity; attitudes; norms; cycle; car; |
| **Notes:** | ISI:000389108000020; Ed8Fs; Times Cited:0; Cited References Count:37 |
| **Record Type:** | JOUR |
| **URL:** | ://000389108000020 |
| **Secondary Date:** | Nov |
| **Reference ID:** | 992 |
| **Pages:** | 238-253 |
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| **Title:** | Key research themes on travel behavior, lifestyle, and sustainable urban mobility |
| **Authors:** | Van Acker, V.; Goodwin, P.; Witlox, F. |
| **Pub Date:** | 2016 |
| **Abstract:** | The concept of lifestyle adds a behavioral component to travel models that used to be dominated by engineering and econometric traditions. This article presents an overview of how lifestyle is defined and measured in transport studies, and how travel behavior is influenced by lifestyles. Lifestyles are often used pragmatically rather than theoretically in the behavior studies. Nevertheless, some important theoretical contributions have been made, especially in sociology by scholars such as Weber, Bourdieu, Ganzeboom, and Schulze who agree on the communicative character of lifestyles: individuals express their social position through specific patterns of behavior, consumption, and leisure. These behavioral patterns are shaped by underlying opinions and orientations, including beliefs, interests, and attitudes. Thus, travel behavior is not simply determined by price, speed, and comfort but is also related to attitudes, status, and preferences. Because lifestyle has many different dimensions, a variety of measurement approaches exists. Nevertheless, most studies suggest that travel behavior is conditioned by specific lifestyles. How lifestyles themselves can be modified to promote more sustainable patterns of transport has not received much attention to date. This article argues that lifestyles need to be considered as dynamic rather than as static and given, and that future research could delve more deeply into this area. |
| **Address:** | Univ Ghent, Dept Geog, B-9000 Ghent, Belgium Univ W England, Ctr Transport & Soc, Bristol BS16 1QY, Avon, England |
| **Publication:** | International Journal of Sustainable Transportation |
| **Volume:** | 10 |
| **Issue:** | 1 |
| **Start Page:** | 25 |
| **End Page:** | 32 |
| **Keywords:** | neighborhood type; leisure travel; car ownership; choices; model; |
| **Notes:** | ISI:000364783700004; Sp. Iss. SI; Cw1Wx; Times Cited:3; Cited References Count:54 |
| **Record Type:** | JOUR |
| **URL:** | ://000364783700004 |
| **Secondary Date:** |  |
| **Reference ID:** | 5024 |
| **Pages:** | 25-32 |
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| **Title:** | A longitudinal perspective on car ownership and use in relation with income inequalities in the Paris metropolitan area |
| **Authors:** | Cornut, B.; Madre, J.L. |
| **Pub Date:** | 2017 |
| **Abstract:** | The objective is to analyse the evolution of car ownership and use in the Paris region according to the standard of living of households and the place of residence (Paris, inner suburbs and outer suburbs). Based on annual panel surveys from 1974 to 2013, we show that a maximum of car use has been reached in the 1990s in the Paris region but the date of appearance of car ownership and use saturation differs according to the zone of residence (earlier in the City of Paris). The Gini index and the Q4/Q1 ratio are also computed to describe the evolution of inequalities in the population. In the Paris region, car ownership and use inequalities have strongly reduced since the 1970s. However, the levels of inequalities are higher in dense areas than in the outer suburbs where the necessity to own a car tends to homogenise travel behaviour. Last, if the Gini index is low because global inequalities are weak, inequalities remain important for low-income groups, especially in the outer suburbs where the indicators have to be interpreted as indicators of inequity. |
| **Address:** | UPE, IFSTTAR AME DEST, 14-20 Blvd Newton, F-77447 Champs Sur Marne, Marne La Vallee, France |
| **Publication:** | Transport Reviews |
| **Volume:** | 37 |
| **Issue:** | 2 |
| **Start Page:** | 227 |
| **End Page:** | 244 |
| **Keywords:** | car ownership; annual mileage; inequalities; economic indicators; paris region; public transport; peak car; travel; equity; countries; justice; demand; |
| **Notes:** | ISI:000396892400006; Eo7Tg; Times Cited:1; Cited References Count:55 |
| **Record Type:** | JOUR |
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| **Secondary Date:** |  |
| **Reference ID:** | 422 |
| **Pages:** | 227-244 |
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| **Title:** | Ontological Security and Private Car Use in Sydney, Australia |
| **Authors:** | Kent, J. |
| **Pub Date:** | 2016 |
| **Abstract:** | Successful promotion of alternative transport modes needs to be underpinned by better understandings of a seemingly cemented collective preference for private car use. This paper contributes to these understandings and proposes that automobility's dominance can be explained by a series of benefits intimately linked to the car. These benefits extend beyond those associated with utilitarian factors such as saving time. The concept of ontological security is used to propose that attachments to the private car are underpinned by an innate desire for predictability, autonomy and acceptance in modern lives increasingly characterised by insecurity. Empirical evidence on the journey to work in Australia's largest city, Sydney, is applied to examine the way mobility is practised and inform the paper's central proposition. |
| **Address:** | Univ Sydney, Sydney, NSW, Australia |
| **Publication:** | Sociological Research Online |
| **Volume:** | 21 |
| **Issue:** | 2 |
| **Start Page:** |  |
| **End Page:** |  |
| **Keywords:** | automobility; ontological security; sydney; autonomy; private car; mobility; psychosocial benefits; time; identity; transport; search; self; home; |
| **Notes:** | ISI:000389721700003; Ee6Lf; Times Cited:0; Cited References Count:50 |
| **Record Type:** | JOUR |
| **URL:** | ://000389721700003 |
| **Secondary Date:** | May 31 |
| **Reference ID:** | 2127 |
| **Pages:** |  |
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| **Title:** | Travel habit creation of the elderly and the transition to sustainable transport: Exploratory research based on a retrospective survey |
| **Authors:** | Nakanishi, H.; Black, J.A. |
| **Pub Date:** | 2016 |
| **Abstract:** | Transport researchers have identified a low propensity to use nonmotorized travel modes among retired people and associated concerns about road safety risks and obesity. This exploratory research examines the creation of driving habits during the life stages and the contextual factors that affect the travel mode choices of retired people. Retrospective, semistructured interviews with 37 retired people were undertaken in a low-density city of Canberra, Australia. Analysis of recorded data from the survey provides an example of mobility narratives organized around five hypotheses. Most respondents obtained a driver's license as soon as possible, despite many reporting favorable experiences of using public transport when young. The need to move from place to place for work and children's activities reinforces driving habits. This occurs especially in low-density environments such as Canberra where public transport cannot fulfill their needs. Once the driving habit is created it is retained well into retirement, and the preference is to keep driving independently as long as physical ability allows. In older age, some respondents self-limit their driving distances and avoid peak hours and night-time driving to minimize the safety risk. The conclusions contain research implications that explore the best opportunities to mainstream sustainable transport in an aging society. In addition to licensing and public transport issues, we argue that the fundamental challenge for sustainability remains how transport systems could be designed to support the needs of every generation, to minimize later dependence on the automobile. |
| **Address:** | Univ Canberra, Fac Arts & Design, Bruce, ACT 2601, Australia Univ New S Wales, Sch Civil & Environm Engn, Sydney, NSW, Australia |
| **Publication:** | International Journal of Sustainable Transportation |
| **Volume:** | 10 |
| **Issue:** | 7 |
| **Start Page:** | 604 |
| **End Page:** | 616 |
| **Keywords:** | driving habit; life stage; mobility narratives; public transport; retrospective survey; travel behavior; car use reduction; older-adults; mode choice; mobility biographies; public transport; grounded theory; baby boomers; key events; life; associations; |
| **Notes:** | ISI:000379608800003; Dr0Pg; Times Cited:1; Cited References Count:67 |
| **Record Type:** | JOUR |
| **URL:** | ://000379608800003 |
| **Secondary Date:** |  |
| **Reference ID:** | 4508 |
| **Pages:** | 604-616 |
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| **Title:** | The multimodal majority? Driving, walking, cycling, and public transportation use among American adults |
| **Authors:** | Buehler, R.; Hamre, A. |
| **Pub Date:** | 2015 |
| **Abstract:** | Multimodality, the use of more than one mode of transportation during a specified time period, is gaining recognition as an important mechanism for reducing automobile dependence by shifting trips from automobiles to walking, cycling, or public transportation. Most prior research on multimodality focuses on Western European countries. Based on the 2001 and 2009 National Household Travel Surveys, this paper analyzes trends and determinants of multimodal car use in the U.S. during a typical week by distinguishing between (1) monomodal car users who drive or ride in a car for all trips, (2) multimodal car users who drive or ride in a car and also use non-automobile modes, and (3) individuals who exclusively walk, cycle, and/or ride public transportation. We find that during a typical week a majority-almost two thirds-of Americans use a car and make at least one trip by foot, bicycle, or public transportation. One in four Americans uses a car and makes at least seven weekly trips by other modes of transportation. Results from multinomial and logistic regression analyses suggest there may be a continuum of mobility types ranging from monomodal car users to walk, bicycle, and/or public transportation only users-with multimodal car users positioned in-between the two extremes. Policy changes aimed at curtailing car use may result in movements along this spectrum with increasing multimodality for car users. |
| **Address:** | Virginia Tech, Sch Publ & Int Affairs, Urban Affairs & Planning Program, Alexandria, VA 22314 USA |
| **Publication:** | Transportation |
| **Volume:** | 42 |
| **Issue:** | 6 |
| **Start Page:** | 1081 |
| **End Page:** | 1101 |
| **Keywords:** | multimodality; USA; trends 2001-2009; multimodal and monomodal car users; walk, bicycle, and public transportation only users; individual travel behavior; 6-week travel diary; behavior; germany; access; neighborhoods; poverty; |
| **Notes:** | ISI:000362899600011; Ct6Cs; Times Cited:9; Cited References Count:43 |
| **Record Type:** | JOUR |
| **URL:** | ://000362899600011 |
| **Secondary Date:** | Nov |
| **Reference ID:** | 5391 |
| **Pages:** | 1081-1101 |
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PEAK CAR SEARCH

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| **Title:** | Millennials and car ownership: Less money, fewer cars |
| **Authors:** | Klein, N.J.; Smart, M.J. |
| **Pub Date:** | 2017 |
| **Abstract:** | Americans are driving less. The changes are most pronounced among Millennials, those born in the 1980s and 1990s. Much ink has been spilled debating whether these changes in travel behavior are due to changing preferences or economic circumstances. In this paper, we use eight waves of data from the Panel Study of Income Dynamics (PSID) to examine recent changes in auto ownership among US families with a particular focus on Millennials. We find that today's young adults do own fewer cars than previous generations did when they were young. However, when we control for whether young adults have become economically independent from their parents, i.e. left the nest, we find that economically independent young adults own slightly more cars than we would expect, given their low incomes and wealth. We caution planners to temper their enthusiasm about "peak car," as this may largely be a manifestation of economic factors that could reverse in coming years. (C) 2016 Elsevier Ltd. All rights reserved. |
| **Address:** | Columbia Univ, Grad Sch Architecture Planning & Preservat, Avery Hall, New York, NY 10027 USA Rutgers State Univ, Edward J Bloustein Sch Planning & Publ Policy, Room 535,Civ Sq Bldg,33 Livingston Ave, New Brunswick, NJ 08901 USA |
| **Publication:** | Transport Policy |
| **Volume:** | 53 |
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| **Start Page:** | 20 |
| **End Page:** | 29 |
| **Keywords:** | travel demographics; auto ownership; peak car; peak travel; millennials; psid; peak car; travel; countries; |
| **Notes:** | ISI:000390642700003; Ef9Ia; Times Cited:1; Cited References Count:26 |
| **Record Type:** | JOUR |
| **URL:** | ://000390642700003 |
| **Secondary Date:** | Jan |
| **Reference ID:** | 10 |
| **Pages:** | 20-29 |
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| --- | --- |
| **Title:** | Who Made Peak Car, and How? A Breakdown of Trends over Four Decades in Four Countries |
| **Authors:** | Kuhnimhof, T.; Zumkeller, D.; Chlond, B. |
| **Pub Date:** | 2013 |
| **Abstract:** | This paper investigates the contribution of underlying trends to per-capita car travel development since the 1970s in France, Germany, Great Britain, and the USA. In these countries, after a long period of growth, car travel began to show signs of stagnation or even decrease after the 1990s. Our paper breaks down underlying demographic and travel trends for two study periods: first, a period of per-capita car travel growth (until the mid-1990s); second, a period of stagnation or decrease in car travel (beginning around the turn of the millennium). Two patterns of development emerge: (1) in France and the USA, the reversal in the trend in car travel per capita was due mainly to trend changes in total travel demand by drivers; (2) in Germany and Great Britain, the levelling off of motorisation, and shifts to other modes, played a much larger role. Ageing has in recent years gained weight in shaping per-capita car travel trends. In Europe, the continued increase of car availability for seniors has had a damping effect on peak car. Even though all age classes have contributed to peak car, young adults stand out in this regard and therefore deserve special attention. |
| **Address:** | Inst Mobil Res Ifmo, Munich, Germany Karlsruhe Inst Technol, Inst Transport Studies, D-76021 Karlsruhe, Germany |
| **Publication:** | Transport Reviews |
| **Volume:** | 33 |
| **Issue:** | 3 |
| **Start Page:** | 325 |
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| **Keywords:** | peak car; trend decomposition; motorisation trends; cohort effects; demography; |
| **Notes:** | ISI:000320867600006; Sp. Iss. SI; 170QG; Times Cited:26; Cited References Count:17 |
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| **URL:** | ://000320867600006 |
| **Secondary Date:** | May 1 |
| **Reference ID:** | 42 |
| **Pages:** | 325-342 |
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| **Title:** | Who Are the Drivers of Peak Car Use? A Decomposition of Recent Car Travel Trends for Six Industrialized Countries |
| **Authors:** | Kuhnimhof, T.; Zumkeller, D.; Chlond, B. |
| **Pub Date:** | 2013 |
| **Abstract:** | This study investigates the contribution of the aging of the population and changes in travel behavior by age group to peak car use in France, Germany, Great Britain, Japan, Norway, and the United States. The terms "peak car use," "peak car travel," and "peak car hypothesis" have been coined for the recent trend reversal in car travel development observed in some industrialized countries. In the study countries, car travel was characterized by growth for a long time but started to show signs of stagnation or even decrease in the past decade. The authors analyze underlying travel trends since the mid-1990s and use a trend decomposition based on descriptive statistics from national travel surveys and Laspeyres indices. The results indicate that relevant developments have different weight in shaping peak car use in the study countries. In many places, the aging of the population has been an important contributor to peak car use. In Japan, aging was the most important factor limiting growth of car travel. In all study countries except the United States, where car ownership by seniors has not grown, increasing car ownership and car use by seniors have contributed to increasing car travel and thus have exerted a damping influence on peak car use. Another important development was new travel trends of young adults. In three countries, the contribution of young adults to peak car use is crucial: if young adults' car ownership and car mode share had not decreased, results would not have shown declining total car kilometers per capita in Germany and would have shown much stronger increases in Great Britain and Norway. |
| **Address:** | Inst Mobil Res, D-80788 Munich, Germany Karlsruhe Inst Technol, Inst Transport Studies, D-76131 Karlsruhe, Germany |
| **Publication:** | Transportation Research Record |
| **Volume:** |  |
| **Issue:** | 2383 |
| **Start Page:** | 53 |
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| **Keywords:** | population; germany; demand; |
| **Notes:** | ISI:000331160900008; Aa5Sw; Times Cited:4; Cited References Count:39 |
| **Record Type:** | JOUR |
| **URL:** | ://000331160900008 |
| **Secondary Date:** |  |
| **Reference ID:** | 49 |
| **Pages:** | 53-61 |
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| **Title:** | Peak Car Travel in the United States Two-Decade-Long Phenomenon at the State Level |
| **Authors:** | Garceau, T.J.; Atkinson-Palombo, C.; Garrick, N. |
| **Pub Date:** | 2015 |
| **Abstract:** | Peak car travel is an international phenomenon that became evident in the United States on a national scale in 2004. Potentially related to peak car travel is the decoupling of economic growth from driving levels. A wealth of research has addressed these phenomena on a national scale in the United States and other developed countries. Yet few studies have been undertaken on other geographic scales, especially the statewide scale in the United States. This study investigated U.S. state-level driving and economic patterns from 1980 to 2011 to understand occurring changes. The research results showed that peak car travel first occurred at the state level as early as 1992 in Washington State, whereas another 10 states peaked in 2000. By 2011, 48 of the 50 states had peaked. The longevity of this phenomenon at the state level provided evidence that peak car travel in the United States was a more permanent phenomenon than previously thought. In addition, the decoupling of economic growth from driving was evident at the state level. In the 1980s, these indicators were positively correlated at the state level. A significant change occurred by the 2000s, however, when any significant connection ceased for most states. For four of the earliest peak car travel states, the relationship between economic growth and driving turned negative. This finding showed that decreases in driving were not associated with negative economic consequences. Rather, in several states, driving reductions were now associated with increased, rather than decreased, economic growth. |
| **Address:** | Univ Connecticut, Dept Geog, 215 Glenbrook Rd,Unit 4148, Storrs, CT 06269 USA Univ Connecticut, Dept Civil & Environm Engn, 261 Glenbrook Rd,Unit 2037, Storrs, CT 06269 USA |
| **Publication:** | Transportation Research Record |
| **Volume:** |  |
| **Issue:** | 2531 |
| **Start Page:** | 36 |
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| **Keywords:** | demand; |
| **Notes:** | ISI:000370908800006; De8Te; Times Cited:0; Cited References Count:46 |
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| **URL:** | ://000370908800006 |
| **Secondary Date:** |  |
| **Reference ID:** | 33 |
| **Pages:** | 36-44 |
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| **Title:** | Determinants of car ownership among young households in the Netherlands: The role of urbanisation and demographic and economic characteristics |
| **Authors:** | Oakil, A.M.; Manting, D.; Nijland, H. |
| **Pub Date:** | 2016 |
| **Abstract:** | In the Netherlands, car ownership among young adults has slowly decreased in recent decades. The main causes of this trend are still unclear. Using a unique dataset in which vehicle registration data were combined with population and income register data for 2012/2013, this paper explores how car ownership among young Dutch households varies with household composition, urbanisation level (of household location), household income, employment status and ethnic background. Logistic regression analysis of this data revealed that urbanisation level and household composition are essential factors influencing car ownership. In addition, we found significant interaction effects between these two factors: the influence of urbanisation level on car ownership was much stronger for young couples than for young families or singles. Our results imply that increasing urbanisation and postponement of parenthood could reduce future car ownership among young adults in general. However, the increasing number of young families moving to more urbanised areas could increase future car ownership in cities. (C) 2016 Elsevier Ltd. All rights reserved. |
| **Address:** | PBL Netherlands Environm Assessment Agcy, Minist Infrastruct & Environm, Amsterdam, Netherlands Univ Amsterdam, Dept Human Geog Planning & Int Dev Studies, NL-1012 WX Amsterdam, Netherlands |
| **Publication:** | Journal of Transport Geography |
| **Volume:** | 51 |
| **Issue:** |  |
| **Start Page:** | 229 |
| **End Page:** | 235 |
| **Keywords:** | car mobility; demography; generation y; life stage; millennials; urbanisation; travel trends; urban areas; peak car; generation; drivers; age; |
| **Notes:** | ISI:000375505200024; Dl2Zz; Times Cited:2; Cited References Count:35 |
| **Record Type:** | JOUR |
| **URL:** | ://000375505200024 |
| **Secondary Date:** | Feb |
| **Reference ID:** | 18 |
| **Pages:** | 229-235 |
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| --- | --- |
| **Title:** | Peak Car and Beyond: The Fourth Era of Travel |
| **Authors:** | Metz, D. |
| **Pub Date:** | 2013 |
| **Abstract:** | There is emerging evidence that personal daily travel, particularly by car, has ceased to grow in the developed economies. This can be attributed to saturation of demand, given high levels of access and choice now widely available, together with constraints on higher speeds. We are therefore at a time of transition from an era of growth of per capita travel to an era of stability, in which the future factors determining the growth of total travel demand are demographic population growth, increasing longevity, and urbanisation. The peak car phenomenon, which marks this transition, is seen in successful cities that attract a growing population whose travel needs are increasingly met by investment in rail-based transport, the revival of which is a characteristic of the new era. |
| **Address:** | UCL, Ctr Transport Studies, London WC1E 6BT, England |
| **Publication:** | Transport Reviews |
| **Volume:** | 33 |
| **Issue:** | 3 |
| **Start Page:** | 255 |
| **End Page:** | 270 |
| **Keywords:** | economic-growth; demand; saturation; |
| **Notes:** | ISI:000320867600002; Sp. Iss. SI; 170QG; Times Cited:43; Cited References Count:36 |
| **Record Type:** | JOUR |
| **URL:** | ://000320867600002 |
| **Secondary Date:** | May 1 |
| **Reference ID:** | 47 |
| **Pages:** | 255-270 |
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| --- | --- |
| **Title:** | "Peak Car' Themes and Issues |
| **Authors:** | Goodwin, P.; Van Dender, K. |
| **Pub Date:** | 2013 |
| **Abstract:** | This editorial overview of the Special Issue on Peak Car' previews the seven papers, drawing out common themes and differences. It starts with a brief overview of the emergence and characteristics of the peak car' idea, including recent research and discussions. It draws out the key themes from each of the seven papers in turn and discusses implications for research and policy. It concludes that there is now little doubt that young peoples' car use has reduced, but there is still doubt about how younger people will travel as they age, or how the next generation will travel; that location and settlement density effects are very important, meaning that future population distributions will be significant; and that while economic' factors are still seen to be important, elasticities with respect to price and income are falling, with signs of differential responses by population categories and location. In policy terms, it concludes that with the current level of uncertainty about future car use levels, rather than developing policy based on one forecast, we should be developing policy for a range of plausible scenarios. |
| **Address:** | UCL, Ctr Transport Studies, London, England Univ W England, Ctr Transport Soc, London, England Int Transport Forum, ITF OECD, Joint Transport Res Ctr, Paris, France |
| **Publication:** | Transport Reviews |
| **Volume:** | 33 |
| **Issue:** | 3 |
| **Start Page:** | 243 |
| **End Page:** | 254 |
| **Keywords:** | transport and society; peak car; econometric; modelling; peak travel; daily travel; demand; |
| **Notes:** | ISI:000320867600001; Sp. Iss. SI; 170QG; Times Cited:48; Cited References Count:22 |
| **Record Type:** | JOUR |
| **URL:** | ://000320867600001 |
| **Secondary Date:** | May 1 |
| **Reference ID:** | 48 |
| **Pages:** | 243-254 |
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| **Title:** | Peak car? Drivers of the recent decline in Swedish car use |
| **Authors:** | Bastian, A.; Borjesson, M. |
| **Pub Date:** | 2015 |
| **Abstract:** | It has long been well-known that economic variables such as GDP and fuel price as well as socio-demographic characteristics and spatial distribution are key factors explaining car use trends. However, due. to the recently observed plateau of total car travel in many high income countries, it has been argued that other factors, such as changes in preferences, attitudes and life-styles, have become more important drivers of car use. This paper shows that the two variables, GDP per capita and fuel price, explain most of the aggregate trends in car distances driven per adult in Sweden: as much as 80% over the years 2002 to 2012. The estimated elasticities are well in line with previous literature and can reasonably well reproduce the trend in car distances driven per adult back to 1980. We find, however, a substantial variation in elasticities between municipalities depending on public transport supply, population density, share of foreign-born inhabitants and the average income level. (C) 2015 Elsevier Ltd. All rights reserved. |
| **Address:** | KTH Royal Inst Technol, Ctr Transport Studies, Stockholm, Sweden |
| **Publication:** | Transport Policy |
| **Volume:** | 42 |
| **Issue:** |  |
| **Start Page:** | 94 |
| **End Page:** | 102 |
| **Keywords:** | peak car; fuel price elasticity; gdp elasticity; transport forecasting; car use; demand; elasticities; |
| **Notes:** | ISI:000358389400011; Cn4Gu; Times Cited:3; Cited References Count:31 |
| **Record Type:** | JOUR |
| **URL:** | ://000358389400011 |
| **Secondary Date:** | Aug |
| **Reference ID:** | 27 |
| **Pages:** | 94-102 |
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| **Title:** | A longitudinal perspective on car ownership and use in relation with income inequalities in the Paris metropolitan area |
| **Authors:** | Cornut, B.; Madre, J.L. |
| **Pub Date:** | 2017 |
| **Abstract:** | The objective is to analyse the evolution of car ownership and use in the Paris region according to the standard of living of households and the place of residence (Paris, inner suburbs and outer suburbs). Based on annual panel surveys from 1974 to 2013, we show that a maximum of car use has been reached in the 1990s in the Paris region but the date of appearance of car ownership and use saturation differs according to the zone of residence (earlier in the City of Paris). The Gini index and the Q4/Q1 ratio are also computed to describe the evolution of inequalities in the population. In the Paris region, car ownership and use inequalities have strongly reduced since the 1970s. However, the levels of inequalities are higher in dense areas than in the outer suburbs where the necessity to own a car tends to homogenise travel behaviour. Last, if the Gini index is low because global inequalities are weak, inequalities remain important for low-income groups, especially in the outer suburbs where the indicators have to be interpreted as indicators of inequity. |
| **Address:** | UPE, IFSTTAR AME DEST, 14-20 Blvd Newton, F-77447 Champs Sur Marne, Marne La Vallee, France |
| **Publication:** | Transport Reviews |
| **Volume:** | 37 |
| **Issue:** | 2 |
| **Start Page:** | 227 |
| **End Page:** | 244 |
| **Keywords:** | car ownership; annual mileage; inequalities; economic indicators; paris region; public transport; peak car; travel; equity; countries; justice; demand; |
| **Notes:** | ISI:000396892400006; Eo7Tg; Times Cited:1; Cited References Count:55 |
| **Record Type:** | JOUR |
| **URL:** | ://000396892400006 |
| **Secondary Date:** |  |
| **Reference ID:** | 5 |
| **Pages:** | 227-244 |
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| **Title:** | The Contribution of Benefit-in-Kind Taxation Policy in Britain to the 'Peak Car' Phenomenon |
| **Authors:** | Le Vine, S.; Jones, P.; Polak, J. |
| **Pub Date:** | 2013 |
| **Abstract:** | Car use per person has historically grown year-on-year in Great Britain since the 1950s, with minor exceptions during fuel crises and times of economic recession. The 'Peak Car' hypothesis proposes that this historical trend no longer applies. The British National Travel Survey provides evidence of such an aggregate levelling off in car mileage per person since the mid-1990s, but further analysis shows that this is the result of counter trends netting out: in particular, a reduction in per capita male driving mileage being offset by a corresponding increase in female car driving mileage. A major contributory factor to the decline in male car use has been a sharp reduction in average company car mileage per person. This paper investigates this aspect in more detail. Use of company cars fell sharply in Britain from the 1990s up to the 2008 recession. Over the same period, taxation policy towards company cars became more onerous, with increasing levels of taxation on the benefit-in-kind value of the ownership of a company car and on the provision of free fuel for private use. The paper sets out the changes in taxation policy affecting company cars in the UK, and looks at the associated reductions in company car ownership (including free fuel) and patterns of use. It goes on to look in more detail at which groups of the population have kept company cars and in which parts of the country they have been most used, and how these patterns have changed over time. A preliminary investigation is also made of possible substitution effects between company car and personal car driving and between company car use and rail travel. Clearly, the role of the company car is only one of many factors that are contributing to aggregate changes in levels of car use in Great Britain, alongside demographic changes and a wide range of policy initiatives. But, company car use cannot fall below zero, so the effect of declining year-on-year company car mileage suppressing overall car traffic levels cannot continue indefinitely. |
| **Address:** | Univ London Imperial Coll Sci Technol & Med, Dept Civil & Environm Engn, Ctr Transport Studies, London SW7 2AZ, England UCL, Ctr Transport Studies, London WC1E 6BT, England |
| **Publication:** | Transport Reviews |
| **Volume:** | 33 |
| **Issue:** | 5 |
| **Start Page:** | 526 |
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| **Keywords:** | benefit-in-kind; long-term mobility trends; peak car; company car; taxation policy; travel; population; |
| **Notes:** | ISI:000324365000002; 217NA; Times Cited:2; Cited References Count:32 |
| **Record Type:** | JOUR |
| **URL:** | ://000324365000002 |
| **Secondary Date:** | Sep 1 |
| **Reference ID:** | 41 |
| **Pages:** | 526-547 |
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| **Title:** | The Driving Downturn: A Preliminary Assessment |
| **Authors:** | Manville, M.; King, D.A.; Smart, M.J. |
| **Pub Date:** | 2017 |
| **Abstract:** | Problem, research strategy, and findings: We examine why American driving fell between 2004 and 2013, weighing two explanations: that Americans voluntarily moved away from driving (peak car), and that economic hardship reduced driving. We analyze aggregate data on travel, incomes, debt, public opinion, and Internet access. These data lack the precision of microdata, but unlike microdata are available annually for years before, during, and after driving's decline. We find substantial evidence for the economic explanation. During the downturn the cost of driving rose while median incomes fell. The economy grew overall, but did so unequally. Mass driving requires a mass middle class, but economic gains accrued largely to the most affluent. We find less evidence for peak car. If Americans voluntarily drove less, they would likely use other modes more. However, despite heavy investment in bicycle infrastructure and public transportation in the 2000s, demand for these modes remained flat while driving fell.Takeaway for practice: If Americans were voluntarily abandoning automobiles for other modes, planners could reduce investments in automobile infrastructure and increase investments in alternative mobility. Driving's decline, however, was not accompanied by a transit surge or substantial shift to other modes. The lesson of the driving downturn is that people drive less when driving's price rises. Planners obviously do not want incomes to fall, but they should consider policies that increase driving's price. Planners might also rethink the current direction of U.S. transit policy; transit use did not rise even when driving fell at an unprecedented pace. |
| **Address:** | Univ Calif Los Angeles, Luskin Sch Publ Affairs, Urban Planning, Los Angeles, CA 90024 USA Arizona State Univ, Sch Geog Sci & Urban Planning, Tempe, AZ 85287 USA Rutgers State Univ, Bloustein Sch Planning & Publ Policy, New Brunswick, NJ USA |
| **Publication:** | Journal of the American Planning Association |
| **Volume:** | 83 |
| **Issue:** | 1 |
| **Start Page:** | 42 |
| **End Page:** | 55 |
| **Keywords:** | peak car; only population; coverage bias; travel; support; income; age; |
| **Notes:** | ISI:000392992400008; Ej1Tf; Times Cited:0; Cited References Count:74 |
| **Record Type:** | JOUR |
| **URL:** | ://000392992400008 |
| **Secondary Date:** | Win |
| **Reference ID:** | 1 |
| **Pages:** | 42-55 |
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| --- | --- |
| **Title:** | The Prospects for Future Levels of Car Access and Use |
| **Authors:** | Stokes, G. |
| **Pub Date:** | 2013 |
| **Abstract:** | This paper aims to build on similarities and differences in empirical findings and analytical approaches in papers in a special issue of the Transport Reviews journal on peak car. These differences are encapsulated in a new exploratory tool, which gives transparent future scenarios, at the aggregate national level. The model is based on age cohorts, with some degree of behavioural inertia, as the means of incorporating the most frequently noted age-related feature of the new trends. This is modified by different readings of the differential effects of population growth and location, immigration, and policy effects. Account is also taken of different assessments of the future track of Western Economies and of the impacts that economic factors have on travel behaviour, this being one of the core distinctions between peak car research and traditional models. Using UK data the suggestion is of a base projection for overall car use per person which is broadly stable for the next 20 years or so, falling slightly by 2036. The conclusion is that the combined effects of findings reported in this Issue are big enough to affect future transport conditions to a much more substantial extent than has been traditionally assumed. |
| **Address:** | Univ Oxford, Transport Studies Unit, Oxford OX1 3QY, England |
| **Publication:** | Transport Reviews |
| **Volume:** | 33 |
| **Issue:** | 3 |
| **Start Page:** | 360 |
| **End Page:** | 375 |
| **Keywords:** |  |
| **Notes:** | ISI:000320867600008; Sp. Iss. SI; 170QG; Times Cited:10; Cited References Count:16 |
| **Record Type:** | JOUR |
| **URL:** | ://000320867600008 |
| **Secondary Date:** | May 1 |
| **Reference ID:** | 43 |
| **Pages:** | 360-375 |
|  |  |

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| --- | --- |
| **Title:** | Explaining "peak car" with economic variables |
| **Authors:** | Bastian, A.; Borjesson, M.; Eliasson, J. |
| **Pub Date:** | 2016 |
| **Abstract:** | Many western countries have seen a plateau and subsequent detrease of car travel during the 21st century. What has generated particular interest and debate is the statement that the development cannot be explained by changes in traditional explanatory factors such as GDP and fuel prices. Instead, it has been argued, the observed trends are indications of substantial changes in lifestyles, preferences and attitudes to car travel; what we are experiencing is not just a temporary plateau, but a true "peak car". However, this study shows that the traditional variables GDP and fuel price are in fact sufficient to explain the observed trends in car traffic in all the countries included in our study: the United States, France, the United Kingdom, Sweden and (to a large extent) Australia and Germany. We argue that the importance of the fuel price increases in the early 2000s has been underappreciated in the studies that shaped the later debate. Results also indicate that GDP elasticities tend to decrease with rising GDP, and that fuel price elasticities tend to increase at high price levels and during periods of rapid price increases. (C) 2016 Elsevier Ltd. All rights reserved. |
| **Address:** | KTH Royal Inst Technol, Dept Transport Sci, Stockholm, Sweden |
| **Publication:** | Transportation Research Part a-Policy and Practice |
| **Volume:** | 88 |
| **Issue:** |  |
| **Start Page:** | 236 |
| **End Page:** | 250 |
| **Keywords:** | peak car; fuel price elasticity; gdp elasticity; travel demand; demand; travel; elasticities; gasoline; decline; price; |
| **Notes:** | ISI:000379359800017; Dq7Au; Times Cited:4; Cited References Count:32 |
| **Record Type:** | JOUR |
| **URL:** | ://000379359800017 |
| **Secondary Date:** | Jun |
| **Reference ID:** | 16 |
| **Pages:** | 236-250 |
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| **Title:** | Can environmental awareness explain declining preference for car-based mobility amongst generation Y? A qualitative examination of learn to drive behaviours |
| **Authors:** | Hopkins, D. |
| **Pub Date:** | 2016 |
| **Abstract:** | Preference for private, motorised transportation grew substantially throughout the global North, during the 20th Century. Through this time rates of licencing, and car ownership, and vehicle kilometres travelled (VKT) rose across age groups. This had a range of environmental and social equity implications, and ignited a priority for investment in road infrastructure. The system of automobility was cemented by lock-in through the assemblage of infrastructure, technologies, policies and behaviours supporting, and frequently requiring, car based mobility. Yet recent evidence has shown that generation Y (18-35 year olds) are practicing mobility in different ways to earlier generations. Stabilising and declining rates of VKT, licencing and vehicle ownership have been identified in a range of industrialised countries. Adopting an interdisciplinary approach, this paper draws from theories of social practice and the theory of planned behaviour, as two traditions to examine what people 'do', focusing on the social and the individual respectively. It examines the motivations to learn to drive (LTD), and the preference for driving in New Zealand, a highly car dependent country, empirically drawing from 51 qualitative interviews. A series of meta-themes are presented and used to explain intended and actual behaviour relating to driving practices. The empirical research finds a diversity of highly nuanced interpretations of LTD, some of which reflect individual characteristics, whilst other interpretations are best understood grounded in a wider societal reading of contemporary trends and meanings. Frequently, justification for learning to drive goes beyond the competency and capacity to drive independently. Implications for policy and planning are detailed. (C) 2016 Elsevier Ltd. All rights reserved. |
| **Address:** | Univ Oxford, Sch Geog & Environm, Transport Studies Unit, Oxford OX1 2JD, England |
| **Publication:** | Transportation Research Part a-Policy and Practice |
| **Volume:** | 94 |
| **Issue:** |  |
| **Start Page:** | 149 |
| **End Page:** | 163 |
| **Keywords:** | automobility; environmental consciousness; generation y; young adults; emerging adults; mobility; modality; climate-change policy; peak car; planned behavior; social-change; new-zealand; transport; mode; automobility; travel; shift; |
| **Notes:** | ISI:000389089700010; Ed7Yx; Times Cited:0; Cited References Count:89 |
| **Record Type:** | JOUR |
| **URL:** | ://000389089700010 |
| **Secondary Date:** | Dec |
| **Reference ID:** | 11 |
| **Pages:** | 149-163 |
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| **Title:** | New Drivers in Mobility; What Moves the Dutch in 2012? |
| **Authors:** | van der Waard, J.; Jorritsma, P.; Immers, B. |
| **Pub Date:** | 2013 |
| **Abstract:** | A mobility analysis, in early 2011, by the Netherlands Institute for Transport Policy Analyses showed that following the remarkable growth in the 1980s and 1990s, the total amount of national mobility of people in the Netherlands had not increased since 2005. This particularly appeared to apply to car use. Except for the credit crisis around 2008-09, the reasons for this development remained unclear at the time. Based on further analyses of the developments in mobility over the last ten years and some findings from other countries, several hypotheses related to the apparent levelling off of the growth in car use were formulated and investigated in further research. In the first part of this paper, a detailed description of the developments in mobility between 2000 and 2010 is presented, with emphasis on specific trends for various user categories (by travel mode, by age group, by gender). This part can be seen as a description of recent developments in mobility growth. In the second part of the paper, we present the findings of our in-depth research into the causes behind the levelling off of growth in car use. |
| **Address:** | Netherlands Inst Transport Policy Anal KiM, NL-2500 EX The Hague, Netherlands TRAIL Res Sch, NL-2600 GA Delft, Netherlands |
| **Publication:** | Transport Reviews |
| **Volume:** | 33 |
| **Issue:** | 3 |
| **Start Page:** | 343 |
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| **Keywords:** | peak car; demographics; travel behaviour; car use; |
| **Notes:** | ISI:000320867600007; Sp. Iss. SI; 170QG; Times Cited:14; Cited References Count:32 |
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| **Secondary Date:** | May 1 |
| **Reference ID:** | 44 |
| **Pages:** | 343-359 |
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| **Title:** | Transport's digital age transition |
| **Authors:** | Lyons, G. |
| **Pub Date:** | 2015 |
| **Abstract:** | 2014 marks the 25th birthday of the World Wide Web. We have seen some remarkable developments as part of the digital age revolution in the last quarter of a century. These have taken place concurrently with a motor age that is possibly past its prime. A number of major motor manufacturers have faced disappointing sales or financial crisis alongside several countries seeing a halt to the historic trend of growing car use. The co-existence of the motor age and the digital age prompts this paper to consider the hypothesis that society is undergoing a fundamental transition from a regime of automobility to something significantly different. The paper considers what has characterized the motor age and proceeds to examine the digital revolution and how this is changing people's opportunity to access people, goods services and opportunities. The range of interactions between the motor age and the digital age are addressed, underlining the difficulty in establishing the net consequence of one for the other. The new debates concerning 'peak car' are considered in which the digital age is identified as potentially one key factor responsible for observed changes in car use. The paper then focuses upon a socio-technical conceptualization of society known as the Multi-Layer Perspective to examine its hypothesis. The hypothesis remains neither supported nor not supported. Transport's future in the digital age is uncertain and the paper sets out some views on resulting policy considerations and research needs. |
| **Address:** | Univ W England, Bristol BS16 1QY, Avon, England |
| **Publication:** | Journal of Transport and Land Use |
| **Volume:** | 8 |
| **Issue:** | 2 |
| **Start Page:** | 1 |
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| **Keywords:** | motor age; digital age; icts; regime change; peak car; travel demand; multilevel perspective; peak car; travel; telecommunications; uk; |
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| **Title:** | Multi-level forces and differential effects affecting birth cohorts that stimulate mobility change |
| **Authors:** | Tilley, S. |
| **Pub Date:** | 2017 |
| **Abstract:** | This paper presents a dynamic model at three levels to understand changing mobility trends at the population level. A multi-level framework is proposed that enables existing research and analysis to be considered in a more holistic sense. This framework assists in identifying predictions and transition pathways for different birth cohorts, particularly as they reach older age. This has the aim of bringing about a greater understanding of the sociodemographic influence on mobility trends, with a focus on the cultural transitions that affect birth cohorts differently in terms of their travel behaviour. The framework presented here captures the multi-level forces and structural effects that impact mobility. The paper examines how these forces and effects interact at different levels to influence the changing mobility of birth cohorts at different points in time. Examining the simultaneous operation of these levels is of conceptual importance to assist in the interpretation of mobility trends, as well as understanding future mobility implications, of future generations. |
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| **Publication:** | Transport Reviews |
| **Volume:** | 37 |
| **Issue:** | 3 |
| **Start Page:** | 344 |
| **End Page:** | 364 |
| **Keywords:** | mobility trends; birth cohorts; demographics; structural effects; transport and society; peak car; young-adults; travel-time; life-course; transport; geography; millennials; population; generation; trends; |
| **Notes:** | ISI:000396893200006; Eo7To; Times Cited:0; Cited References Count:121 |
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| **URL:** | ://000396893200006 |
| **Secondary Date:** |  |
| **Reference ID:** | 6 |
| **Pages:** | 344-364 |
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| **Title:** | The autonomous car-a blessing or a curse for the future of low carbon mobility? An exploration of likely vs. desirable outcomes |
| **Authors:** | Thomopoulos, N.; Givoni, M. |
| **Pub Date:** | 2015 |
| **Abstract:** | Certain developed countries have experienced the 'peak car' phenomenon. While this remains to be confirmed longitudinally, it looks certain that future mobility in Europe and elsewhere will be shaped by a particular technological development: driverless or autonomous transport. The 'autonomous car' ignites the imagination, yet the research and debate on this topic largely focus on the 'autonomous' and not adequately on the 'car' element. Like any new technological development, autonomous transport presents ample opportunities to better our mobility system, but similarly it carries risks and can lead into a future mobility that exacerbates, rather than relieves, current deficiencies of our mobility systems, including its high carbon and high cost characteristics. Now it is high time to explore these, before we lock ourselves into the autonomous car future. Using Low Carbon Mobility ( LCM) as a guiding framework to assess mobility patterns and based on an extensive literature review, this paper aims to explore where there is a gap between the likely and desirable outcomes when developing the autonomous car and suggest how we might reduce it. Moreover, enhancing on global empirical evidence and forecasts about the opportunities and threats emerging from ICT deployment in transport and initial evidence on the development of the autonomous car, the paper concludes that a desirable outcome will only come if technological development will be accompanied by a social change. A change where public and sharing will be seen as superior to private and individual transport, could make the autonomous car a blessing. |
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| **Publication:** | European Journal of Futures Research |
| **Volume:** | 3 |
| **Issue:** | 1 |
| **Start Page:** |  |
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| **Keywords:** | autonomous car; peak car; ict for transport; de-privatized car; low carbon mobility; shared mobility; peak car; vehicles; decline; policy; |
| **Notes:** | ISI:000372463000013; Dh0Hd; Times Cited:1; Cited References Count:100 |
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| **Secondary Date:** | Dec |
| **Reference ID:** | 24 |
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| **Title:** | Future mobility in an ageing society - Where are we heading? |
| **Authors:** | Shergold, I.; Lyons, G.; Hubers, C. |
| **Pub Date:** | 2015 |
| **Abstract:** | The demographic profile of UK society is changing as people live longer. Maintaining the wellbeing and quality of life of an ageing society is set to be extremely challenging. To what extent can the state afford to meet a potentially burgeoning demand for social care? What expectations will be placed upon informal carers to enable the system to cope? In what ways and to what extent might assistive technologies have a part to play in supporting people both in terms of active ageing and in relation to coping with failing health? Beyond these questions is one which is more explicitly pertinent to transport policy: how and where will older people live and how will this affect patterns, of mobility and levels of travel demand? This paper reports on a scenario planning exercise which has examined four different futures for living in later life, defined by considering two critical uncertainties: the extent to which older people in society engage with new healthcare technologies; and the extent to which the state provides care for people living in later life. The scenarios, explored with transport, ageing and assistive technology experts, serve to highlight how social practices may be shaped in very different ways both for older people and for those with whom they interact. The paper goes on to examine the implications for future mobility - such as the role of the home as a trip attractor as well as a trip generator - as well as to explore the extent to which transport policymakers are equipped to address the uncertainties for the transport system of an ageing society. (C) 2014 The Authors. Published by Elsevier Ltd. |
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| **Publication:** | Journal of Transport & Health |
| **Volume:** | 2 |
| **Issue:** | 1 |
| **Start Page:** | 86 |
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| **Keywords:** | assistive technologies; scenario planning; older people; travel demand; quality-of-life; older-people; peak car; transport; travel; |
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