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Geographic, sociodemographic and psychological factors related to Active and Sustainable mobility

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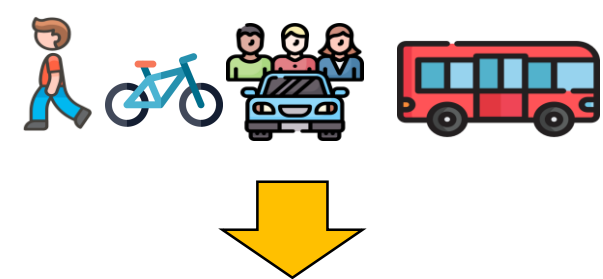
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1 Background

Active and Sustainable mobility (ASM)



Potential answer to **sanitary and climate issues** (physical inactivity, air pollution, greenhouse emissions)¹

- To promote it efficiently, it is important to apprehend the factors related to ASM²
- Few studies have apprehended the factors related to ASM from an interdisciplinary approach³

2 Methods

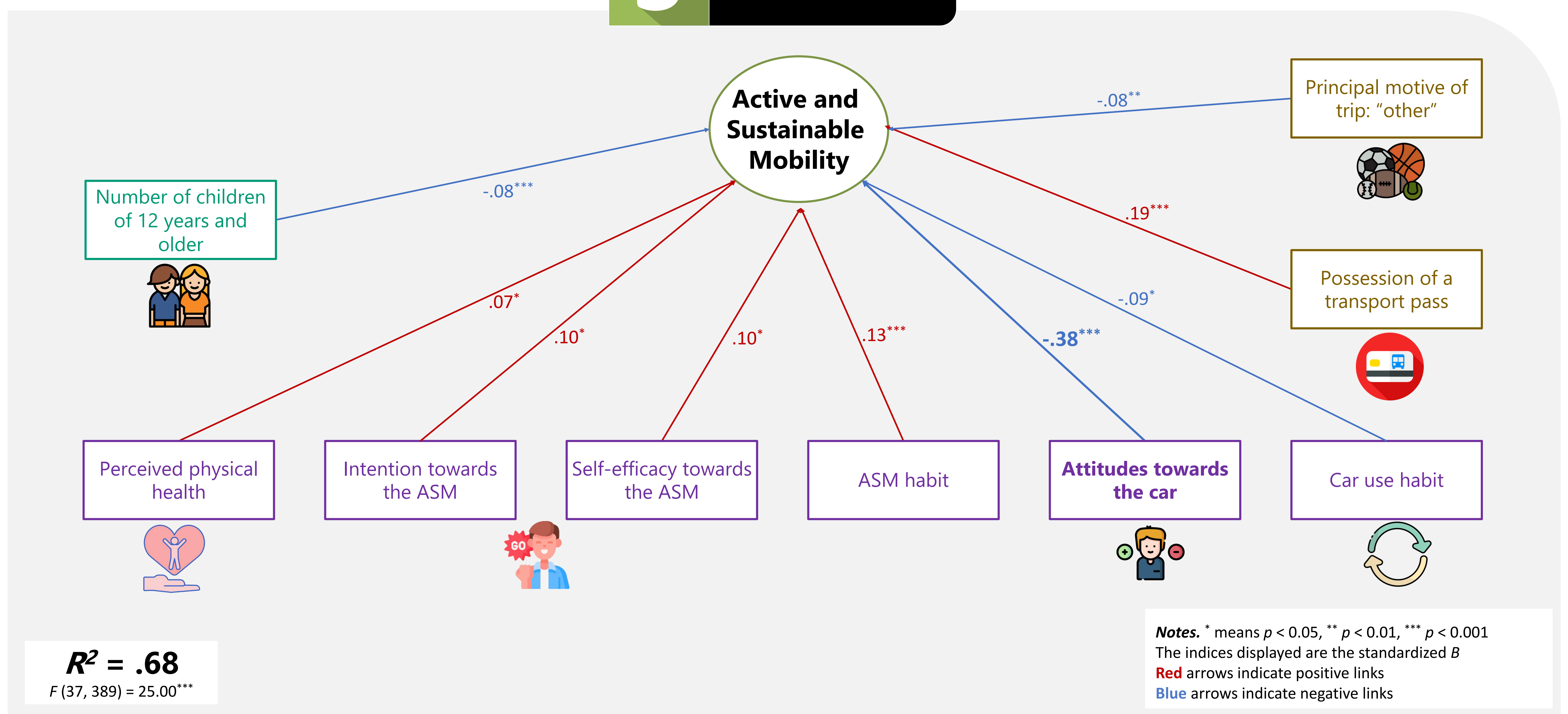
Cross-sectional design



538 adults ($M_{age} = 36$ years, 55% of women) living in France answered a 20-minute online survey in October 2020

- The questions included:
 - Percentage of ASM during a typical week ($M_{\%ASM} = 35.57\%$, $SD = 22.87$)
 - Geographic factors (Home address → to calculate the residence's density, car possession, possession of a transport pass, mobility biographies, motive of the trip, etc.)
 - Sociodemographic factors (Sex, number of children under 12 years, number of children of 12 years and older, incomes, work percentage, etc.)
 - Psychological factors (Theory of planned behaviour constructs: Intention towards active mobility, self-efficacy, etc., habits and, green identity)
- The data was analysed by using multiple hierarchical regressions in R.

3 Results



4 Conclusions

- Active and sustainable mobility seems to be **mainly related to psychological factors** such as attitudes towards the car, mobility habits, intention and self-efficacy towards ASM and perceived physical health.
- Nevertheless, **ASM is also related to some geographic** (motive of the trip, possession of a transport pass) and **sociodemographic factors** (number of children of 12 years and older).
- **Behavioural interventions and public policies should consider individuals' motivations and contexts while promoting active and sustainable mobility.**

References

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