

<b>Project title:</b>	Can investment in new, high-quality transport infrastructure change the way people travel, and what are the wider health impacts of those changes in travel behaviour in the areas of physical activity, wellbeing, sickness absence and carbon emissions?
<b>Project reference:</b>	09/3001/06
<b>Cost:</b>	£948,192
<b>Lead applicant and institution:</b>	Dr David Ogilvie Clinical Investigator Scientist MRC Epidemiology Unit
<b>Start date:</b>	1 January 2010
<b>End date:</b>	31 December 2012
<b>Website:</b>	<a href="http://www.cambridgeshire.gov.uk/transport/thebusway/">http://www.cambridgeshire.gov.uk/transport/thebusway/</a>
<b>Methodology:</b>	Controlled quasi-experimental cohort study including nested in-depth quantitative and qualitative studies.
<b>Outcome measure:</b>	Primary outcome: Change in daily active commuting time (time spent walking or cycling on the journey to and from work)  Secondary outcomes: Changes in (a) total daily active travel time, (b) overall physical activity, (c) wellbeing, (d) sickness absence, and (e) estimated carbon emissions attributable to travel.
<b>Sample group:</b>	Adult commuters
<b>Abstract:</b>	The project will address the following primary research question:  Is investment in new high-quality transport infrastructure associated with an increase in the use of active modes of travel (walking and cycling)?  and the following secondary research questions:  <ul style="list-style-type: none"> <li>▪ What are the wider health impacts of changes in travel behaviour in terms of overall physical activity, wellbeing, sickness absence and carbon emissions?</li> <li>▪ What are the determinants of the use and uptake of active modes of travel?</li> <li>▪ How are any changes in travel behaviour distributed in the population?</li> <li>▪ How are any changes in travel behaviour brought about and experienced?</li> <li>▪ Are changes in travel behaviour sustained over time?</li> </ul>

	<p>The core of the project will be a controlled quasi-experimental cohort study with the following elements:</p> <p>Population: Adult commuters</p> <p>Intervention: New high-quality transport infrastructure provided in the intervention area</p> <p>Comparator: No comparable improvement to transport infrastructure in the control area</p> <p>Primary outcome: Change in daily active commuting time (time spent walking or cycling on the journey to and from work)</p> <p>Secondary outcomes: Changes in (a) total daily active travel time, (b) overall physical activity, (c) wellbeing, (d) sickness absence, and (e) estimated carbon emissions attributable to travel.</p> <p>These outcomes will be ascertained using a combination of questionnaires and activity monitoring using accelerometers completed at baseline and repeated after one and two years.</p>
--	---