

Table 8: Association of car reduction study effect sizes with behaviour change techniques

Study Name	Bamberg 2006	Bamberg 2013	Aittasalo 2012	Bamberg 2013	Bamberg 2013	Ben-Elia 2011	Bamberg 2013	Bamberg 2013	Bamberg 2013
Intervention Arm Name	Intervention	Dialog	STEP	Dialog	Dialog	Yeti	Standardised	Standardised	Standardised
Outcome	Public Transport Use (Proportion)	Public Transport Use (summary score)	Walking for transportation (duration)	Walking (summary score)	Cycling (summary score)	Non-driving in rush hour	Walking (summary score)	Public Transport Use (summary score)	Cycling (summary score)
Effect Size ¹	0.47	0.41	0.18	0.05	0.03	0.00	-0.05	-0.06	-0.08
CALO-RE BCTs²									
1		X	X	X	X				
2			X						
5		X	X	X	X				
7		X	X	X	X				
8		X	X	X	X				
10			X						
12		X		X	X				
13						X			
15		X		X	X				
16			X			X			
19			X			X			
20	X	X	X	X	X	X	X	X	X
21	X	X	X	X	X	X	X	X	X
28		X		X	X				
35			X						
40		X		X	X				
V1 BCTs									
Persuasive Argument		X		X	X				
Pros and Cons		X		X	X				

Boost self-efficacy			X						
Additional BCTs									
Contextual Constraints		X		X	X				
Structural Interventions									
Relocation	X								

¹ Effect size from most effective (greatest increase in alternative, more active travel modes) through to least effective (decreases in active travel modes), where the effect size could be calculated

² 1: Provide information on consequences of behaviour in general; 2: Provide information on consequences of behaviour to the individual; 5: Goal setting (behaviour); 7: Action planning; 8: Barrier identification/problem solving, 12: Prompt rewards contingent on effort or progress towards behaviour; 13: Provide rewards contingent on successful behaviour; 15: Prompting generalisation of a target behaviour; 16: Prompt self-monitoring of behaviour, 20: Provide information on where and when to perform the behaviour; 21: Provide instruction on how to perform the behaviour; 28: Facilitate social comparison; 40: Stimulate anticipation of future rewards.