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PLANNING AS A TRANSFORMATIVE ACTION IN AN AGE OF PLANETARY CRISIS



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Colophon

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broken down into specific intervention strategies and individuals' capabilities, opportunities, and motivations within the model's deeper layers. To provide a deeper understanding of policy effectiveness, this study conducted a meta-analysis within the BCW framework, synthesizing data from 24 high-quality studies across 16 countries with over 5.59 million data points. We systematically coded each policy in those studies into the BCW model's three layers and performed stratified subgroup analyses to investigate the causal effects and mechanisms of six policy categories in promoting transit adoption.

The key findings are as follows:

1. The overall effect size of public transport policies is 0.5165. Within the policy layer, only guidance policies surpass this average; in the intervention strategies layer, incentivization, coercion & restrictions, modelling, and enablement demonstrate effect sizes above the average; within the COM-B layer, social opportunity and automatic motivation show effect sizes that exceed the mean.

2. Guidance policies are the most effective in promoting public transit adoption (n=12, d=0.881), **including incentivization, education, and coercion & restriction interventions.** They work well because they enhance reflective motivation (n=7, d=0.3418), automatic motivation (n=5, d=0.9034), and physical opportunities (n=5, d=0.4102), providing strong support for behavioral change.

3. Environmental and social planning policies are least effective policies (n=17, d=0.2093), **including environmental restructuring interventions.** These measures mainly improve physical opportunities through environmental changes (n=16, d=0.4102), but their limited impact on motivation makes it harder to sustain long-term behavior change.

4. Service provision policies provide substantial long-term benefits (n=21, long term d= 0.5285), **which combine environmental restructuring and enablement interventions.** These approaches strengthen automatic and reflective motivation (n=7, long term d= 0.6998; n=11, long term d=0.4148) and physical opportunities (n=17, long term d=0.438), leading to both immediate behavior changes and sustained public transit adoption.

Keywords:

Meta-analysis; Behavior Change Wheel; Public transportation; Policy; Behavioral intervention

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T_03 MOBILITY (B) / 823

From a linear infrastructure to a logistic operational landscape: the BreBeMi Motorway in Bergamo plateau

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Over the past decades, rural areas have experienced significant transformations driven by changing consumption patterns and lifestyles. These shifts have led to new urbanization forms, rendering the traditional urban-rural distinction less relevant. Among other dynamics, scholars in geography and urban studies pointed out the evolution of peri-urban spaces as “operational landscapes” (Brenner & Schmid, 2013, 2014). These areas are crucial in contemporary urban systems, because they are essential facilities, and they allow resource extraction, waste management, and logistics.

Logistics, in particular, has undergone profound changes since the 1980s, spurred by industrial decentralization and globalization. These changes have redefined global production systems, reducing the importance of localized production in favour of globally connected logistics nodes (Tadini, 2013). This shift facilitates the global flow of goods (Cabodi, 2001) and has led to the clustering of logistics functions. Such clusters often create logistics landscapes. These landscapes can be classified into three types based on their proximity to production sites (first mile facilities), markets (last mile hubs), or global flow infrastructures (platforms).

The expansion of logistics landscapes, particularly in suburban areas, has introduced large-scale facilities that integrate production and distribution based on transport conditions. However, this growth raises environmental concerns, including soil sealing and increased traffic pollution, resulting in significant landscape transformations. Therefore, this evolution is not just a multiplication of functional elements but an active agent of reshaping landscapes (Armondi et al., 2024) and with the research author would like to grounding this issue.

This paper examines land-use transformations along motorway corridors resulting from enhanced accessibility. These transformations arise due to improved mobility and increased land value when new linear infrastructures are established in rural areas. The analysis addresses three research questions:

1. Does the infrastructure contribute to the transformation of rural/agrarian spaces into accessible linear systems?
2. How do corridors evolve over time under new territorial pressures?
3. How the shaping of an operational landscape differs from a merely juxtaposition or sprawl of logistic functions?

The study aims to increase awareness of the role and impact of logistics functions in urban studies, contributing to innovative approaches in territorial governance at local and regional levels. It seeks to move beyond traditional methods focused on traffic analysis and soil consumption, incorporating social and spatial dimensions into the evaluation of logistics. Recent researches (among others: Paris et al, 2024) suggests that logistics platforms can drive territorial transformation and development of fixed capital in peri-urban and rural areas. However, mitigating the negative effects of uncontrolled logistics expansion, such as sprawl, is essential to achieving these benefits.

The research centers on the A35 BreBeMi motorway in the southern Province of Bergamo, Italy. This area, characterized by a rural, low-density plateau, has seen the development of several logistics platforms in recent years. After the inauguration in 2015, the area has become a hub for logistics, with multiple new facilities concentrated within 265 km². This growth aligns with increased attention to environmental and landscape concerns and shifts in urban planning paradigms toward sustainable land management.

This research is part of the project “SEW Line: Socio-Ecological Way for a Holistic Mobility Infrastructure Planning in Periurban and Rural Landscapes” developed by the University of Padua, Bergamo and Roma Sapienza within the research program PRIN2022 PNRR M4C2 funded by European Union –NextGeneration EU (DD MUR n. 1409 del 14/09/2022).

Keywords:

logistics; landscapes; mobility infrastructures

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T_03 MOBILITY (B) / 106

“I travel because I want to be well”: How daily travel contributes to older adults’quality of life in Canada

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Remaining independent, active, healthy, and mobile is essential for older adults’quality of life (Hooyman & Kiyak, 2010). However, older people’s ability to maintain their well-being as they age relies on a range of material and social factors (Hooyman & Kiyak, 2010). Research and practice have long focused on developing and implementing quality of life indicators with the goal of centering well-being in decision making (Abou-Zeid, 2009; De Vos et al., 2013; Ettema et al., 2011; Nordbakke & Schwanen, 2014). Tools and methods evaluating people’s subjective well-being have become increasingly popular in the past decades (e.g., Diener et al. (1985); Diener et al. (2010)), and travel is explored as one of the many dimensions that make up this evaluation of well-being (De Vos et al., 2013). This study uses the Aging in Place Survey to examine the factors influencing older adults’evaluation of the contribution of daily travel on their quality of life in Canada using a mixed-methods approach. The Aging in Place survey is an online bilingual survey conducted by the Transportation Research at McGill (TRAM) group. The survey gathers information on the travel needs and experiences of older adults (65 years and older) across six metropolitan regions in Canada, including Toronto, Montréal, Vancouver, Halifax, Victoria, and Saskatoon. Multiple recruitment strategies were employed to ensure a large