Web table B Excluded studies

	Study	Reason for exclusion
1	50 ways to promote bicycling and walking in your community. *WAHPERD Newsletter* 2002;31:16.	Multiple studies included: used as source of references
2	Allen GQ, Lipton SG, Brooke B. Unique voucher programs to increase alternative commuting. *Transport Res Rec* 1999:136-42.	No control group
3	Barnes GR, Thompson KB, Krizek K. *Longitudinal analysis of effect of bicycle facilities on commute mode share*. Transportation Research Board 85th Annual Meeting, 2006.	No control group
4	Boarnet MG, Anderson CL, Day K, McMillan T, Alfonzo M. Evaluation of the California safe routes to school legislation: urban form changes and children's active transportation to school. *Am J Prev Med* 2005;28(suppl 2):134-40S.	No control group
5	Boarnet MG, Day K, Anderson C, McMillan T, Alfonzo M. California's safe routes to school program: impacts on walking, bicycling, and pedestrian safety. *J Am Plann Assoc* 2005;71:301-17.	No control group
6	Bowles HR, Rissel C, Bauman A. Mass community cycling events: who participates and is their behaviour influenced by participation? *Int J Behav Nutr Phys Act* 2006;3:39.	No control group
7	Boyd B, Chow M, Johnson R, Smith A. Analysis of effects of fare-free transit program on student commuting mode shares: Bruingo at University of California at Los Angeles. *Transport Res Rec* 2003:101-10.	No relevant intervention
8	Brog W, Erl E, Mense N. Individualised marketing: Changing travel behaviour for a better environment. *OECD Workshop: Environmentally Sustainable Transport*, 2002 5-06 December, Berlin, Germany. Social Data, 2002.	Multiple studies included: used as source of references
9	Bunde J. The BikeBus'ters from Arhus, Denmark: "We'll Park Our Cars for 200 Years..." In: Tolley R, ed. *The Greening of Urban Transport*. Wiley, 1997. p. 373-7.	No control group
10	Burbidge SK. Evaluating the impact of neighborhood trail development on active travel behavior and overall physical activity [PhD thesis]. University of California, 2008.	No control group
11	Cameron M, Vulcan AP, Finch CF, Newstead SV. Mandatory bicycle helmet use following a decade of helmet promotion in Victoria, Australia—an evaluation. *Accid*	No relevant intervention

	Anal Prev 1994;26:325-37.	
12	Cleary J, McClintock H. Evaluation of the Cycle Challenge Project: a Case Study of the Nottingham cycle-friendly employers' project. *Transport Policy* 2000;7:117-15.	No control group
13	Cohen D, Sehgal A, Williamson S, Golinelli D, McKenzie TL, Capone-Newton P, et al. Impact of a new bicycle path on physical activity. *Prev Med* 2008;46:80-1.	Multiple studies included: used as source of references
14	Cooper C. Successfully changing individual travel behavior: applying community-based social marketing to travel choice. *Transport Res Rec* 2007:89-99.	No control group
15	Danish city significantly increases cycling. *Urban Transportation Monitor* 2003;17:1-2.	No relevant outcome
16	Darling H, Richards R. Kids on bikes: a community intervention. *Prev Med* 2008;46:82.	No control group
17	de Cerreno ALC, Nguyen-Novotny MLH. *Pedestrian and bicyclist standards and innovations in large central cities*. Rudin Center for Transportation Policy & Management, NYU Robert F. Wagner Graduate School of Public Service, 2006.	Multiple studies included: used as source of references
18	Dijkstra A, Levelt P, Thomsen J, Thorson O, Severen JV, Vansevenant P, et al. *Analysis and development of new insight into substitution of short car trips by cycling and walking (ADONIS): best practice to promote cycling and walking*. Danish Road Directorate, 1998.	No relevant intervention
19	Dill J, Wardell E. Factors affecting work site mode choice: findings from Portland, Oregon. *Transport Res Rec* 2007:51-7.	No control group
20	Douma F, Cleaveland F. *The impact of bicycling facilities on commute mode share*. Minnesota Department of Transportation, 2008.	No control group
21	Eikeland M. The introduction of a public bike in Sandnes, Norway: experiences and lessons from the first year. In: Tolley R, ed. *The Greening of Urban Transport*. Wiley, 1997. p. 379-84.	No relevant outcome
22	European Conference of Ministers of Transport. *Implementing sustainable urban travel policies: moving ahead. national policies to promote cycling*. OECD Publishing, 2004.	No relevant intervention
23	Evenson KR, Herring AH, Huston SL. Evaluating change in physical activity with the building of a multi-use trail. *Am J Prev Med* 2005;28(suppl 2):177-85.	No control group
24	Ewing R, Greene, W. Travel and environmental implications of school siting. US Environmental Protection Agency, 2003.	No relevant intervention

25	National Bicycling and Walking Study. *Final report: analyses of successful provincial, state, and local bicycle and pedestrian programs in Canada and the United States*. Case Study No. 18. Federal Highway Administration, 1993.	Multiple studies included: used as source of references
26	Foster C, Hillsdon M. Changing the environment to promote health-enhancing physical activity. *J Sports Sci* 2004;22:755-69.	Multiple studies included: used as source of references
27	*Four commonly used methods to increase physical activity: brief interventions in primary care, exercise referral schemes, pedometers and community-based exercise programmes for walking and cycling*. Public Health Intervention Guidance no.2. National Institute for Health and Clinical Excellence, 2006.	No relevant intervention
28	Frank LD, Engelke PO. The built environment and human activity patterns: exploring the impacts of urban form on public health. *J Plann Lit* 2001;16:202-18.	No relevant intervention
29	Fritzel A. Examination of the integration of cycling and transit in four Canadian cities. Transportation and sustainable communities for the transportation professional. *Proceedings of the 1997 ITE International Conference; 1997 March; Tampa, FL, USA*. p. 77-82.	No relevant intervention
30	Gaffron P. The implementation of walking and cycling policies in British local authorities. *Transport Policy* 2003;10:235-44.	No relevant intervention
31	Gordon PM, Zizzi SJ, Pauline J. Use of a community trail among new and habitual exercisers: a preliminary assessment. *Prev Chronic Dis* 2004;1:A11.	No control group
32	Greig R. Cycling promotion in Western Australia. *Health Promot J Aust* 2001;12:250-3.	No control group
33	Gutierrez N, Orenstein MR, Cooper JF, Rice TM, Ragland DR. Pedestrian and bicyclist safety effects of the California Safe Routes to School program. *Proceedings of the Transportation Research Board 87th Annual Meeting; 2008 January 13-17; Washington DC, USA*. Transportation Research Board, 2008.	No relevant intervention
34	Hartman J. The Delft Bicycle Network Revisited. In: Tolley R, ed. *The Greening of Urban Transport*. Wiley, 1997. p. 299-306.	Insufficient usable data
35	Heath GW, Brownson RC, Jruger J, Miles R, Pwell KE, Ramsey LT, et al. The effectiveness of urban design and land use and transport policies and practices to increase physical activity: a systematic review. *J Phys Activ Health* 2006;3(suppl 1):55-76S.	Multiple studies included: used as source of references
36	Heran F. The cyclable city: concept, conditions and impacts. *Recherche-transports-*	No relevant intervention

	sécurité 1995;47:35-50.	
37	Hidalgo D. Structural change in Bogota's transportation systems: public and non-motorized transportation priority and private car restrictions. *Proceedings of the Second International Conference on Urban Public Transportation Systems: Ensuring Sustainability Through Mass Transit; 2002 April 14-18; Alexandria, VA, USA*. American Society of Civil Engineers, 2004. p. 26-36.	No control group
38	Intermodal commuter solutions tested with California PATH's EasyConnect project. *Urban Transportation Monitor* 2006;20:3.	No control group
39	Katsev R, Brook D, Nice M. The effects of car sharing on travel behaviour: analysis of Carsharing Portland's first year. *World Transport Policy Pract* 2001;7:22-8.	No control group
40	la Cour Lund B, Nilsson PK. Best practice to promote and secure cycling and walking. *Proceedings of the Traffic Safety on Two Continents Conference; 2000*. p. 1-8.	No control group
41	Lambert RA. The medical mile of the Arkansas river trail: doctors can do something about obesity and inactivity. *J Ark Med Soc* 2004;101:177-80.	No relevant intervention
42	Lane C. PhillyCarShare: first-year social and mobility impacts of carsharing in Philadelphia, Pennsylvania. *Transport Res Rec* 2005:158-66.	No control group
43	Lawlor DA, Ness AR, Cope AM, Davis A, Insall P, Riddoch C. The challenges of evaluating environmental interventions to increase population levels of physical activity: the case of the UK National Cycle Network. *J Epidemiol Community Health* 2003;57:96-101.	No relevant outcome
44	Macbeth AG. Bicycle lanes in Toronto. *ITE Journal* 1999;69:38-46.	No control group
45	Marshall G. Promoting cycling for health and fitness. *Health Promot J Aust* 2001;12:258-60.	No control group
46	McManus A, Smith J, McManus J, MacDonald E, Williams M. Evaluation of an alternative transport initiative in Perth, Western Australia, 2000-2004. *Health Promot J Aust* 2005;16:184-8.	No control group
47	Merom D, Bauman A, Vita P, Close G. An environmental intervention to promote walking and cycling: the impact of a newly constructed Rail Trail in Western Sydney. *Prev Med* 2003;36:235-42.	No control group
48	Merom D, Miller YD, van der Ploeg HP, Bauman A. Predictors of initiating and maintaining active commuting to work using transport and public health perspectives	No control group

	in Australia. Prev Med 2008;47(3):342-346.	
49	Mutrie N, Carney C, Blamey A, Crawford F, Aitchison T, Whitelaw A. "Walk in to Work Out": a randomised controlled trial of a self help intervention to promote active commuting. *J Epidemiol Community Health* 2002;56:407-12.	Insufficient usable data
50	Nadal L. Velib one year later. *Sustainable Transport* 2008:8-9.	No relevant outcome
51	Newsome P. *Bicycle commuting in three North American Cities: Madison, Boulder, Toronto*. Minnesota Department of Transportation, 1999.	No relevant outcome
52	Noland RB, Ishaque MM. Smart bicycles in an urban area: evaluation of a pilot scheme in London. *J Public Transport* 2006;9:71-95.	No control group
53	Ogilvie D, Egan M, Hamilton V, Petticrew M. Promoting walking and cycling as an alternative to using cars: systematic review. *BMJ* 2004;329:763-7.	Multiple studies included: used as source of references
54	Oja P, Vuori I, Paronen O. Daily walking and cycling to work: their utility as health-enhancing physical activity. *Patient Educ Couns* 1998;33(suppl):87-94S.	No control group
55	Orenstein MR, Gutierrez N, Rice TM, Cooper JF, Ragland DR. *Safe routes to school: safety and mobility analysis. Report to the California legislature*. California Department of Transportation, 2007.	No control group
56	Papoulias DB, Dix MC. Results of surveys in Oxford to investigate the impact of bus lane schemes. *Traffic Engineering Control* 1978;19:26-31.	No relevant outcome
57	Parker J. *Making personal travel planning work: research report*. Department of Transport, 2007.	Multiple studies included: used as source of references
58	Parra D, Gomez L, Pratt M, Sarmiento OL, Mosquera J, Triche E. Policy and built environment changes in Bogota and their importance in health promotion. *Indoor Built Environ* 2007;16:344-8.	No relevant outcome
59	Pucher J, Buehler R. Cycling trends and policies in Canadian cities. *World Transport Policy Pract* 2005;11:43-61.	Insufficient usable data
60	Pucher J, Buehler R. Sustainable transport in Canadian cities: cycling trends and policies. *Berkeley Plann J* 2006;19:97-123.	Insufficient usable data
61	Pucher J, Buelher R. At the frontiers of cycling: policy innovations in the Netherlands, Denmark and Germany. *World Transport Policy Pract* 2007;13:8-56.	Insufficient usable data
62	Pucher J, Dill J, Handy S. Infrastructure, programs, and policies to increase bicycling: an international review. *Prev Med* 2009;50(suppl 1):106-25S.	Multiple studies included: used as source of references
63	Pucher J. Bicycling boom in Germany: a revival engineered by public policy.	Insufficient usable data

	Transport Q 1997;51:31-46.	
64	Pucher J. Urban transport in Germany: providing feasible alternatives to the car. *Transport Rev* 1998;18:285-310.	Insufficient usable data
65	Quenault SW, Morgan JM. *Cycle routes in Peterborough: interim report*. Transport and Road Research Laboratory, 1979.	Insufficient usable data
66	Richardson E. The role of TDM in maintaining accessibility in Australia and New Zealand. *ITE 2005 Annual Meeting and Exhibit Compendium of Technical Papers; 2005 February 27-March 2; Las Vegas, NV, USA*.	Insufficient usable data
67	Rissel C, Garrard J. Cycling for active transport and recreation in Australia: status review and future directions. *World Transport Policy Pract* 2006;13:49-63.	Multiple studies included: used as source of references
68	Robinson FO, Edwards JL, Ohrn CE. Strategies for increasing levels of walking and bicycling for utilitarian purposes. *Transport Res Rec* 1980:38-48.	No relevant intervention
69	Rose G, Marfurt H. Travel behaviour change impacts of a major ride to work day event. *Transport Res A* 2007;41:351-64.	No control group
70	Rowland D, DiGuiseppi C, Gross M, Afolabi E, Roberts I. Randomised controlled trial of site specific advice on school travel patterns. *Arch Dis Child* 2003;88:8-11.	Insufficient usable data
71	Russo R, Berman S. Downtown Brooklyn traffic calming implementation: calming Clinton Street with the Traffic Engineering Toolbox. *ITE 2006 Technical Conference and Exhibit Compendium of Technical Papers; 2006 March 19-22; San Antonio, TX, USA*.	Insufficient usable data
72	Safer junction design encouraged bicycling in Gothenburg. *Proceedings of the Traffic Safety on Two Continents Conference; 1997 Sept. 22-24; Lisbon, Portugal*. Swedish National Road and Transport Research Institute, 1997.	No control group
73	Sammer G. Experience of the city of Graz in cycling promotion. *Vélo Mondiale* 1992:501-4.	No control group
74	Schwanen T, Dijst M, Dieleman FM. Policies for urban form and their impact on travel: the Netherlands experience. *Urban Stud* 2004;41:579-603.	Insufficient usable data
75	Shaheen SA, Rodier CJ. *EasyConnect: low-speed modes linked to transit planning project. California PATH Working Paper*. California PATH Program of the University of California, 2006.	No control group
76	Staunton CE, Hubsmith D, Kallins W. Promoting safe walking and biking to school: the Marin County success story. *Am J Public Health* 2003;93:1431-4.	No control group

77	Taniguchi A, Fujii S. Analysis of effects on workplace mobility management targeting commuter transport. *Proceedings of the Transportation Research Board 86th Annual Meeting; 2007 January 21-25; Washington DC, USA*. Transportation Research Board, 2007.	No control group
78	Targeted health promotion activities encourage people to walk and cycle instead of using cars. *Evidence-Based Healthcare and Public Health 2005*;9:139-40.	No relevant intervention
79	Topp HH. Can MeetBike replace the car? *World Transport Policy Pract* 2008;14:24-31.	No relevant intervention
80	National Institute for Health and Clinical Excellence. *Transport interventions promoting safe cycling and walking: evidence briefing*. National Institute for Health and Clinical Excellence, 2006.	No relevant intervention
81	Van Staveren T. Steps in the right direction: lessons from Europe on encouraging cycling and walking. *Parks Recreation* 2003;38:18-25.	No relevant intervention
82	Very successful bike rental program in Paris cuts traffic, pollution. *Urban Transportation Monitor* 2007;21:7-8.	Insufficient usable data
83	Voss C, Sandercock G. Aerobic fitness and mode of travel to school in English schoolchildren. *Med Sci Sports Exerc* 2010;42:281-7.	No relevant intervention
84	Vulcan AP, Cameron MH, Watson WL. Mandatory bicycle helmet use: experience in Victoria, Australia. *World J Surg* 1992;16:389-97.	No relevant intervention
85	Wang G, Macera CA, Scudder-Soucie B, Schmid T, Pratt M, Buchner D. Cost effectiveness of a bicycle/pedestrian trail development in health promotion. *Prev Med* 2004;38:237-42.	No relevant outcome
86	Wardman M, Tight M, Page M. Factors influencing the propensity to cycle to work. *Transport Res A* 2007;41:339-50.	Insufficient usable data
87	Welleman T. The Dutch Bicycle Master Plan 1990-1996. In: Tolley R, ed. *The Greening of Urban Transport*. Wiley, 1997. p. 177-190.	Insufficient usable data
88	Wen LM, Fry D, Merom D, Rissel C, Dirkis H, Balafas A. Increasing active travel to school: Are we on the right track? A cluster randomised controlled trial from Sydney, Australia. *Prev Med* 2008;47:612-8.	Insufficient usable data
89	Wen LM, Orr N, Bindon J, Rissel C. Promoting active transport in a workplace setting: evaluation of a pilot study in Australia. *Health Promot Int* 2005;20:123-33.	Insufficient usable data
90	National Bicycling and Walking Study. *What needs to be done to promote bicycling*	Multiple studies included: used as source of

	and walking? Case Study No. 3. Federal Highway Administration, 1992.	references
91	Wynne GG for the National Bicycling and Walking Study. *A study of bicycle and pedestrian programs in European countries*. Case Study No. 16. Federal Highway Administration, 1992.	No control group
92	York region pedestrian and cycling master plan: towards a more sustainable future. *Proceedings of the Annual Conference of the Transportation Association of Canada; 2008; Toronto, Canada*.	No control group
93	Zacharias J. Bicycle in Shanghai: movement patterns, cyclist attitudes and the impact of traffic separation. *Transport Rev* 2002;22:309-22.	No control group

Some studies were excluded on more than one criterion. Only one reason for exclusion is recorded for each study in this table.