

Supplementary File 4: Data extraction of included studies regarding the after-the-party stage

Publication	Name of intervention	Year/ Duration of intervention	Country of intervention	Target group(s)	Number of participants	Target substance (alcohol/ drugs)	Setting	Outcomes	Results	Characteristics of intervention	Reporting STROBE/ AMSTAR (Four-star Rating)
After the party: Individual-centered and environmental interventions:											
Primary studies											
Rivara FP, Boisvert D, Relyea-Chew A, Gomez T. Last Call: decreasing drunk driving among 21-34-year-old bar patrons. Int J Inj Contr Saf Promot. 2012;19(1):53-61. doi:10.1080/17457300.2011.603150.	Last Call	2006-2008	USA (Seattle, Washington)	21-34-year old bar patrons	<ul style="list-style-type: none"> taxis used at the stands by 25–40 patrons/h paid radio reached 22% of men aged 21–34 years in Seattle 84% of men in Seattle aged 21-34 were estimated to be reached by TV commercials 	alcohol	<ul style="list-style-type: none"> new taxi stands Thursday– Sat. nights from 11:30 p.m. to 3 a.m Point of sale information (coasters, posters etc) Public education campaign (commercials on TV, radio, transit advertisement, street teams, presence in social media, pup-up ads, webpage) 	<ul style="list-style-type: none"> prevalence of drunk driving use of designated drivers or safe ride home programs motor vehicle crashes 	<ul style="list-style-type: none"> no overall effect on self-reported driving after drinking , serving as a designated driver or use of taxis after drinking in bars among those at greatest risk of crash significant increase in use of designated drivers (+48%) and use of taxis (+63%) nighttime motor vehicle crashes in the target age group decreased 	Multifaceted social marketing campaign. Formative research consisting of a telephone survey, focus groups with the priority population and bar owners to shape the intervention. Results compared to two control communities (1 in-state, 1 out-of-state).	22/22 (***)
Scott N, Hart A, Wilson J, Livingston M, Moore D, Dietze P. The effects of extended public transport operating hours and venue lockout policies on drinking-related harms in Melbourne, Australia: Results from SimDrink, an agent-based simulation model. Int J Drug Policy. 2016;32:44-49. doi:10.1016/j.drugpo.2016.02.016.	Extended public transport (PT) operating hours and venue lockout policies	2015?	Australia (Melbourne)	18–25 year old heavy drinkers, outer-urban (OU) and inner-city (IC) residents who move between private, public-niche (e.g. pubs, bars) and public-commercial (e.g. nightclubs) venues	No data	alcohol	Agent-based model (ABM) SimDrink	<ul style="list-style-type: none"> number of incidents of verbal aggression inside venues; number of people ejected from public venues for being intoxicated prevalence of experiencing verbal aggression consumption-related harms transport-related harms. 	<p>24-hour PT:</p> <ul style="list-style-type: none"> 21% decrease in prevalence of experiencing verbal aggression 1 am lockouts: <ul style="list-style-type: none"> reduced prevalence of experiencing verbal aggression increases prevalence of consumption-related harms reduced transport-related harms by more than a third (35%) 24-hour PT AND 1 am lockouts <ul style="list-style-type: none"> reduced prevalence of experiencing verbal aggression by 25% increased consumption- related harms <p>Results similar for a two-hour extension of PT. 3 am lockouts less than half as effective as 1 am venue lockouts. However, when implemented in conjunction with any extension of PT, 3 am lockouts were equally as effective as 1 am lockouts.</p>	agent-based simulation model	22/22 (**)
Scagnolari S, Walker J, Maggi R. Young drivers’ night-time mobility preferences and attitude toward alcohol consumption: A Hybrid Choice Model. Accid Anal Prev. 2015;83:74-89. doi:10.1016/j.aap.2015.07.002.	Mobility preferences during night hours	2011	CH (Lugano)	university students from different faculties and secondary and upper-secondary schools (aged 14–25 years (mean 20.1, SD 3.07)	316	nighttime-mobility/ alcohol	paper-based questionnaire	young drivers’ preferences for different transport alternatives during night hours	<ul style="list-style-type: none"> young drivers are willing to choose public alternatives (i.e. shared taxis, mini bus) countermeasures (i.e. police controls, license suspension) can increase willingness people with a higher attitude to alcohol are more willing to switch to new public transport alternatives <p>Conclusion: Need of combined strategy (rise public awareness, appropriate</p>	Stated Preferences (SP) experiment to collect mobility preferences at nighttime considering individual characteristics (age, gender, experience), specific circumstances (weekend, night hours), psychological factors (i.e. peer group pressure, lifestyle) and	18/22 (**)

									legislation, appropriate public transport)	countermeasures that policymakers apply.	
Sponsorship/ coordination of Intervention	Intervention title	Year/ Duration of intervention	Country of intervention	Target group(s) of i	Number of participants	Target	Setting	Characteristics of intervention	Costs	Evaluation data	References
Grey Literature											
Camden council, Camden Police and NHS Camden	Camden Departure Lounge	since 2010	GB (Camden Town Area, London)	Users of nighttime economy	approx. 200 users/week	Reduce toll of alcohol- related injuries, enhance street safety	Chill-out Lounge at traffic junction	Chill-out lounge at traffic junction, open Friday and Saturday evenings 8:30pm-4:30 am. Offers travel advice on bus routes and taxi companies, hands out maps and can tend to a small number of people under the influence of alcohol until they are well enough to make their way home. Hands out flip-flops, condoms, blankets, drinks, biscuits.	<1000 £/weekend	No data available	1. Tackling alcohol problems in the night time economy: guidance for local areas. 2012;(July):17. http://www.ias.org.uk/uploads/pdf/News_stories/gla-guidance-alcohol.pdf . 2. Camden Town. Social Care and Health Camden- Alcohol. https://www.camden.gov.uk/ccm/content/social-care-and-health/health-in-camden/joint-strategic-needs-assessment-2012/chapter-12-alcohol/?page=6 . Accessed February 2, 2017. 3. Camden New Journal. FLIP-FLOPS FOR DRUNK REVELLERS IN CAMDEN TOWN. http://www.camdennewjournal.com/news/2010/oct/flip-flops-drunk-revellers-camden-town . Accessed February 2, 2017.
Volunteer centered charity organization based on Christian believes	SOS Bus	since 2007	Ireland (Belfast)	Users of nighttime economy, vulnerable groups	Since starting in November 2007, SOS Bus NI has engaged with almost 283,000 people on the streets of Belfast, provided in-depth professional medical and caring services to over 7,500 and has been proven to have saved 25 lives	Reduce toll of alcohol- related injuries, enhance street safety, professional caring services for vulnerable groups in times of crisis	High Risk areas in Belfast	Trained volunteers and medical staff operate from specially designed and equipped vehicles deploying satellite foot and mobile patrols to extended areas of need on Friday and Saturday evenings 11pm-3 am. Works with other voluntary organizations, the emergency services and statutory bodies	approx. 280 000 £/year	No data available	1. Tackling alcohol problems in the night time economy: guidance for local areas. 2012;(July):17. http://www.ias.org.uk/uploads/pdf/News_stories/gla-guidance-alcohol.pdf . http://www.sosbusni.com/
Public Carriage Office (PCO), Metropolitan Police Service, Westminster City Council and London Cab Ranks Committee, as well as private organizations	Taxi Marshals	since 2004	GB (London)	Users of nighttime economy, taxi drivers	No data	reducing crime and disorder in public areas as well as making sure general public get home safe at night, enhance safety of taxi drivers	high frequented taxi ranks in the early hours	Taxi marshals offer reassuring presence to passengers and coordinate taxi travellers with taxi drivers heading to similar destinations. Sometimes in presence of police officers . Works with emergency services and statutory bodies	No data available	Evaluation 2010: Questionnaire by City of London's safer city Partnership: Of 371 respondents, 360 already used the service and considered it helpful	1. Tackling alcohol problems in the night time economy: guidance for local areas. 2012;(July):17. http://www.ias.org.uk/uploads/pdf/News_stories/gla-guidance-alcohol.pdf . http://www.taximarshals.com/

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After the party: Grey Literature											
Ascension Trust	Street Pastors	since 2003	GB (75 cities)	Users of nighttime economy, vulnerable groups	No data	Reduce toll of alcohol- related injuries, enhance street safety, caring services for vulnerable groups in times of crisis	High Risk areas	Street patrols on Friday and Saturday evenings 10pm-4 am. Offer travel advice moral support, hand out maps condoms, blankets, drinks, biscuits. Works with emergency services and statutory bodies	No data available	No data available	http://www.streetpastors.org/
Association Noctambus (Association of local communities)	Noctambus	since 2005	CH (Geneva)	Users of nighttime economy	No data	Enhance road safety offering extended night time public transport	Region of Geneva	Night time public transportation (bus) Friday and Saturday night	No data available	No data available	http://noctambus.ch/a-propos/
Fondation vaudoise contre l'alcoolisme (FVA), Fachstelle "Alkohol am Steuer , nie" (ASN), Blaues Kreuz	Be my angel	since 2002	CH (several Cantons)	Users of nighttime economy aged 18-30 years	2015: French-speaking Switzerland 281 events, 7000 signed contracts German-speaking Switzerland 68 events, 7400 signed contracts Italy-speaking Switzerland: 16 events, 192 signed contracts	Enhance road safety by designated drivers	Present in Clubs/bars/Festivals, Social media, website, web application/app	information desk at party events to promote idea of designated drivers. "Contract" with designated drivers: Designated drivers promise to stay sober in exchange for discounted soft drinks.	No data available	Next day feedback of designated drivers (online link) positive: 80% accomplished the contract. External audit 2016 by Department of Psychology, University of Freiburg, Switzerland with very positive feedback.	1. Groupement Romande. Prévention en milieu festif. Zoom à Propos Toxicom en région lausannoise. 2009;32(20):5. https://www.radix.ch/files/83RZJJQ/resume_enquete_organisateurs_valide_17609.pdf . 2. Bücheli A. Schadensminderung im Schweizer Nachtleben. SuchtMagazin. 2014;16 3. Drogenprävention and Partys. laut leise. 2004;(3). http://www.suchtprevention-n-zh.ch/fileadmin/user_upload/magazin_laut_leise/pdf/lautleise2004_3.pdf . 4. Bourlout C. « Be My Angel Tonight » Präsentation Münster.; 2016. 5. FVA. Be My Angel – Montreux Jazz Analyse de Sondage.; 2015. 6. Fachstelle ASN. Be My Angel Tonight- Umfrageresultate 2016.; 2016. 7. Zentrum für Testentwicklung und Diagnostik Universität Freiburg CH. Be My Angel Tonight - Audit.; 2016. http://www.bemyangeltonight.ch/de/home
Addiction valais in cooperation with local police forces (based on Fiesta Label)	Fiesta Drive (Part of Fiesta Label)	No date available	CH (Canton of Valais)	Recreational alcohol and drug users	No data available	Enhance road safety	Web application/App	To connect sober drivers and consumers in need for transport. Drivers receive vouchers, participate in lottery.	No data available	No data available	http://www.fiesta-drive.ch/