Walkability study in Burgenland, Austria
Active2Public Transport Needs Assessment

Walking catchment areas around Public Transport Stations and Stops
Deutschkreutz, Eisenstadt, Neufeld and Neusiedl

October 2024

Interreg Danube Region

Co-funded by the European Union

b-mobil.info Mobilitätszentrale Burgenland

WALK21 LEADING THE WALKING MOVEMENT

Active2Public Transport

About Active2Public Transport Project

The project 'Active2Public Transport' aims to reduce CO2 emissions in the transport sector in the Danube region by promoting active and emission-free forms of mobility such as cycling and walking in combination with public transport such as buses and trains. It is funded by the European Union as part of the Interreg Danube Region programme and runs for 2,5 years until June 2026. The project is jointly implemented by 11 partners from 9 countries under the leadership of the Austrian Energy Agency.

About Mobility Center Burgenland

The Mobility Center Burgenland is a contact point for all topics related to public transport - for individual persons, but also for kindergartens or schools, senior citizen associations, companies, community representatives, transport companies and institutions. It also fulfils organizational, coordinative and traffic planning tasks. In the field of mobility management, it is an interface between customers, transport operators and politicians. Since its founding in 2006, the Mobility Center Burgenland has also acted as a regional service center for climate-friendly mobility and a center of competence for the handling of EU-funded mobility projects. These include, among other things, the promotion and expansion of regional as well as cross-border traffic, but also the promotion of climate-friendly transport in tourism.

About Walk21

Walk21 Foundation is a charity registered in the United Kingdom that works internationally to support everyone's right to walk in a safe, inclusive, and welcoming environment by providing evidence, tools, training and accreditation to a global network of concerned communities, politicians, academics and practitioners.

Walk21 helps make cities more walkable to increase access to basic services; enhance road safety and public health; improve gender equality; and ensure accessible, equitable, sustainable transport systems. The key work streams of Walk21 includes:

Advocacy: representing the voice of pedestrians at key global forums to support the delivery of the sustainable development goals and Paris climate agreement target.

Knowledge: supporting governments with the development of effective policies and projects that impact positively on the safety, accessibility and comfort of people walking.

Network: Coordinating a global community of politicians, academics, advocates, engineers, planners, health professionals, architects, artists, and sociologists to advance the agenda for walking and liveable communities globally.

Authors & Acknowledgments

This report was created by Walk21 in collaboration with Mobility Center Burgenland.

The authors thank the work of the interviewers and surveyors and the volunteered participants who shared their walking experiences.

The work for this report was carried out in the context of the A2PT project, co-funded by the European Union through the Interreg Danube Region Programme.

This project and the use of the Walkability App was coordinated by Walk21 with the support of Alstom and EIT Climate-KIC.

Cite this work as:

Walk21 (2025), *Walkability study in Burgenland, Austria: Active2Public Transport Needs Assessment*. Walkability App Reports, (https://walk21.com/resources/walkability-app/).

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1. Executive Summary

1.1. Aim of the project

As part of the Active2Public Transport project (A2PT), the Mobility Center Burgenland conducted a participatory study on walkability around five public transport hubs and stations, in Burgenland, within the Danube region of Austria. This project is in line with the policy brief Integrating Walking and Public Transport, which highlights the need and potential to considering walking as a key part of a public transport journey.

The aim of the study is to better understand how different elements and characteristics of the public space (i.e. footpath, traffic, greenery) influence walking experiences (i.e. safety, comfort, enjoyment) in a positive or negative way. The study also looks into how different types of pedestrians (i.e. age, gender, ability) and walk contexts (i.e. purpose, company, familiarity with the place) might result in different experiences of the same environment, based on specific needs and concerns. As a result, the study aims to identify which areas are considered more or less pedestrian-friendly for all and why. This can greatly guide and assist specific interventions to improve the walkability of areas related to negative walking experiences, while extending or promoting those related to positive ones, considering the needs of all pedestrians.

1.2. What we did

Members of the Mobility Center Burgenland were trained by Walk21 in the use of the Walkability App to conduct interviews and use it as an audit tool. More information about how to use the Walkability App can be found in Annex A.

Data was collected between 07/10/2024 and 31/10/2024 in four study areas: 1 - Deutschkreutz, 2 - Eisenstadt, 3 - Neufeld, and 4 – Neusiedl. Data were collected within 500m-radius catchment areas at each public transport hub or station, covering different types of streets and roads within each study area. Overall, a total of 176 interviewed participants shared 176 walking experiences related to 295 environmental determinants. In addition, two trained surveyors shared 209 walking experiences related to 302 determinants. In total, the study collected 385 walking experiences related to 597 environmental determinants, amongst the five study areas.

1.3. What we found

Who walks, why and how?

From the **176 pedestrians interviewed**, most were adults (73.9%), followed by older adults (15.9%) and children (10.2%). In addition, 59.7% were women and 40.3% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (84.7%), while some had mild or moderate difficulty (14.2%) and a few had severe or extreme difficulty (11%). Finally, most participants were very active pedestrians (68.2%) followed by active ones (31.9%), the study did include inactive pedestrians.

Based on **their walk context**, 73.9% of participants were walking by choice while 26.1% did it out of necessity. With regards to the walk purpose, 43.2% participants walked for transport, while 56.8% for leisure. Most participants were walking on their own (74.4%) compared to those walking with others (25.6%). Finally, most participants were familiar with the place (76.1%), while others were not (23.9%).
See tables and graphs about this on page 11.

Which were the main walking experiences?

From the **385 walking experiences** collected from interviews and audits, most experiences were very positive (36.4%), followed by positive (25.5%), negative (16.9%), very negative (14%) and neutral (7.3%). Overall positive and very positive experiences (61.9%) outnumbered negative ad very negative ones (30.9%). When participants were asked to highlight one or more types of experiences, most referred to walking **safety** (75.3%) with more safe and very safe experiences (66.6%) than unsafe and very unsafe ones (26.9%). Secondly, 64.7% of experiences were related to walking **comfort**, with more comfortable and very comfortable experiences (63.9%) than uncomfortable and very uncomfortable ones (30.6%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (39%), with many more very enjoyable and enjoyable experiences (67.4%) than unenjoyable ones (28.6%). See tables and graphs about this on page 12.

What influenced walking experiences?

From the **821 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 40.9% of all observations, followed by greenery (17.6%), crossings (12.6%), people (6.3%) and street furniture (5.9%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, almost all determinants were related to more positive experiences, especially greenery and street furniture. With the exception of obstacles, which were related to more negative experiences. Finally, crossings and traffic were related to as many positive as negative ones. The most relevant determinants related to positive and very positive experiences were good footpaths (27.2%), greenery (16.8%) and good crossings (6.5%), while most negative and very negative experiences were related to bad footpaths (10.9%), bad crossings (5.1%) and obstacles (4.8%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpaths (30.6%), greenery (17.1%) and good crossings (7.9%), while most unsafe and very unsafe experiences were related to bad footpath (8.6%), bad crossings (6.2%) and obstacles (2.9%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (32.7%), greenery (18.5%) and street furniture (7.8%), while most uncomfortable and very uncomfortable experiences were related to bad footpaths (12.5%), obstacles (5.1%) and bad crossings (3.2%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good footpath (27.6%), greenery (25.4%) and good street furniture (8.8%), while most unenjoyable and very unenjoyable experiences were related to bad footpath (7.7%), obstacles (7.7%) and bad crossings (1.1%).

After identifying the main determinants that influenced their walking experiences, participants could include more information about **specific characteristic or subcategories of determinants**. In the case of *footpaths*, participants shared positive experiences related to the presence of continuous wide pavements with good surface, while raising concerns about lack of pavements or narrow pavement with bad surface. The most relevant positive experiences related to crossings were their presence at desirable locations and with good visibility, while most negative experiences were related to the absence of marked crossings. Participants mainly shared positive experiences related to urban greenery, rather than identifying parks as the most relevant type of greenery, they highlighted the positive impact of street trees and isolated plants across the study areas. The presence of street furniture was also mostly related to positive experiences, especially the presence of seating, public lighting and wayfinding. Another positive influence of walking experiences were other people in the street, participants highlighted social interaction and good social behaviour as the most relevant characteristics. On the other hand, some main determinants were more related to negative

experiences. In the case of obstacles, the main issue were vehicles blocking pavements and crossings. Traffic was also mostly related to negative experiences, participants shared concerns about traffic speed and volume, as well as some cases of bad driving behaviour. See tables and graphs about this on pages 13 to 16.

Do different people have different experiences for different reasons?

Regarding the **walking experience**, this study did not find any major differences between **people** with different ages and gender, but here were some relevant differences between people with different abilities. However, older adults shared more negative and very negative experiences (28.6%) than adults (7.7%), men shared slightly more negative and very negative experiences (14.1%) than women (7.6%), people with mild or moderate difficulty to move shared more negative and very negative experiences (32%) than people with no difficulties (6.7%).

However, the sample size of some categories of pedestrians in this study does not provide enough information to generalise outcomes, such as children (n=18), older adults (n=28) or pedestrians with moderate difficulty to walk (n=25), or severe or extreme difficulty to walk (n=2), visitors (n=18).

Based on the **walk context**, people walking by choice, for leisure, with others and as visitors generally shared more positive and very positive experiences than negative and very negative ones. Similar small differences were present when looking at walking **safety**, **comfort** and **enjoyment**. Other differences can be seen in the way different pedestrians experience specific environmental determinants, with children, older adults and people with difficulty to move often sharing more negative experiences related to obstacles, traffic, bad footpaths and crossings. See tables and graphs about this on pages 17 to 24.

Do experiences from expert audits and interviewed participants differ?

Regarding the data collection method, participants interviewed in this study shared many more positive and very positive experiences (76.7%) than expert audits with 49.3% of positive and very positive experiences. Similarly, interviewed participants shared fewer negative and very negative experiences (10.2%) than expert audits with 48.3% negative and very negative experiences. Other share of experiences related to safety, comfort and enjoyment reflect similar differences between interviews and audits. In the same line, auditors shared many more negative experiences related to bad footpath, bad crossings and obstacles than participants from interviews, whereas these participants shared more positive experiences related to people in the street, good footpath and no or low traffic than audit experts. See tables and graphs about this on pages 25 to 27.

Were there any differences between study areas?

This project included four study areas, which presented slightly different outcomes. Neusiedl was the area with more positive and very positive experiences (67.3%), followed by Eisenstadt (65.4%) and Neufeld (61.7%). In the same line, Neusiedl had fewer negative and very negative experiences (21.8%), than Eisenstadt (25.9%) and Neufeld (33.3%). Finally, Deutschkreutz was the area with more negative and very negative experiences (41.7%) than positive and very positive ones (54.4%).

In the case of environmental determinants, all areas coincided in good footpath and bad footpath as the most relevant influence of positive and negative walking experiences. In the case of positive experience all areas also coincided in greenery as the second most relevant determinant, with the exception of Eisenstadt, with people in the street. Study areas also showed similarities with lack of crossings as the second most frequent determinant related to negative experiences, except Deutschkreutz, with obstacles. See Section 3 for a more detailed analysis of each study area.

1.4. What we recommend

What to fix, improve and expand

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There were positive, neutral and negative experiences in all study areas, which implies that they present a mix of good, adequate and bad walkability, often related to common determinants. Overall, most experiences were related to either positive (25.5%) or very positive experiences (36.4%), mainly related to good footpaths, presence of greenery and street furniture, good crossings and people in the street. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted.

On the other hand, participants also shared a relevant amount of negative (16.9%) and very negative experiences (14%), mainly related to bad footpaths and crossings, presence of walking obstacles and traffic. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences.

Finally, places with neutral experiences (7.3%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpaths, crossings and traffic may enable more positive and very positive experiences.

Consider the needs and concerns of specific target populations

All study areas seem to influence more negative and very negative experiences to older adults, women and people with difficulty to move and interact with the environment, especially with unsafe and uncomfortable experiences related to bad footpaths and crossings, lack of street furniture and greenery, and misbehaviour of drivers and other people in the public space. There is a need to better understand the needs and concerns of these target population to provide adequate environments for all.

Future studies and projects

In order to better compare how different types of pedestrians and walk contexts may result in different experiences of the same place, there is a need for bigger samples and more data including teenagers, people with difficulty to move and interact with the environment and inactive pedestrians.

2. Overall analysis for all study areas

2.1. Location of study areas

Figure 1. Location of study areas.

2.2. Data collected

Period		07/10/2024 - 31/10/2024	
Timeframe		06:35-13:02	
Interviews	Participants	176	
	Experiences	176	
	Determinants	295	
Audits	Experts	2	
	Experiences	209	
	Determinants	302	
Total	Experiences	**385**	
	Determinants	**597**	

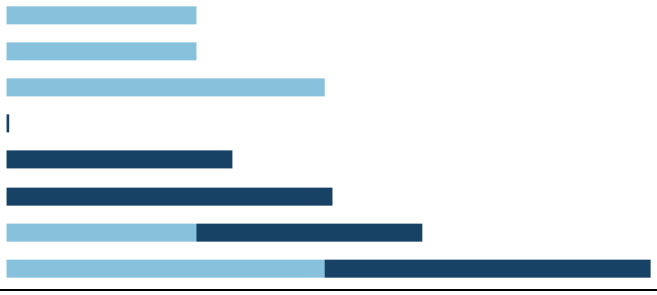


Table 1. Data collected in all study areas.

2.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=176
AGE	Children (<18)	18	10.2		
	Adults (18-65)	130	73.9		
	Older people (>65)	28	15.9		
GENDER	Man	71	40.3		
	Woman	105	59.7		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	149	84.7		
	Mild or moderate	25	14.2		
	Severe or extrerme	2	1.1		
ACTIVITY (mins/day)	Less than 10 min	0	0		
	10 - 60 mins	56	31.9		
	More than 60 min	120	68.2		

Table 2. Pedestrian profile from interviews, in all study areas.

2.4. Walk context

Variable	Category	N	%	Distribution	N=176
DECISION	Choice	130	73.9		
	Necessity	46	26.1		
	Other	0	0		
PURPOSE	Transport	76	43.2		
	Leisure	100	56.8		
	Other	0	0		
COMPANY	Alone	131	74.4		
	Accompanied	45	25.6		
	Other	0	0		
FAMILIARITY	Local	134	76.1		
	Visitor	42	23.9		
	Other	0	0		

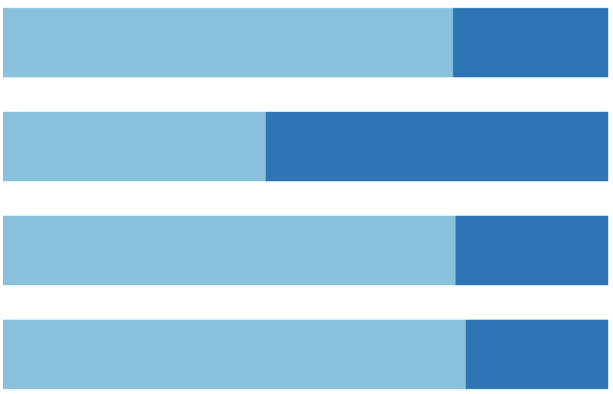


Table 3. Walk context from interviews, in all study areas.

2.5. Walking experiences

EXPERIENCE	N	%
Very positive	140	36.4
Positive	98	25.5
Neutral	28	7.3
Negative	65	16.9
Very negative	54	14
TOTAL	385	100

TOP-5 determinants related to experience

Negative	Positive
Footpath	Footpath
Crossing	Greenery
Obstacles	Crossing
Traffic	Furniture
Other	People

Table 4. Walking experiences and top 5 determinants related to them, in all study areas.

SAFETY	N	%
Very safe	116	40
Safe	77	26.6
Neutral	19	6.6
Unsafe	38	13.1
Very unsafe	40	13.8
TOTAL	290	100

TOP-5 determinants related to safety

Unsafe	Safe
Footpath	Footpath
Crossing	Greenery
Obstacles	Crossing
Traffic	Furniture
Other	People

Table 5. Safety and top 5 determinants, in all study areas.

COMFORT	N	%
Very comfortable	103	41.4
Comfortable	56	22.5
Neutral	14	5.6
Uncomfortable	36	14.5
Very uncomfortable	40	16.1
TOTAL	249	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Footpath	Footpath
Obstacles	Greenery
Crossing	Furniture
Traffic	People
Other	Crossing

Table 6. Comfort and top 5 determinants, in all study areas.

ENJOYMENT	N	%
Very enjoyable	76	50.7
Enjoyable	25	16.7
Neutral	6	4
Unenjoyable	20	13.3
Very unenjoyable	23	15.3
TOTAL	150	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
Footpath	Footpath
Obstacles	Greenery
Crossing	Furniture
Traffic	People
Other	Crossing

Table 7. Enjoyment and top 5 determinants, in all study areas.

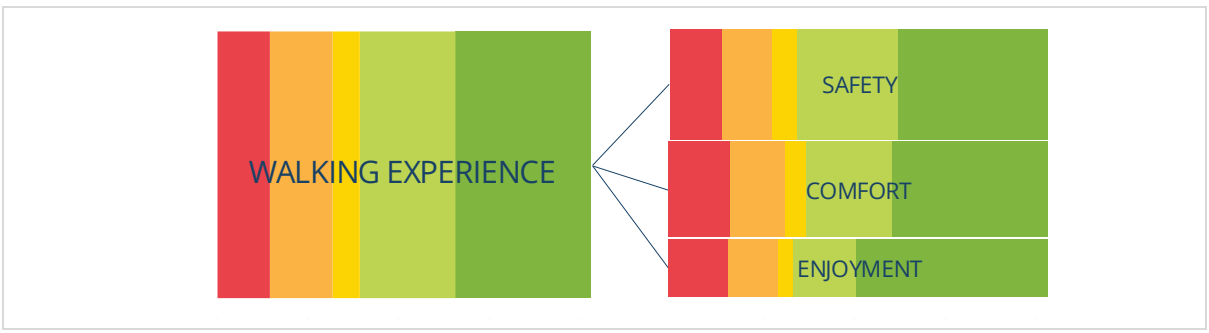


Figure 2. Share of positive and negative experiences and most frequent types, in all study areas.

2.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=597
Very Positive	Footpath	96	16.1		
	Greenery	74	12.4		
	Furniture	21	3.5		
	People	20	3.4		
	Crossing	15	2.5		
	Traffic	10	1.7		
	Environmental quality	8	1.3		
	Interest	2	0.3		
	Other	2	0.3		
	Obstacles	1	0.2		
	Weather protection	0	0		
	Inclusion	0	0		
Postive	Footpath	66	11.1		
	Greenery	26	4.4		
	Crossing	24	4		
	Furniture	13	2.2		
	People	13	2.2		
	Environmental quality	3	0.5		
	Weather protection	2	0.3		
	Traffic	2	0.3		
	Interest	2	0.3		
	Obstacles	1	0.2		
	Inclusion	1	0.2		
	Other	0	0		
Neutral	Footpath	17	2.8		
	Traffic	8	1.3		
	Crossing	6	1		
	Greenery	5	0.8		
	People	4	0.7		
	Environmental quality	2	0.3		
	Furniture	1	0.2		
	Obstacles	1	0.2		
	Interest	1	0.2		
	Other	1	0.2		
	Weather protection	0	0		
	Inclusion	0	0		
Negative	Footpath	37	6.2		
	Crossing	17	2.8		
	Obstacles	11	1.8		
	Other	8	1.3		
	Traffic	7	1.2		
	Interest	1	0.2		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Inclusion	0	0		
Very negative	Footpath	28	4.7		
	Obstacles	18	3		
	Crossing	14	2.3		
	Traffic	6	1		
	Other	2	0.3		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		

Table 8. Most frequent determinants by type of experience, in all study areas.

2.7. Positive and negative experiences by determinant

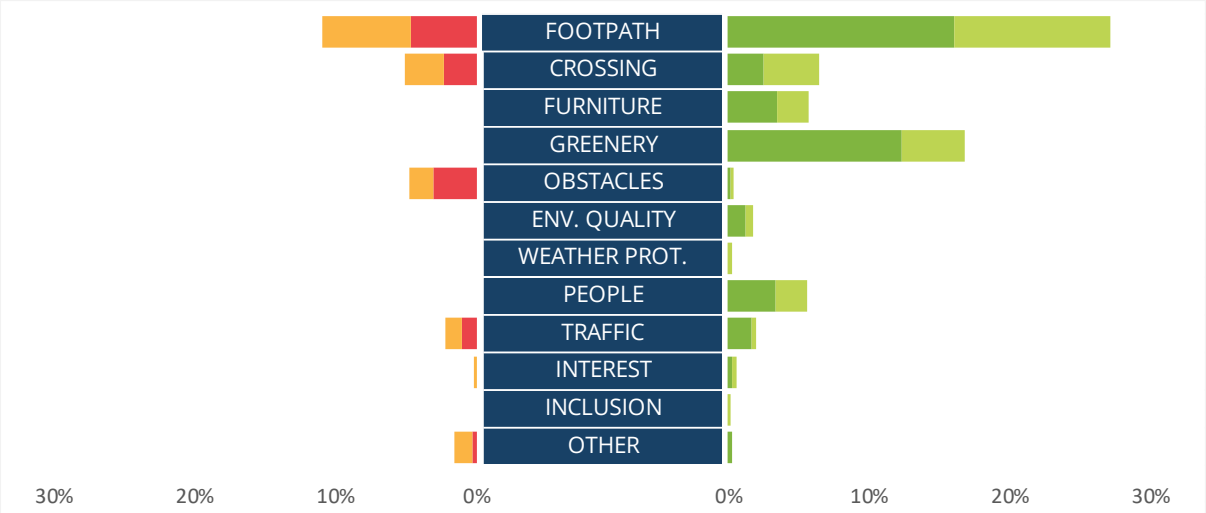


Figure 3. Positive and negative experiences by determinant, in all study areas.

2.8. Determinants by frequency and negative-positive experiences

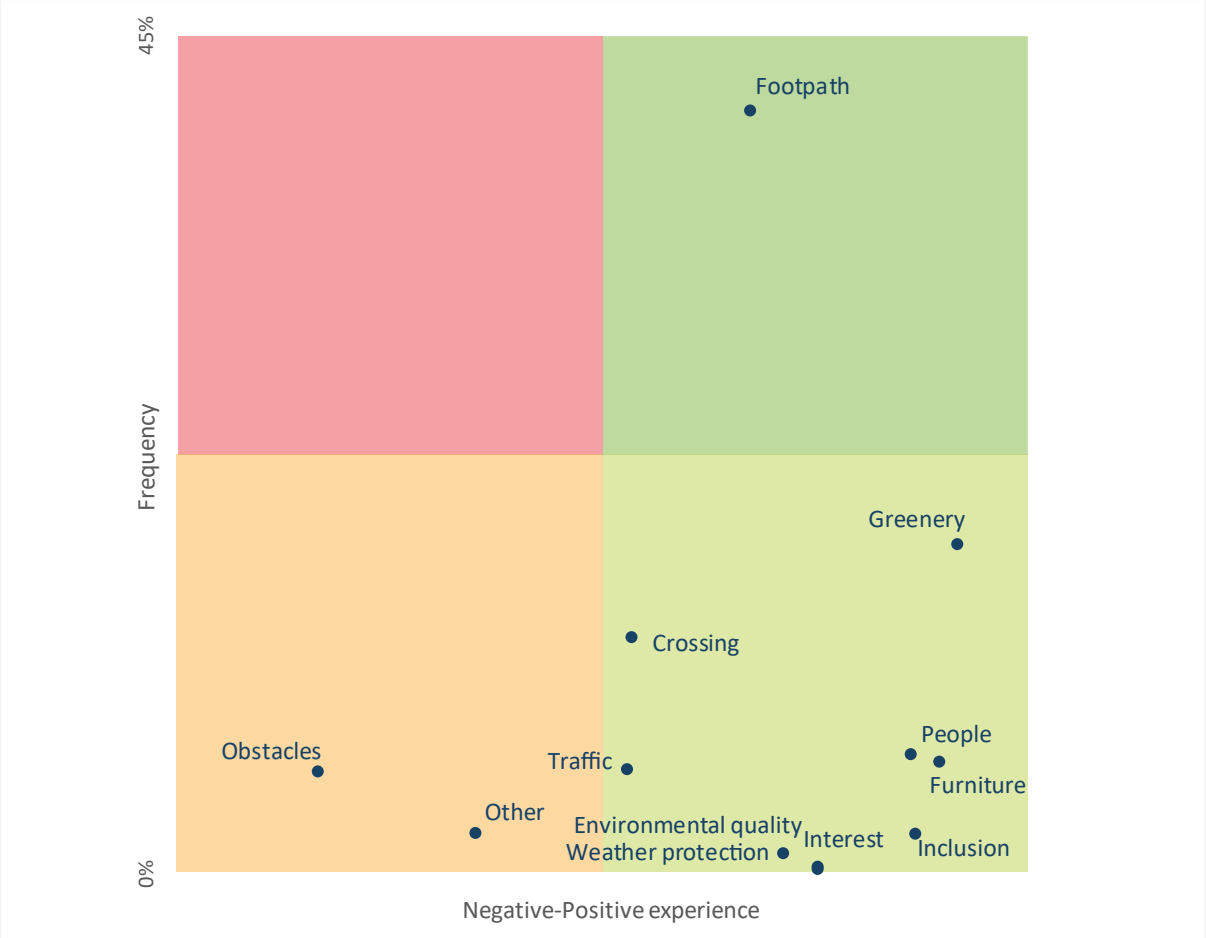


Figure 4. Determinants by frequency and negative-positive experiences, in all study areas.

2.9. Positive and negative experiences by subcategory of determinants

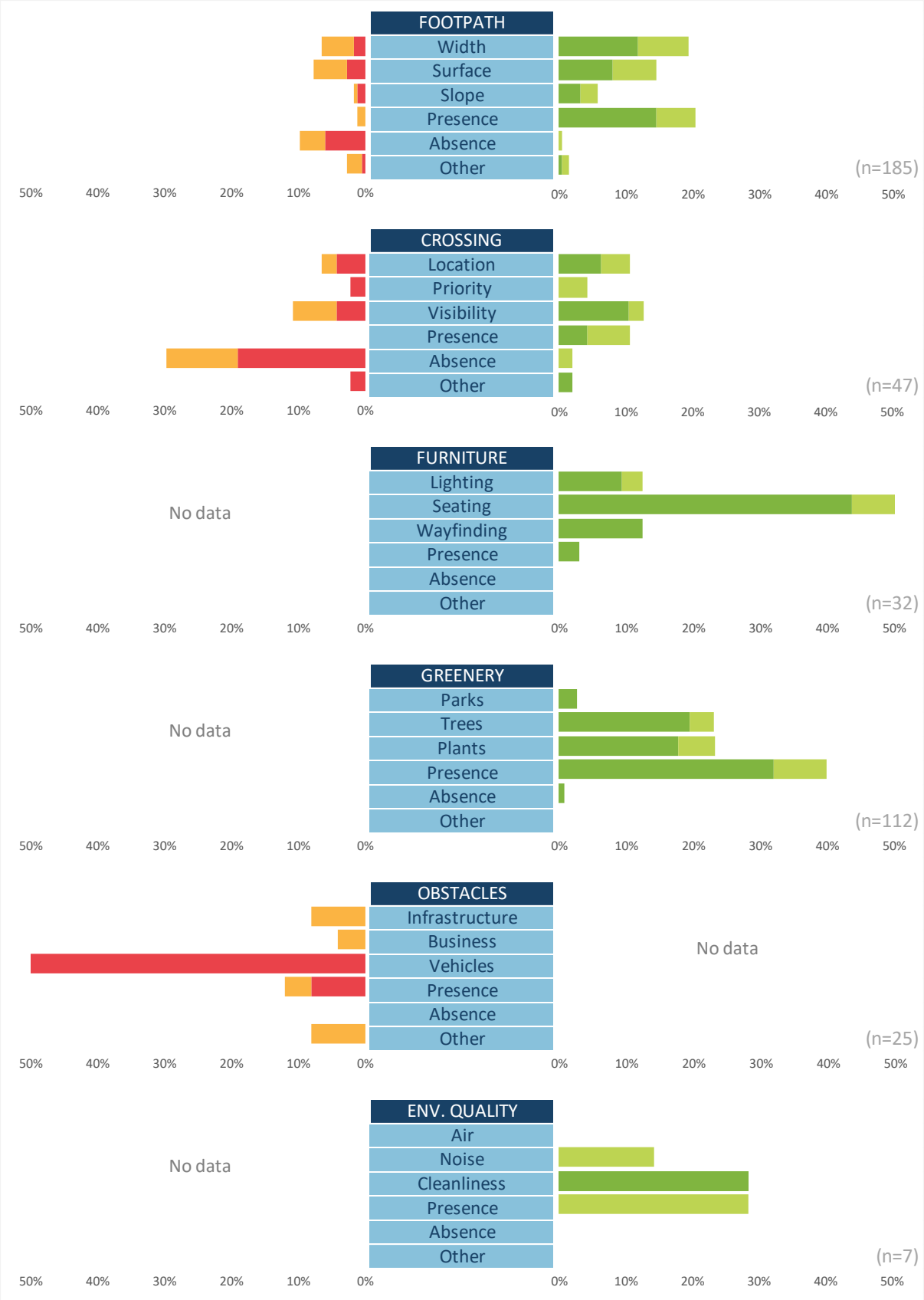


Figure 5. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in all study areas.

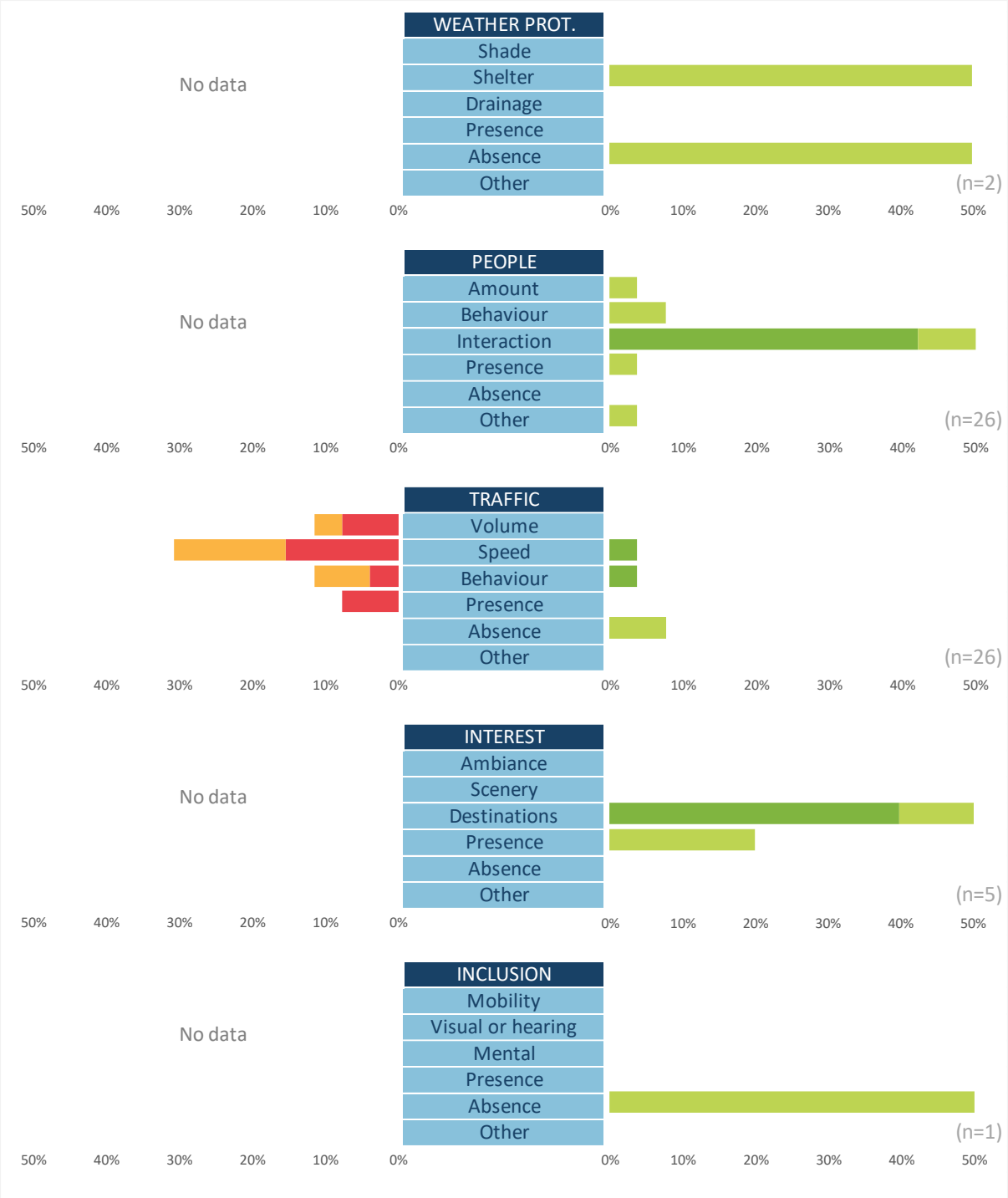


Figure 6. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in all study areas.

2.10. Experiences by type of pedestrians and walk context

WALKING EXPERIENCE									N	Distribution
ALL PARTICIPANTS			2.8	7.4	13.1	34.1	42.6		176	
PEDESTRIAN PROFILE	AGE	Children	0	0	16.7	44.4	38.9		18	
		Adults	3.1	4.6	12.3	33.8	46.2		130	
		Seniors	3.6	25	14.3	28.6	28.6		28	
	GENDER	Men	4.2	9.9	7	39.4	39.4		71	
		Women	1.9	5.7	17.1	30.5	44.8		105	
	ABILITY	None	2.7	4	13.4	33.6	46.3		149	
		Moderate	4	28	4	40	24		25	
		Severe	0	0	100	0	0		2	
	ACTIVITY	< 10'	0	0	0	0	0		0	
		10' - 60'	3.6	12.5	19.6	39.3	25		56	
		+ 60'	2.5	5	10	31.7	50.8		120	
WALK CONTEXT	DECISION	Choice	3.1	6.2	8.5	35.4	46.9		130	
		Necessity	2.2	10.9	26.1	30.4	30.4		46	
	PURPOSE	Transport	3.9	9.2	19.7	36.8	30.3		76	
		Leisure	2	6	8	32	52		100	
	COMPANY	Alone	3.1	9.2	13.7	32.8	41.2		131	
		With others	2.2	2.2	11.1	37.8	46.7		45	
	FAMILIARITY	Local	3	8.2	11.9	29.9	47		134	
		Visitor	0	0	16.7	44.4	38.9		18	

Table 9. Experiences by pedestrian profile and walk context, in all study areas.

SAFETY									N	Distribution
ALL PARTICIPANTS			2.9	6.6	10.9	35	44.5		137	
PEDESTRIAN PROFILE	AGE	Children	0	0	13.3	40	46.7		15	
		Adults	3	3	10.9	34.7	48.5		101	
		Seniors	4.8	28.6	9.5	33.3	23.8		21	
	GENDER	Men	5.2	10.3	6.9	37.9	39.7		58	
		Women	1.3	3.8	13.9	32.9	48.1		79	
	ABILITY	None	2.5	4.2	11	33.1	49.2		118	
		Moderate	5.6	22.2	5.6	50	16.7		18	
		Severe	0	0	100	0	0		1	
	ACTIVITY	< 10'	0	0	0	0	0		0	
		10' - 60'	4.8	11.9	14.3	40.5	28.6		42	
		+ 60'	2.1	4.2	9.5	32.6	51.6		95	
WALK CONTEXT	DECISION	Choice	3.1	5.2	6.2	35.1	50.5		97	
		Necessity	2.5	10	22.5	35	30		40	
	PURPOSE	Transport	3.4	5.2	15.5	43.1	32.8		58	
		Leisure	2.5	7.6	7.6	29.1	53.2		79	
	COMPANY	Alone	2.8	8.5	12.3	34	42.5		106	
		With others	3.2	0	6.5	38.7	51.6		31	
	FAMILIARITY	Local	2.8	7.5	9.4	33	47.2		106	
		Visitor	3.2	3.2	16.1	41.9	35.5		31	

Table 10. Safety by pedestrian profile and walk context, in all study areas.

COMFORT			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			2.8	7.5	5.7	29.2	54.7	106	
PEDESTRIAN PROFILE	AGE	Children	0	0	10	40	50	10	
		Adults	2.6	3.8	6.4	28.2	59	78	
		Seniors	5.6	27.8	0	27.8	38.9	18	
	GENDER	Men	5.3	5.3	2.6	31.6	55.3	38	
		Women	1.5	8.8	7.4	27.9	54.4	68	
	ABILITY	None	2.2	5.5	6.6	27.5	58.2	91	
		Moderate	4.2	12.5	37.5	25	20.8	24	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	20.7	10.3	34.5	34.5	29	
		+ 60'	3.9	2.6	3.9	27.3	62.3	77	
WALK CONTEXT	DECISION	Choice	2.2	6.7	5.6	28.1	57.3	89	
		Necessity	5.9	11.8	5.9	35.3	41.2	17	
	PURPOSE	Transport	5	12.5	10	32.5	40	40	
		Leisure	1.5	4.5	3	27.3	63.6	66	
	COMPANY	Alone	3.8	9	3.8	30.8	52.6	78	
		With others	0	3.6	10.7	25	60.7	28	
	FAMILIARITY	Local	3.4	6.7	4.5	27	58.4	89	
		Visitor	0	11.8	11.8	41.2	35.3	17	

Table 11. Comfort by pedestrian profile and walk context, in all study areas.

ENJOYMENT			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			4	4	8	18	66	50	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	100	0	1	
		Adults	2.6	2.6	5.3	21.1	68.4	38	
		Seniors	9.1	9.1	18.2	0	63.6	11	
	GENDER	Men	13.3	6.7	0	26.7	53.3	15	
		Women	0	2.9	11.4	14.3	71.4	35	
	ABILITY	None	2.4	2.4	7.1	19	69	42	
		Moderate	14.3	14.3	0	14.3	57.1	7	
		Severe	0	0	100	0	0	1	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	7.7	7.7	23.1	15.4	46.2	13	
		+ 60'	2.7	2.7	2.7	18.9	73	37	
WALK CONTEXT	DECISION	Choice	2.6	2.6	2.6	17.9	74.4	39	
		Necessity	9.1	9.1	27.3	18.2	36.4	11	
	PURPOSE	Transport	0	5	15	15	65	20	
		Leisure	6.7	3.3	3.3	20	66.7	30	
	COMPANY	Alone	5.4	5.4	8.1	16.2	64.9	37	
		With others	0	0	7.7	23.1	69.2	13	
	FAMILIARITY	Local	2.3	4.7	7	14	72.1	43	
		Visitor	14.3	0	14.3	42.9	28.6	7	

Table 12. Enjoyment by pedestrian profile and walk context, in all study areas

FOOTPATH			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			1.8	4.4	11.4	36	46.5	114	
PEDESTRIAN PROFILE	AGE	Children	0	0	10	40	50	10	
		Adults	2.3	3.4	10.3	35.6	48.3	87	
		Seniors	0	11.8	17.6	35.3	35.3	17	
	GENDER	Men	2.3	2.3	7	41.9	46.5	43	
		Women	1.4	5.6	14.1	32.4	46.5	71	
	ABILITY	None	2.1	3.1	11.3	33	50.5	97	
		Moderate	0	13.3	0	60	26.7	15	
		Severe	0	0	100	0	0	2	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	2.6	10.5	13.2	42.1	31.6	38	
		+ 60'	1.3	1.3	10.5	32.9	53.9	76	
WALK CONTEXT	DECISION	Choice	2.2	3.3	8.9	35.6	50	90	
		Necessity	0	8.3	20.8	37.5	33.3	24	
	PURPOSE	Transport	4.1	6.1	16.3	34.7	38.8	49	
		Leisure	0	3.1	7.7	36.9	52.3	65	
	COMPANY	Alone	1.1	4.4	12.2	37.8	44.4	90	
		With others	4.2	4.2	8.3	29.2	54.2	24	
	FAMILIARITY	Local	2.1	4.3	9.6	35.1	48.9	94	
		Visitor	0	5	20	40	35	20	

Table 13. Experiences related to footpath by pedestrian profile and walk context, in all study areas.

CROSSING			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			5.3	18.4	13.2	39.5	23.7	38	
PEDESTRIAN PROFILE	AGE	Children	0	0	20	60	20	5	
		Adults	4.2	8.3	16.7	41.7	29.2	24	
		Seniors	11.1	55.6	0	22.2	11.1	9	
	GENDER	Men	9.5	23.8	9.5	47.6	9.5	21	
		Women	0	11.8	17.6	29.4	41.2	17	
	ABILITY	None	3.1	9.4	15.6	43.8	28.1	32	
		Moderate	16.7	66.7	0	16.7	0	6	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	25	16.7	41.7	16.7	12	
		+ 60'	7.7	15.4	11.5	38.5	26.9	26	
WALK CONTEXT	DECISION	Choice	3.8	19.2	7.7	46.2	23.1	26	
		Necessity	8.3	16.7	25	25	25	12	
	PURPOSE	Transport	3.8	15.4	19.2	38.5	23.1	26	
		Leisure	8.3	25	0	41.7	25	12	
	COMPANY	Alone	7.1	25	14.3	28.6	25	28	
		With others	0	0	10	70	20	10	
	FAMILIARITY	Local	8	24	12	28	28	25	
		Visitor	0	7.7	15.4	61.5	15.4	13	

Table 14. Experiences related to crossing by pedestrian profile and walk context, in all study areas.

FURNITURE			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	0	0	35.7	64.3	14	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0	0	
		Adults	0	0	0	35.7	64.3	14	
		Seniors	0	0	0	0	0	0	
	GENDER	Men	0	0	0	50	50	4	
		Women	0	0	0	30	70	10	
	ABILITY	None	0	0	0	36.4	63.6	11	
		Moderate	0	0	0	33.3	66.7	3	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	0	0	50	50	2	
		+ 60'	0	0	0	33.3	66.7	12	
WALK CONTEXT	DECISION	Choice	0	0	0	27.3	72.7	11	
		Necessity	0	0	0	66.7	33.3	3	
	PURPOSE	Transport	0	0	0	50	50	6	
		Leisure	0	0	0	25	75	8	
	COMPANY	Alone	0	0	0	41.7	58.3	12	
		With others	0	0	0	0	100	2	
	FAMILIARITY	Local	0	0	0	27.3	72.7	11	
		Visitor	0	0	0	66.7	33.3	3	

Table 15. Experiences related to furniture by pedestrian profile and walk context, in all study areas.

GREENERY			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	0	6.7	22.2	71.1	45	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	100	1	
		Adults	0	0	5.7	20	74.3	35	
		Seniors	0	0	11.1	33.3	55.6	9	
	GENDER	Men	0	0	0	35.7	64.3	14	
		Women	0	0	9.7	16.1	74.2	31	
	ABILITY	None	0	0	8.1	21.6	70.3	37	
		Moderate	0	0	0	25	75	8	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	0	0	41.7	58.3	12	
		+ 60'	0	0	9.1	15.2	75.8	33	
WALK CONTEXT	DECISION	Choice	0	0	7.5	20	72.5	40	
		Necessity	0	0	0	40	60	5	
	PURPOSE	Transport	0	0	12.5	31.3	56.3	16	
		Leisure	0	0	3.4	17.2	79.3	29	
	COMPANY	Alone	0	0	2.9	26.5	70.6	34	
		With others	0	0	18.2	9.1	72.7	11	
	FAMILIARITY	Local	0	0	7.3	19.5	73.2	41	
		Visitor	0	0	0	50	50	4	

Table 16. Experiences related to greenery by pedestrian profile and walk context, in all study areas.

OBSTACLES								N	Distribution
ALL PARTICIPANTS			0	25	25	25	25	4	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0	0	
		Adults	0	25	25	25	25	4	
		Seniors	0	0	0	0	0	0	
	GENDER	Men	0	0	0	0	0	0	
		Women	0	25	25	25	25	4	
	ABILITY	None	0	0	33.3	33.3	33.3	3	
		Moderate	0	100	0	0	0	1	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	0	0	100	0	1	
		+ 60'	0	33.3	33.3	0	33.3	3	
WALK CONTEXT	DECISION	Choice	0	33.3	33.3	33.3	0	3	
		Necessity	0	0	0	0	100	1	
	PURPOSE	Transport	0	25	25	25	25	4	
		Leisure	0	0	0	0	0	0	
	COMPANY	Alone	0	0	0	50	50	2	
		With others	0	50	50	0	0	2	
	FAMILIARITY	Local	0	33.3	33.3	33.3	0	3	
		Visitor	0	0	0	0	100	1	

Table 17. Experiences related to obstacles by pedestrian profile and walk context, in all study areas.

ENV. QUALITY								N	Distribution
ALL PARTICIPANTS			0	0	18.2	27.3	54.5	11	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	100	1	
		Adults	0	0	20	30	50	10	
		Seniors	0	0	0	0	0	0	
	GENDER	Men	0	0	33.3	33.3	33.3	3	
		Women	0	0	12.5	25	62.5	8	
	ABILITY	None	0	0	18.2	27.3	54.5	11	
		Moderate	0	0	0	0	0	0	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	0	66.7	0	33.3	3	
		+ 60'	0	0	0	37.5	62.5	8	
WALK CONTEXT	DECISION	Choice	0	0	16.7	33.3	50	6	
		Necessity	0	0	20	20	60	5	
	PURPOSE	Transport	0	0	40	0	60	5	
		Leisure	0	0	0	50	50	6	
	COMPANY	Alone	0	0	14.3	14.3	71.4	7	
		With others	0	0	25	50	25	4	
	FAMILIARITY	Local	0	0	16.7	0	83.3	6	
		Visitor	0	0	20	60	20	5	

Table 18. Experiences related to environmental quality by pedestrian profile and walk context, in all study areas.

WEATHER PROT.			😞	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	0	0	100	0	1	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0	0	
		Adults	0	0	0	100	0	1	
		Seniors	0	0	0	0	0	0	
	GENDER	Men	0	0	0	0	0	0	
		Women	0	0	0	100	0	1	
	ABILITY	None	0	0	0	100	0	1	
		Moderate	0	0	0	0	0	0	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10’	0	0	0	0	0	0	
		10’ - 60’	0	0	0	0	0	0	
		+ 60’	0	0	0	100	0	1	
WALK CONTEXT	DECISION	Choice	0	0	0	0	0	0	
		Necessity	0	0	0	100	0	1	
	PURPOSE	Transport	0	0	0	100	0	1	
		Leisure	0	0	0	0	0	0	
	COMPANY	Alone	0	0	0	0	0	0	
		With others	0	0	0	100	0	1	
	FAMILIARITY	Local	0	0	0	0	0	0	
		Visitor	0	0	0	100	0	1	

Table 19. Experiences related to weather protection by pedestrian profile and walk context, in all study areas.

PEOPLE			😞	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	0	11.4	37.1	51.4	35	
PEDESTRIAN PROFILE	AGE	Children	0	0	20	40	40	5	
		Adults	0	0	8	40	52	25	
		Seniors	0	0	20	20	60	5	
	GENDER	Men	0	0	6.7	40	53.3	15	
		Women	0	0	15	35	50	20	
	ABILITY	None	0	0	12.5	34.4	53.1	32	
		Moderate	0	0	0	66.7	33.3	3	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10’	0	0	0	0	0	0	
		10’ - 60’	0	0	20	60	20	5	
		+ 60’	0	0	10	33.3	56.7	30	
WALK CONTEXT	DECISION	Choice	0	0	8	48	44	25	
		Necessity	0	0	20	10	70	10	
	PURPOSE	Transport	0	0	16.7	41.7	41.7	12	
		Leisure	0	0	8.7	34.8	56.5	23	
	COMPANY	Alone	0	0	14.3	33.3	52.4	21	
		With others	0	0	7.1	42.9	50	14	
	FAMILIARITY	Local	0	0	9.5	28.6	61.9	21	
		Visitor	0	0	14.3	50	35.7	14	

Table 20. Experiences related to people by pedestrian profile and walk context, in all study areas.

TRAFFIC			😞	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			8	16	32	8	36	25	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0	0	
		Adults	10	15	30	5	40	20	
		Seniors	0	20	40	20	20	5	
	GENDER	Men	11.1	33.3	11.1	11.1	33.3	9	
		Women	6.3	6.3	43.8	6.3	37.5	16	
	ABILITY	None	9.5	9.5	33.3	9.5	38.1	21	
		Moderate	0	66.7	0	0	33.3	3	
		Severe	0	0	100	0	0	1	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	10	20	60	0	10	10	
		+ 60'	6.7	13.3	13.3	13.3	53.3	15	
WALK CONTEXT	DECISION	Choice	12.5	25	25	6.3	31.3	16	
		Necessity	0	0	44.4	11.1	44.4	9	
	PURPOSE	Transport	6.7	13.3	40	6.7	33.3	15	
		Leisure	10	20	20	10	40	10	
	COMPANY	Alone	10.5	21.1	26.3	0	42.1	19	
		With others	0	0	50	33.3	16.7	6	
	FAMILIARITY	Local	5.9	23.5	35.3	5.9	29.4	17	
		Visitor	12.5	0	25	12.5	50	8	

Table 21. Experiences related to traffic by pedestrian profile and walk context, in all study areas.

INTEREST			😞	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	0	20	40	40	5	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0	0	
		Adults	0	0	20	40	40	5	
		Seniors	0	0	0	0	0	0	
	GENDER	Men	0	0	0	100	0	1	
		Women	0	0	25	25	50	4	
	ABILITY	None	0	0	0	50	50	4	
		Moderate	0	0	100	0	0	1	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	0	100	0	0	1	
		+ 60'	0	0	0	50	50	4	
WALK CONTEXT	DECISION	Choice	0	0	0	50	50	4	
		Necessity	0	0	100	0	0	1	
	PURPOSE	Transport	0	0	0	0	0	0	
		Leisure	0	0	20	40	40	5	
	COMPANY	Alone	0	0	33.3	33.3	33.3	3	
		With others	0	0	0	50	50	2	
	FAMILIARITY	Local	0	0	25	25	50	4	
		Visitor	0	0	0	100	0	1	

Table 22. Experiences related to interest by pedestrian profile and walk context, in all study areas.

INCLUSION			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	0	0	100	0	1	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0	0	
		Adults	0	0	0	100	0	1	
		Seniors	0	0	0	0	0	0	
	GENDER	Men	0	0	0	0	0	0	
		Women	0	0	0	100	0	1	
	ABILITY	None	0	0	0	100	0	1	
		Moderate	0	0	0	0	0	0	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10’	0	0	0	0	0	0	
		10’ - 60’	0	0	0	0	0	0	
		+ 60’	0	0	0	100	0	1	
WALK CONTEXT	DECISION	Choice	0	0	0	100	0	1	
		Necessity	0	0	0	0	0	0	
	PURPOSE	Transport	0	0	0	0	0	0	
		Leisure	0	0	0	100	0	1	
	COMPANY	Alone	0	0	0	0	0	0	
		With others	0	0	0	100	0	1	
	FAMILIARITY	Local	0	0	0	0	0	0	
		Visitor	0	0	0	100	0	1	

Table 23. Experiences related to inclusion by pedestrian profile and walk context, in all study areas.

2.11. Experiences by type of data collection

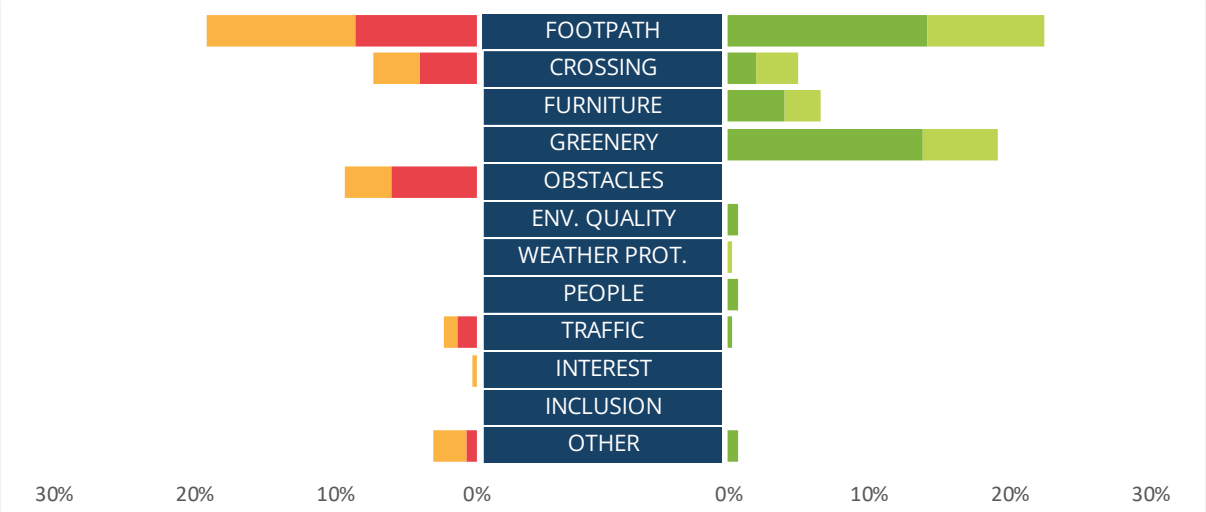
EXPERIENCE	Audits		Interviews	
	n	%	n	%
Very positive	65	31.1	75	42.6
Positive	38	18.2	60	34.1
Neutral	5	2.4	23	13.1
Negative	52	24.9	13	7.4
Very negative	49	23.4	5	2.8
TOTAL	209	100	176	100

SAFETY	Audits		Interviews	
	n	%	n	%
Very positive	55	35.9	61	44.5
Positive	29	19	48	35
Neutral	4	2.6	15	10.9
Negative	29	19	9	6.6
Very negative	36	23.5	4	2.9
TOTAL	153	100	137	100

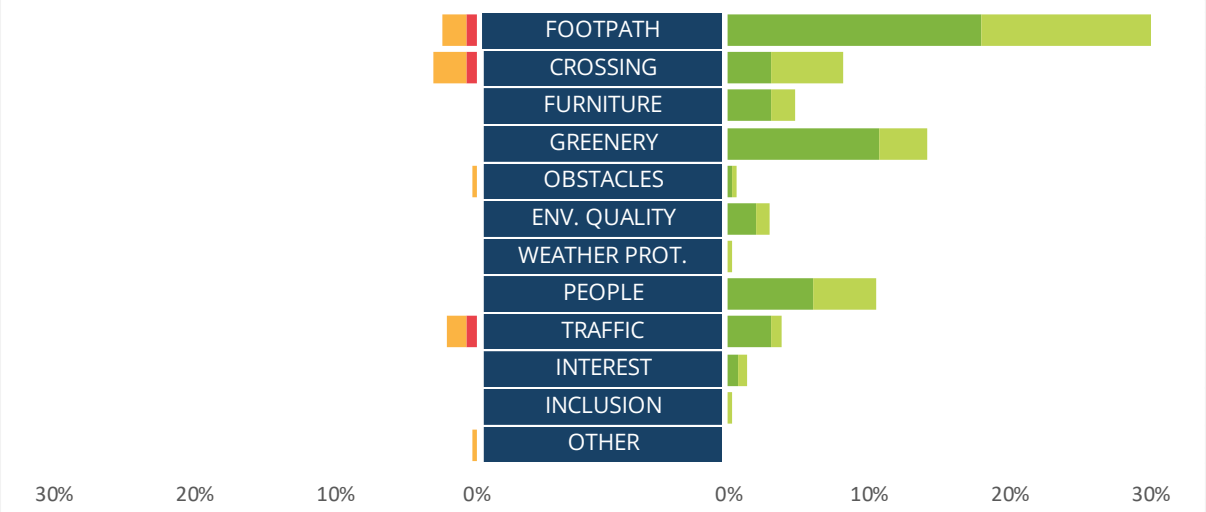
COMFORT	Audits		Interviews	
	n	%	n	%
Very positive	45	32.4	58	52.7
Positive	25	18	31	28.2
Neutral	4	2.9	10	9.1
Negative	28	20.1	8	7.3
Very negative	37	26.6	3	2.7
TOTAL	139	100	110	100

ENJOYMENT	Audits		Interviews	
	n	%	n	%
Very positive	43	43	33	66
Positive	16	16	9	18
Neutral	2	2	4	8
Negative	18	18	2	4
Very negative	21	21	2	4
TOTAL	100	100	50	100

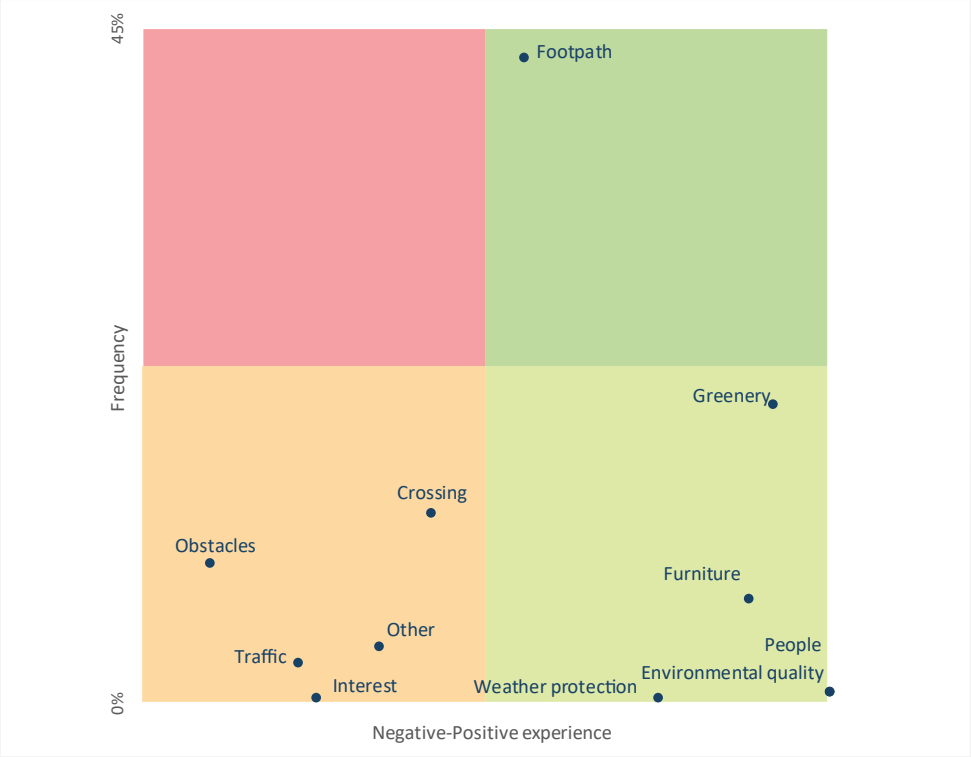
Positive and negative experiences by determinant, from audits



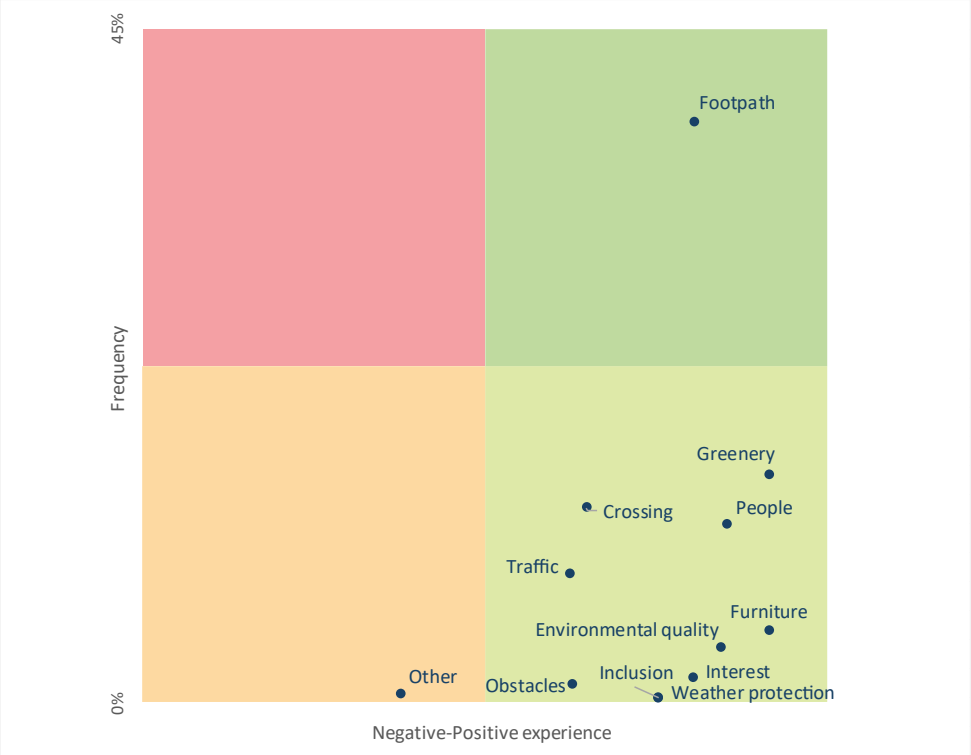
Positive and negative experiences by determinant, from interviews



Determinants by frequency and negative-positive experiences, from audits



Determinants by frequency and negative-positive experiences, from interviews



3. Analysis of individual study areas

The four study areas presented slightly different share of walking experiences and list of relevant determinants related to them. This section presents the same walkability outcomes previously explained for each individual study area.

Study areas	Overall walking experiences	Main determinants	
		Negative	Positive
Deutschkreutz		Footpath	Footpath
		Obstacles	Greenery
		Crossing	Furniture
Eisenstadt		Footpath	Footpath
		Crossing	People
		Obstacles	Greenery
Neufeld		Footpath	Footpath
		Crossing	Greenery
		Other	Crossing
Neusiedl		Footpath	Footpath
		Crossing	Greenery
		Obstacles	Crossing

Table 24. Walking experiences and relevant determinants in all study areas.

3.1. Deutschkreutz

Figure 7. Deutschkreutz . Source: Wikipedia.

Data was collected on 31/10/2024 at Deutschkreutz station. A total of 30 interviewed participants shared 30 walking experiences related to 54 environmental determinants. In addition, two trained surveyors shared 73 walking experiences related to 113 determinants. In total, the study collected 103 walking experiences related to 167 environmental determinants.

Who walks, why and how?

From the **30 pedestrians interviewed**, most were adults (73.3%), followed by older adults (23.3%) and teenagers (3.3%). In addition, 63.3% were women and 36.7% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (86.7%), while some had mild or moderate difficulty (13.4%). The study did not include any participant with sever or extreme difficulty to walk Finally, most participants were very active pedestrians (73.3%) followed by active ones (26.7%) and a small proportion of inactive ones (3.5%). The study did not include any inactive pedestrian.

Based on **their walk context**, 93.3% of participants were walking by choice while 6.7% did it out of necessity. With regards to the walk purpose, 30% participants walked for transport, while 70% for leisure. Most participants were walking on their own (93.3%) compared to those walking with others (6.7%). Finally, most participants were familiar with the place (93.3%), while others were not (6.7%).

Which were the main walking experiences?

From the **103 walking experiences** collected from interviews and audits, most experiences were very positive (31.1%), followed by positive (23.3%), very negative (23.3%), negative (18.4%) and neutral (3.9%).Overall, positive and very positive experiences (54.4%) outnumbered negative and very negative ones (41.7%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (88.3%), with slightly more comfortable and very comfortable experiences (57.2%) than uncomfortable and very uncomfortable ones (38.5%). Secondly, 80.6% of

experiences were related to **safety**, with more safe and very safe experiences (57.8%) than unsafe and very unsafe ones (38.6%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (56.3%), with more enjoyable and very enjoyable (62.1%) than unenjoyable and very unenjoyable ones (34.5%).

What influenced walking experiences?

From the **167 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 45.6% of all observations, followed by greenery (24%), street furniture (9.6%), crossings (8.4%) and obstacles (7.8%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Some determinants were related to more positive experiences, especially people and furniture. Whereas obstacles, bad crossings and traffic were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpaths (29.4%), greenery (22.8%) and good street furniture (9%), while most negative and very negative experiences were related to bad footpaths (13.8%), obstacles (7.8%) and bad crossings (6%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpaths (31%), greenery (23.2%) and street furniture (8.4%), while most unsafe and very unsafe experiences were related to bad footpath (11.2%), followed by bad crossings (7%) and obstacles (6.3%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (30.9%), greenery (23.7%) and street furniture (9.5%), while most uncomfortable and very uncomfortable experiences were related to bad footpaths (13.1%), obstacles (7.9%) and bad crossings (3.9%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were greenery (29.5%), good footpath (28.6%) and street furniture (11.5%), while most unenjoyable and very unenjoyable experiences were related to bad footpath (10.5%), obstacles (8.6%) and bad crossings (1%).

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There are positive, neutral and negative experiences all across the study area, which implies that it presents a mix of good, adequate and bad walkability, often related to common determinants. Positive (23.3%) and very positive (31.1%) experiences were mainly related to good footpaths, greenery, street furniture, good crossings and people. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared negative (18.4%) and very negative (23.3%) experiences related to bad footpaths, obstacles, bad crossings, traffic and poor street furniture. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (3.9%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpaths, greenery or street furniture may enable more positive and very positive experiences.

3.1.1. Location of study area and observations

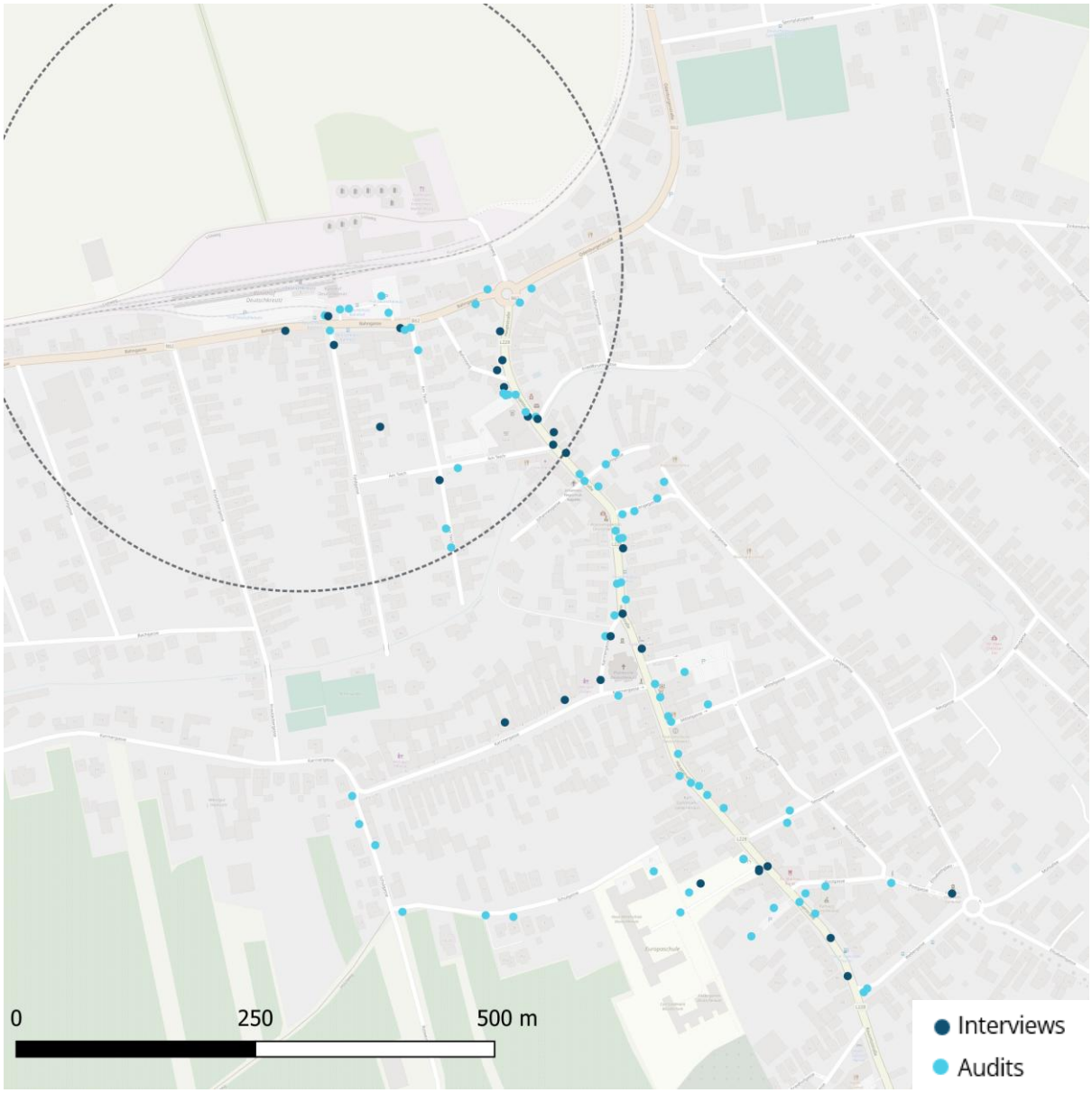


Figure 8. Observations from interviews and audits in Deutschkreutz.

3.1.2. Data collected

Period		31/10/2024	
Timeframe		08:51-10:34	
Interviews	Participants	30	
	Experiences	30	
	Determinants	54	
Audits	Experts	2	
	Experiences	73	
	Determinants	113	
Total	Experiences	**103**	
	Determinants	**167**	

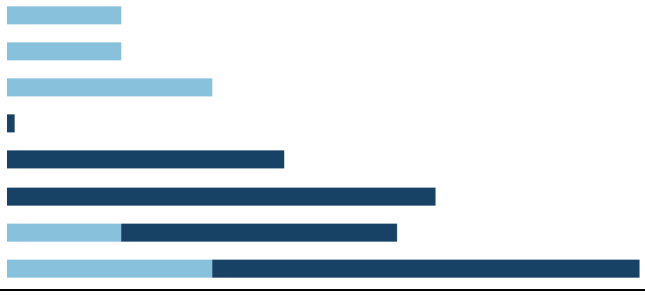


Table 25. Data collected in Deutschkreutz.

3.1.3 Pedestrian profile

Variable	Category	N	%	Distribution	N=30
AGE	Children (<18)	1	3.3		
	Adults (18-65)	22	73.3		
	Older people (>65)	7	23.3		
GENDER	Man	11	36.7		
	Woman	19	63.3		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	26	86.7		
	Mild or moderate	4	13.4		
	Severe or extrerme	0	0		
ACTIVITY (mins/day)	Less than 10 min	0	0		
	10 - 60 mins	8	26.7		
	More than 60 min	22	73.3		

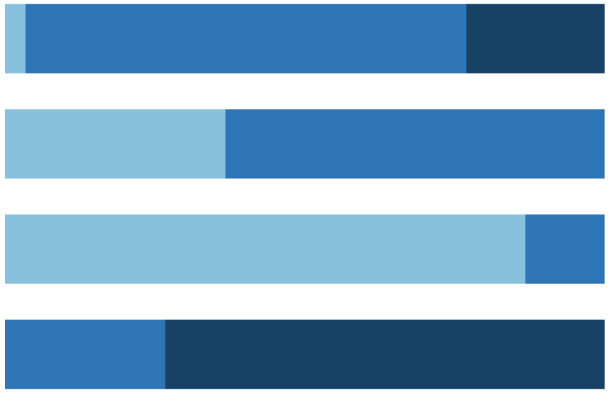


Table 26. Pedestrian profile in Deutschkreutz.

3.1.4. Walk context

Variable	Category	N	%	Distribution	N=30
DECISION	Choice	28	93.3		
	Necessity	2	6.7		
	Other	0	0		
PURPOSE	Transport	9	30		
	Leisure	21	70		
	Other	0	0		
COMPANY	Alone	28	93.3		
	Accompanied	2	6.7		
	Other	0	0		
FAMILIARITY	Local	28	93.3		
	Visitor	2	6.7		
	Other	0	0		

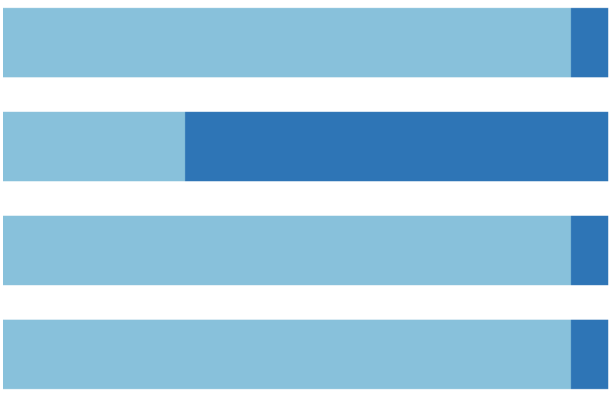


Table 27. Walk context in Deutschkreutz.

3.1.5. Walking experiences

EXPERIENCE	N	%
Very positive	32	31.1
Positive	24	23.3
Neutral	4	3.9
Negative	19	18.4
Very negative	24	23.3
TOTAL	103	100

TOP-5 determinants related to experience

Negative	Positive
Footpath	Footpath
Obstacles	Greenery
Crossing	Furniture
Traffic	Crossing
-	People

Table 28. Walking experiences and top 5 determinants related to them, in Deutschkreutz.

SAFETY	N	%
Very safe	31	37.3
Safe	17	20.5
Neutral	3	3.6
Unsafe	13	15.7
Very unsafe	19	22.9
TOTAL	83	100

TOP-5 determinants related to safety

Unsafe	Safe
Footpath	Footpath
Crossing	Greenery
Obstacles	Furniture
Traffic	Crossing
-	People

Table 29. Safety experiences and top 5 determinants, in Deutschkreutz .

COMFORT	N	%
Very comfortable	31	34.1
Comfortable	21	23.1
Neutral	4	4.4
Uncomfortable	14	15.4
Very uncomfortable	21	23.1
TOTAL	91	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Footpath	Footpath
Obstacles	Greenery
Crossing	Furniture
Traffic	People
-	Crossing

Table 30. Comfort experiences and top 5 determinants, in Deutschkreutz.

ENJOYMENT	N	%
Very enjoyable	24	41.4
Enjoyable	12	20.7
Neutral	2	3.4
Unenjoyable	8	13.8
Very unenjoyable	12	20.7
TOTAL	58	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
Footpath	Greenery
Obstacles	Footpath
Crossing	Furniture
-	People
-	Crossing

Table 31. Enjoyment experiences and top 5 determinants, in Deutschkreutz.

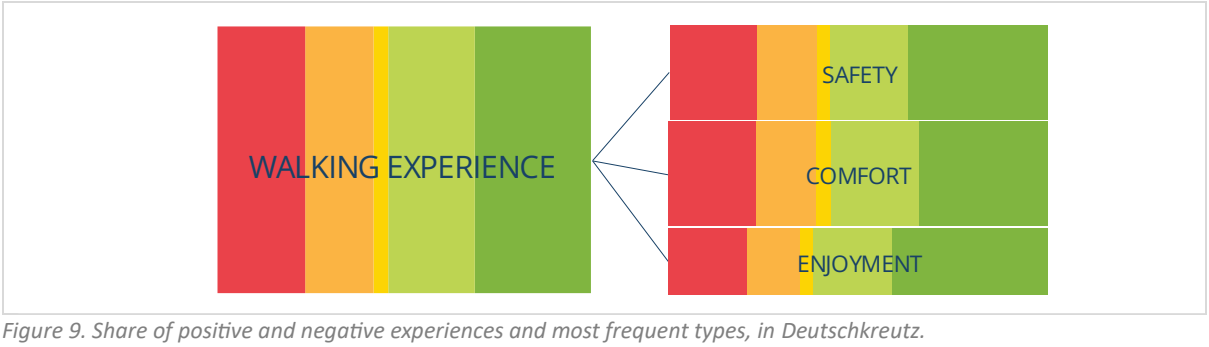


Figure 9. Share of positive and negative experiences and most frequent types, in Deutschkreutz.

3.1.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=167
Very Positive	Footpath	29	17.4		
	Greenery	23	13.8		
	Furniture	9	5.4		
	People	3	1.8		
	Crossing	1	0.6		
	Traffic	1	0.6		
	Obstacles	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Postive	Footpath	20	12		
	Greenery	15	9		
	Furniture	6	3.6		
	Crossing	3	1.8		
	People	1	0.6		
	Obstacles	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Neutral	Footpath	4	2.4		
	Greenery	2	1.2		
	Furniture	1	0.6		
	Crossing	0	0		
	Obstacles	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	Footpath	12	7.2		
	Crossing	5	3		
	Obstacles	3	1.8		
	Traffic	2	1.2		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Very negative	Footpath	11	6.6		
	Obstacles	10	6		
	Crossing	5	3		
	Traffic	1	0.6		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		

Table 32. Most frequent determinants by type of experience, in Deutschkreutz .

3.1.7. Positive and negative experiences by determinant

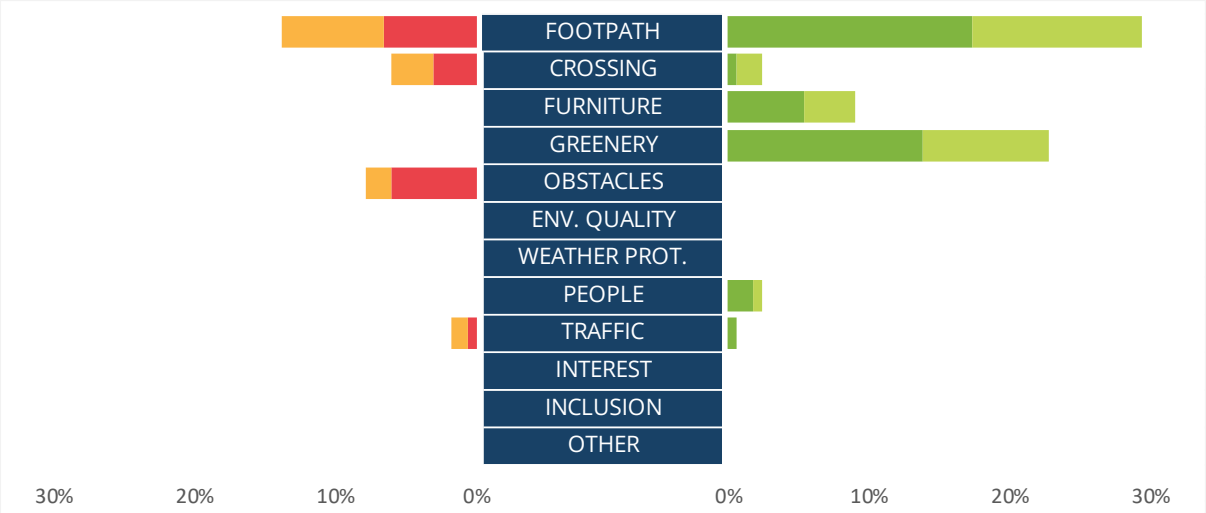


Figure 10. Positive and negative experiences by determinant, in Deutschkreutz.

3.1.8. Determinants by frequency and negative-positive experiences

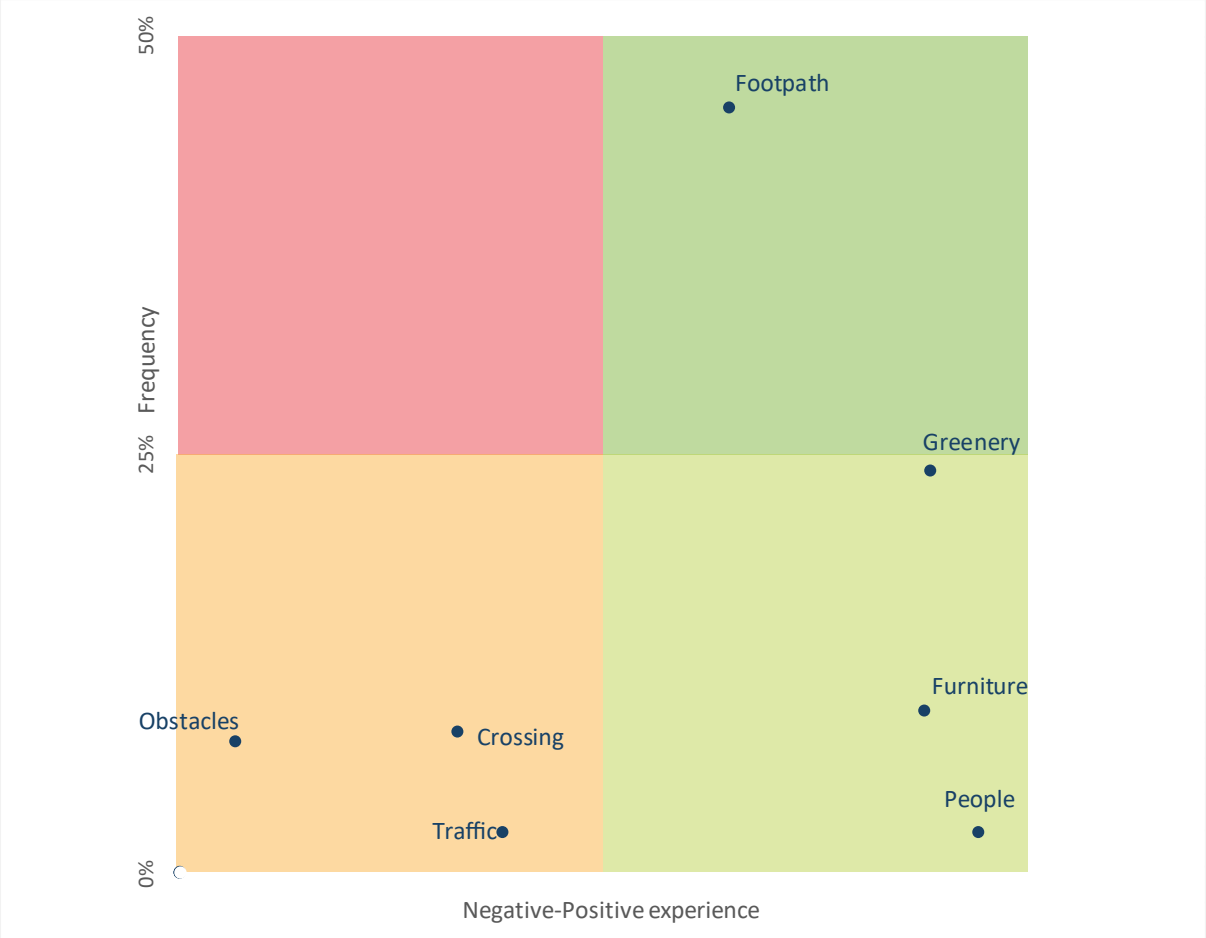


Figure 11. Determinants by frequency and negative-positive experiences, in Deutschkreutz.

3.1.9. Positive and negative experiences by subcategory of determinants

Figure 12. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Deutschkreutz.

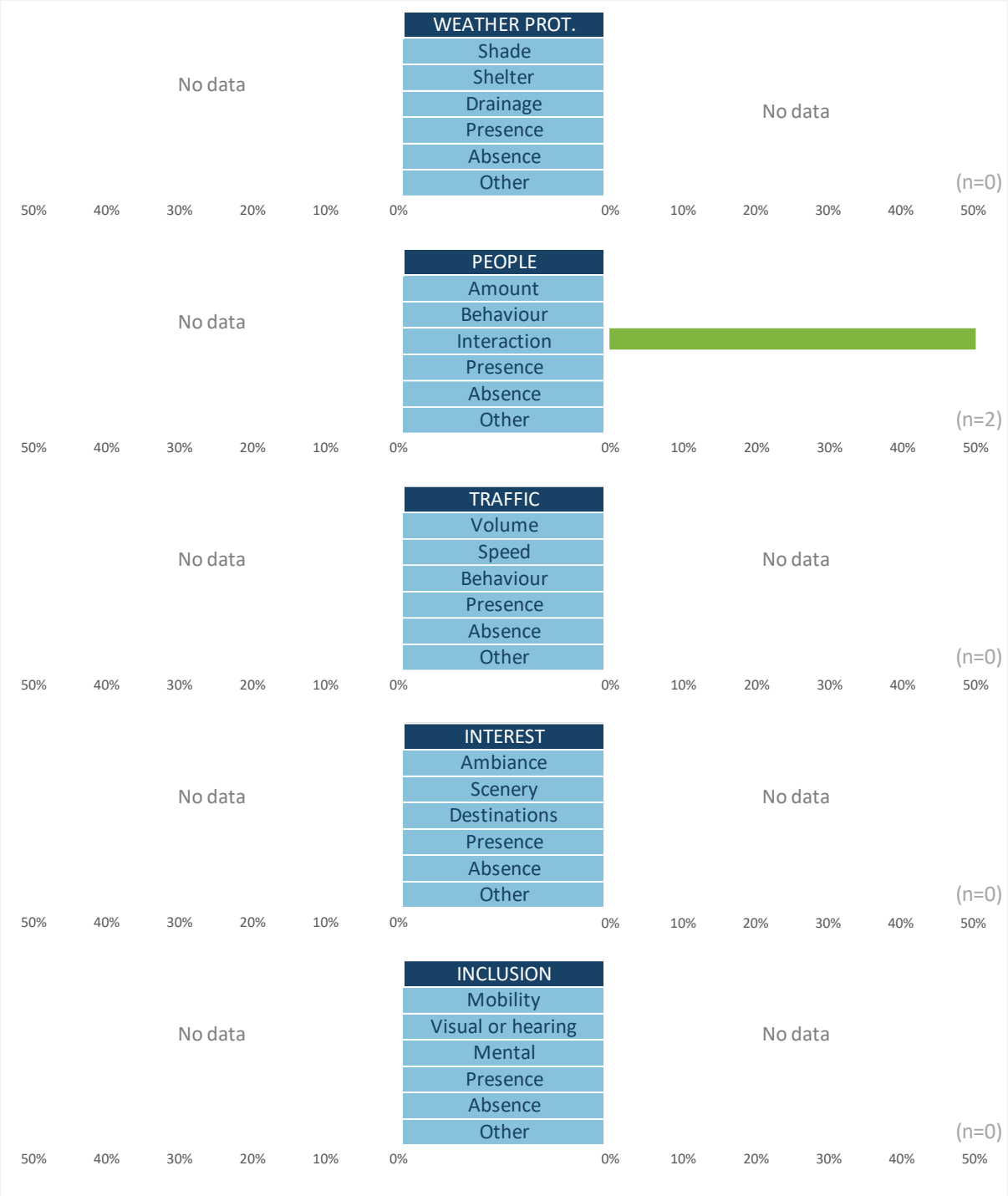
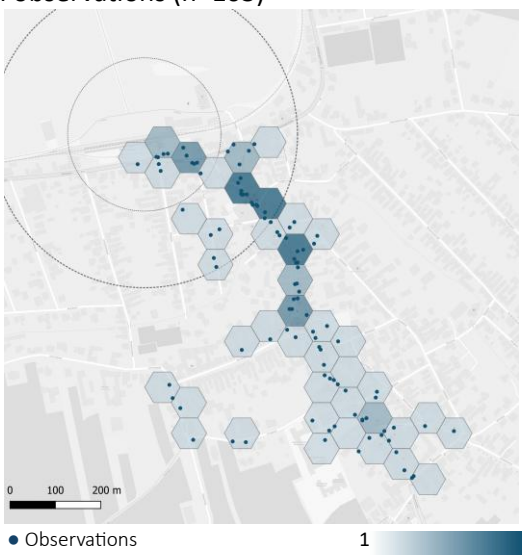


Figure 13. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Deutschkreutz.

3.1.10. Location of walking experiences

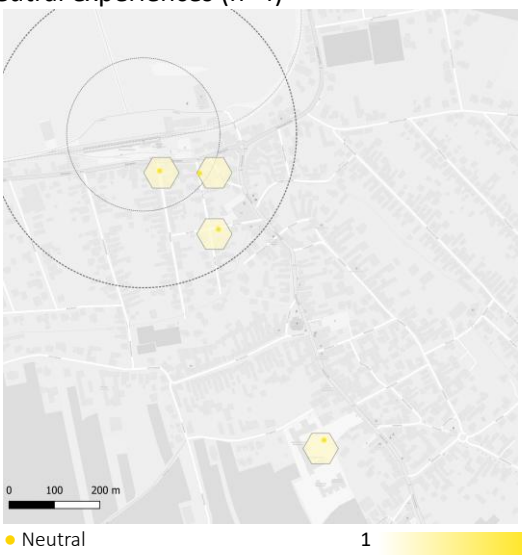
All observations (n=103)



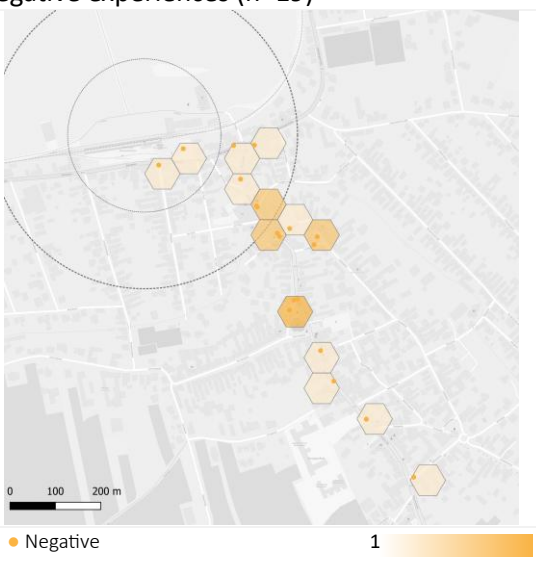
Very positive experiences (n=32)

Positive experiences (n=24)

Neutral experiences (n=4)



Negative experiences (n=19)



Very negative experiences (n=24)

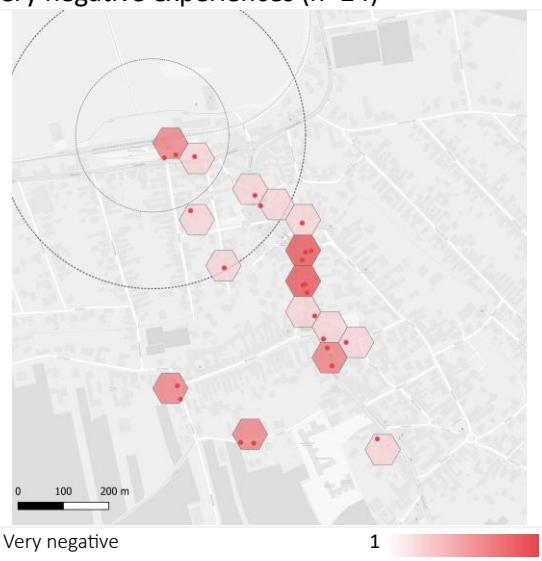


Figure 14. Location of observations and different experiences, in Deutschkreutz.

Location of all types of experiences (n=103) and overall perceived walkability.

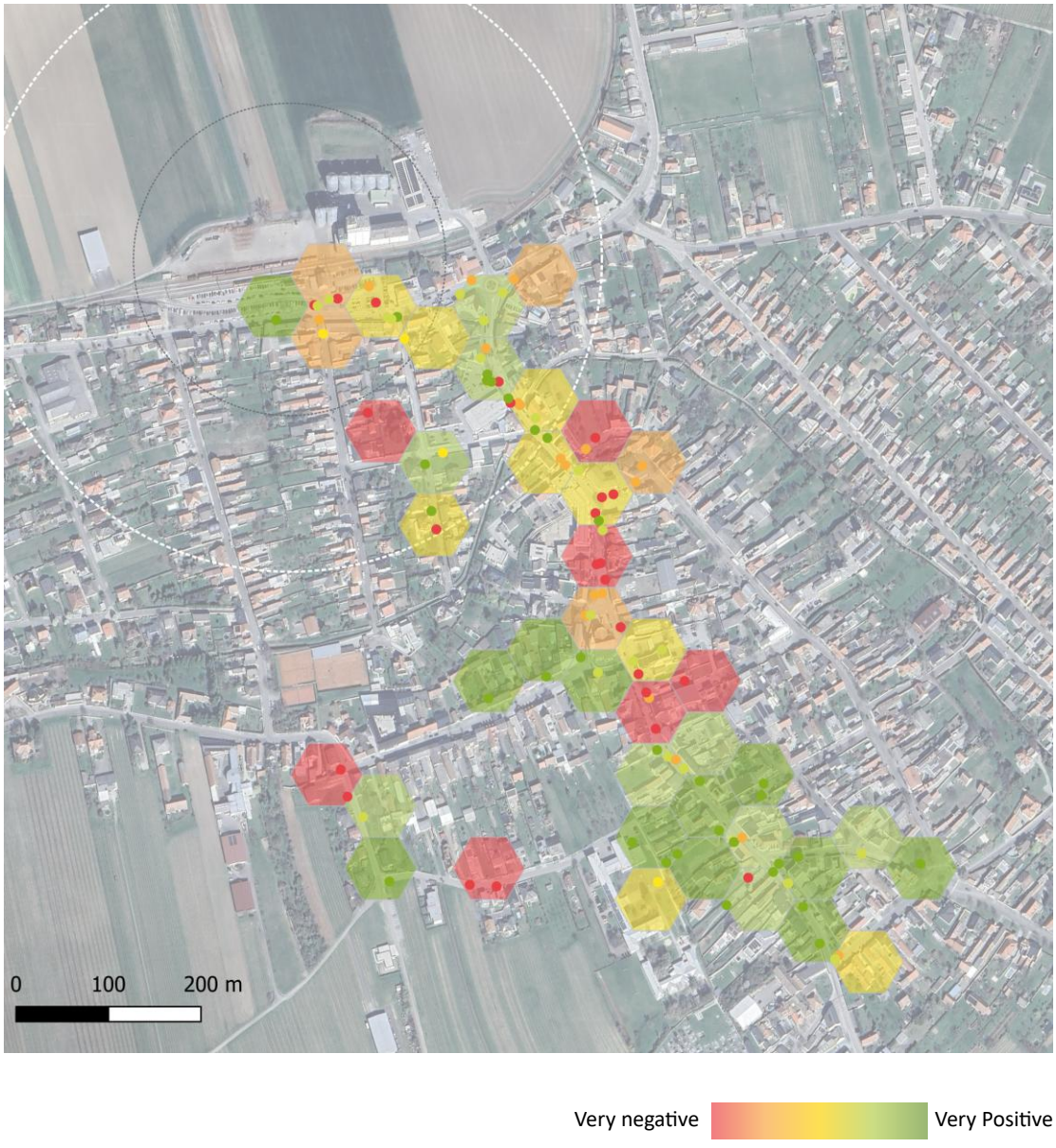


Figure 15. Location of all types of experiences and overall perceived walkability., in Deutschkreutz .

3.1.11. Images and comments from participants

Very positive. Safe, comfortable and enjoyable	Negative. Unsafe
Good footpath, greenery and interaction with people.  Woman, 68	*No crossing and fast traffic.*  Woman, 67
Positive. Comfortable and enjoyable	**Very negative. Unsafe and uncomfortable**
Good footpath and greenery  Expert audit	*No footpath and no crossing*  Man, 31

Figure 16. Images from the study area with comments from participants, in Deutschkreutz.

3.2. Eisenstadt

Figure 17. Eisenstadt. Source: Wikipedia.

Data was collected between 09/10/2024 and 31/10/2024 at Eisenstadt Station. A total of 52 interviewed participants shared 52 walking experiences related to 88 environmental determinants. In addition, two trained surveyors shared 29 walking experiences related to 46 determinants. In total, the study collected 81 walking experiences related to 134 environmental determinants.

Who walks, why and how?

From the **52 pedestrians interviewed**, most were adults (76.9%), followed by older adults (11.5%) and children (11.5%). In addition, 63.5% were women and 36.5% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (84.6%), while some had mild or moderate difficulty (13.4%) and a few had severe or extreme difficulty (1.9%). Finally, most participants were very active pedestrians (78.9%) followed by active ones (21.1%).

Based on **their walk context**, 65.4% of participants were walking by choice while 34.6% did it out of necessity. With regards to the walk purpose, 55.8% participants walked for leisure, while 44.2% for transport. Most participants were walking on their own (75%) compared to those walking with others (25%). Finally, most participants were familiar with the place (65.4%), while others were not (34.6%).

Which were the main walking experiences?

From the **81 walking experiences** collected from interviews and audits, most experiences were very positive (40.7%), followed by positive (24.7%), negative (18.5%), neutral (8.6%) and very negative

(7.4%). Overall, positive and very positive experiences (45.4%) outnumbered negative and very negative ones (25.9%). When participants were asked to highlight one or more types of experiences, most referred to walking **safety** (71.6%), with many more safe and very safe experiences (72.4%) than unsafe and very unsafe ones (20.6%). Secondly, 51.9% of experiences were related to **comfort**, with more comfortable and very comfortable experiences (66.7%) than uncomfortable and very uncomfortable ones (26.2%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (30.9%), with more enjoyable and very enjoyable (76%) than unenjoyable and very unenjoyable ones (24%).

What influenced walking experiences?

From the **134 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 35.1% of all observations, followed by crossing (13.4%), people (12.6%), greenery (10.5%) and traffic (8.8%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, most determinants were related to more positive experiences, especially greenery and street furniture. With the exception of obstacles, which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpaths (20.9%), people (11.9%) and greenery (10.5%), while most negative and very negative experiences were related to bad footpaths (10.5%), bad crossings (5.2%) and obstacles (4.5%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (25%), people (11.4%) and good crossings (8.2%), while most unsafe and very unsafe experiences were related to bad footpath (7.3%), followed by bad crossings (7.3%) and obstacles (3.1%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (24.4%), greenery (11.5%) and people (10.3%), while most uncomfortable and very uncomfortable experiences were related to bad footpaths (12.8%), traffic (3.9%) and bad crossings (2.6%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were greenery (24%), good footpath (22%) and street furniture (10%), while most unenjoyable and very unenjoyable experiences were related to obstacles (8%), bad footpath (6%) and traffic (2%).

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There are positive, neutral and negative experiences all across the study area, which implies that it presents a mix of good, adequate and bad walkability, often related to common determinants. Positive (24.7%) and very positive (40.7%) experiences were mainly related to good footpaths, people, greenery, good crossings and street furniture. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared negative (18.5%) and very negative (7.4%) experiences related to bad footpaths, crossings, obstacles and traffic. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (8.6%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpaths, crossing and traffic may enable more positive and very positive experiences.

3.2.1. Location of study area and observations

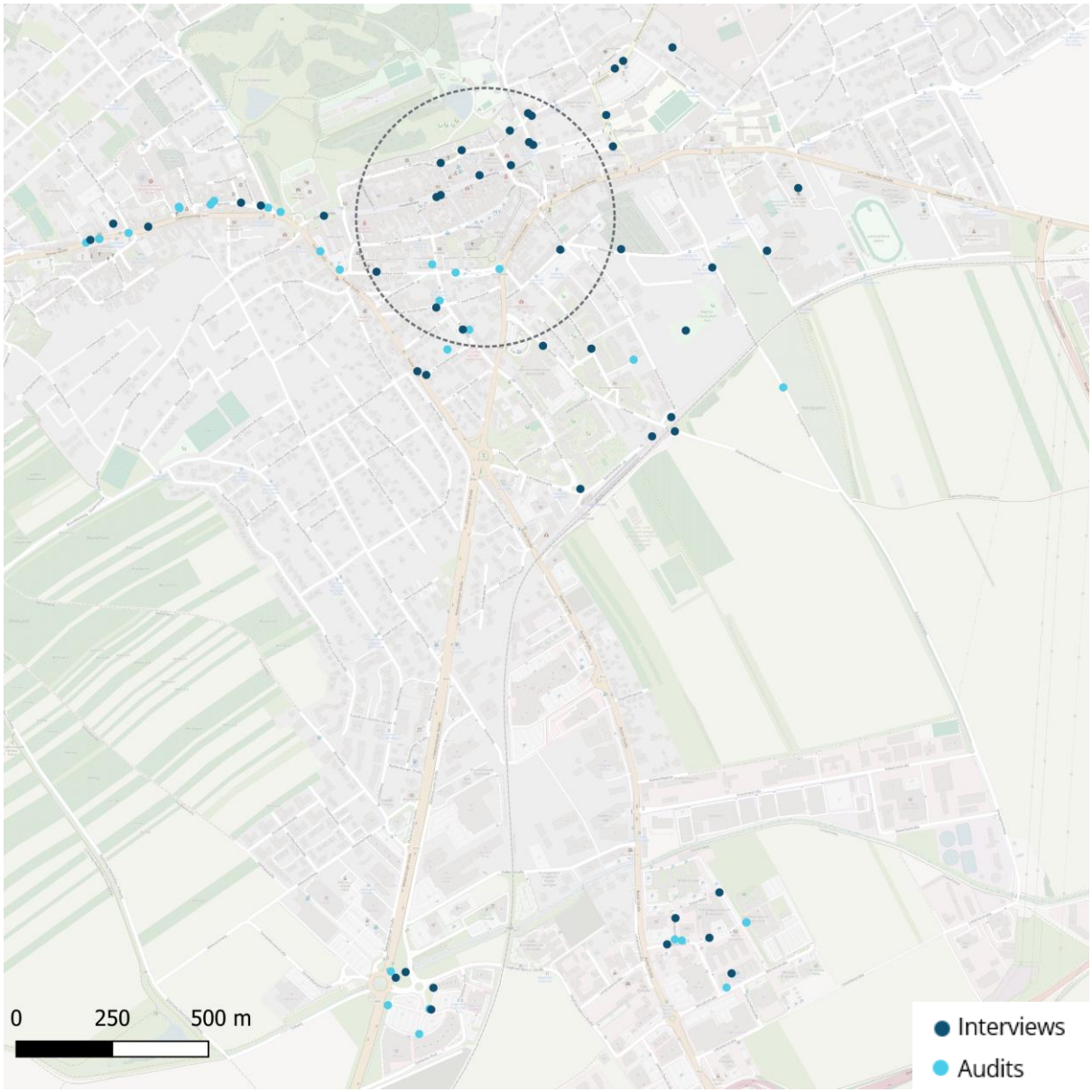


Figure 18. Observations from interviews and audits in *Eisenstadt*.

3.2.2. Data collected

Period	09/10/2024 - 31/10/2024	
Timeframe	06:35-13:02	
Interviews	Participants	52
	Experiences	52
	Determinants	88
Audits	Experts	2
	Experiences	29
	Determinants	46
Total	Experiences	**81**
	Determinants	**134**

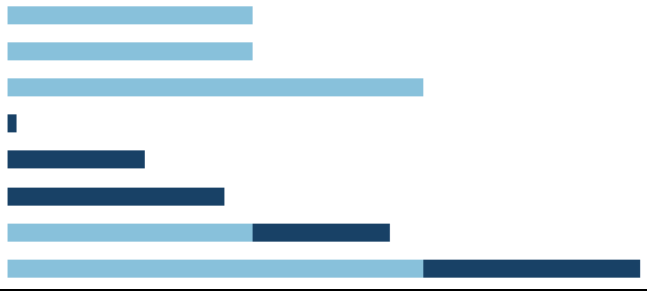


Table 33. Data collected in Eisenstadt.

3.2.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=52
AGE	Children (<18)	6	11.5		
	Adults (18-65)	40	76.9		
	Older people (>65)	6	11.5		
GENDER	Man	19	36.5		
	Woman	33	63.5		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	44	84.6		
	Mild or moderate	7	13.4		
	Severe or extrerme	1	1.9		
ACTIVITY (mins/day)	Less than 10 min	0	0		
	10 - 60 mins	11	21.1		
	More than 60 min	41	78.9		

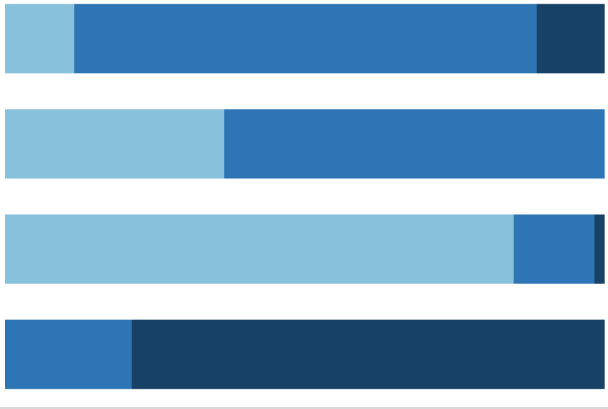


Table 34. Pedestrian profile in Eisenstadt.

3.2.4. Walk context

Variable	Category	N	%	Distribution	N=52
DECISION	Choice	34	65.4		
	Necessity	18	34.6		
	Other	0	0		
PURPOSE	Transport	23	44.2		
	Leisure	29	55.8		
	Other	0	0		
COMPANY	Alone	39	75		
	Accompanied	13	25		
	Other	0	0		
FAMILIARITY	Local	34	65.4		
	Visitor	18	34.6		
	Other	0	0		

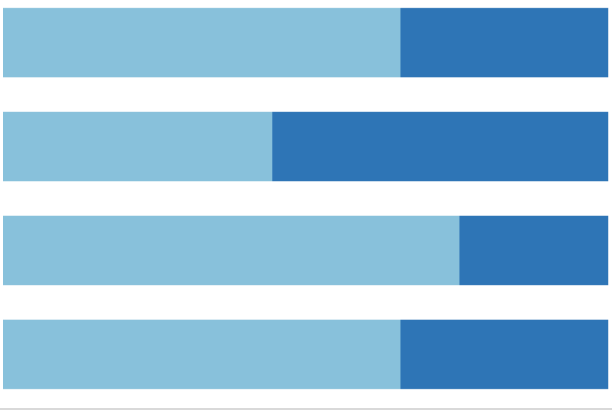


Table 35. Walk context in Eisenstadt.

3.2.5. Walking experiences

EXPERIENCE	N	%
Very positive	33	40.7
Positive	20	24.7
Neutral	7	8.6
Negative	15	18.5
Very negative	6	7.4
TOTAL	81	100

TOP-5 determinants related to experience

Negative	Positive
Footpath	Footpath
Crossing	People
Obstacles	Greenery
Traffic	Crossing
Other	Furniture

Table 36. Walking experiences and top 5 determinants related to them, in Eisenstadt.

SAFETY	N	%
Very safe	25	43.1
Safe	17	29.3
Neutral	4	6.9
Unsafe	6	10.3
Very unsafe	6	10.3
TOTAL	58	100

TOP-5 determinants related to safety

Unsafe	Safe
Footpath	Footpath
Crossing	People
Obstacles	Crossing
Traffic	Greenery
-	Furniture

Table 37. Safety and top 5 determinants related to them, in Eisenstadt.

COMFORT	N	%
Very comfortable	21	50
Comfortable	7	16.7
Neutral	3	7.1
Uncomfortable	7	16.7
Very uncomfortable	4	9.5
TOTAL	42	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Footpath	Footpath
Traffic	Greenery
Crossing	People
Obstacles	Furniture
-	Traffic

Table 38. Comforts and top 5 determinants related to them, in Eisenstadt.

ENJOYMENT	N	%
Very enjoyable	16	64
Enjoyable	3	12
Neutral	0	0
Unenjoyable	4	16
Very unenjoyable	2	8
TOTAL	25	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
Obstacles	Greenery
Footpath	Footpath
Traffic	Furniture
Other	People
-	Traffic

Table 39. Enjoyment and top 5 determinants related to them, in Eisenstadt.

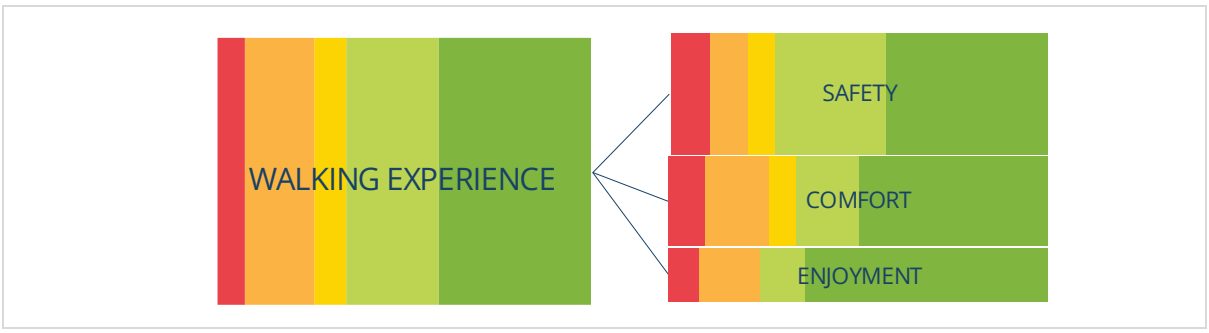


Figure 19. Share of positive and negative experiences and most frequent types, in Eisenstadt.

3.2.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=134
Very Positive	Footpath	16	11.9		
	Greenery	12	9		
	People	11	8.2		
	Traffic	7	5.2		
	Furniture	6	4.5		
	Crossing	4	3		
	Environmental quality	4	3		
	Interest	2	1.5		
	Obstacles	0	0		
	Weather protection	0	0		
	Inclusion	0	0		
	Other	0	0		
Postive	Footpath	12	9		
	Crossing	6	4.5		
	People	5	3.7		
	Furniture	2	1.5		
	Greenery	2	1.5		
	Environmental quality	2	1.5		
	Weather protection	1	0.7		
	Interest	1	0.7		
	Obstacles	0	0		
	Traffic	0	0		
	Inclusion	0	0		
	Other	0	0		
Neutral	Footpath	5	3.7		
	Crossing	1	0.7		
	People	1	0.7		
	Traffic	1	0.7		
	Interest	1	0.7		
	Furniture	0	0		
	Greenery	0	0		
	Obstacles	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	Footpath	10	7.5		
	Crossing	4	3		
	Obstacles	4	3		
	Traffic	3	2.2		
	Other	1	0.7		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		
Very negative	Footpath	4	3		
	Crossing	3	2.2		
	Obstacles	2	1.5		
	Traffic	1	0.7		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		

Table 40. Most frequent determinants by type of experience, in Eisenstadt.

3.2.7. Positive and negative experiences by determinant

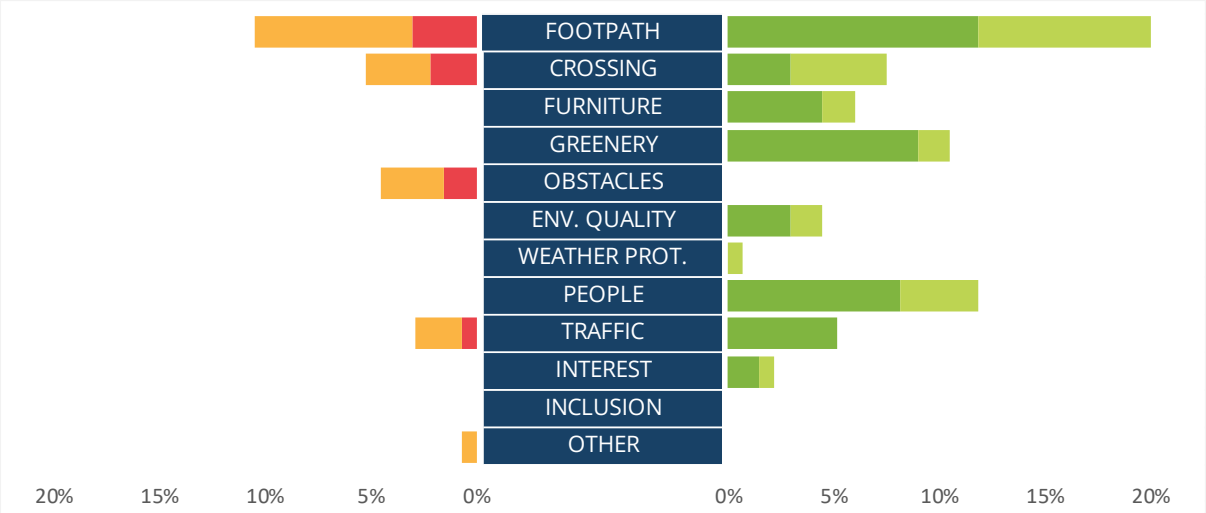


Figure 20. Positive and negative experiences by determinant, in Neu-Ulm & Central Bus Stop.

3.2.8. Determinants by frequency and negative-positive experiences

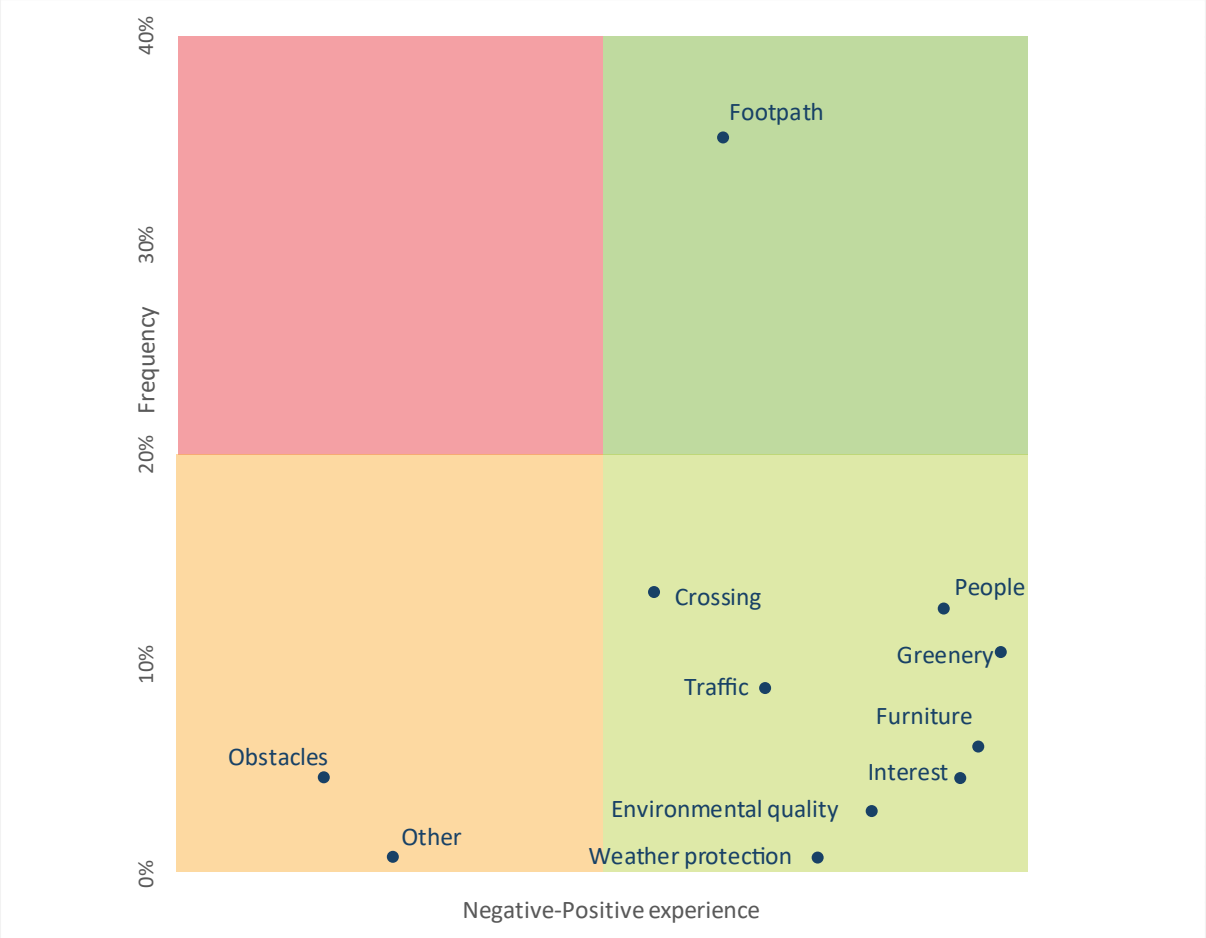


Figure 21. Determinants by frequency and negative-positive experiences, in Neu-Ulm & Central Bus Stop.

3.2.9. Positive and negative experiences by subcategory of determinants

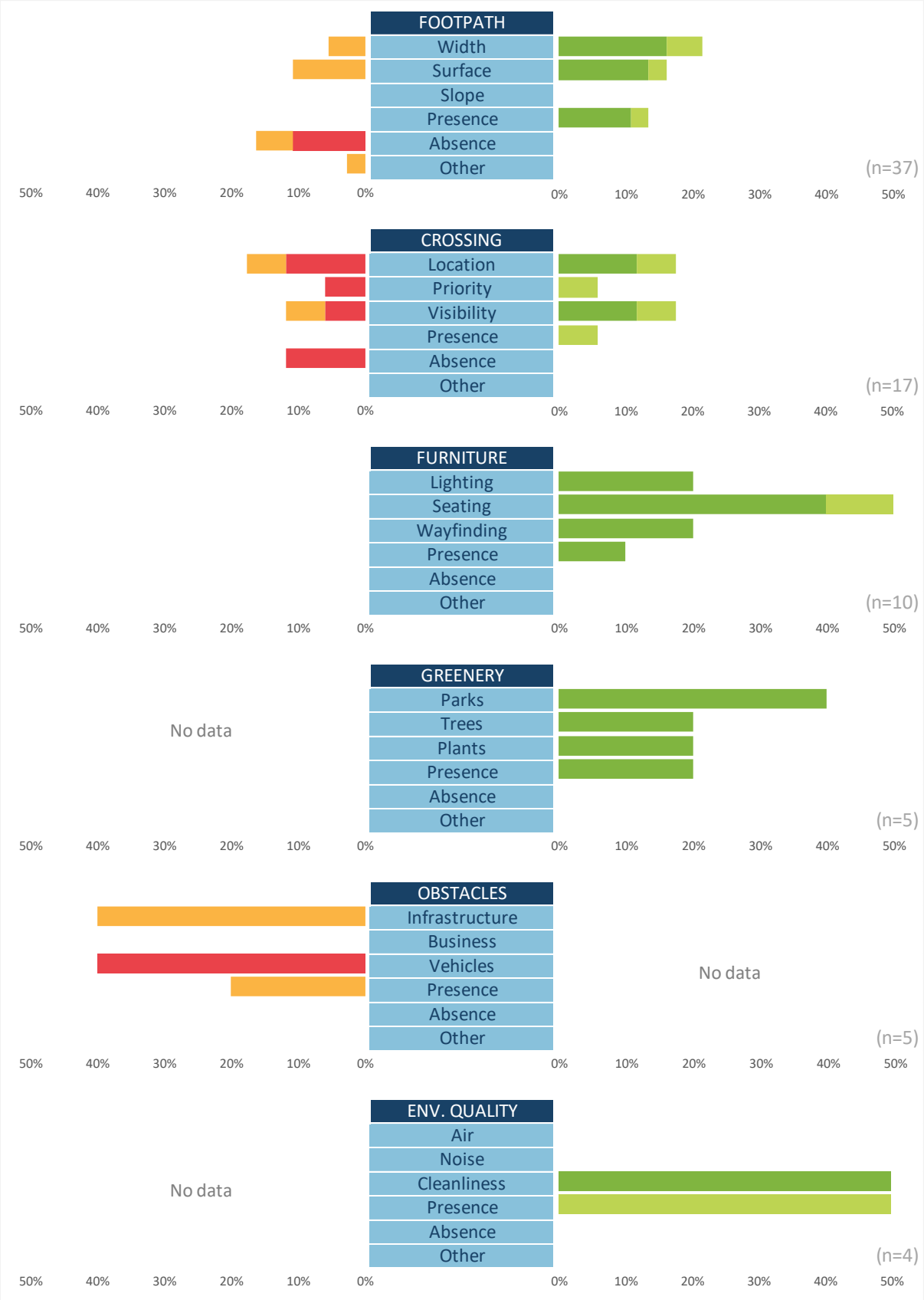


Figure 22. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Neu-Ulm & Central Bus Stop.

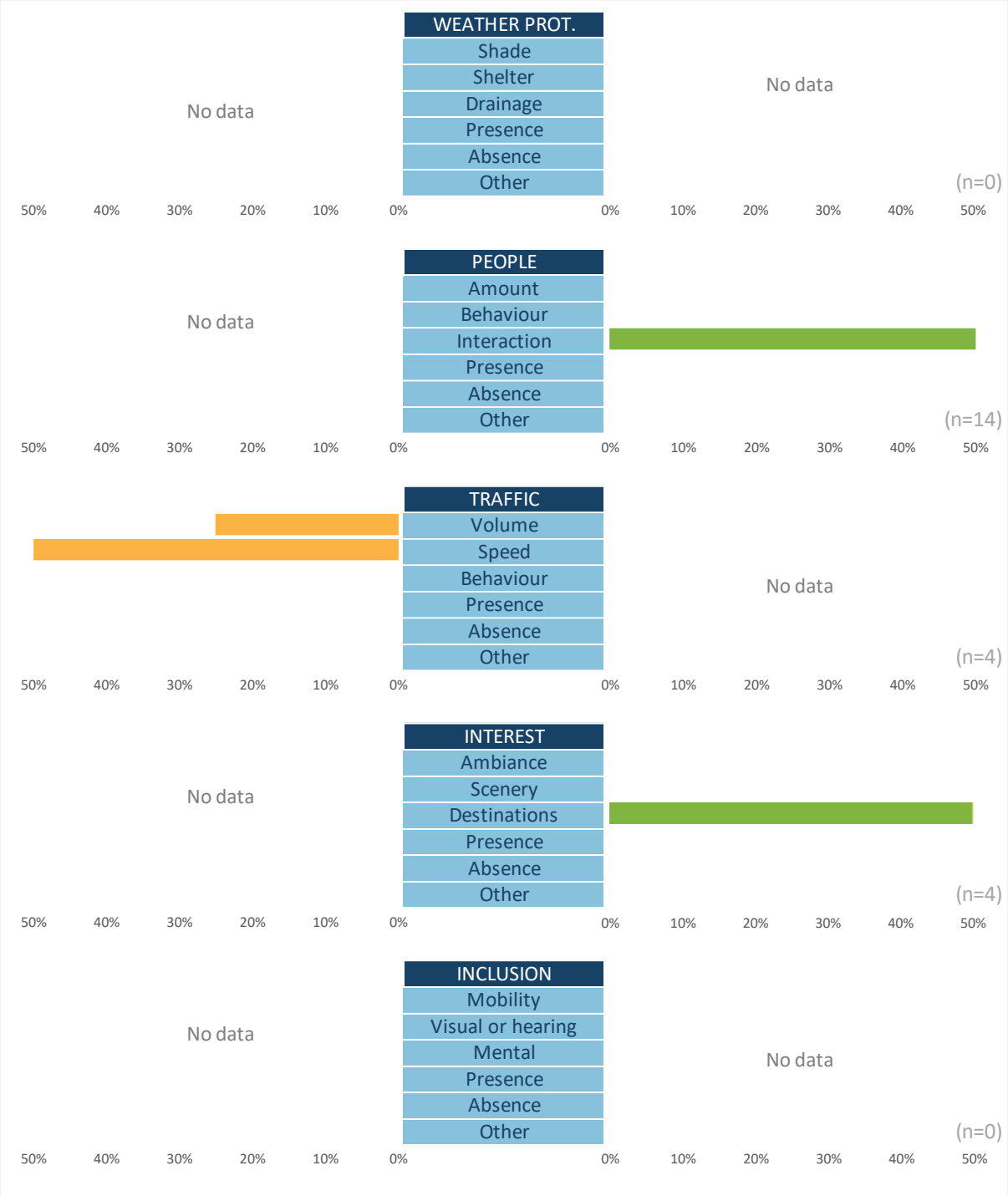
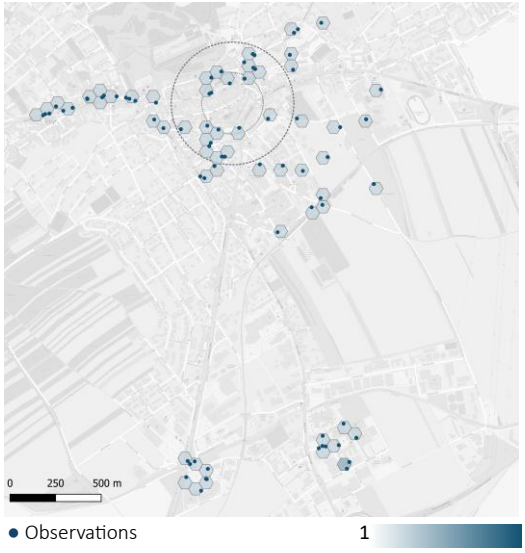


Figure 23. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Neu-Ulm & Central Bus Stop.

3.2.10. Location of walking experiences

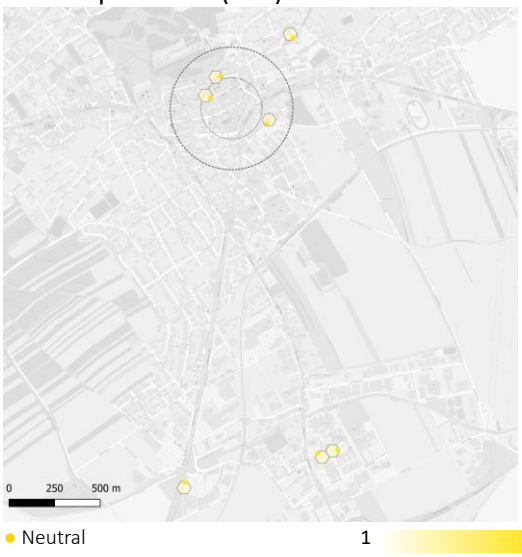
All observations (n=81)



Very positive experiences (n=33)

Positive experiences (n=20)

Neutral experiences (n=7)



Negative experiences (n=15)

Very negative experiences (n=6)

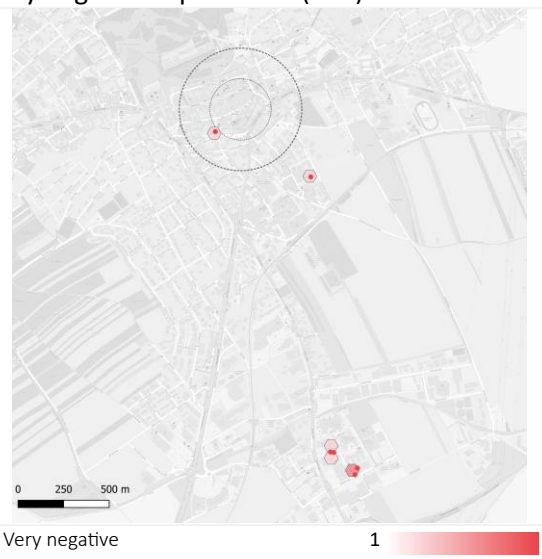


Figure 24. Location of observations and different experiences, in Eisenstadt.

Location of all types of experiences (n=81) and overall perceived walkability.

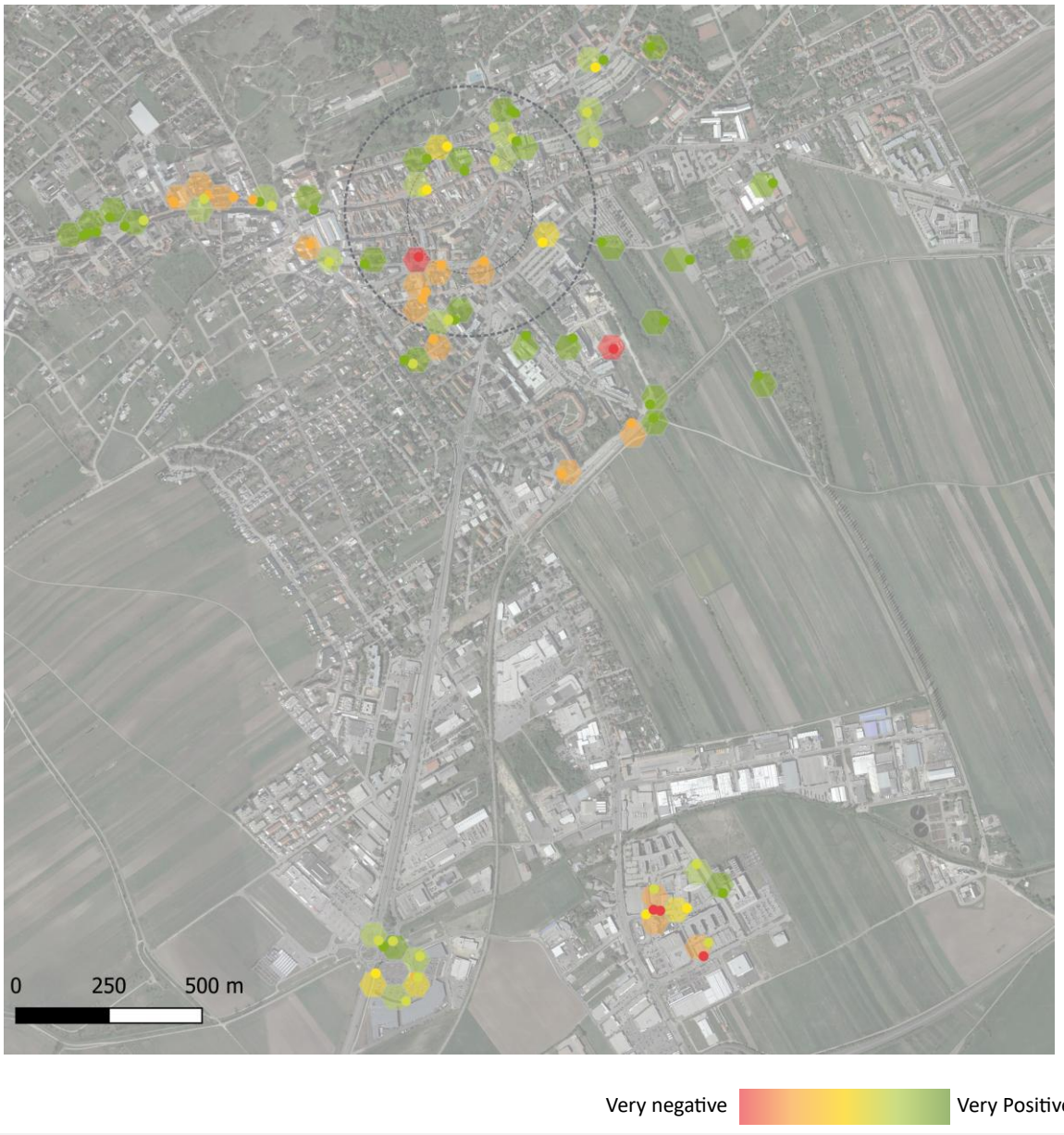


Figure 25. Location of all types of experiences and overall perceived walkability, in Eisenstadt.

3.2.11. Images and comments from participants

Very positive. Safe, comfortable and enjoyable	Negative. Uncomfortable
Greenery. 	*Footpath.* 
Man, 29	Woman, 24
Positive. Safe and comfortable	**Very negative. Unsafe and unenjoyable.**
Footpath. 	*No footpath and obstacles.* 
Gender, age	Expert audit

Figure 26. Images from the study area with comments from participants, in Eisenstadt.

3.3. Neufeld

Figure 27. Neufeld. Source: Wikipedia.

Data was collected on 28/10/2024 at Neufeld Station. A total of 39 interviewed participants shared 39 walking experiences related to 53 environmental determinants. In addition, two trained surveyors shared 60 walking experiences related to 69 determinants. In total, the study collected 99 walking experiences related to 122 environmental determinants.

Who walks, why and how?

From the **39 pedestrians interviewed**, most were adults (71.8%), followed by older adults (17.9%) and children (10.3%). In addition, 53.8% were women and 46.2% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (76.9%), while some had mild or moderate difficulty (20.6%) and a few had severe or extreme difficulty (2.6%). Finally, most participants were very active pedestrians (59%) followed by active (41.1%).

Based on **their walk context**, 79.5% of participants were walking by choice while 20.5% did it out of necessity. With regards to the walk purpose, 61.5% participants walked for leisure, while 38.5% for transport. Most participants were walking on their own (74.4%) compared to those walking with others (25.6%). Finally, most participants were familiar with the place (89.7%), while others were not (10.3%).

Which were the main walking experiences?

From the **99 walking experiences** collected from interviews and audits, most experiences were very positive (36.4%), followed by positive (25.3%), negative (21.2%), very negative (12.1%) and neutral (5.1%). Overall, positive and very positive experiences (61.7%) outnumbered negative and very negative ones (33.3%). When participants were asked to highlight one or more types of experiences, most referred to walking **safety** (66.7%), with more safe and very safe experiences (69.7%) than unsafe and very unsafe ones (27.3%). Secondly, 50.5% of experiences were related to **comfort**, with as many comfortable and very comfortable experiences (62%) than uncomfortable and very uncomfortable ones (32%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (23.2%), with more enjoyable and very enjoyable (60.9%) than unenjoyable and very unenjoyable ones (34.8%).

What influenced walking experiences?

From the **122 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 44.3% of all observations, followed by greenery (19.7%), crossings (14%), traffic (4.8%), obstacles (4.1%) and street furniture (2.4%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Some determinants were related to more positive experiences, especially greenery and street furniture. Whereas obstacles and traffic were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpaths (29.5%), greenery (19.7%) and good crossings (7.4%), while most negative and very negative experiences were related to bad footpaths (12.3%), bad crossings (6.6%) and obstacles (6.5%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (35.2%), greenery (19.3%) and good crossings (10.2%), while most unsafe and very unsafe experiences were related to bad footpath (9%), followed by bad crossings (6.8%) and traffic (6.8%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (38.5%), greenery (15.4%) and good crossings (4.6%), while most uncomfortable and very uncomfortable experiences were related to bad footpaths (16.9%), bad crossings (4.6%) and obstacles (4.6%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good footpath (27.6%), greenery (27.6%) and good crossings(3.4%), while most unenjoyable and very unenjoyable experiences were related to obstacles (17.2%), bad footpath (6.9%) and bad crossings (3.4%).

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There are positive, neutral and negative experiences all across the study area, which implies that it presents a mix of good, adequate and bad walkability, often related to common determinants. Positive (25.3%) and very positive (36.4%) experiences were mainly related to good footpaths, greenery, good crossings and street furniture. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared negative (21.2%) and very negative (12.1%) experiences related to bad footpaths, bad crossings, obstacles and traffic. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (5.1%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpaths and traffic may enable more positive and very positive experiences.

3.3.1. Location of study area and observations

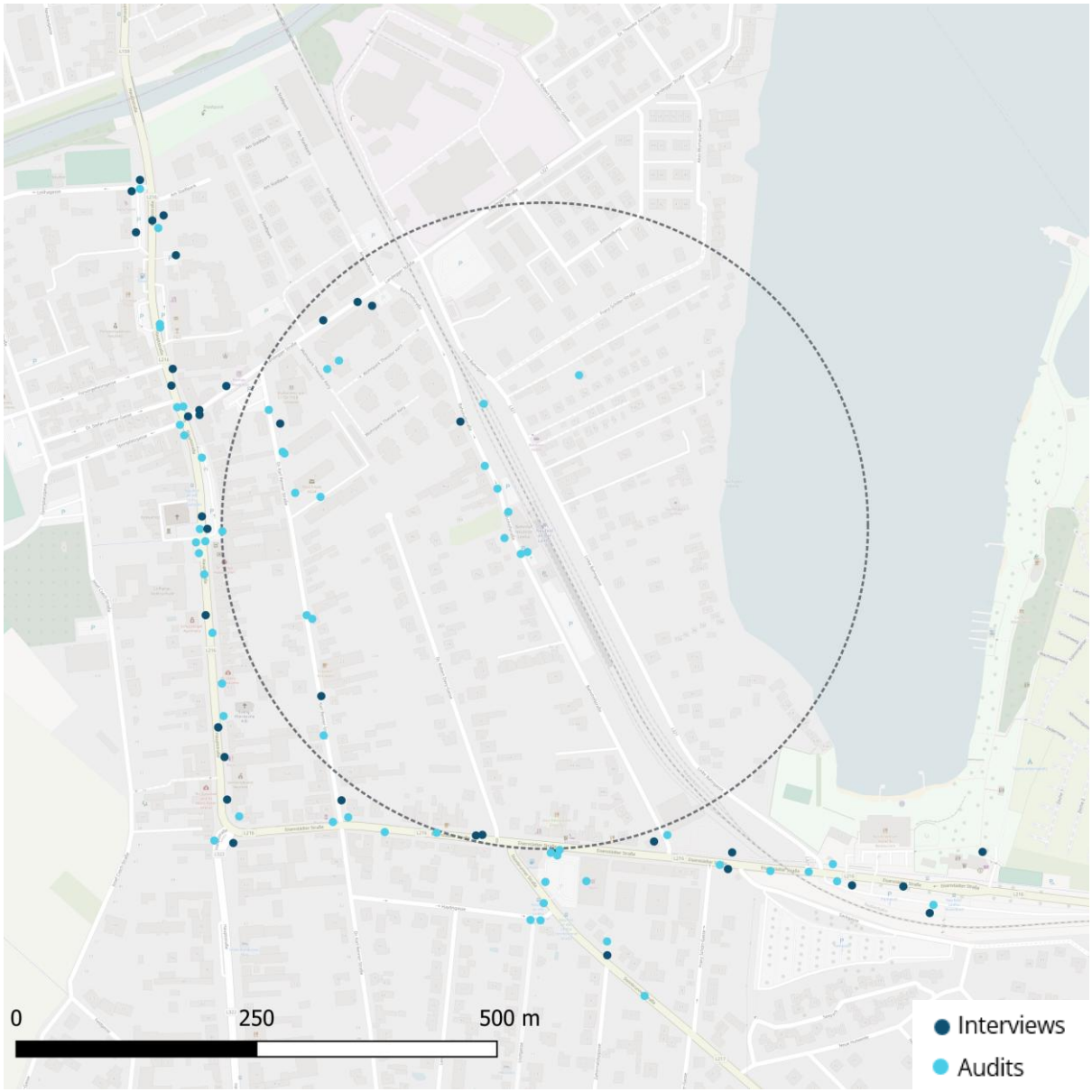


Figure 28. Observations from interviews and audits in Neufeld.

3.3.2. Data collected

Period		28/10/2024
Timeframe		08:01-11:48
Interviews	Participants	39
	Experiences	39
	Determinants	53
Audits	Experts	2
	Experiences	60
	Determinants	69
Total	Experiences	**99**
	Determinants	**122**

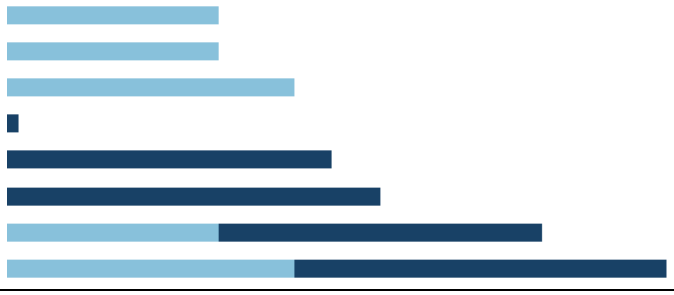


Table 41. Data collected in Neufeld.

3.3.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=39
AGE	Children (16-17)	4	10.3		
	Adults (18-65)	28	71.8		
	Older people (>65)	7	17.9		
GENDER	Man	18	46.2		
	Woman	21	53.8		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	30	76.9		
	Mild or moderate	8	20.6		
	Severe or extrerme	1	2.6		
ACTIVITY (mins/day)	Less than 10 min	0	0		
	10 - 60 mins	16	41.1		
	More than 60 min	23	59		

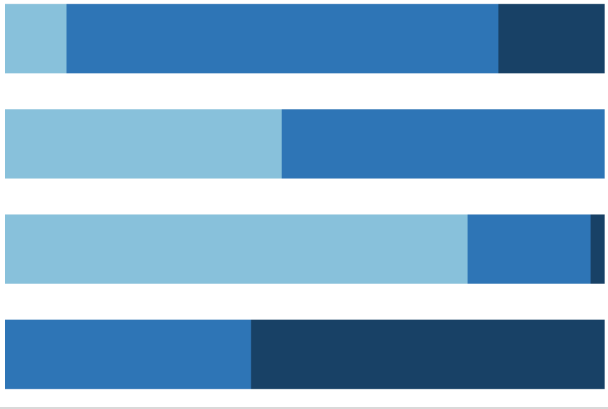


Table 42. Pedestrian profile in Neufeld.

3.3.4. Walk context

Variable	Category	N	%	Distribution	N=39
DECISION	Choice	31	79.5		
	Necessity	8	20.5		
	Other	0	0		
PURPOSE	Transport	15	38.5		
	Leisure	24	61.5		
	Other	0	0		
COMPANY	Alone	29	74.4		
	Accompanied	10	25.6		
	Other	0	0		
FAMILIARITY	Local	35	89.7		
	Visitor	4	10.3		
	Other	0	0		

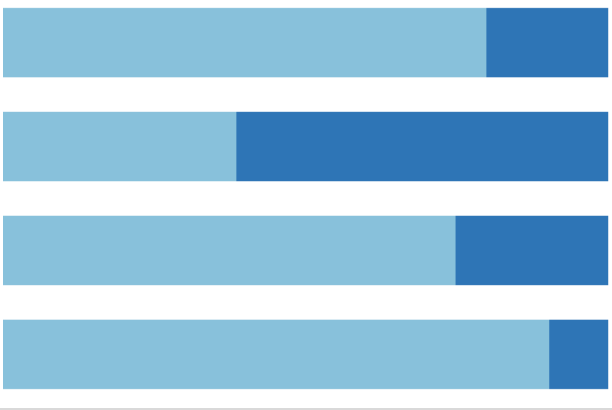


Table 43. Walk context in Neufeld.

3.3.5. Walking experiences

EXPERIENCE	N	%
Very positive	36	36.4
Positive	25	25.3
Neutral	5	5.1
Negative	21	21.2
Very negative	12	12.1
TOTAL	99	100

TOP-5 determinants related to experience

Negative	Positive
Footpath	Footpath
Crossing	Greenery
Other	Crossing
Obstacles	Furniture
Traffic	Other

Table 44. Walking experiences and top 5 determinants related to them, in Neufeld.

SAFETY	N	%
Very safe	26	39.4
Safe	20	30.3
Neutral	2	3
Unsafe	11	16.7
Very unsafe	7	10.6
TOTAL	66	100

TOP-5 determinants related to safety

Unsafe	Safe
Footpath	Footpath
Other	Greenery
Crossing	Crossing
Traffic	Other
Obstacles	Furniture

Table 45. Safety and top 5 determinants related to them, in Neufeld.

COMFORT	N	%
Very comfortable	17	34
Comfortable	14	28
Neutral	3	6
Uncomfortable	8	16
Very uncomfortable	8	16
TOTAL	50	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Footpath	Footpath
Crossing	Greenery
Obstacles	Crossing
Traffic	Furniture
Other	People

Table 46. Comforts and top 5 determinants related to them, in Neufeld.

ENJOYMENT	N	%
Very enjoyable	12	52.2
Enjoyable	2	8.7
Neutral	1	4.3
Unenjoyable	4	17.4
Very unenjoyable	4	17.4
TOTAL	23	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
Obstacles	Footpath
Footpath	Greenery
Crossing	Crossing
Traffic	Furniture
Other	-

Table 47. Enjoyment and top 5 determinants related to them, in Neufeld.

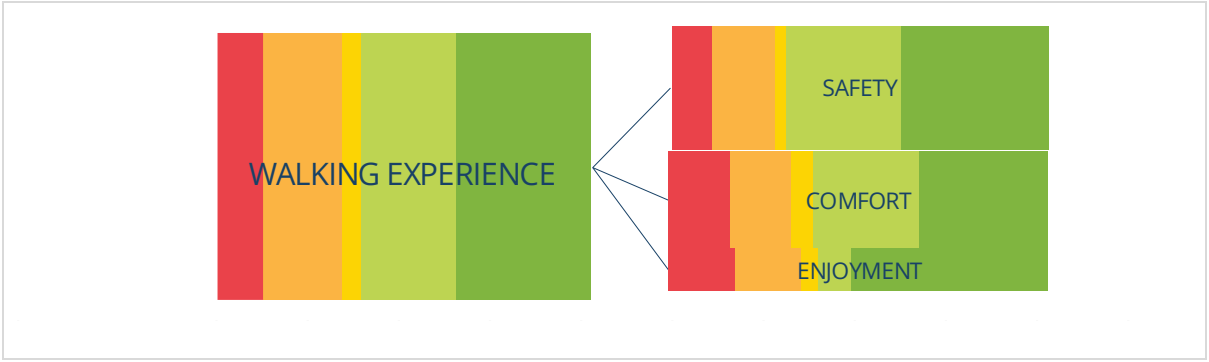


Figure 29. Share of positive and negative experiences and most frequent types, in Neufeld.

3.3.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=122
Very Positive	Greenery	20	16.4		
	Footpath	17	13.9		
	Crossing	4	3.3		
	Other	2	1.6		
	Furniture	1	0.8		
	People	1	0.8		
	Obstacles	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
Postive	Footpath	19	15.6		
	Crossing	5	4.1		
	Greenery	4	3.3		
	Furniture	2	1.6		
	Obstacles	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Neutral	Footpath	3	2.5		
	Traffic	2	1.6		
	Other	1	0.8		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Obstacles	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		
Negative	Footpath	8	6.6		
	Other	7	5.7		
	Crossing	5	4.1		
	Obstacles	2	1.6		
	Traffic	2	1.6		
	Interest	1	0.8		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Inclusion	0	0		
Very negative	Footpath	7	5.7		
	Crossing	3	2.5		
	Obstacles	3	2.5		
	Traffic	2	1.6		
	Other	1	0.8		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		

Table 48. Most frequent determinants by type of experience, in Neufeld.

3.3.7. Positive and negative experiences by determinant

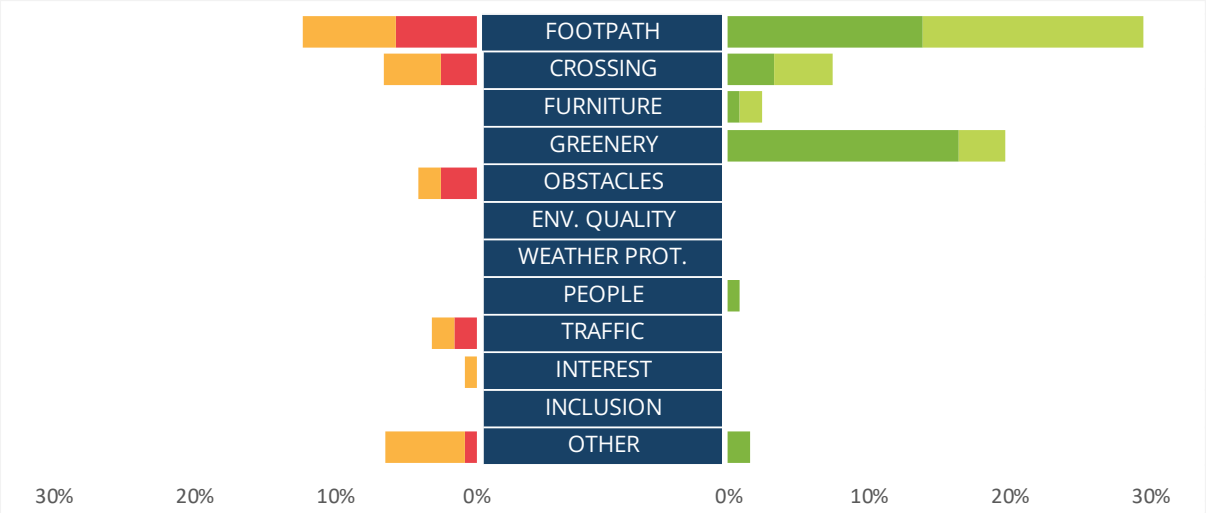


Figure 30. Positive and negative experiences by determinant, in Neufeld.

3.3.8. Determinants by frequency and negative-positive experiences

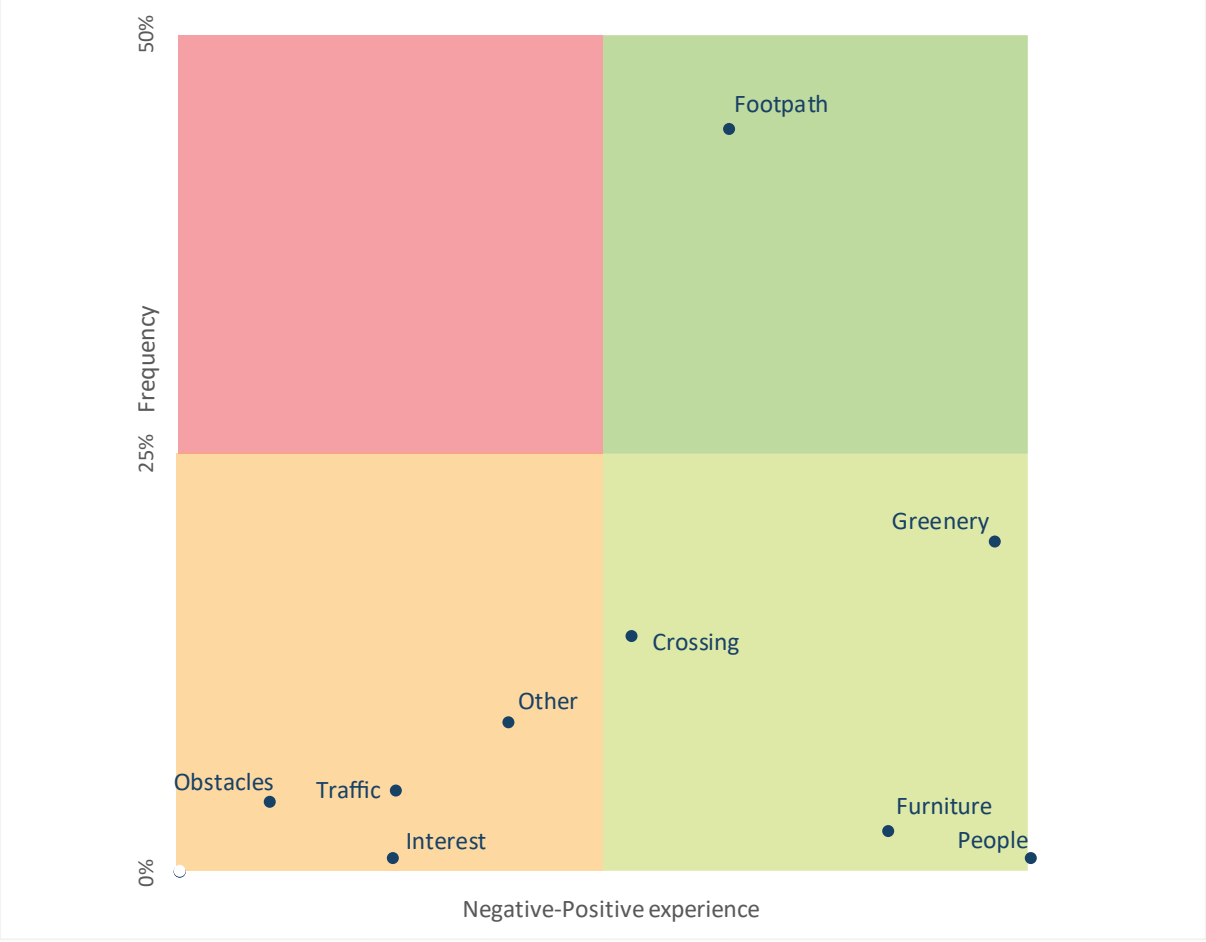


Figure 31. Determinants by frequency and negative-positive experiences, in Neufeld.

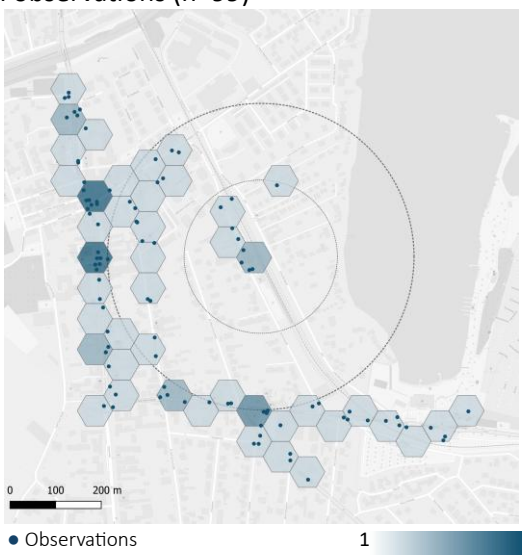
3.3.9. Positive and negative experiences by subcategory of determinants

Figure 32. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Neufeld.

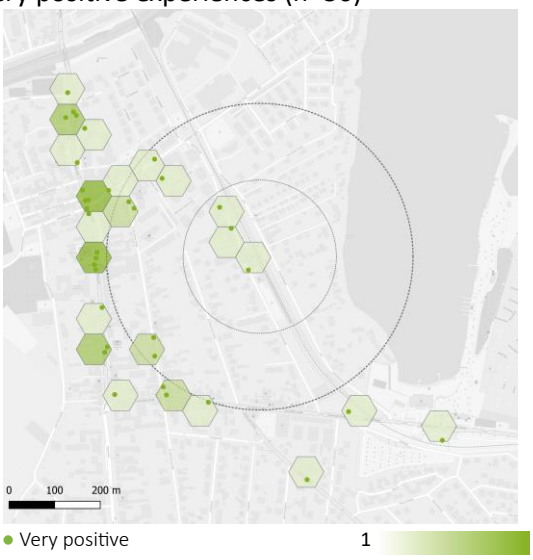
Figure 33. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Neufeld.

3.3.10. Location of walking experiences

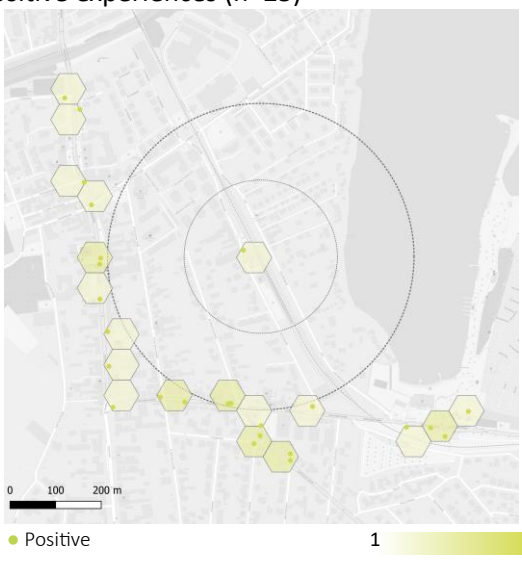
All observations (n=99)



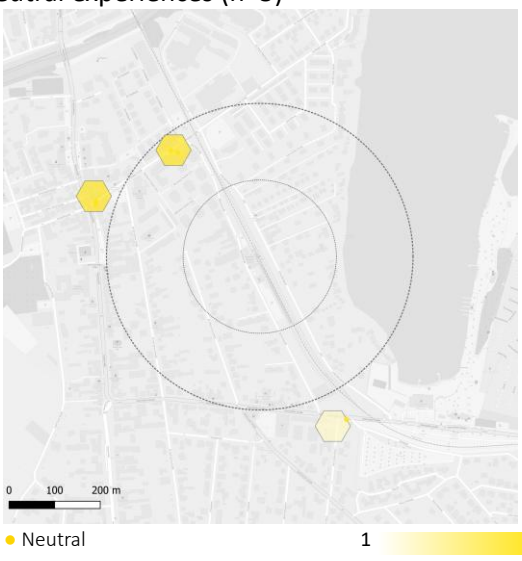
Very positive experiences (n=36)



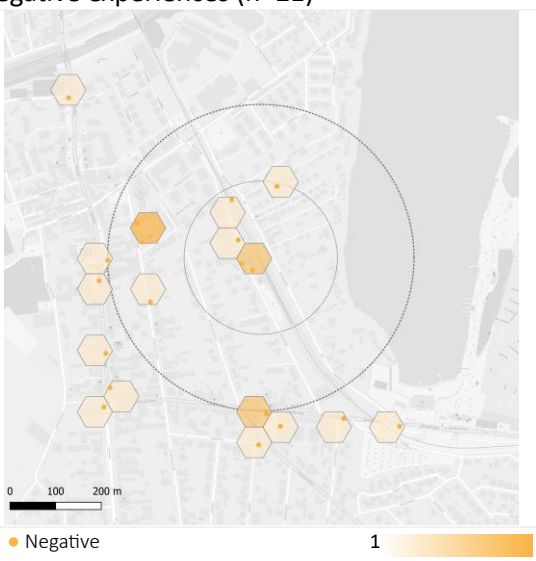
Positive experiences (n=25)



Neutral experiences (n=5)



Negative experiences (n=21)



Very negative experiences (n=12)

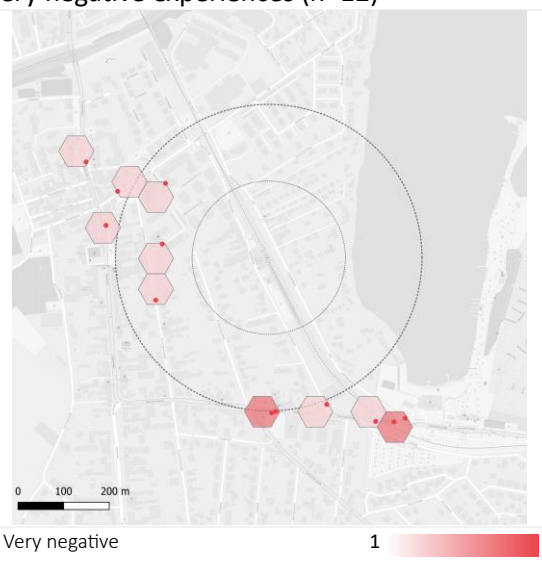


Figure 34. Location of observations and different experiences, in Neufeld.

Location of all types of experiences (n=99) and overall perceived walkability.

Figure 35. Location of all types of experiences and overall perceived walkability, in Neufeld.

3.3.11. Images and comments from participants

Very positive. Comfortable	Negative. Unenjoyable
Greenery and street furniture.  Womna, 64, moderate difficulty to walk.	*Obstacles*  Expert audit
Positive. Safe	**Very negative. Unsafe**
Crossing.  Man, 40	*No crossing, nearest one very far away.*  Expert audit

Figure 36. Images from the study area with comments from participants, in Neufeld.

3.4 Neusiedl

Figure 37. Neusiedl. Source: Wikipedia.

Data was collected between 07/10/2024 and 30/10/2024 at Neusiedl Station. A total of 55 interviewed participants shared 55 walking experiences related to 100 environmental determinants. In addition, two trained surveyors shared 46 walking experiences related to 73 determinants. In total, the study collected 101 walking experiences related to 173 environmental determinants.

Who walks, why and how?

From the **55 pedestrians interviewed**, most were adults (72.7%), followed by older adults (14.5%) and teenagers (12.7%). In addition, 58.2% were women and 41.8% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (89.1%), while some had mild or moderate difficulty (10.9%). Finally, most participants were very active pedestrians (61.9%) followed by active ones (38.2%).

Based on **their walk context**, 67.3% of participants were walking by choice while 32.7% did it out of necessity. With regards to the walk purpose, 52.7% participants walked for transport, while 47.3% for leisure. Most participants were walking on their own (63.6%) compared to those walking with others (36.4%). Finally, most participants were familiar with the place (67.3%), while others were not (32.7%).

Which were the main walking experiences?

From the **101 walking experiences** collected from interviews and audits, most experiences were very positive (38.6%), followed by positive (28.7%), very negative (11.9%), neutral (10.9%) and negative (9.9%). Overall, positive and very positive experiences (67.3%) outnumbered negative and very negative ones (22.8%). When participants were asked to highlight one or more types of experiences, most referred to walking **safety** (81.2%), with more safe and very safe experiences (69.5%) than unsafe

and very unsafe ones (19.6%). Secondly, 65.3% of experiences were related to **comfort**, with more comfortable and very comfortable experiences (72.7%) than uncomfortable and very uncomfortable ones (21.2%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (43.6%), with more enjoyable and very enjoyable (72.7%) than unenjoyable and very unenjoyable ones (20.5%).

What influenced walking experiences?

From the **173 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 38.8% of all observations, followed by greenery (15.6%), crossings (15%), people (8.6%) and traffic (6.5%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, most determinants were related to more positive experiences, especially greenery and street furniture. With the exception of obstacles, which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpaths (28.4%), greenery (13.9%) and good crossings (9.3%), while most negative and very negative experiences were related to bad footpaths (7.5%), bad crossings (3.4%) and obstacles (2.9%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpaths (31.1%), greenery (15.2%) and good crossings (10.3%), while most unsafe and very unsafe experiences were related to bad footpath (6.9%), followed by bad crossings (4.2%) and obstacles (0.7%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (37.4%), greenery (18.3%) and street furniture (6.9%), while most uncomfortable and very uncomfortable experiences were related to bad footpaths (8.7%), obstacles (3.5%) and bad crossings (1.8%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good footpath (29.6%), greenery (20.5%) and people (9.1%), while most unenjoyable and very unenjoyable experiences were related to bad footpath (5.7%), obstacles (3.4%) and bad crossings (1.1%).

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There are positive, neutral and negative experiences all across the study area, which implies that it presents a mix of good, adequate and bad walkability, often related to common determinants. Positive (28.7%) and very positive (38.6%) experiences were mainly related to good footpaths, greenery, good crossings, people and street furniture. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared many negative (9.9%) and very negative (11.9%) experiences related to bad footpaths, crossings, obstacles and traffic. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (10.9%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpaths, crossing and moderate traffic may enable more positive and very positive experiences.

3.4.1. Location of study area and observations

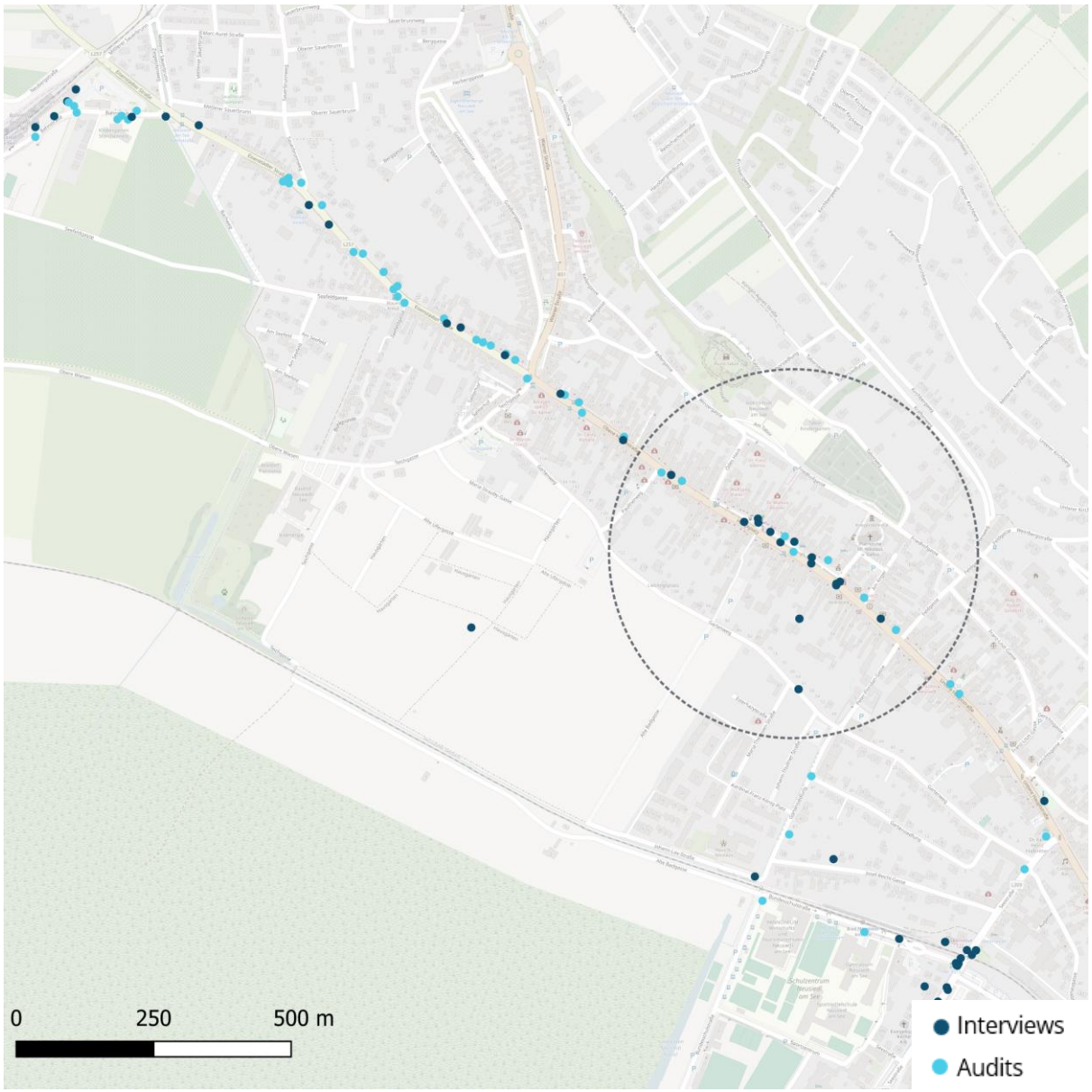


Figure 38. Observations from interviews and audits in *Neusiedl.*

3.4.2. Data collected

Period	07/10/2024 - 30/10/2024	
Timeframe	08:25-11:16	
Interviews	Participants	55
	Experiences	55
	Determinants	100
Audits	Experts	2
	Experiences	46
	Determinants	73
Total	Experiences	**101**
	Determinants	**173**

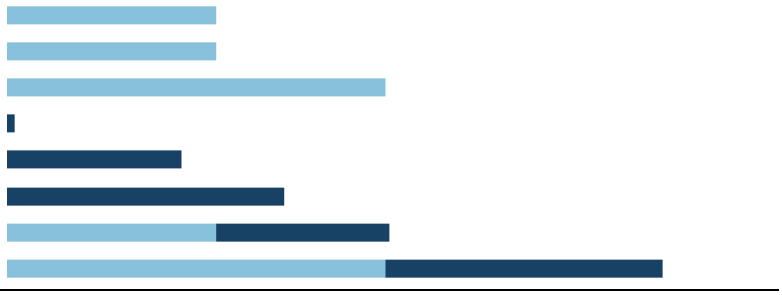


Table 49. Data collected in Neusiedl.

3.4.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=55
AGE	Children (<18)	7	12.7		
	Adults (18-65)	40	72.7		
	Older people (>65)	8	14.5		
GENDER	Man	23	41.8		
	Woman	32	58.2		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	49	89.1		
	Mild or moderate	6	10.9		
	Severe or extrerme	0	0		
ACTIVITY (mins/day)	Less than 10 min	0	0		
	10 - 60 mins	21	38.2		
	More than 60 min	34	61.9		

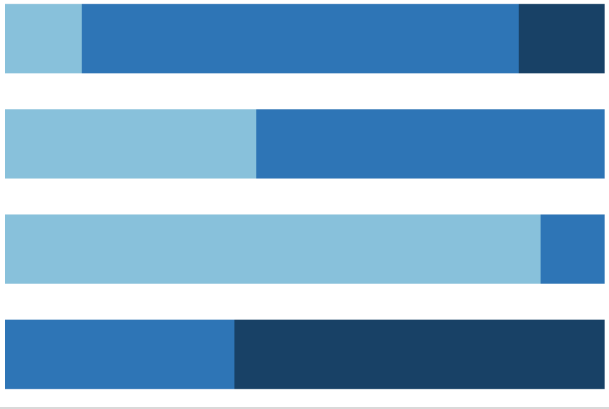


Table 50. Pedestrian profile in Neusiedl.

3.4.4. Walk context

Variable	Category	N	%	Distribution	N=55
DECISION	Choice	37	67.3		
	Necessity	18	32.7		
	Other	0	0		
PURPOSE	Transport	29	52.7		
	Leisure	26	47.3		
	Other	0	0		
COMPANY	Alone	35	63.6		
	Accompanied	20	36.4		
	Other	0	0		
FAMILIARITY	Local	37	67.3		
	Visitor	18	32.7		
	Other	0	0		

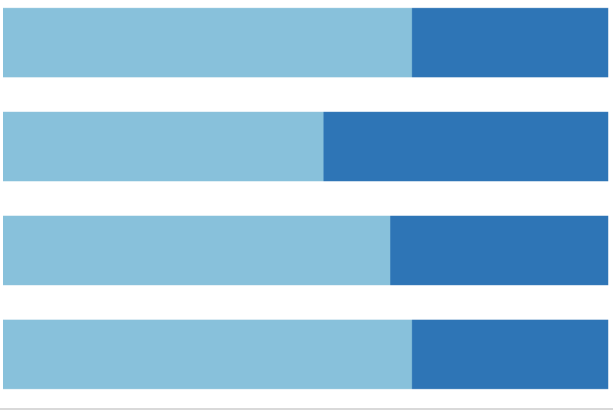


Table 51. Walk context in Neusiedl.

3.4.5. Walking experiences

EXPERIENCE	N	%
Very positive	39	38.6
Positive	29	28.7
Neutral	11	10.9
Negative	10	9.9
Very negative	12	11.9
TOTAL	101	100

TOP-5 determinants related to experience

Negative	Positive
Footpath	Footpath
Crossing	Greenery
Obstacles	Crossing
Traffic	People
Other	Furniture

Table 52. Walking experiences and top 5 determinants, in Neusiedl.

SAFETY	N	%
Very safe	34	41.5
Safe	23	28
Neutral	9	11
Unsafe	8	9.8
Very unsafe	8	9.8
TOTAL	82	100

TOP-5 determinants related to safety

Unsafe	Safe
Footpath	Footpath
Crossing	Greenery
Obstacles	Crossing
Traffic	People
Other	Furniture

Table 53. Safety and top 5 determinants, in Neusiedl.

COMFORT	N	%
Very comfortable	34	51.5
Comfortable	14	21.2
Neutral	4	6.1
Uncomfortable	7	10.6
Very uncomfortable	7	10.6
TOTAL	66	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
v	Footpath		Greenery
	Furniture
	People
-	Crossing

Table 54. Comforts and top 5 determinants, in Neusiedl.

ENJOYMENT	N	%
Very enjoyable	24	54.5
Enjoyable	8	18.2
Neutral	3	6.8
Unenjoyable	4	9.1
Very unenjoyable	5	11.4
TOTAL	44	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
Footpath	Footpath
Obstacles	Greenery
Crossing	People
Traffic	Furniture
-	Environmental quality

Table 55. Enjoyment and top 5 determinants, in Neusiedl.

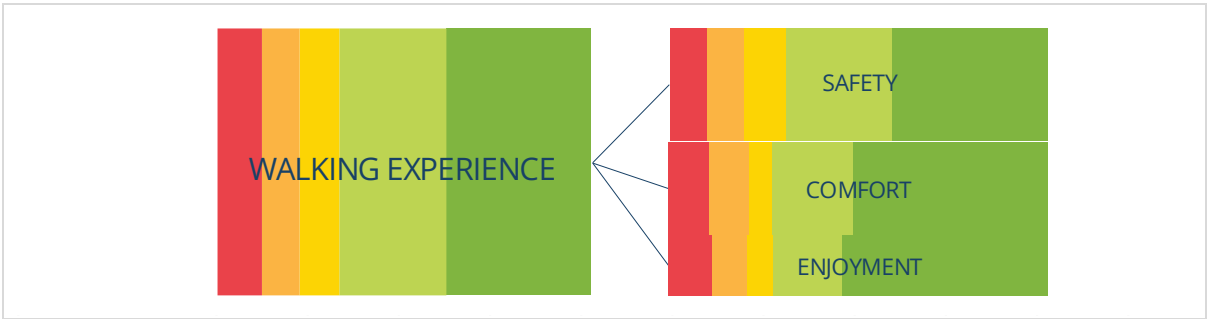


Figure 39. Share of positive and negative experiences and most frequent types, in Neusiedl.

3.4.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=173
Very Positive	Footpath	34	19.7		
	Greenery	19	11		
	Crossing	6	3.5		
	Furniture	5	2.9		
	People	5	2.9		
	Environmental quality	4	2.3		
	Traffic	2	1.2		
	Obstacles	1	0.6		
	Weather protection	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Postive	Footpath	15	8.7		
	Crossing	10	5.8		
	People	7	4		
	Greenery	5	2.9		
	Furniture	3	1.7		
	Traffic	2	1.2		
	Obstacles	1	0.6		
	Environmental quality	1	0.6		
	Weather protection	1	0.6		
	Interest	1	0.6		
	Inclusion	1	0.6		
	Other	0	0		
Neutral	Footpath	5	2.9		
	Traffic	5	2.9		
	Crossing	4	2.3		
	Greenery	3	1.7		
	People	3	1.7		
	Environmental quality	2	1.2		
	Obstacles	1	0.6		
	Furniture	0	0		
	Weather protection	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	Footpath	7	4		
	Crossing	3	1.7		
	Obstacles	2	1.2		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Very negative	Footpath	6	3.5		
	Crossing	3	1.7		
	Obstacles	3	1.7		
	Traffic	2	1.2		
	Other	1	0.6		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		

Table 56. Most frequent determinants by type of experience, in Neusiedl.

3.4.7. Positive and negative experiences by determinant

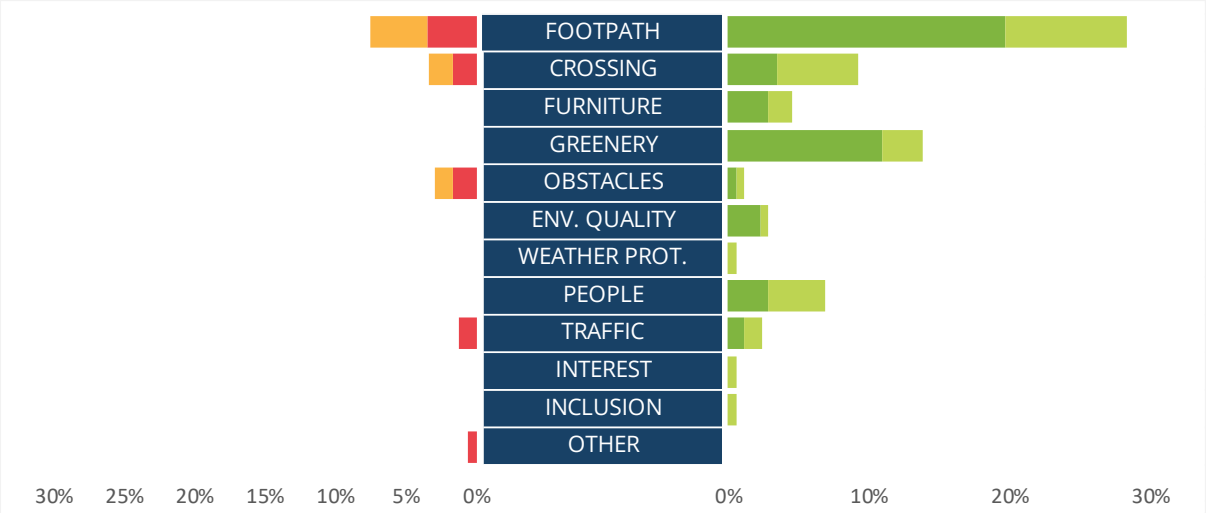


Figure 40. Positive and negative experiences by determinant, in Neusiedl.

3.4.8. Determinants by frequency and negative-positive experiences

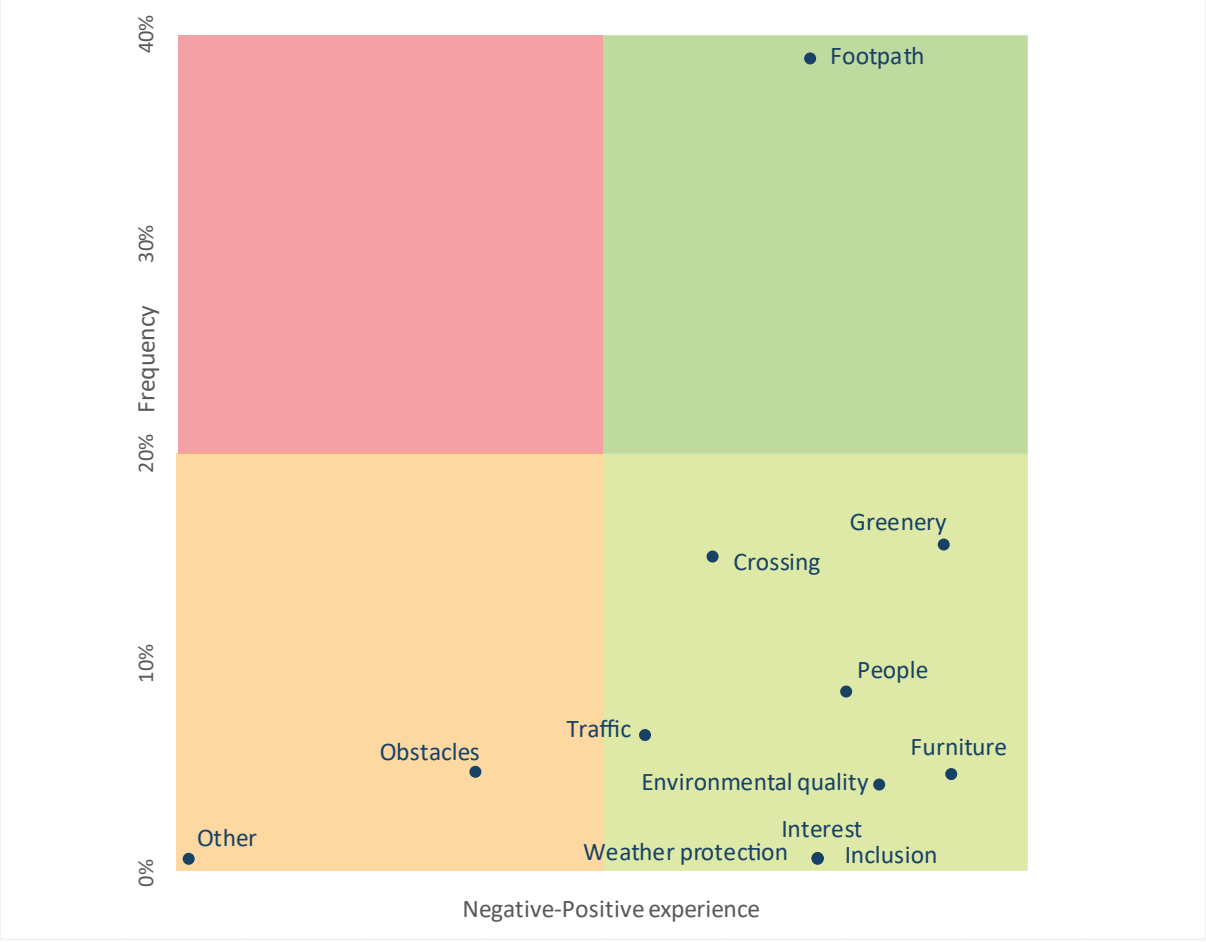


Figure 41. Determinants by frequency and negative-positive experiences, in Neusiedl.

3.4.9. Positive and negative experiences by subcategory of determinants

Figure 42. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Neusiedl.

Figure 43. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Neusiedl.

3.4.10. Location of walking experiences

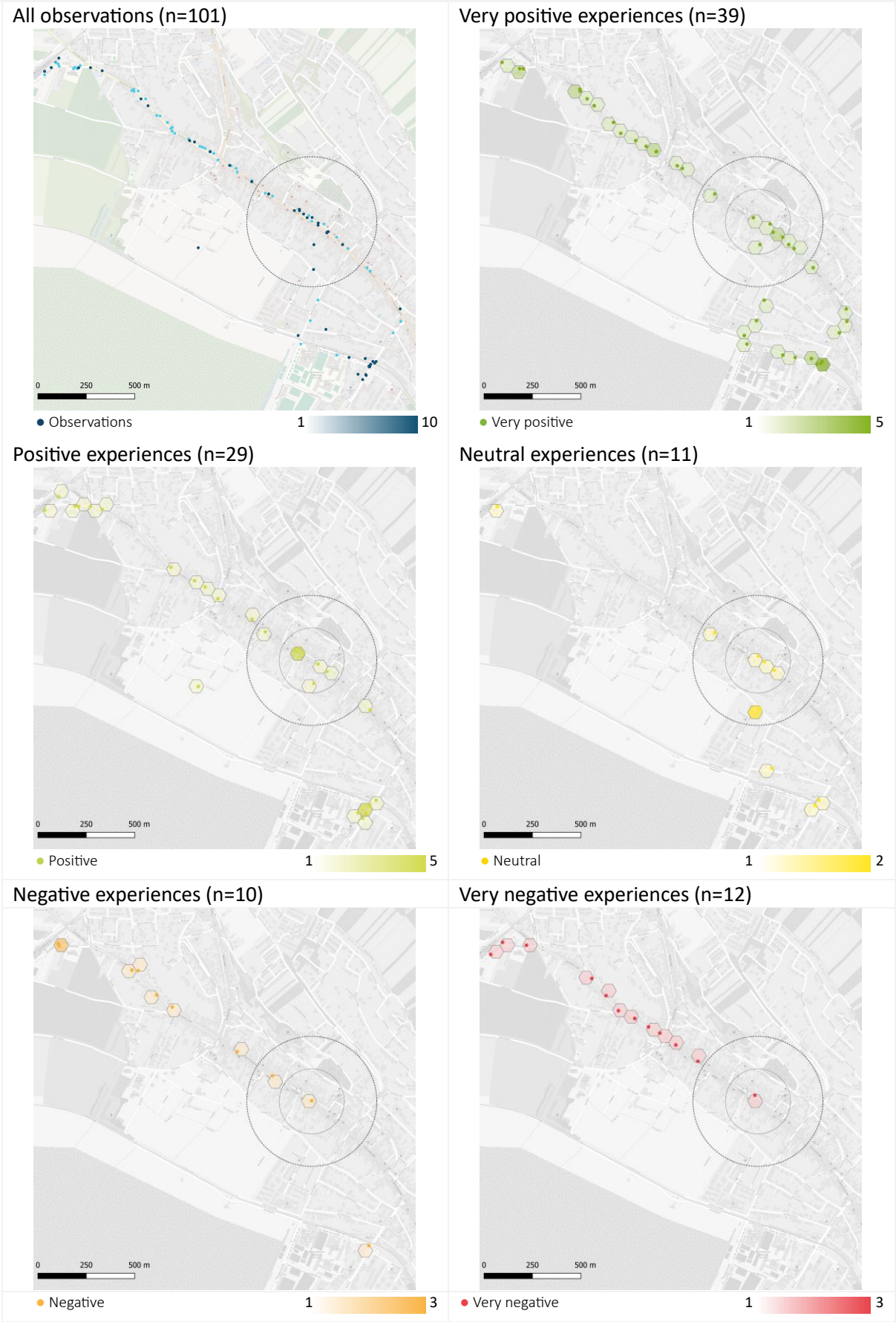


Figure 44. Location of observations and different experiences, in Neusiedl.

Location of all types of experiences (n=101) and overall perceived walkability.

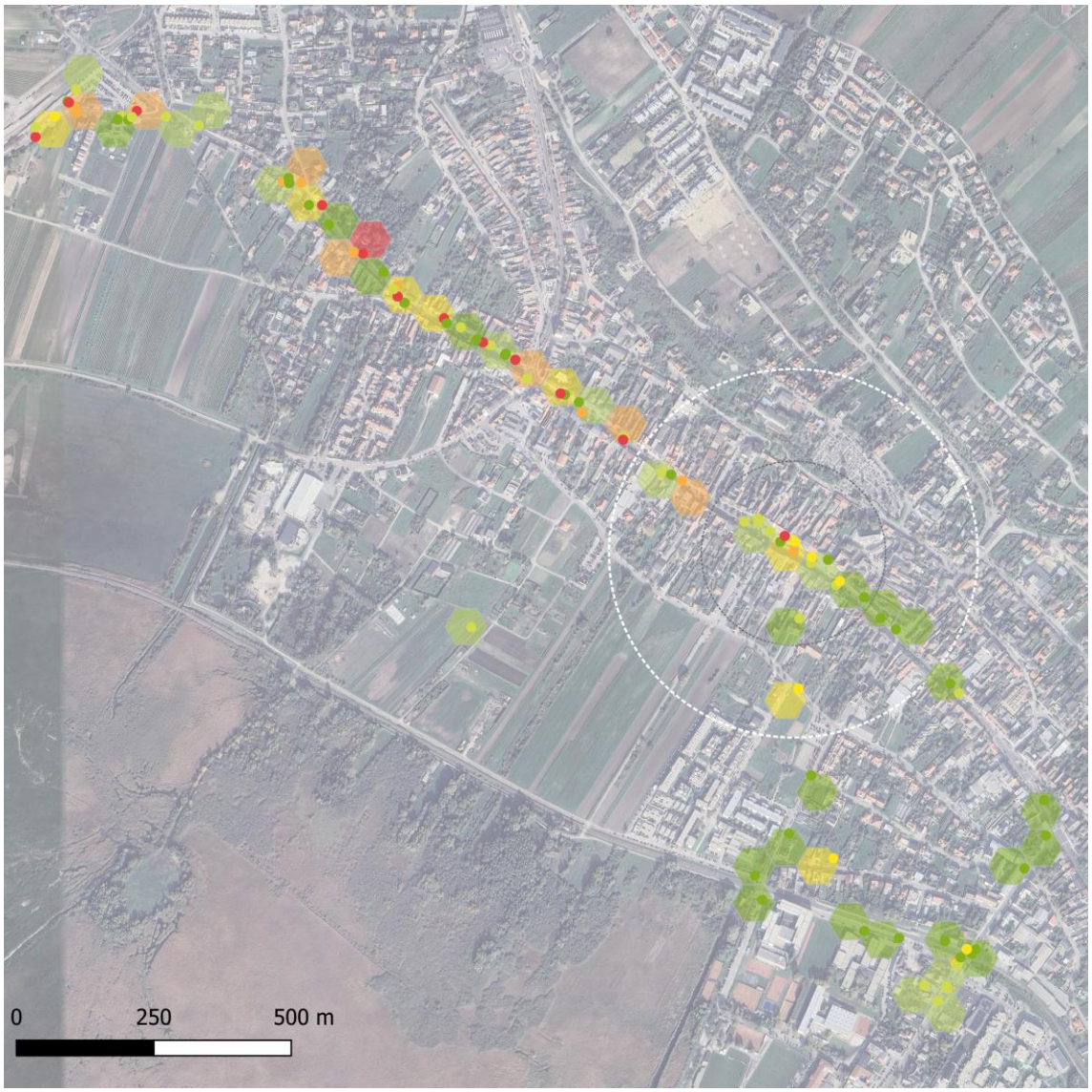


Figure 45. Location of all types of experiences and overall perceived walkability, in Neusiedl.

3.4.11. Images and comments from participants

Very positive. Safe, comfortable and enjoyable	Negative. Unsafe
"Good footpath, greenery and people"	*No footpath, no crossing and bad visibility.*
	
Expert audit	Expert audit
Positive. Safe, comfortable and enjoyable.	**Very negative. Uncomfortable**
Good footpath and seating.	*Too much fast traffic.*
	
Woman, 40, mild difficulty to walk.	Woman, 38

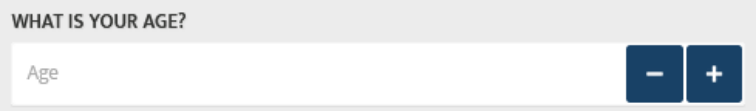
Figure 46. Images from the study area with comments from participants, in Neusiedl.

Annex A: App use and Glossary

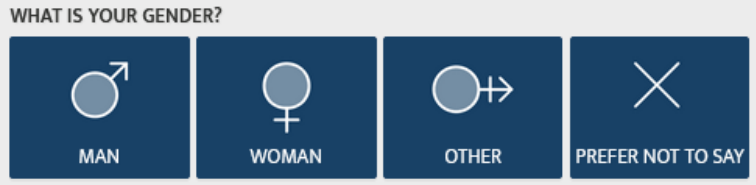
1. PEDESTRIAN PROFILE

Information about the people under study.

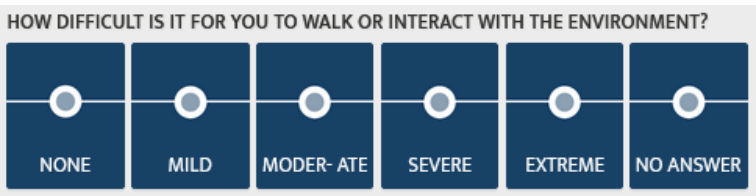
1.1. AGE The length of time that a person has lived[1].
Ask the participant: *"How old are you?" and add the value accordingly.*



1.2. GENDER The collective attributes or traits associated with a particular sex, or determined as a result of one's sex. The state of being male or female as expressed by social or cultural distinctions and differences[2].
Ask the participant: *"What is your gender?" and select the icon accordingly.*



1.3. ABILITY Based on the difficulty to walk or interact with the environment: Having difficulty means increased effort, discomfort or pain, slowness, and changes in the way you do the activity[3].
Ask the participant: *"Do you have any difficulty walking or interacting with the environment?" Tell them to choose from the scale: None / Mild / Moderate / Severe / Extreme, and select the icon accordingly.*



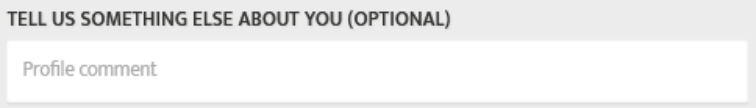
[1] Oxford English Dictionary (www.oed.com).
[2] Oxford English Dictionary, Psychology and Sociology (www.oed.com).
[3] Measuring Health and Disability: Manual for WHO Disability Assessment Schedule.

1.4. ACTIVITY The amount of time, in minutes, that a person normally walks a day.

Ask the participant: *"How many minutes do you normally walk on a typical day? and select the icon accordingly.*
"Typical day" means a day when the participant is engaged in their usual activities.

1.5. OTHER (Optional) Any other relevant information about the participant

Ask the participant any other relevant question related to your project (e.g. socioeconomic status, education, etc.) *and include it as an open comment in the textbox.*



2. WALK CONTEXT

Information about the walk under study

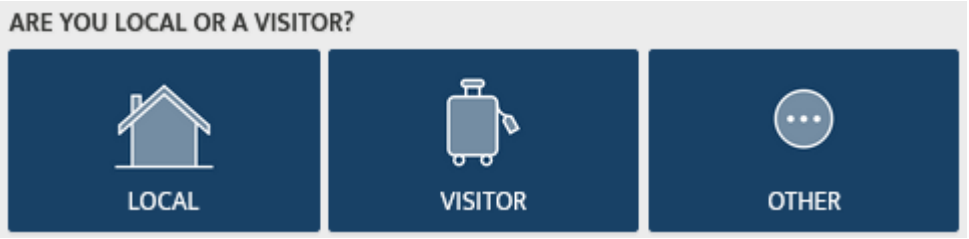
2.1. DECISION Indicates whether participants walk by choice or out of necessity.
Ask the participant: *"Are you walking by choice or out of necessity?" and select the icon accordingly.*
"By choice" means that walking is the preferred option, even if there were other alternatives.
"Out of necessity" means that walking is the only (feasible or affordable) option. Also known as "captive pedestrians", due to personal or service constraints.

2.2. PURPOSE Indicates whether participants walk for transport or leisure.
Ask the participant: *"Are you walking as a means of transport or as a leisure activity?" and select the icon accordingly.*

"Transport" means that the main purpose of the walk is to access or reach a certain destination (within a specific time), such as commute to work or school on foot.
"Leisure activity" means that the main aim of walking is not to reach a certain destination, but to walk in itself, such as doing restorative or moderate physical activity through walking, socialising while walking, walking the dog or walking sightseeing.

2.3. COMPANY Indicates the number of other pedestrians walking with the participant.
Ask the participant: *"Are you walking alone or with others?" and select the icon accordingly.*
"Alone" means that the participant walks or use the public space on their own.
"With others" means that the participant walks accompanied with others, including carrying babies or walking dogs.

2.4. FAMILIARITY Indicates the close acquaintance or knowledge of the participant with the place.
Ask the participant: *"Are you a local or visitor? Or "Are you familiar with this place?"" and select the icon accordingly.*
"Local" means that the participant is familiar with the place.
"Visitors" means that the participant is not familiar with the place. They have never (or hardly ever) been in the place.



2.5. OTHER (Optional) Any other relevant information about the walk context

Ask the participant any other relevant question about the walk related to your project (e.g. need to carry heavy or bulky loads) *and include it as an open comment in the textbox.*

3. WALK EXPERIENCE

Information about the participant's experience while walking at the place under study.

3.1. WALKING EXPERIENCE Indicates the rate of positive-negative intensity of the walking experience from the participant.
Ask the participant: *"How is your walking experience in this place?" and select the icon based on the Likert scale: Very negative / Negative / Neutral / Positive / Very positive.*

3.2. TYPE OF EXPERIENCE Participants can specify the most relevant type of walking experience by selecting one (or more) predefined categories: safety, comfort and enjoyment. Participants can also identify "other" types of experiences.
Ask the participant: *"Is your (positive/negative) experience related to safety, comfort, enjoyment or other type of experience?" and select the icon(s) accordingly. If the participant identifies "other" experiences, add them as comments.*

Experience related to "safety" means exposure or protection to risk, danger or injury. Primarily from traffic, crime or other hazards while walking, such as falls, extreme weather or pollution.

Experience related to "comfort" means ease or effort required to walk to certain destinations or use and interact with elements of the public space as a pedestrian.

Experience related to "enjoyment" means presence or absence of satisfaction, pleasure or content while walking and interacting with the elements and characteristics of the public space as a pedestrian.

"Other" experiences might include accessibility, attractiveness, vibrancy, etc.

4. ENVIRONMENTAL DETERMINANTS

Information about the elements and characteristics of the place under study that influenced walking experiences to participants.

4.1. MAIN DETERMINANTS Elements and characteristic of the place under study that influenced the participant`s walking experience.
Ask the participant: *"What (elements and characteristics of this place) influenced your experience? and select the icon(s) accordingly.*

FOOTPATH	*Public space exclusively dedicated to pedestrians*
CROSSING	*Specific part of the road where pedestrians have the right of way to cross*
FURNITURE	*Public equipment provided to support pedestrians in the street*
GREENERY	*Vegetation in public space*
OBSTACLES	*The presence (or absence) of physical barriers on the footpath or crossings, which hinder, discourage or make it impossible to walk*
ENVIRONMENTAL QUALITY	*The presence or absence of pollution in public space*
WEATHER PROTECTION	*Equipment provided to mitigate adverse weather conditions in public space*
PEOPLE	*The presence (or absence) of other people in public space and the way they interact and behave*
TRAFFIC	*The presence (or absence) of traffic in public space and the way the behave*
INTEREST	*The presence (or absence) of interesting things to access, see or experience in public space*
INCLUSION	*The design and composition of public space so that it can be accessed, understood and used by all types of pedestrians, regardless their age, gender, ability or other personal characteristics and circumstances*

4.2. DETERMINANTS - SUBCATEGORIES (Optional) Further information about main determinants can be subdivided into different subcategories, if the participant identifies some specific characteristics, elements or typologies of a main determinant that are relevant for their walking experience.

Ask the participant: *"What about the (main determinant) influence your experience? and select the options accordingly.*

FOOTPATH	Subcategory	Description
	WIDTH	The extent of the footpath from side to side
	SURFACE	The uppermost part of the footpath
	SLOPE	The steepness of the footpath
	PRESENCE	Presence of continuous footpath
	ABSENCE	Lack of continuous footpath
	OTHER	*E.g. Design, maintenance, etc.*

CROSSING	Subcategory	Description
	LOCATION	The designated place for pedestrians to cross the road
	PRIORITY	The priority given to pedestrians on waiting and crossing time (compared to traffic)
	VISIBILITY	The ability to see and be seen by traffic
	PRESENCE	Presence of designated crossing
	ABSENCE	Lack of designated crossing
	OTHER	*E.g. Raised crossings, pedestrian island, etc.*

FURNITURE	Subcategory	Description
	LIGHTING	The provision of lighting in public space
	SEATING	The provision of seats in public space
	WAYFINDING	The provision of information to navigate through public space and reach destinations
	PRESENCE	Presence of street furniture
	ABSENCE	Absence of street furniture
	OTHER	*E.g. Public fountain, public toilets, bins, etc.*

GREENERY	Subcategory	Description
	PARKS	Public green spaces
	TREES	Trees in public spaces outside parks and gardens
	PLANTS	Isolated or ground level plants in public space
	PRESENCE	Presence of vegetation
	ABSENCE	Lack of vegetation
	OTHER	*E.g. Vertical gardens, roof gardens, etc.*

OBSTACLES	Subcategory	Description
	MISPLACED EQUIPMENT	Street furniture or infrastructure blocking the footpath
	BUSINESS ACTIVITIES	Business and commerce equipment placed on the footpath
	PARKED VEHICLES	Parked vehicles blocking the footpath or crossings
	PRESENCE	Presence of obstacles
	ABSENCE	Lack of obstacles
	OTHER	*E.g. Bulky waste, building protrusions, etc.*

ENVIRONMENTAL QUALITY	Subcategory	Description
	AIR QUALITY	The level of air pollution in public space
	NOISE QUALITY	The level of noise pollution in public space
	CLEANLINESS	The state or quality of being clean or well kept
	PRESENCE	Presence of pollution
	ABSENCE	Lack of pollution
	OTHER	*E.g. Bad odour, construction dust, etc.*

WEATHER PROTECTION	Subcategory	Description
	SHADE	Public equipment to block sunlight and heat
	SHELTER	Public equipment to provide shield from precipitation and wind
	DRAINAGE	Infrastructure for dispersing rain water in public space
	PRESENCE	Presence of protection from weather
	ABSENCE	Lack of protection from weather
	OTHER	*E.g. Misting systems, air conditioner, etc.*

PEOPLE	Subcategory	Description
	AMOUNT	The amount of other people in public space
	BEHAVIOUR	The way other people act in public space
	INTERACTION	Social exchange between people in public space (including visual contact)
	PRESENCE	Presence of people in public space
	ABSENCE	Lack of people in public pace

TRAFFIC	Subcategory	Description
	VOLUME	The amount of traffic in public space
	SPEED	The distance traffic moves per unit of time, often in km/h or mph
	DRIVING BEHAVIOUR	The way drivers interact with other road users and obey traffic laws
	PRESENCE	Presence of traffic
	ABSENCE	Lack of traffic
	OTHER	*E.g. E-scooters, etc.*

INTEREST	Subcategory	Description
	AMBIENCE	Socioeconomic and cultural activities in public space
	SCENERY	Visual aesthetic of the public space and views
	DESTINATIONS	Places that pedestrians want to visit
	PRESENCE	Presence of interest
	ABSENCE	Lack of interest
	OTHER	*E.g. Live street music, street art, etc.*

INCLUSION	Subcategory	Description
	MOBILITY AID	Equipment to provide support to pedestrians with reduced or assisted mobility
	VISUAL & HEARING AID	Equipment to provide support to pedestrians with visual or hearing impairment
	MENTAL AID	Equipment to provide support to pedestrians with mental disorders
	PRESENCE	Presence of supporting aids
	ABSENCE	Lack of suporting aids