
# Walkability study in Czech Republic
# Active2Public Transport Needs Assessment

## Walking catchment areas around Public Transport Stations and Stops
## Litovel, Olomouc, Přerov, Šternberk and Šumperk

December 2024

Interreg Danube Region

Co-funded by the European Union

Partnerství pro městskou mobilitu

WALK21 LEADING THE WALKING MOVEMENT

Active2Public Transport

## About Active to Public Transport (A2PT)

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 Partnership for Urban Mobility

The Partnership for Urban Mobility, z.s. is a national, voluntary, non-political and non-governmental organization, established as a registered association. Members of the Partnership are municipalities, cities, regions, non-profit and non-governmental organizations and local initiatives and professional organizations.

Urban mobility is the mission of the Partnership for Urban Mobility - Together we want to create space for a better urban environment, safer streets and better-quality life for all. Public space is the heart of every city. Tackling traffic is not just about parking, cars, or speed limits - it's about making the city more pleasant and safer, about supporting the vision of the City of Short Distances.

We want to play with the word "Slow down" to teach us to see public space as space for people to meet, spend time and create community, which is reflected in a new way of looking at planning of street and public space, which considers both children and the elderly.

## 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

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## Cite this work as:

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# List of contents

# 1. Executive Summary

## 1.1. Aim of the project

As part of the Active to Public Transport project (A2PT), the Partnership for Urban Mobility conducted a participatory study on walkability around five public transport hubs and stations, in the Danube region of Bratislava, Slovakia. 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 Czech Partnership for Urban Mobility 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 08/12/2024 and 16/12/2024 in five study areas with main public transport stations at stops: 1 - Litovel, 2 - Olomouc, 3 - Přerov, 4 - Šternberk, and 5 - Šumperk. 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 310 interviewed participants shared 310 walking experiences related to 552 environmental determinants. In addition, two trained surveyors shared 189 walking experiences related to 259 determinants. In total, the study collected 499 walking experiences related to 811 environmental determinants, amongst the five study areas.

## 1.3. What we found

### Who walks, why and how?

From the **310 pedestrians interviewed**, most were adults (82.3%), followed by older adults (17.7%), no children were interviewed in this study. In addition, 56.8% were women and 43.2% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (72.6%), while some had mild or moderate difficulty (24.6%) and a few had severe or extreme difficulty (2.2%). Finally, most participants were very active pedestrians (72.9%) followed by active (24.9%) and a small proportion of inactive ones (0.3%).

Based on **their walk context**, 65.8% of participants were walking by choice while 34.2% did it out of necessity. With regards to the walk purpose, 71.9% participants walked for transport, while 27.4% for leisure. Most participants were walking on their own (77.7%) compared to those walking with others (17.1%). Finally, most participants were familiar with the place (97.4%), while others were not (2.6%).
See tables and graphs about this on page 12.

## Which were the main walking experiences?

From the **499 walking experiences** collected from interviews and audits, most experiences were positive (54.%), followed by negative (20.8%), neutral (19.8%), very positive (2.6%) and very negative (2.6%). Overall positive and very positive experiences (56.7%) outnumbered negative ad very negative ones (23.4%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (54.9%) with more comfortable and very comfortable experiences (41.2%) than uncomfortable and very uncomfortable ones (34.7%). Secondly, 26.5% of experiences were related to walking **enjoyment**, with more enjoyable and very enjoyable experiences (85.6%) than unenjoyable and very unenjoyable ones (5.3%). Finally, walking **safety** was the least frequent type of experience shared by participants (20.4%), with more very safe and safe experiences (52.9%) than unsafe and very unsafe ones (14.7%). See tables and graphs about this on page 13.

## What influenced walking experiences?

From the **821 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath (31.3%), followed by street greenery (17.1%), crossings (14.2%), traffic (10.4%) and street furniture (7.3%). 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 interest. With the exception of traffic, environmental quality and obstacles, which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpaths (16.8%), greenery (15.1%) and good crossings (6.4%), while most negative and very negative experiences were related to bad footpaths (6.1%), traffic (4.3%) and poor environmental quality (3.1%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpaths (19.2%), greenery (8.6%) and god crossings (7.7%), while most unsafe and very unsafe experiences were related to traffic (2.8%), bad footpaths (2.4%), and poor environmental quality (2.4%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (14.7%), greenery (9.8%) and good crossings (7.9%), while most uncomfortable and very uncomfortable experiences were related to bad footpaths (9.9%), traffic (5.5%) and bad crossings (4.4%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were greenery (30.2%), good footpaths (18.6%) and people (11.6%), while most unenjoyable and very unenjoyable experiences were related to traffic (1.7%), no greenery (0.9%) and bad crossings (0.4%).

After identifying the main determinants that influenced their walking experiences, participants could include more information about **specific characteristic or subcategories of determinants**. The most positive aspects of footpaths was the presence of wide pavements. In the case of greenery, participants praised the presence of trees. Finaly, participants praised the presence and priority of pedestrian crossings. On the other hand, The most negative aspects of footpaths were broken or bad maintained surfaces. In the case of traffic, participants shared concerns about traffic volume, speed and driving behaviour. Finally, participants highlighted the negative impact of air and noise pollution when talking about poor environmental quality. See tables and graphs about this on pages 14 to 17.

## Do different people have different experiences for different reasons?

Generally, not all participants shared the same type of experience or identified the same determinants in the same place. For this reason, the overall main types of experiences and their most relevant determinants can be filtered and reanalysed by the type of pedestrian or their walk context.

Regarding the **walking experience**, this study did not find any major differences between **people** with different ages, gender, ability or activity. However, older adults shared slightly more negative and very negative experiences (27.3%) than adults (16.5%), women shared more negative and very negative experiences (23.8%) than men (11.1%), people with mild or moderate difficulty to move shared slightly more negative and very negative experiences (27.6%) than people with no difficulties (14.2%). 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**. Regarding **environmental determinants**, older adults and people with certain difficulties to walk generally shared more negative and very negative experiences related to footpath, crossings, weather protection and traffic. People with different **walk context** also shared slightly different experiences related to each determinant. See tables and graphs about this on pages 18 to 25.

In this study, 310 walking experiences came from 310 volunteered participants amongst the five study areas, whereas another 189 walking experiences came from experts who conducted walking audits in the same areas. The sample size of some categories of pedestrians from the 310 interviews does not provide enough information to generalise outcomes, such as people with severe or extreme difficulty to move or interact with the environment (n=7) and inactive pedestrians (n=1) and visitors (n=8). The study did not include children.

### Were there any differences between study areas?

This project included five study areas, which presented slightly different outcomes. Šternberk was the study area with more positive and very positive walking experiences (86%) and fewer negative ones (6%). Followed by Olomouc, Litovel and Přerov. On the other hand, Šumperk was the area with fewer positive and very positive experiences (41%) and more negative and very negative experiences (36%). Similarly, most study areas differed in the main determinants related to walking experiences. Good footpaths were the most frequent determinant related to positive experiences in all study areas except Litovel, with greenery. Other determinants influencing positive experiences in each study area with different relevance were good crossings and the presence of people. In the case of negative experiences, bad footpath was the main determinant in all study areas except Šumperk, with traffic. Other determinants influencing negative experiences in each study area with different relevance were bad crossings and poor environmental quality. Even within each study area, there were different parts considered more or less pedestrians friendly based on experiences shared by the volunteered participants and expert surveyors. 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 are 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 (54.1%) or very positive experiences (2.6%), mainly related to good footpaths, presence of greenery and 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 also shared a relevant amount of negative (20.8%) and very negative experiences (2.6%), mainly related to bad footpaths, traffic poor environmental quality, bad crossings and lack of greenery. 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 (19.8%) 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 street furniture may enable more positive and very positive experiences.

## 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 children, people with difficulty to move and interact with the environment and inactive pedestrian.

# 2. Overall analysis for all study areas

## 2.1. Location of study areas

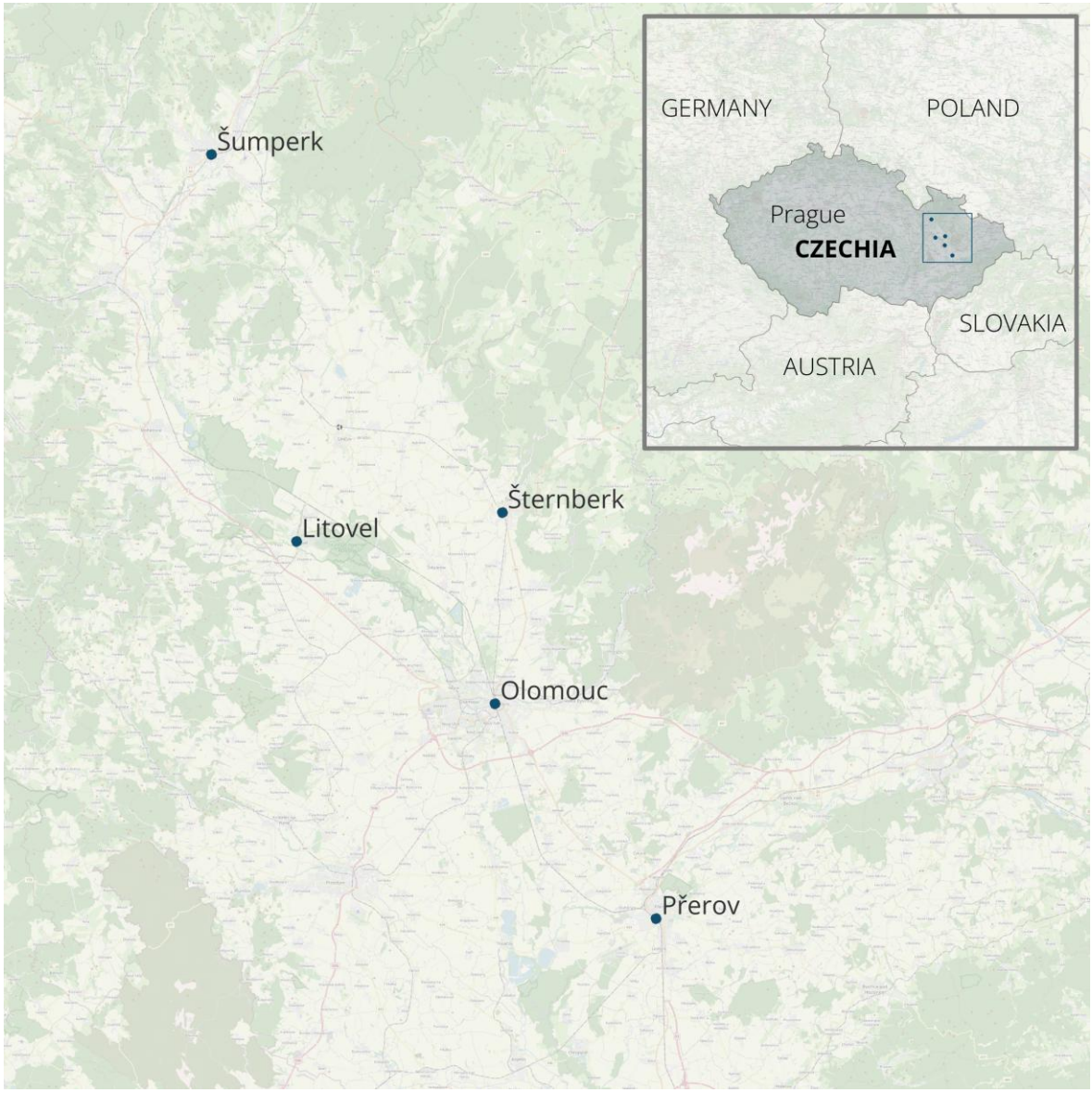



*Figure 1. Location of study areas.*

## 2.2. Data collected

| | | |
|---|---|---|
| Period | 08/12/2024-16/12/2024 | |
| Timeframe | 06:20 - 17:04 | |
| Interviews | Participants | 310 |
| | Experiences | 310 |
| | Determinants | 552 |
| Audits | Experts | 1 |
| | Experiences | 189 |
| | Determinants | 259 |
| Total | Experiences | **499** |
| | Determinants | **811** |

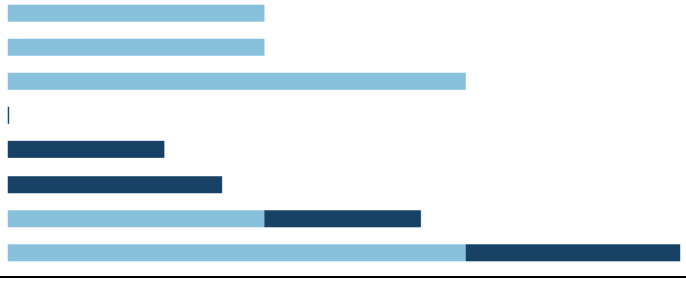


*Table 1. Data collected in all study areas.*

## 2.3. Pedestrian profile

| Variable | Category | N | % | Distribution | N=310 |
|---|---|---|---|---|---|
| AGE | Children (<18) | 0 | 0 | | |
| | Adults (18-65) | 255 | 82.3 | | |
| | Older people (>65) | 55 | 17.7 | | |
| GENDER | Man | 134 | 43.2 | | |
| | Woman | 176 | 56.8 | | |
| | Other / No answer | 0 | 0 | | |
| ABILITY (difficulty to move) | None | 225 | 72.6 | | |
| | Mild or moderate | 76 | 24.6 | | |
| | Severe or extrerme | 7 | 2.2 | | |
| ACTIVITY (mins/day) | Less than 10 min | 1 | 0.3 | | |
| | 10 - 60 mins | 77 | 24.9 | | |
| | More than 60 min | 226 | 72.9 | | |

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

## 2.4. Walk context

| Variable | Category | N | % | Distribution | N=310 |
|---|---|---|---|---|---|
| DECISION | Choice | 204 | 65.8 | | |
| | Necessity | 106 | 34.2 | | |
| | Other | 0 | 0 | | |
| PURPOSE | Transport | 223 | 71.9 | | |
| | Leisure | 85 | 27.4 | | |
| | Other | 2 | 0.6 | | |
| COMPANY | Alone | 241 | 77.7 | | |
| | Accompanied | 53 | 17.1 | | |
| | Other | 16 | 5.2 | | |
| FAMILIARITY | Local | 302 | 97.4 | | |
| | Visitor | 8 | 2.6 | | |
| | Other | 0 | 0 | | |

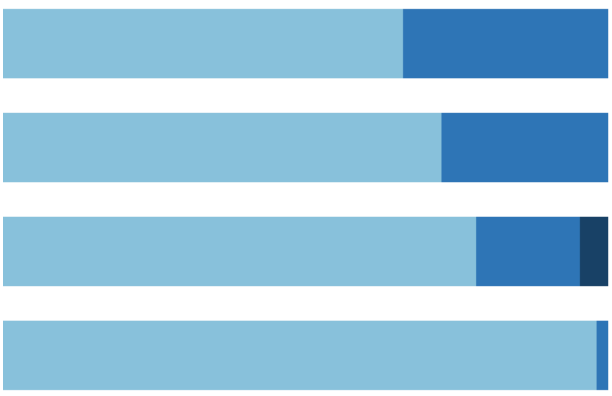
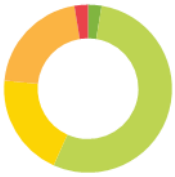


*Table 3. Walk context from interviews, in all study areas.*

## 2.5. Walking experiences

| EXPERIENCE | N | % |
|---|---|---|
| Very positive | 13 | 2.6 |
| Positive | 270 | 54.1 |
| Neutral | 99 | 19.8 |
| Negative | 104 | 20.8 |
| Very negative | 13 | 2.6 |
| TOTAL | 499 | 100 |



TOP-5 determinants related to experience

| Negative | Positive |
|---|---|
| Footpath | Footpath |
| Traffic | Greenery |
| Environmental quality | Crossing |
| Crossing | Furniture |
| Greenery | People |

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

| SAFETY | N | % |
|---|---|---|
| Very safe | 3 | 2.9 |
| Safe | 51 | 50 |
| Neutral | 33 | 32.4 |
| Unsafe | 11 | 10.8 |
| Very unsafe | 4 | 3.9 |
| TOTAL | 102 | 100 |

TOP-5 determinants related to safety

| Unsafe | Safe |
|---|---|
| Traffic | Footpath |
| Footpath | Greenery |
| Environmental quality | Crossing |
| Crossing | Other |
| Furniture | Furniture |

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

| COMFORT | N | % |
|---|---|---|
| Very comfortable | 5 | 1.8 |
| Comfortable | 108 | 39.4 |
| Neutral | 66 | 24.1 |
| Uncomfortable | 86 | 31.4 |
| Very uncomfortable | 9 | 3.3 |
| TOTAL | 274 | 100 |

TOP-5 determinants related to comfort

| Uncomfortable | Comfortable |
|---|---|
| Footpath | Footpath |
| Traffic | Greenery |
| Crossing | Crossing |
| Environmental quality | Furniture |
| Greenery | People |

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

| ENJOYMENT | N | % |
|---|---|---|
| Very enjoyable | 5 | 3.8 |
| Enjoyable | 108 | 81.8 |
| Neutral | 12 | 9.1 |
| Unenjoyable | 7 | 5.3 |
| Very unenjoyable | 0 | 0 |
| TOTAL | 132 | 100 |

TOP-5 determinants related to enjoyment

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

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

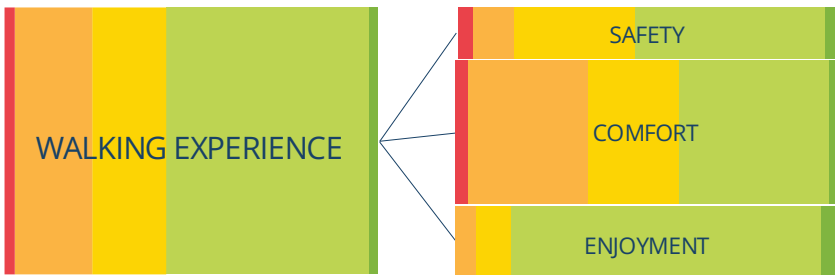



*Figure 2. Share of positive and negative experiences and most frequent types, in all study areas.*

## 2.6. Most frequent determinants by experience

| Experience | Determinant | n | % | Distribution | N=811 |
|---|---|---|---|---|---|
| Very Positive | Footpath | 5 | 0.6 | | |
| | Greenery | 5 | 0.6 | | |
| | Weather protection | 3 | 0.4 | | |
| | People | 3 | 0.4 | | |
| | Furniture | 2 | 0.2 | | |
| | Inclusion | 2 | 0.2 | | |
| | Other | 2 | 0.2 | | |
| | Crossing | 1 | 0.1 | | |
| | Traffic | 1 | 0.1 | | |
| | Interest | 1 | 0.1 | | |
| | Obstacles | 0 | 0 | | |
| | Environmental quality | 0 | 0 | | |
| Postive | Footpath | 131 | 16.2 | | |
| | Greenery | 118 | 14.5 | | |
| | Crossing | 51 | 6.3 | | |
| | Furniture | 47 | 5.8 | | |
| | People | 41 | 5.1 | | |
| | Traffic | 28 | 3.5 | | |
| | Other | 23 | 2.8 | | |
| | Weather protection | 13 | 1.6 | | |
| | Interest | 2 | 0.2 | | |
| | Environmental quality | 1 | 0.1 | | |
| | Obstacles | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Neutral | Footpath | 68 | 8.4 | | |
| | Crossing | 40 | 4.9 | | |
| | Traffic | 20 | 2.5 | | |
| | People | 11 | 1.4 | | |
| | Greenery | 7 | 0.9 | | |
| | Furniture | 5 | 0.6 | | |
| | Obstacles | 5 | 0.6 | | |
| | Weather protection | 5 | 0.6 | | |
| | Environmental quality | 4 | 0.5 | | |
| | Other | 3 | 0.4 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Negative | Footpath | 46 | 5.7 | | |
| | Traffic | 29 | 3.6 | | |
| | Crossing | 22 | 2.7 | | |
| | Environmental quality | 18 | 2.2 | | |
| | Greenery | 9 | 1.1 | | |
| | Obstacles | 7 | 0.9 | | |
| | Furniture | 6 | 0.7 | | |
| | Other | 4 | 0.5 | | |
| | Weather protection | 1 | 0.1 | | |
| | People | 1 | 0.1 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Very negative | Environmental quality | 7 | 0.9 | | |
| | Traffic | 6 | 0.7 | | |
| | Footpath | 3 | 0.4 | | |
| | Crossing | 2 | 0.2 | | |
| | Other | 2 | 0.2 | | |
| | Furniture | 0 | 0 | | |
| | Greenery | 0 | 0 | | |
| | Obstacles | 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

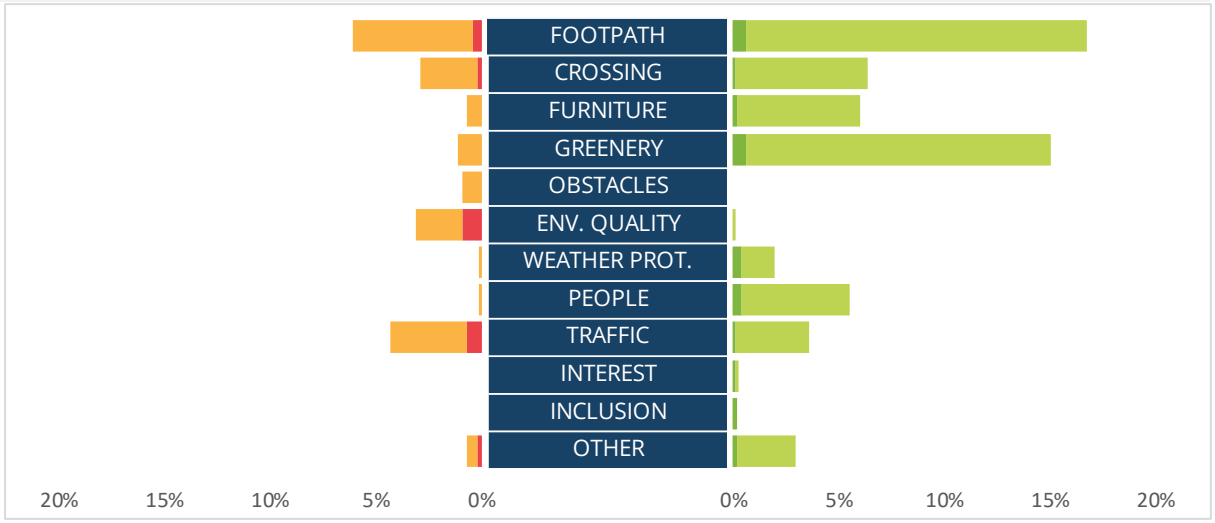



*Figure 3. Positive and negative experiences by determinant, in all study areas.*

## 2.8. Determinants by frequency and negative-positive experiences

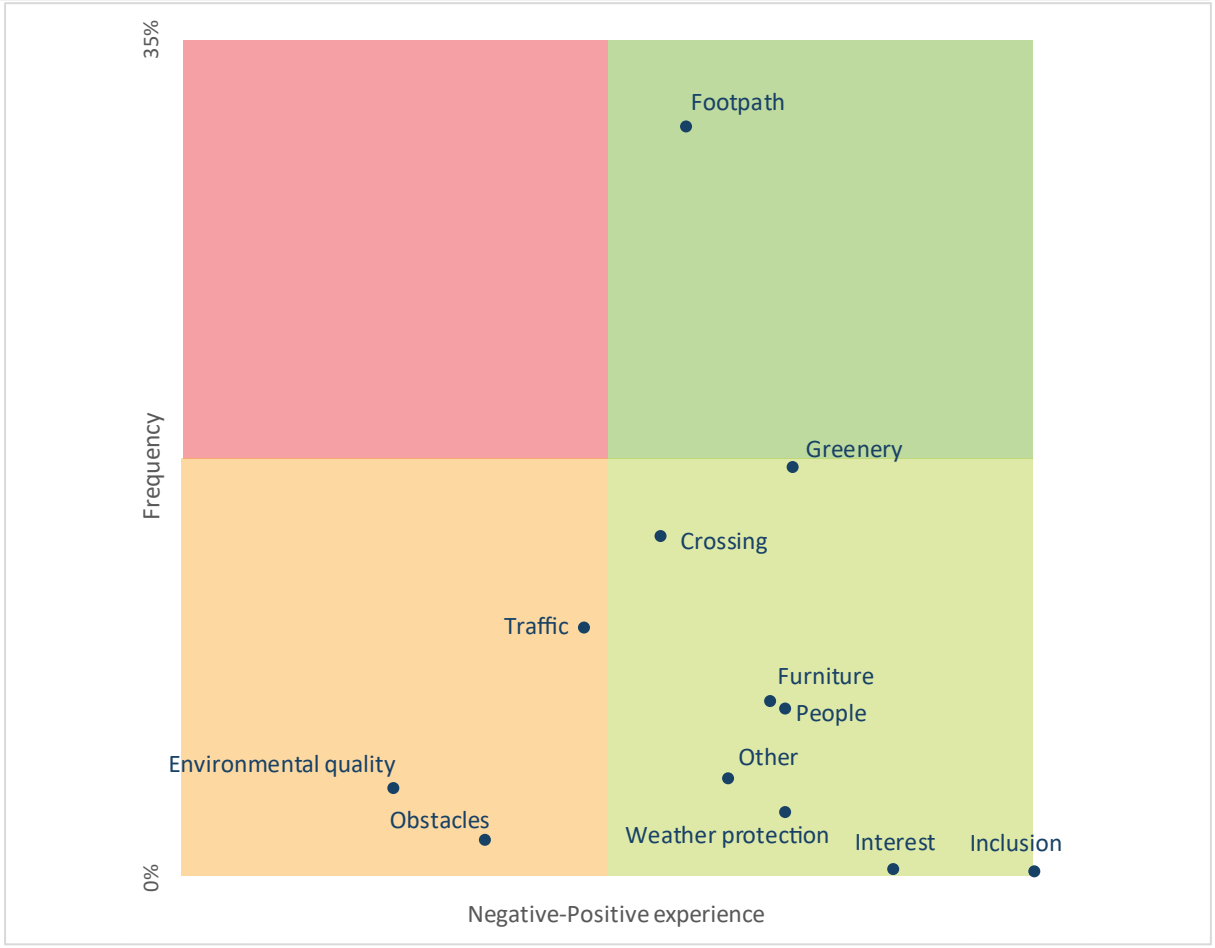



*Figure 4. Determinants by frequency and negative-positive experiences, in all study areas.*

## 2.9. Positive and negative experiences by subcategory of determinants

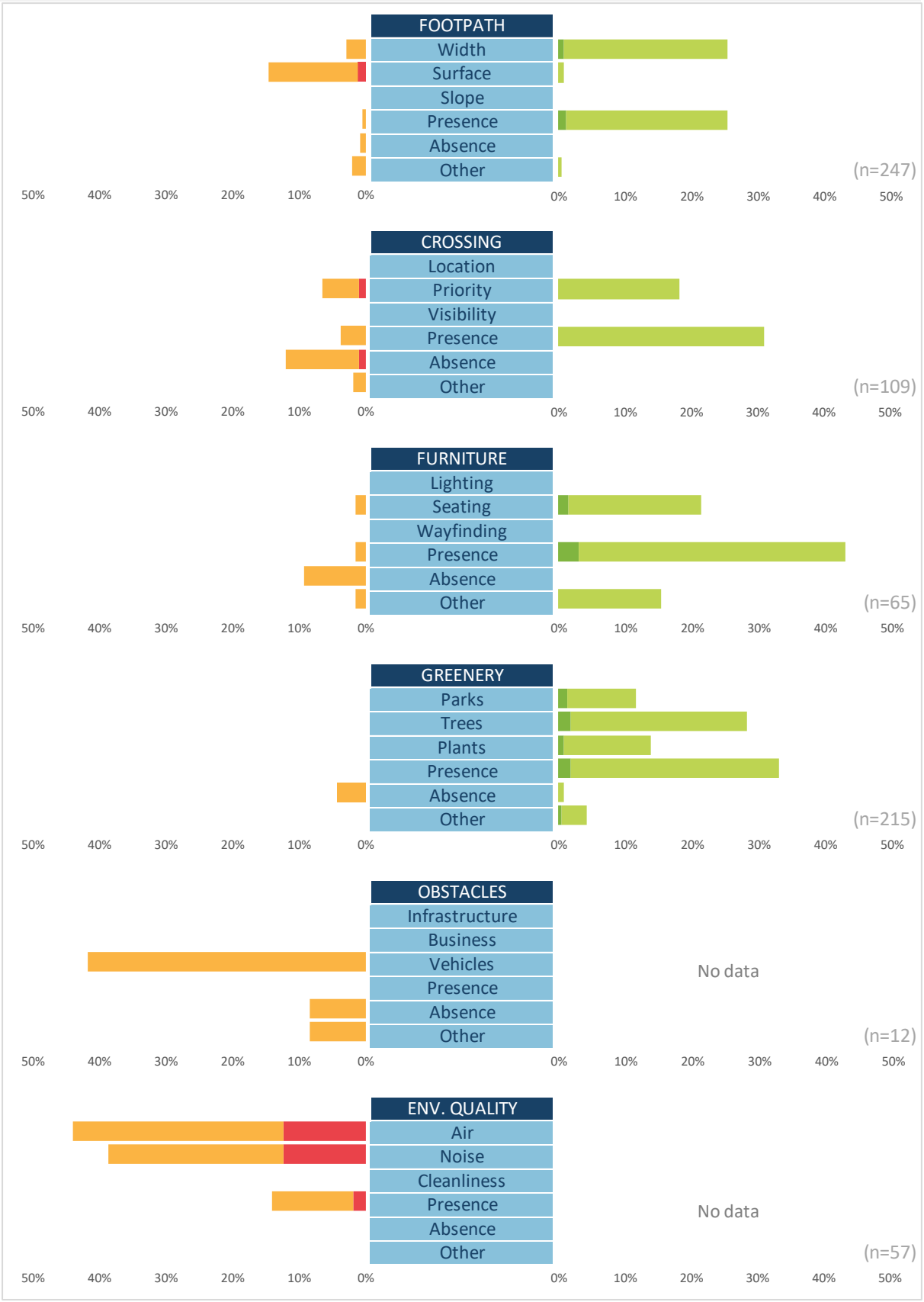



*Figure 5. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in all study areas.*

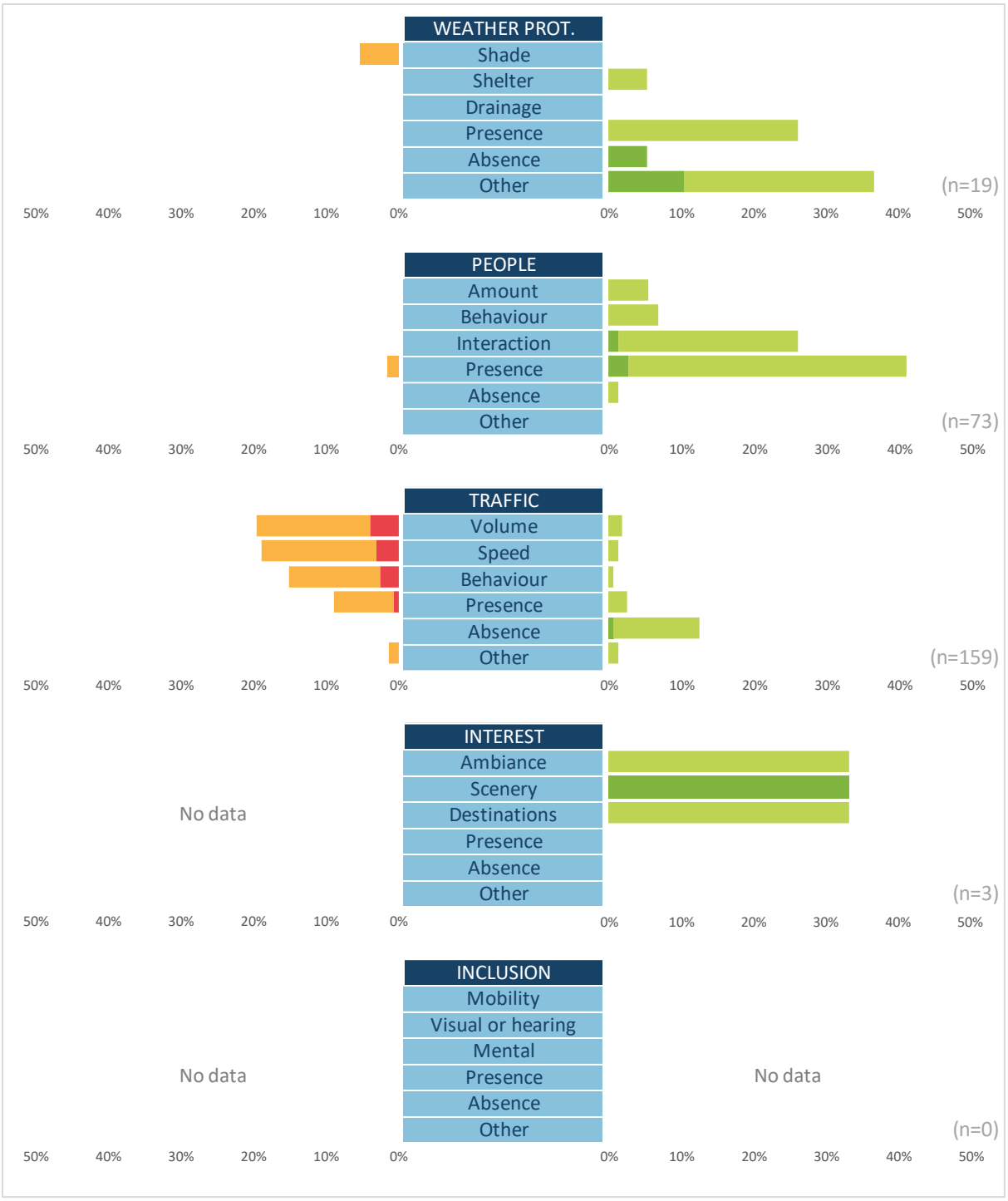



*Figure 6. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in all study areas.*

## 2.10. Experiences by type of pedestrians and walk context

| WALKING EXPERIENCE | | | 😞 | 😕 | 😐 | 🙂 | 😊 | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 1.9 | 16.5 | 26.5 | 52.9 | 2.3 | 310 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 2 | 14.5 | 25.9 | 55.3 | 2.4 | 255 | |
| | | Seniors | 1.8 | 25.5 | 29.1 | 41.8 | 1.8 | 55 | |
| | GENDER | Men | 0.7 | 10.4 | 32.8 | 53 | 3 | 134 | |
| | | Women | 2.8 | 21 | 21.6 | 52.8 | 1.7 | 176 | |
| | ABILITY | None | 1.3 | 12.9 | 29.8 | 54.7 | 1.3 | 225 | |
| | | Moderate | 3.9 | 23.7 | 17.1 | 52.6 | 2.6 | 76 | |
| | | Severe | 0 | 66.7 | 16.7 | 0 | 16.7 | 6 | |
| | ACTIVITY | < 10' | 0 | 0 | 100 | 0 | 0 | 1 | |
| | | 10' - 60' | 1.3 | 26 | 23.4 | 46.8 | 2.6 | 77 | |
| | | + 60' | 2.2 | 13.3 | 27.4 | 54.9 | 2.2 | 226 | |
| WALK CONTEXT | DECISION | Choice | 1.5 | 18.6 | 23 | 53.9 | 2.9 | 204 | |
| | | Necessity | 2.8 | 12.3 | 33 | 50.9 | 0.9 | 106 | |
| | PURPOSE | Transport | 2.7 | 17.5 | 28.7 | 49.8 | 1.3 | 223 | |
| | | Leisure | 0 | 14.1 | 18.8 | 62.4 | 4.7 | 85 | |
| | COMPANY | Alone | 2.1 | 18.3 | 27.4 | 49.8 | 2.5 | 241 | |
| | | With others | 1.9 | 11.3 | 24.5 | 60.4 | 1.9 | 53 | |
| | FAMILIARITY | Local | 2 | 16.6 | 26.8 | 52.3 | 2.3 | 302 | |
| | | Visitor | 0 | 12.5 | 12.5 | 75 | 0 | 8 | |

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

| SAFETY | | | 😞 | 😕 | 😐 | 🙂 | 😊 | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 2.5 | 10 | 38.8 | 46.3 | 2.5 | 80 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 1.6 | 9.4 | 42.2 | 43.8 | 3.1 | 64 | |
| | | Seniors | 6.3 | 12.5 | 25 | 56.3 | 0 | 16 | |
| | GENDER | Men | 0 | 3 | 54.5 | 39.4 | 3 | 33 | |
| | | Women | 4.3 | 14.9 | 27.7 | 51.1 | 2.1 | 47 | |
| | ABILITY | None | 3.6 | 3.6 | 43.6 | 47.3 | 1.8 | 55 | |
| | | Moderate | 0 | 14.3 | 33.3 | 52.4 | 0 | 21 | |
| | | Severe | 0 | 75 | 0 | 0 | 25 | 4 | |
| | ACTIVITY | < 10' | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 10' - 60' | 0 | 15.4 | 30.8 | 53.8 | 0 | 26 | |
| | | + 60' | 3.9 | 7.8 | 43.1 | 41.2 | 3.9 | 51 | |
| WALK CONTEXT | DECISION | Choice | 4.2 | 14.6 | 27.1 | 50 | 4.2 | 48 | |
| | | Necessity | 0 | 3.1 | 56.3 | 40.6 | 0 | 32 | |
| | PURPOSE | Transport | 3.3 | 8.2 | 36.1 | 50.8 | 1.6 | 61 | |
| | | Leisure | 0 | 15.8 | 47.4 | 31.6 | 5.3 | 19 | |
| | COMPANY | Alone | 2.9 | 11.8 | 36.8 | 45.6 | 2.9 | 68 | |
| | | With others | 0 | 0 | 45.5 | 54.5 | 0 | 11 | |
| | FAMILIARITY | Local | 2.5 | 10.1 | 39.2 | 45.6 | 2.5 | 79 | |
| | | Visitor | 0 | 0 | 0 | 100 | 0 | 1 | |

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

| COMFORT | | | | | | | | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 2.9 | 28.8 | 28.8 | 38.1 | 1.4 | 139 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 3.5 | 25.2 | 27 | 43.5 | 0.9 | 115 | |
| | | Seniors | 0 | 42.3 | 34.6 | 19.2 | 3.8 | 26 | |
| | GENDER | Men | 1.6 | 16.4 | 36.1 | 44.3 | 1.6 | 61 | |
| | | Women | 3.8 | 37.5 | 22.5 | 35 | 1.3 | 80 | |
| | ABILITY | None | 1 | 24 | 34 | 41 | 0 | 100 | |
| | | Moderate | 6 | 28 | 36 | 28 | 2 | 50 | |
| | | Severe | 0 | 100 | 0 | 0 | 0 | 2 | |
| | ACTIVITY | < 10’ | 0 | 0 | 100 | 0 | 0 | 1 | |
| | | 10’ - 60’ | 2.7 | 37.8 | 21.6 | 35.1 | 2.7 | 37 | |
| | | + 60’ | 3 | 24.8 | 30.7 | 40.6 | 1 | 101 | |
| WALK CONTEXT | DECISION | Choice | 1.1 | 32.6 | 28.3 | 35.9 | 2.2 | 92 | |
| | | Necessity | 6.1 | 20.4 | 28.6 | 44.9 | 0 | 49 | |
| | PURPOSE | Transport | 3.8 | 29.5 | 32.4 | 34.3 | 0 | 105 | |
| | | Leisure | 0 | 25.7 | 14.3 | 54.3 | 5.7 | 35 | |
| | COMPANY | Alone | 2.8 | 31.1 | 29.2 | 35.8 | 0.9 | 106 | |
| | | With others | 3.7 | 22.2 | 25.9 | 44.4 | 3.7 | 27 | |
| | FAMILIARITY | Local | 2.9 | 29 | 29 | 37.7 | 1.4 | 138 | |
| | | Visitor | 0 | 0 | 0 | 100 | 0 | 3 | |

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

| ENJOYMENT | | | | | | | | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 0 | 3.5 | 14 | 79.1 | 3.5 | 86 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 0 | 2.7 | 12.3 | 82.2 | 2.7 | 73 | |
| | | Seniors | 0 | 6.3 | 18.8 | 68.8 | 6.3 | 16 | |
| | GENDER | Men | 0 | 5.3 | 15.8 | 73.7 | 5.3 | 38 | |
| | | Women | 0 | 2 | 11.8 | 84.3 | 2 | 51 | |
| | ABILITY | None | 0 | 4.6 | 15.4 | 78.5 | 1.5 | 65 | |
| | | Moderate | 0 | 0 | 8.7 | 82.6 | 8.7 | 23 | |
| | | Severe | 0 | 0 | 0 | 100 | 0 | 1 | |
| | ACTIVITY | < 10’ | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 10’ - 60’ | 0 | 14.3 | 19 | 57.1 | 9.5 | 21 | |
| | | + 60’ | 0 | 0 | 11.9 | 86.6 | 1.5 | 67 | |
| WALK CONTEXT | DECISION | Choice | 0 | 1.5 | 10.8 | 84.6 | 3.1 | 65 | |
| | | Necessity | 0 | 8.3 | 20.8 | 66.7 | 4.2 | 24 | |
| | PURPOSE | Transport | 0 | 3.4 | 15.3 | 79.7 | 1.7 | 59 | |
| | | Leisure | 0 | 3.3 | 10 | 80 | 6.7 | 30 | |
| | COMPANY | Alone | 0 | 4.4 | 13.2 | 77.9 | 4.4 | 68 | |
| | | With others | 0 | 0 | 20 | 80 | 0 | 15 | |
| | FAMILIARITY | Local | 0 | 3.5 | 12.8 | 80.2 | 3.5 | 86 | |
| | | Visitor | 0 | 0 | 33.3 | 66.7 | 0 | 3 | |

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

| FOOTPATH | | | 😞 | 🙁 | 😐 | 🙂 | 😊 | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 0.5 | 12 | 32.8 | 53 | 1.6 | 183 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 0.7 | 8 | 32.7 | 56.7 | 2 | 150 | |
| | | Seniors | 0 | 30.3 | 33.3 | 36.4 | 0 | 33 | |
| | GENDER | Men | 1.3 | 2.6 | 42.3 | 51.3 | 2.6 | 78 | |
| | | Women | 0 | 19 | 25.7 | 54.3 | 1 | 105 | |
| | ABILITY | None | 0.8 | 6.8 | 36.8 | 54.1 | 1.5 | 133 | |
| | | Moderate | 0 | 21.7 | 23.9 | 54.3 | 0 | 46 | |
| | | Severe | 0 | 75 | 0 | 0 | 25 | 4 | |
| | ACTIVITY | < 10' | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 10' - 60' | 0 | 31.6 | 23.7 | 42.1 | 2.6 | 38 | |
| | | + 60' | 0.7 | 6.4 | 35.5 | 56 | 1.4 | 141 | |
| WALK CONTEXT | DECISION | Choice | 0 | 14.2 | 28.3 | 55.8 | 1.8 | 113 | |
| | | Necessity | 1.4 | 8.6 | 40 | 48.6 | 1.4 | 70 | |
| | PURPOSE | Transport | 0.7 | 11.4 | 33.6 | 52.9 | 1.4 | 140 | |
| | | Leisure | 0 | 14.3 | 28.6 | 54.8 | 2.4 | 42 | |
| | COMPANY | Alone | 0.7 | 13.1 | 33.1 | 51 | 2.1 | 145 | |
| | | With others | 0 | 9.7 | 29 | 61.3 | 0 | 31 | |
| | FAMILIARITY | Local | 0.6 | 12.2 | 33.3 | 52.2 | 1.7 | 180 | |
| | | Visitor | 0 | 0 | 0 | 100 | 0 | 3 | |

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

| CROSSING | | | 😞 | 🙁 | 😐 | 🙂 | 😊 | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 1.3 | 14.7 | 45.3 | 38.7 | 0 | 75 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 1.5 | 12.1 | 45.5 | 40.9 | 0 | 66 | |
| | | Seniors | 0 | 33.3 | 44.4 | 22.2 | 0 | 9 | |
| | GENDER | Men | 0 | 10.3 | 48.7 | 41 | 0 | 39 | |
| | | Women | 2.8 | 19.4 | 41.7 | 36.1 | 0 | 36 | |
| | ABILITY | None | 1.8 | 10.7 | 51.8 | 35.7 | 0 | 56 | |
| | | Moderate | 0 | 27.8 | 22.2 | 50 | 0 | 18 | |
| | | Severe | 0 | 0 | 0 | 0 | 0 | 0 | |
| | ACTIVITY | < 10' | 0 | 0 | 100 | 0 | 0 | 1 | |
| | | 10' - 60' | 0 | 21.1 | 42.1 | 36.8 | 0 | 19 | |
| | | + 60' | 1.9 | 13 | 46.3 | 38.9 | 0 | 54 | |
| WALK CONTEXT | DECISION | Choice | 2 | 20.4 | 38.8 | 38.8 | 0 | 49 | |
| | | Necessity | 0 | 3.8 | 57.7 | 38.5 | 0 | 26 | |
| | PURPOSE | Transport | 1.6 | 11.5 | 47.5 | 39.3 | 0 | 61 | |
| | | Leisure | 0 | 28.6 | 35.7 | 35.7 | 0 | 14 | |
| | COMPANY | Alone | 1.6 | 14.3 | 44.4 | 39.7 | 0 | 63 | |
| | | With others | 0 | 18.2 | 45.5 | 36.4 | 0 | 11 | |
| | FAMILIARITY | Local | 1.3 | 14.7 | 45.3 | 38.7 | 0 | 75 | |
| | | Visitor | 0 | 0 | 0 | 0 | 0 | 0 | |

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

.

| FURNITURE | | | 😞 | 😕 | 😐 | 🙂 | 😊 | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 0 | 9.4 | 12.5 | 78.1 | 0 | 32 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 0 | 11.1 | 11.1 | 77.8 | 0 | 27 | |
| | | Seniors | 0 | 0 | 20 | 80 | 0 | 5 | |
| | GENDER | Men | 0 | 0 | 12.5 | 87.5 | 0 | 16 | |
| | | Women | 0 | 18.8 | 12.5 | 68.8 | 0 | 16 | |
| | ABILITY | None | 0 | 8 | 16 | 76 | 0 | 25 | |
| | | Moderate | 0 | 14.3 | 0 | 85.7 | 0 | 7 | |
| | | Severe | 0 | 0 | 0 | 0 | 0 | 0 | |
| | ACTIVITY | < 10' | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 10' - 60' | 0 | 11.1 | 11.1 | 77.8 | 0 | 9 | |
| | | + 60' | 0 | 9.1 | 13.6 | 77.3 | 0 | 22 | |
| WALK CONTEXT | DECISION | Choice | 0 | 13.6 | 18.2 | 68.2 | 0 | 22 | |
| | | Necessity | 0 | 0 | 0 | 100 | 0 | 10 | |
| | PURPOSE | Transport | 0 | 5.3 | 15.8 | 78.9 | 0 | 19 | |
| | | Leisure | 0 | 15.4 | 7.7 | 76.9 | 0 | 13 | |
| | COMPANY | Alone | 0 | 12 | 12 | 76 | 0 | 25 | |
| | | With others | 0 | 0 | 14.3 | 85.7 | 0 | 7 | |
| | FAMILIARITY | Local | 0 | 9.7 | 12.9 | 77.4 | 0 | 31 | |
| | | Visitor | 0 | 0 | 0 | 100 | 0 | 1 | |

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

| GREENERY | | | 😞 | 😕 | 😐 | 🙂 | 😊 | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 0 | 2.5 | 7.4 | 86.4 | 3.7 | 81 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 0 | 3.2 | 6.3 | 87.3 | 3.2 | 63 | |
| | | Seniors | 0 | 0 | 11.1 | 83.3 | 5.6 | 18 | |
| | GENDER | Men | 0 | 3.7 | 7.4 | 81.5 | 7.4 | 27 | |
| | | Women | 0 | 1.9 | 7.4 | 88.9 | 1.9 | 54 | |
| | ABILITY | None | 0 | 3.4 | 8.5 | 86.4 | 1.7 | 59 | |
| | | Moderate | 0 | 0 | 4.5 | 86.4 | 9.1 | 22 | |
| | | Severe | 0 | 0 | 0 | 0 | 0 | 0 | |
| | ACTIVITY | < 10' | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 10' - 60' | 0 | 0 | 21.4 | 64.3 | 14.3 | 14 | |
| | | + 60' | 0 | 3.1 | 4.6 | 90.8 | 1.5 | 65 | |
| WALK CONTEXT | DECISION | Choice | 0 | 3.7 | 5.6 | 87 | 3.7 | 54 | |
| | | Necessity | 0 | 0 | 11.1 | 85.2 | 3.7 | 27 | |
| | PURPOSE | Transport | 0 | 4.1 | 6.1 | 87.8 | 2 | 49 | |
| | | Leisure | 0 | 0 | 9.4 | 84.4 | 6.3 | 32 | |
| | COMPANY | Alone | 0 | 1.7 | 8.5 | 84.7 | 5.1 | 59 | |
| | | With others | 0 | 7.7 | 7.7 | 84.6 | 0 | 13 | |
| | FAMILIARITY | Local | 0 | 2.6 | 7.7 | 85.9 | 3.8 | 78 | |
| | | Visitor | 0 | 0 | 0 | 100 | 0 | 3 | |

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

| OBSTACLES | | | | | | | | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 0 | 50 | 50 | 0 | 0 | 4 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 0 | 66.7 | 33.3 | 0 | 0 | 3 | |
| | | Seniors | 0 | 0 | 100 | 0 | 0 | 1 | |
| | GENDER | Men | 0 | 100 | 0 | 0 | 0 | 1 | |
| | | Women | 0 | 33.3 | 66.7 | 0 | 0 | 3 | |
| | ABILITY | None | 0 | 33.3 | 66.7 | 0 | 0 | 3 | |
| | | Moderate | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Severe | 0 | 100 | 0 | 0 | 0 | 1 | |
| | ACTIVITY | < 10' | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 10' - 60' | 0 | 100 | 0 | 0 | 0 | 1 | |
| | | + 60' | 0 | 33.3 | 66.7 | 0 | 0 | 3 | |
| WALK CONTEXT | DECISION | Choice | 0 | 66.7 | 33.3 | 0 | 0 | 3 | |
| | | Necessity | 0 | 0 | 100 | 0 | 0 | 1 | |
| | PURPOSE | Transport | 0 | 50 | 50 | 0 | 0 | 4 | |
| | | Leisure | 0 | 0 | 0 | 0 | 0 | 0 | |
| | COMPANY | Alone | 0 | 50 | 50 | 0 | 0 | 4 | |
| | | With others | 0 | 0 | 0 | 0 | 0 | 0 | |
| | FAMILIARITY | Local | 0 | 50 | 50 | 0 | 0 | 4 | |
| | | Visitor | 0 | 0 | 0 | 0 | 0 | 0 | |

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

| ENV. QUALITY | | | | | | | | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 17.6 | 52.9 | 23.5 | 5.9 | 0 | 17 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 13.3 | 53.3 | 26.7 | 6.7 | 0 | 15 | |
| | | Seniors | 50 | 50 | 0 | 0 | 0 | 2 | |
| | GENDER | Men | 16.7 | 33.3 | 50 | 0 | 0 | 6 | |
| | | Women | 18.2 | 63.6 | 9.1 | 9.1 | 0 | 11 | |
| | ABILITY | None | 16.7 | 50 | 33.3 | 0 | 0 | 12 | |
| | | Moderate | 20 | 60 | 0 | 20 | 0 | 5 | |
| | | Severe | 0 | 0 | 0 | 0 | 0 | 0 | |
| | ACTIVITY | < 10' | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 10' - 60' | 0 | 0 | 0 | 100 | 0 | 1 | |
| | | + 60' | 20 | 60 | 20 | 0 | 0 | 15 | |
| WALK CONTEXT | DECISION | Choice | 9.1 | 63.6 | 18.2 | 9.1 | 0 | 9.1 | |
| | | Necessity | 33.3 | 33.3 | 33.3 | 0 | 0 | 33.3 | |
| | PURPOSE | Transport | 21.4 | 50 | 28.6 | 0 | 0 | 21.4 | |
| | | Leisure | 0 | 66.7 | 0 | 33.3 | 0 | 0 | |
| | COMPANY | Alone | 21.4 | 57.1 | 21.4 | 0 | 0 | 21.4 | |
| | | With others | 0 | 0 | 50 | 50 | 0 | 0 | |
| | FAMILIARITY | Local | 17.6 | 52.9 | 23.5 | 5.9 | 0 | 17.6 | |
| | | Visitor | 0 | 0 | 0 | 0 | 0 | 0 | |

*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 | 22.2 | 66.7 | 11.1 | 18 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 0 | 0 | 14.3 | 71.4 | 14.3 | 14 | |
| | | Seniors | 0 | 0 | 50 | 50 | 0 | 4 | |
| | GENDER | Men | 0 | 0 | 40 | 50 | 10 | 10 | |
| | | Women | 0 | 0 | 0 | 87.5 | 12.5 | 8 | |
| | ABILITY | None | 0 | 0 | 20 | 66.7 | 13.3 | 15 | |
| | | Moderate | 0 | 0 | 33.3 | 66.7 | 0 | 3 | |
| | | Severe | 0 | 0 | 0 | 0 | 0 | 0 | |
| | ACTIVITY | < 10' | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 10' - 60' | 0 | 0 | 33.3 | 50 | 16.7 | 6 | |
| | | + 60' | 0 | 0 | 20 | 70 | 10 | 10 | |
| WALK CONTEXT | DECISION | Choice | 0 | 0 | 11.1 | 77.8 | 11.1 | 9 | |
| | | Necessity | 0 | 0 | 33.3 | 55.6 | 11.1 | 9 | |
| | PURPOSE | Transport | 0 | 0 | 22.2 | 66.7 | 11.1 | 18 | |
| | | Leisure | 0 | 0 | 0 | 0 | 0 | 0 | |
| | COMPANY | Alone | 0 | 0 | 21.4 | 64.3 | 14.3 | 14 | |
| | | With others | 0 | 0 | 25 | 75 | 0 | 4 | |
| | FAMILIARITY | Local | 0 | 0 | 22.2 | 66.7 | 11.1 | 18 | |
| | | Visitor | 0 | 0 | 0 | 0 | 0 | 0 | |

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

| PEOPLE | | | 😞 | 😕 | 😐 | 🙂 | 😊 | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 0 | 1.9 | 18.9 | 73.6 | 5.7 | 53 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 0 | 0 | 18.2 | 75 | 6.8 | 44 | |
| | | Seniors | 0 | 11.1 | 22.2 | 66.7 | 0 | 9 | |
| | GENDER | Men | 0 | 4.8 | 23.8 | 66.7 | 4.8 | 21 | |
| | | Women | 0 | 0 | 15.6 | 78.1 | 6.3 | 32 | |
| | ABILITY | None | 0 | 2.6 | 23.1 | 69.2 | 5.1 | 39 | |
| | | Moderate | 0 | 0 | 8.3 | 91.7 | 0 | 12 | |
| | | Severe | 0 | 0 | 0 | 100 | 0 | 1 | |
| | ACTIVITY | < 10' | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 10' - 60' | 0 | 9.1 | 18.2 | 63.6 | 9.1 | 11 | |
| | | + 60' | 0 | 0 | 19 | 76.2 | 4.8 | 42 | |
| WALK CONTEXT | DECISION | Choice | 0 | 0 | 6.1 | 87.9 | 6.1 | 33 | |
| | | Necessity | 0 | 5 | 40 | 50 | 5 | 20 | |
| | PURPOSE | Transport | 0 | 2.6 | 23.1 | 69.2 | 5.1 | 39 | |
| | | Leisure | 0 | 0 | 7.1 | 85.7 | 7.1 | 14 | |
| | COMPANY | Alone | 0 | 2.6 | 21.1 | 71.1 | 5.3 | 38 | |
| | | With others | 0 | 0 | 13.3 | 80 | 6.7 | 15 | |
| | FAMILIARITY | Local | 0 | 2 | 19.6 | 72.5 | 5.9 | 51 | |
| | | Visitor | 0 | 0 | 0 | 100 | 0 | 2 | |

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

| TRAFFIC | | | 😞 | 😕 | 😐 | 🙂 | 😊 | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 3.3 | 27.9 | 29.5 | 39.3 | 0 | 61 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 2 | 28.6 | 32.7 | 36.7 | 0 | 49 | |
| | | Seniors | 8.3 | 25 | 16.7 | 50 | 0 | 12 | |
| | GENDER | Men | 3.3 | 26.7 | 40 | 30 | 0 | 30 | |
| | | Women | 3.2 | 29 | 19.4 | 48.4 | 0 | 31 | |
| | ABILITY | None | 4.1 | 24.5 | 34.7 | 36.7 | 0 | 49 | |
| | | Moderate | 0 | 36.4 | 9.1 | 54.5 | 0 | 11 | |
| | | Severe | 0 | 100 | 0 | 0 | 0 | 1 | |
| | ACTIVITY | < 10' | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 10' - 60' | 0 | 36.4 | 9.1 | 54.5 | 0 | 11 | |
| | | + 60' | 4.1 | 26.5 | 32.7 | 36.7 | 0 | 49 | |
| WALK CONTEXT | DECISION | Choice | 2.4 | 29.3 | 24.4 | 43.9 | 0 | 41 | |
| | | Necessity | 5 | 25 | 40 | 30 | 0 | 20 | |
| | PURPOSE | Transport | 4.3 | 31.9 | 31.9 | 31.9 | 0 | 47 | |
| | | Leisure | 0 | 14.3 | 21.4 | 64.3 | 0 | 14 | |
| | COMPANY | Alone | 4.1 | 28.6 | 30.6 | 36.7 | 0 | 49 | |
| | | With others | 0 | 28.6 | 28.6 | 42.9 | 0 | 7 | |
| | FAMILIARITY | Local | 3.3 | 27.9 | 29.5 | 39.3 | 0 | 61 | |
| | | Visitor | 0 | 0 | 0 | 0 | 0 | 0 | |

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

| INTEREST | | | 😞 | 😕 | 😐 | 🙂 | 😊 | N | Distribution |
|---|---|---|---|---|---|---|---|---|---|
| ALL PARTICIPANTS | | | 0 | 0 | 0 | 66.7 | 33.3 | 3 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 0 | 0 | 0 | 100 | 0 | 1 | |
| | | Seniors | 0 | 0 | 0 | 50 | 50 | 2 | |
| | GENDER | Men | 0 | 0 | 0 | 66.7 | 33.3 | 3 | |
| | | Women | 0 | 0 | 0 | 0 | 0 | 0 | |
| | ABILITY | None | 0 | 0 | 0 | 100 | 0 | 1 | |
| | | Moderate | 0 | 0 | 0 | 50 | 50 | 2 | |
| | | 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 | 100 | 0 | 1 | |
| WALK CONTEXT | DECISION | Choice | 0 | 0 | 0 | 66.7 | 33.3 | 3 | |
| | | Necessity | 0 | 0 | 0 | 0 | 0 | 0 | |
| | PURPOSE | Transport | 0 | 0 | 0 | 100 | 0 | 1 | |
| | | Leisure | 0 | 0 | 0 | 50 | 50 | 2 | |
| | COMPANY | Alone | 0 | 0 | 0 | 66.7 | 33.3 | 3 | |
| | | With others | 0 | 0 | 0 | 0 | 0 | 0 | |
| | FAMILIARITY | Local | 0 | 0 | 0 | 50 | 50 | 2 | |
| | | 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 | 0 | 100 | 2 | |
| PEDESTRIAN PROFILE | AGE | Children | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Adults | 0 | 0 | 0 | 0 | 100 | 2 | |
| | | Seniors | 0 | 0 | 0 | 0 | 0 | 0 | |
| | GENDER | Men | 0 | 0 | 0 | 0 | 100 | 1 | |
| | | Women | 0 | 0 | 0 | 0 | 100 | 1 | |
| | ABILITY | None | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Moderate | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Severe | 0 | 0 | 0 | 0 | 100 | 1 | |
| | ACTIVITY | < 10’ | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | 10’ - 60’ | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | + 60’ | 0 | 0 | 0 | 0 | 100 | 2 | |
| WALK CONTEXT | DECISION | Choice | 0 | 0 | 0 | 0 | 100 | 2 | |
| | | Necessity | 0 | 0 | 0 | 0 | 0 | 0 | |
| | PURPOSE | Transport | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Leisure | 0 | 0 | 0 | 0 | 100 | 2 | |
| | COMPANY | Alone | 0 | 0 | 0 | 0 | 100 | 1 | |
| | | With others | 0 | 0 | 0 | 0 | 100 | 1 | |
| | FAMILIARITY | Local | 0 | 0 | 0 | 0 | 100 | 2 | |
| | | Visitor | 0 | 0 | 0 | 0 | 0 | 0 | |

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

# 3. Analysis of individual study areas

The five study areas presented slightly different shared 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 |
| Litovel |  | Footpath | Greenery |
| | | Environmental quality | Footpath |
| | | Traffic | Traffic |
| Olomouc |  | Footpath | Footpath |
| | | Obstacles | Greenery |
| | | Crossing | Crossing |
| Přerov |  | Footpath | Footpath |
| | | Crossing | Greenery |
| | | Traffic | People |
| Šternberk |  | Footpath | Footpath |
| | | Crossing | Greenery |
| | | Greenery | Crossing |
| Šumperk |  | Traffic | Footpath |
| | | Environmental quality | Greenery |
| | | Crossing | Crossing |

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

# 3.1. Litovel


*Figure 7. Litovel. Source: Wikipedia*

Data was collected between 11/12/2024 and 16/12/2024 at the Litovel train station. A total of 66 interviewed participants shared 98 walking experiences related to 107 environmental determinants. In addition, one trained surveyor shared 32 walking experiences related to 42 determinants. In total, the study collected 98 walking experiences related to 146 environmental determinants.

### Who walks, why and how?

From the **66 pedestrians interviewed**, most were adults (78.8%), followed by older adults (21.2%). In addition, 62.1% were women and 37.9% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (59.1%), while some had mild or moderate difficulty (37.9%) and a few had severe or extreme difficulty (3%). Finally, most participants were very active pedestrians (77.3%) followed by active ones (21.2%).

Based on **their walk context**, 65.2% of participants were walking by choice while 34.8% did it out of necessity. With regards to the walk purpose, 63.6% participants walked for transport, while 34.8% for leisure. Most participants were walking on their own (71.2%) compared to those walking with others (16.7%). Finally, all participants were familiar with the place (100%).

### Which were the main walking experiences?

From the **98 walking experiences** collected from interviews and audits, most experiences were positive (54.1%), followed by negative (29.6%), neutral (13.3%), very negative (2%) and very positive (1%).Overall, positive and very positive experiences (55.1%) outnumbered negative and very negative ones (31.6%). When participants were asked to highlight one or more types of experiences, most

referred to walking **comfort** (52%), with more slightly uncomfortable and very uncomfortable experiences (47%) than comfortable and very comfortable ones (43.2%). Secondly, 28.6% of experiences were related to **enjoyment**, with as many more enjoyable experiences (85.7%) than enjoyable ones (10.7%). Finally, walking **safety** was the least frequent type of experience shared by participants (18.4%), with more safe experiences (44.4%) than unsafe ones (16.7%).

### What influenced walking experiences?

From the **149 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 31.5% of all observations, followed by greenery (25.5%), traffic (17.4%), street furniture (6%) and environmental quality (6%). 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 people and street furniture. With the exception of environmental quality and obstacles, which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were greenery (23.5%), good footpaths (13.4%) and no or low traffic (10.7%), while most negative and very negative experiences were related to bad footpaths (11.4%), poor environmental quality (4%) and traffic (4%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpaths (19.4%), no or low traffic (13.9%) and greenery (11.1%), while most unsafe and very unsafe experiences were related to bad footpath, crossings and traffic (all with 2.8%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were greenery (16.4%), good footpaths (12.3%) and no or low traffic (6.8%), while most uncomfortable and very uncomfortable experiences were related to bad footpaths (21.9%), poor environmental quality (6.8%) and lack of greenery (4.1%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were greenery (46.3%), no or low traffic (14.6%) and good footpaths (12.2%), while most unenjoyable and very unenjoyable experiences were related to traffic (4.9%) and bad street furniture (2.4%).

### 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 (54.1%) and very positive (1%) experiences were mainly related to greenery, good footpaths, no or low traffic, good street furniture and presence of 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 some negative (29.6%) and very negative (2%) experiences related to bad footpaths, poor environmental quality, traffic, lack of greenery and bad crossings. 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 (13.3%) 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 street furniture may enable more positive and very positive experiences.

### 3.1.1. Location of study area and observations

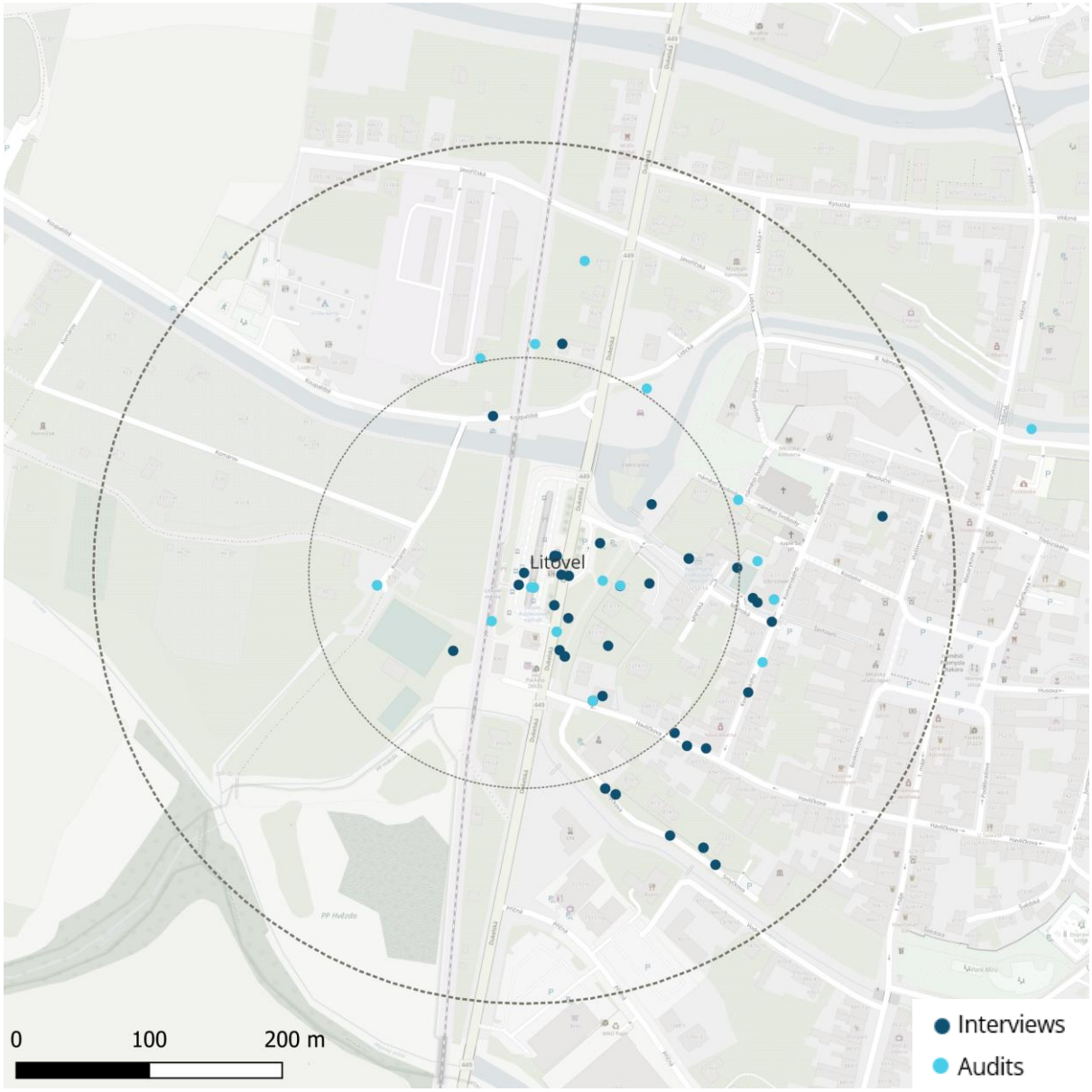



*Figure 8. Observations from interviews and audits in Litovel.*

## 3.1.2. Data collected

| | | |
|---|---|---|
| Period | 11/12/2024-16/12/2024 | |
| Timeframe | 07:43 - 10:34 | |
| Interviews | Participants | 66 |
| | Experiences | 66 |
| | Determinants | 107 |
| Audits | Experts | 1 |
| | Experiences | 32 |
| | Determinants | 42 |
| Total | Experiences | **98** |
| | Determinants | **149** |

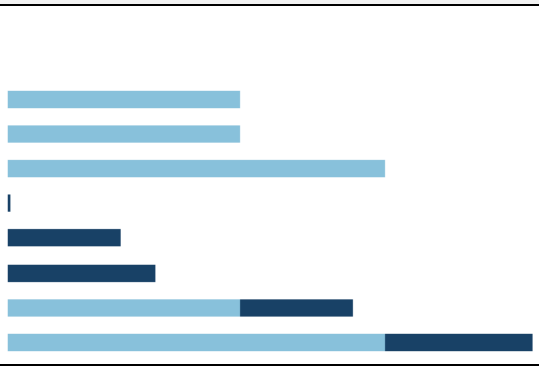


*Table 25. Data collected in Litovel.*

## 3.1.3 Pedestrian profile

| Variable | Category | N | % | Distribution | N=66 |
|---|---|---|---|---|---|
| AGE | Children (<18) | 0 | 0 | | |
| | Adults (18-65) | 52 | 78.8 | | |
| | Older people (>65) | 14 | 21.2 | | |
| GENDER | Man | 25 | 37.9 | | |
| | Woman | 41 | 62.1 | | |
| | Other / No answer | 0 | 0 | | |
| ABILITY (difficulty to move) | None | 39 | 59.1 | | |
| | Mild or moderate | 25 | 37.9 | | |
| | Severe or extrerme | 2 | 3 | | |
| ACTIVITY (mins/day) | Less than 10 min | 0 | 0 | | |
| | 10 - 60 mins | 14 | 21.2 | | |
| | More than 60 min | 51 | 77.3 | | |

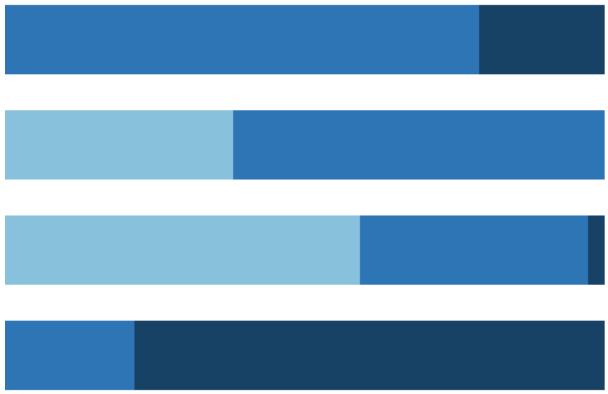


*Table 26. Pedestrian profile in Litovel.*

## 3.1.4. Walk context

| Variable | Category | N | % | Distribution | N=66 |
|---|---|---|---|---|---|
| DECISION | Choice | 43 | 65.2 | | |
| | Necessity | 23 | 34.8 | | |
| | Other | 0 | 0 | | |
| PURPOSE | Transport | 42 | 63.6 | | |
| | Leisure | 23 | 34.8 | | |
| | Other | 1 | 1.5 | | |
| COMPANY | Alone | 47 | 71.2 | | |
| | Accompanied | 11 | 16.7 | | |
| | Other | 8 | 12.1 | | |
| FAMILIARITY | Local | 66 | 100 | | |
| | Visitor | 0 | 0 | | |
| | Other | 0 | 0 | | |

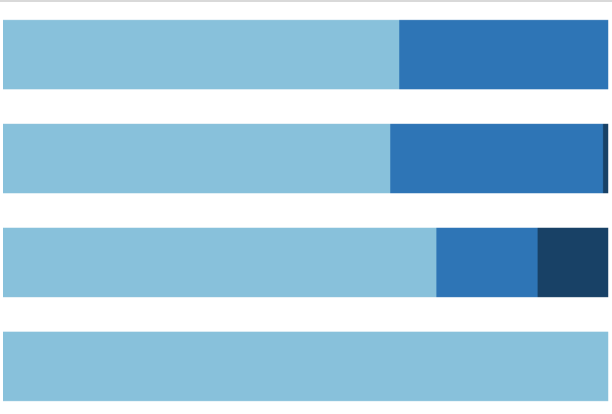


*Table 27. Walk context in Litovel.*

### 3.1.5. Walking experiences

| EXPERIENCE | N | % |
|---|---|---|
| Very positive | 1 | 1 |
| Positive | 53 | 54.1 |
| Neutral | 13 | 13.3 |
| Negative | 29 | 29.6 |
| Very negative | 2 | 2 |
| TOTAL | 98 | 100 |

TOP-5 determinants related to experience

| Negative | Positive |
|---|---|
| Footpath | Greenery |
| Environmental quality | Footpath |
| Traffic | Traffic |
| Greenery | Furniture |
| Crossing | People |

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

| SAFETY | N | % |
|---|---|---|
| Very safe | 0 | 0 |
| Safe | 8 | 44.4 |
| Neutral | 7 | 38.9 |
| Unsafe | 3 | 16.7 |
| Very unsafe | 0 | 0 |
| TOTAL | 18 | 100 |

TOP-5 determinants related to safety

| Unsafe | Safe |
|---|---|
| Footpath | Footpath |
| Crossing | Traffic |
| Environmental quality | Greenery |
| Traffic | Furniture |
| - | People |

*Table 29. Safety experiences and top 5 determinants, in Litovel.*

| COMFORT | N | % |
|---|---|---|
| Very comfortable | 1 | 2 |
| Comfortable | 21 | 41.2 |
| Neutral | 5 | 9.8 |
| Uncomfortable | 22 | 43.1 |
| Very uncomfortable | 2 | 3.9 |
| TOTAL | 51 | 100 |

TOP-5 determinants related to comfort

| Uncomfortable | Comfortable |
|---|---|
| Footpath | Greenery |
| Environmental quality | Footpath |
| Greenery | Traffic |
| Traffic | Furniture |
| Crossing | Crossing |

*Table 30. Comfort experiences and top 5 determinants, in Litovel.*

| ENJOYMENT | N | % |
|---|---|---|
| Very enjoyable | 0 | 0 |
| Enjoyable | 24 | 85.7 |
| Neutral | 1 | 3.6 |
| Unenjoyable | 3 | 10.7 |
| Very unenjoyable | 0 | 0 |
| TOTAL | 28 | 100 |

TOP-5 determinants related to enjoyment

| Unenjoyable | Enjoyable |
|---|---|
| Traffic | Greenery |
| Furniture | Traffic |
| - | Footpath |
| - | People |
| - | Furniture |

*Table 31. Enjoyment experiences and top 5 determinants, in Litovel.*

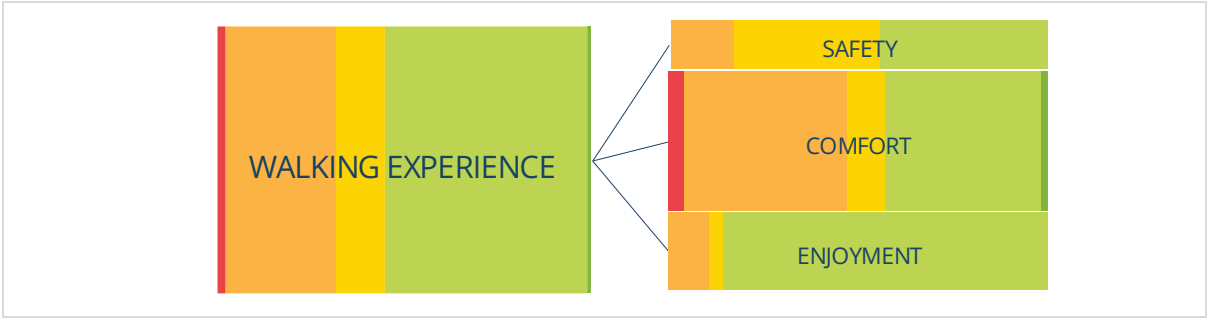



*Figure 8. Share of positive and negative experiences and most frequent types, in Litovel.*

## 3.1.6. Most frequent determinants by experience

| Experience | Determinant | n | % | Distribution | N=149 |
|---|---|---|---|---|---|
| Very Positive | Furniture | 1 | 0.7 | | |
| | Footpath | 0 | 0 | | |
| | Crossing | 0 | 0 | | |
| | Greenery | 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 | | |
| Postive | Greenery | 35 | 23.5 | | |
| | Footpath | 20 | 13.4 | | |
| | Traffic | 16 | 10.7 | | |
| | Furniture | 6 | 4 | | |
| | People | 6 | 4 | | |
| | Crossing | 3 | 2 | | |
| | Weather protection | 2 | 1.3 | | |
| | Other | 1 | 0.7 | | |
| | Obstacles | 0 | 0 | | |
| | Environmental quality | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Neutral | Footpath | 10 | 6.7 | | |
| | Traffic | 4 | 2.7 | | |
| | Crossing | 3 | 2 | | |
| | Environmental quality | 3 | 2 | | |
| | Obstacles | 1 | 0.7 | | |
| | Weather protection | 1 | 0.7 | | |
| | Furniture | 0 | 0 | | |
| | Greenery | 0 | 0 | | |
| | People | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| | Other | 0 | 0 | | |
| Negative | Footpath | 17 | 11.4 | | |
| | Traffic | 6 | 4 | | |
| | Environmental quality | 4 | 2.7 | | |
| | Greenery | 3 | 2 | | |
| | Crossing | 2 | 1.3 | | |
| | Furniture | 2 | 1.3 | | |
| | Weather protection | 1 | 0.7 | | |
| | Obstacles | 0 | 0 | | |
| | People | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| | Other | 0 | 0 | | |
| Very negative | Environmental quality | 2 | 1.3 | | |
| | Footpath | 0 | 0 | | |
| | Crossing | 0 | 0 | | |
| | Furniture | 0 | 0 | | |
| | Greenery | 0 | 0 | | |
| | Obstacles | 0 | 0 | | |
| | Weather protection | 0 | 0 | | |
| | People | 0 | 0 | | |
| | Traffic | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| | Other | 0 | 0 | | |

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

## 3.1.7. Positive and negative experiences by determinant

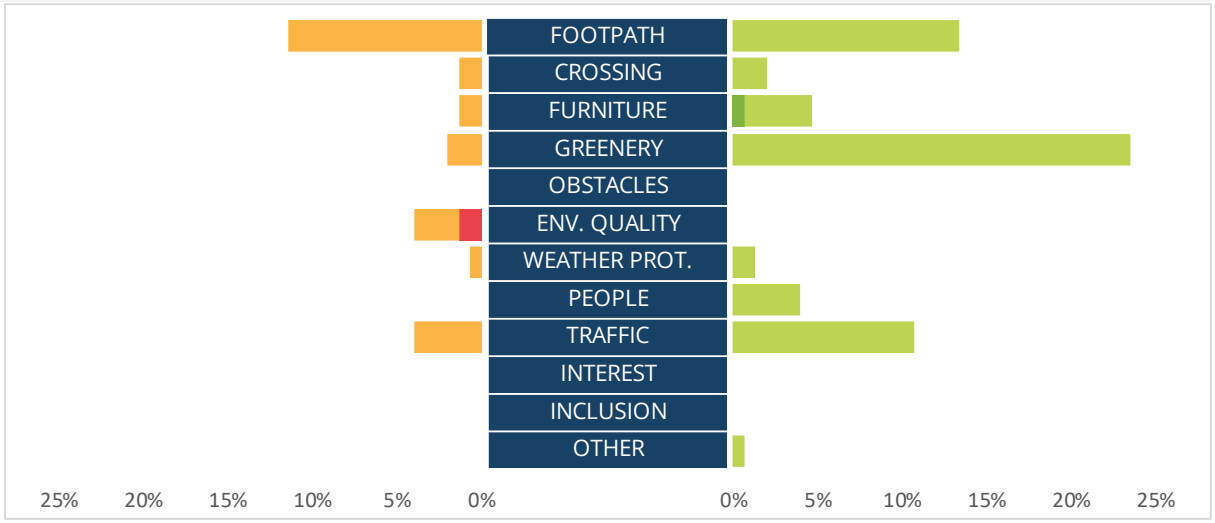



*Figure 10. Positive and negative experiences by determinant, in Litovel.*

## 3.1.8. Determinants by frequency and negative-positive experiences

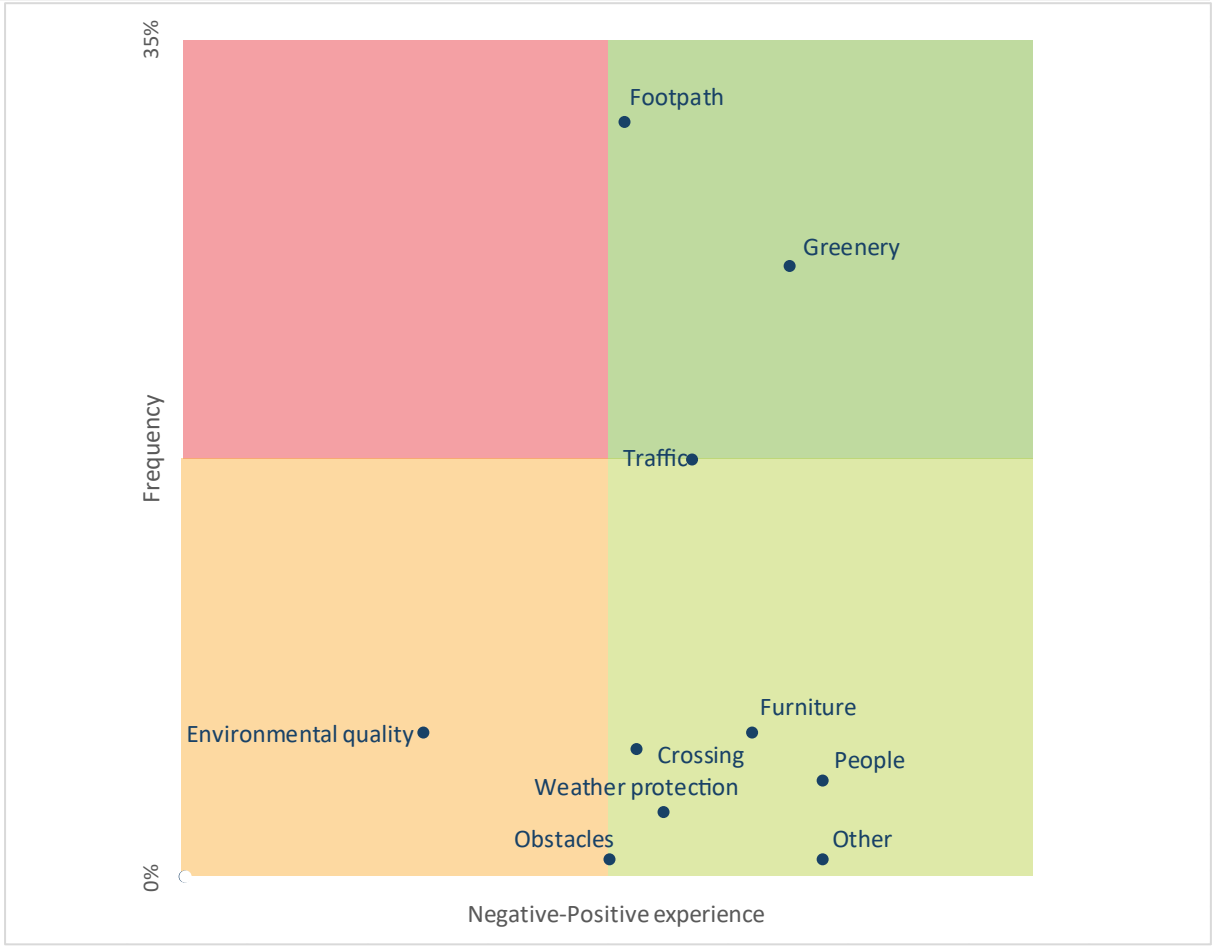



*Figure 11. Determinants by frequency and negative-positive experiences, in Litovel.*

## 3.1.9. Positive and negative experiences by subcategory of determinants

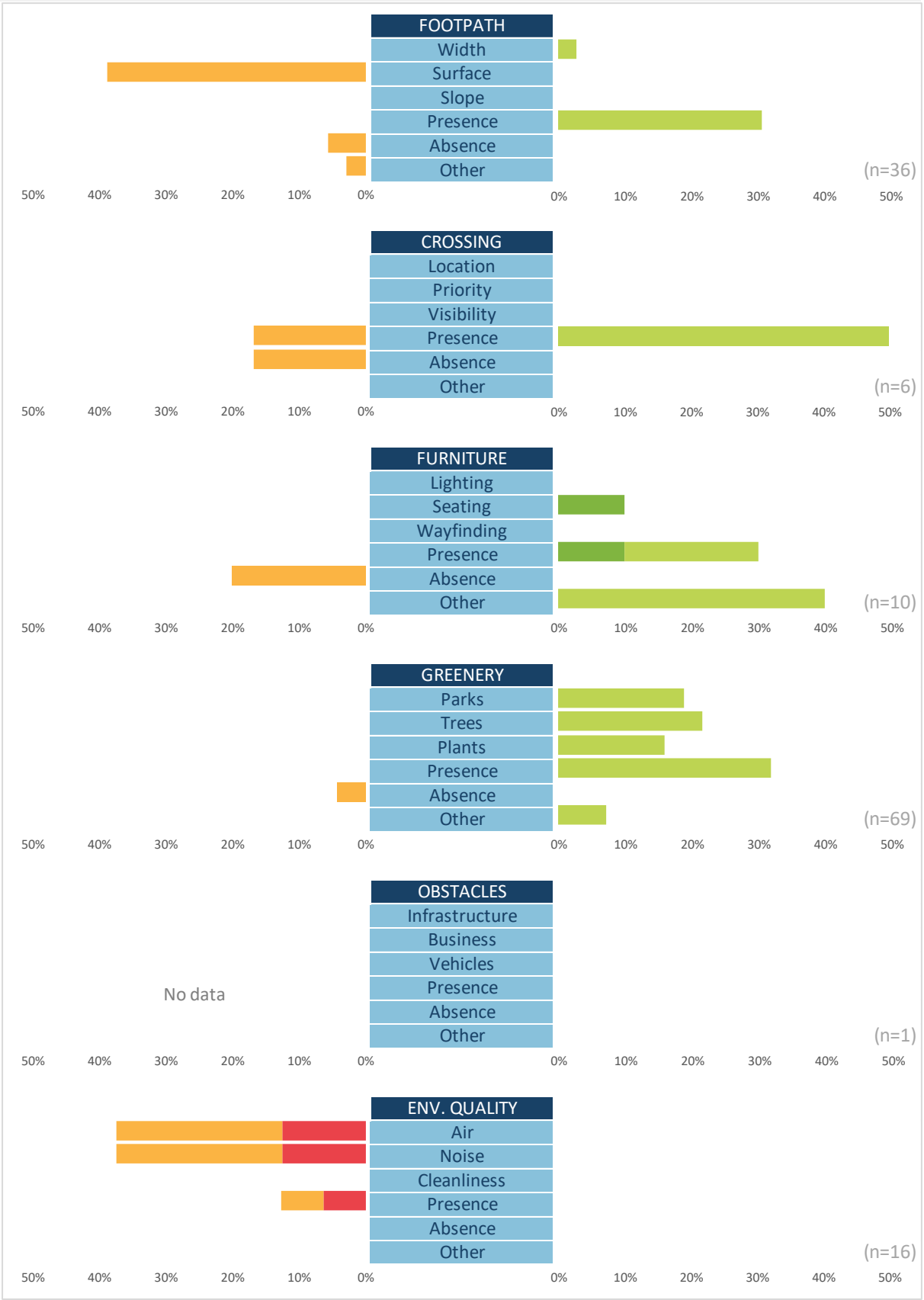



*Figure 12. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Litovel.*

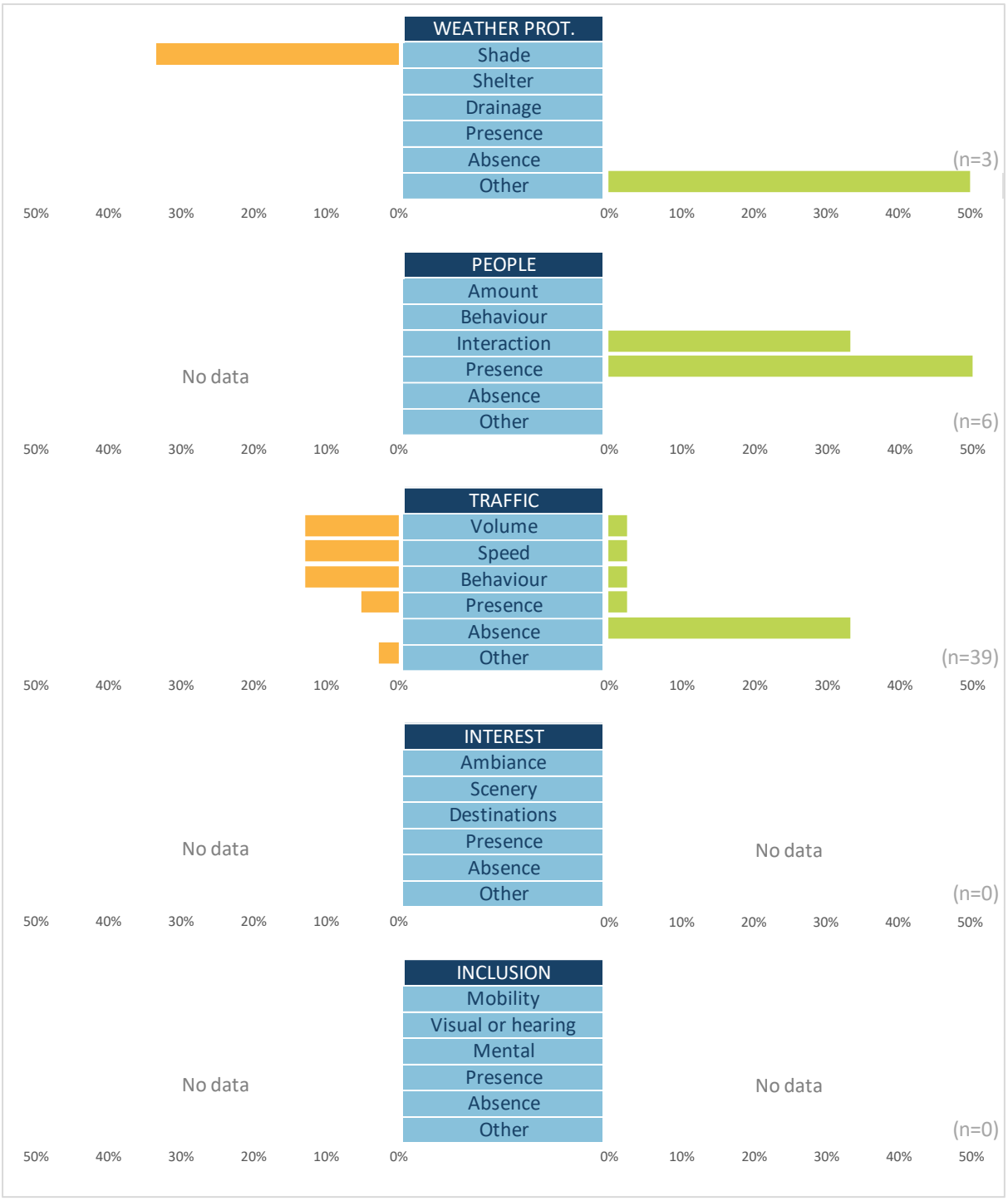



*Figure 13. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Litovel.*

## 3.1.10. Location of walking experiences

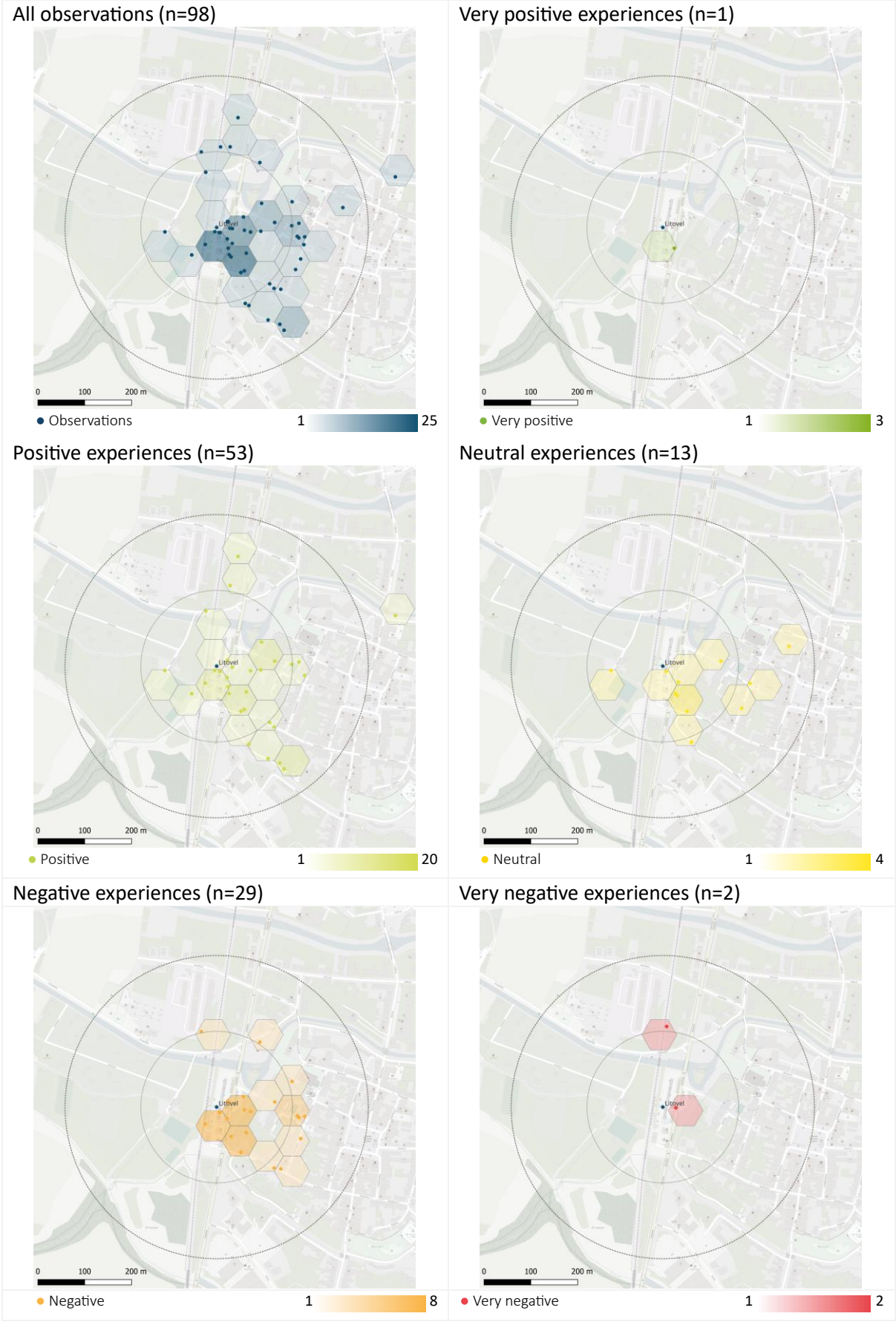



*Figure 13. Location of observations and different experiences, in Litovel.*

Location of all types of experiences (n=98) and overall perceived walkability.

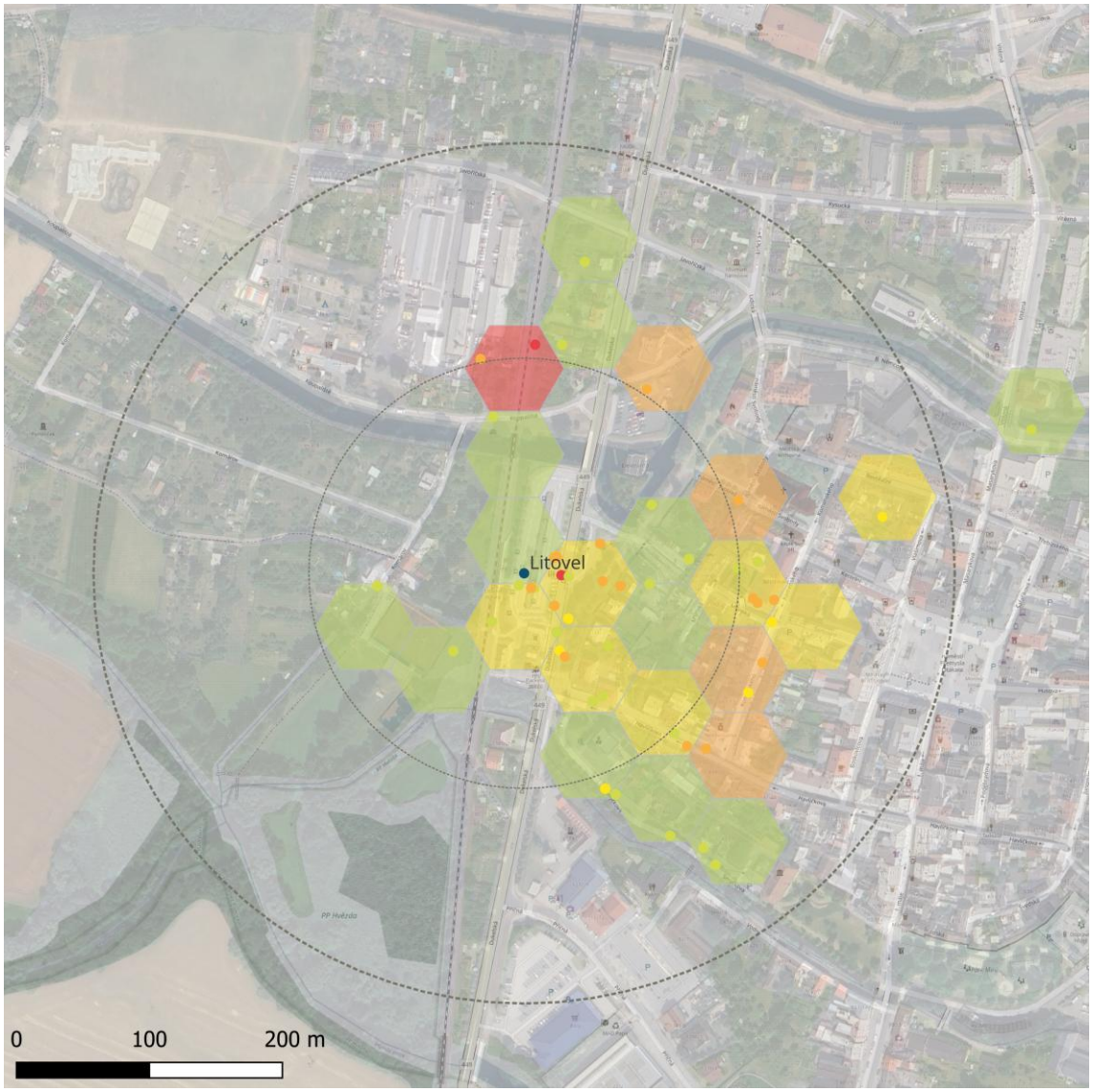



*Figure 14. Location of all types of experiences and overall perceived walkability., in Litovel.*

## 3.1.11. Images and comments from participants

| Very positive. Comfortable | Negative. Uncomfortable |
|---|---|
| *Seating*<br>  <br>Expert audit | *Too much fast traffic and bad driving behaviour.*<br>  <br><br>Man, 60, severe difficulty to walk. |
| **Positive. Safe** | **Very negative. Uncomfortable** |
| *Footpath, greenery and slow traffic.*<br>  <br><br>Man, 78 | *Air and noise pollution.*<br>  <br>Woman, 55 |

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

# 3.2. Olomouc


*Figure 17. Olomouc. Source Wikipedia.*

Data was collected between 08/12/2024 and 16/12/2024 at Olomouc train station. A total of 51 interviewed participants shared 51 walking experiences related to 97 environmental determinants. In addition, one trained surveyor shared 50 walking experiences related to 57 determinants. In total, the study collected 101 walking experiences related to 154 environmental determinants.

### Who walks, why and how?

From the **51 pedestrians interviewed**, most were adults (90.2%), followed by older adults (9.8%). In addition, 62.7% were women and 37.3% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (68.6%), while some had mild or moderate difficulty (21.5%) and a few had severe or extreme difficulty (5.9%). Finally, most participants were very active pedestrians (62.8%) followed by active (35.3%) and a small proportion of inactive ones (2%).

Based on **their walk context**, 62.7% of participants were walking by choice while 37.3% did it out of necessity. With regards to the walk purpose, 66.7% participants walked for transport, while 33.3% for leisure. Most participants were walking on their own (72.5%) compared to those walking with others (27.5%). Finally, most participants were familiar with the place (96.1%), while others were not (3.9%).

### Which were the main walking experiences?

From the **101 walking experiences** collected from interviews and audits, most experiences were positive (54.5%), followed by neutral (20.8%), negative (19.8%), very positive (4%) and very negative (1%).Overall, positive and very positive experiences (58.5%) outnumbered negative and very negative

ones (20.8%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (52.5%), with slightly more uncomfortable and very uncomfortable experiences (37.7%) than comfortable and very comfortable ones (35.9%). Secondly, 33.7% of experiences were related to **safety**, with many more safe and very safe experiences (61.8%) than unsafe ones (2.9%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (26.7%), with many more enjoyable experiences (81.5%) than unenjoyable ones (3.7%).

### What influenced walking experiences?

From the **154 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 31% of all observations, followed by crossing (20.7%), greenery (15.5%), people (10.3%), and street furniture (9.1%). 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 inclusion and weather protection. With the exception of obstacles and traffic which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpaths (16.2%), greenery (13%) and good crossings (11%), while most negative and very negative experiences were related to bad footpaths (6.4%), obstacles (2.6%) and bad crossings (1.3%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (18.4%), crossings (912.3%) and street furniture (6.2%), while most unsafe experiences were related to bad footpath (1.5%) and obstacles (1.5%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (12%), crossings (12%) and greenery (4.8%), while most uncomfortable and very uncomfortable experiences were related to bad footpaths (12%), obstacles (4.8%) and bad crossings (2.4%). Finally for **enjoyment**, the most relevant determinants related to enjoyable experiences were greenery (29.2), good footpath (14.6%) and people (14.6%), while most unenjoyable experiences were related lack of greenery (2.1%).

### 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 (54.5%) and very positive (4%) experiences were mainly related to good footpaths, greenery, good crossings, street furniture 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 shared some negative (19.8%) and very negative (1%) experiences related to bad footpaths, obstacles, bad crossings, street furniture 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 (13.3%) 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 more people may enable more positive and very positive experiences.

## 3.2.1. Location of study area and observations

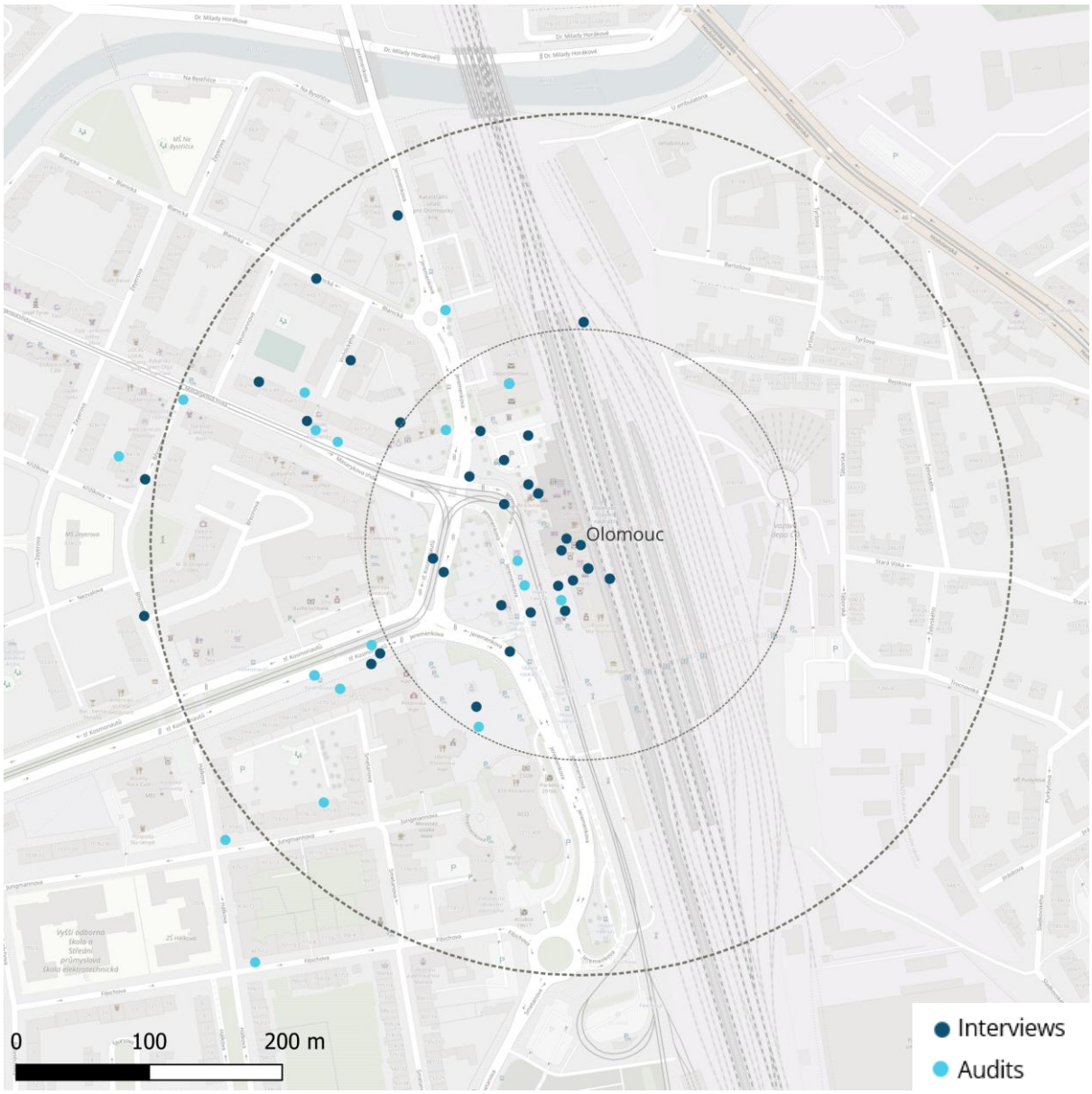



*Figure 18.* Observations from interviews and audits in *Olomouc.*

## 3.2.2. Data collected

| | | |
|---|---|---|
| Period | 08/12/2024-16/12/2024 | |
| Timeframe | 07:04 - 19:04 | |
| Interviews | Participants | 51 |
| | Experiences | 51 |
| | Determinants | 97 |
| Audits | Experts | 1 |
| | Experiences | 50 |
| | Determinants | 57 |
| Total | Experiences | **101** |
| | Determinants | **154** |

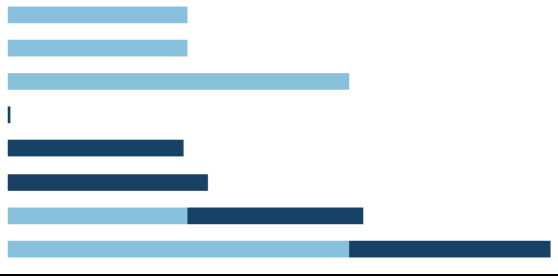


*Table 33. Data collected in Olomouc.*

## 3.2.3. Pedestrian profile

| Variable | Category | N | % | Distribution | N=51 |
|---|---|---|---|---|---|
| AGE | Teenagers (16-17) | 0 | 0 | | |
| | Adults (18-65) | 46 | 90.2 | | |
| | Older people (>65) | 5 | 9.8 | | |
| GENDER | Man | 19 | 37.3 | | |
| | Woman | 32 | 62.7 | | |
| | Other / No answer | 0 | 0 | | |
| ABILITY (difficulty to move) | None | 35 | 68.6 | | |
| | Mild or moderate | 11 | 21.5 | | |
| | Severe or extrerme | 3 | 5.9 | | |
| ACTIVITY (mins/day) | Less than 10 min | 1 | 2 | | |
| | 10 - 60 mins | 18 | 35.3 | | |
| | More than 60 min | 32 | 62.8 | | |

*Table 34. Pedestrian profile in Olomouc.*

## 3.2.4. Walk context

| Variable | Category | N | % | Distribution | N=51 |
|---|---|---|---|---|---|
| DECISION | Choice | 32 | 62.7 | | |
| | Necessity | 19 | 37.3 | | |
| | Other | 0 | 0 | | |
| PURPOSE | Transport | 34 | 66.7 | | |
| | Leisure | 17 | 33.3 | | |
| | Other | 0 | 0 | | |
| COMPANY | Alone | 37 | 72.5 | | |
| | Accompanied | 14 | 27.5 | | |
| | Other | 0 | 0 | | |
| FAMILIARITY | Local | 49 | 96.1 | | |
| | Visitor | 2 | 3.9 | | |
| | Other | 0 | 0 | | |

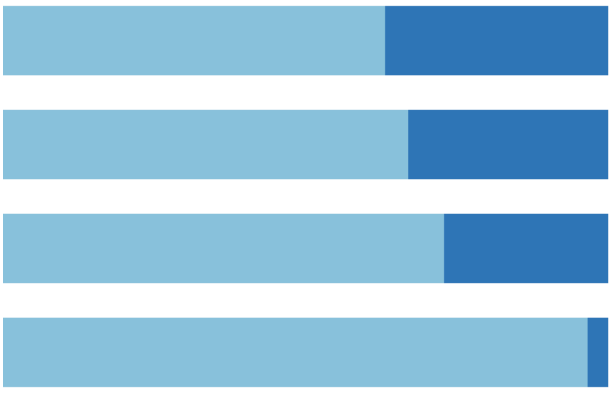


*Table 35. Walk context in Olomouc.*

## 3.2.5. Walking experiences

| EXPERIENCE | N | % |
|---|---|---|
| Very positive | 4 | 4 |
| Positive | 55 | 54.5 |
| Neutral | 21 | 20.8 |
| Negative | 20 | 19.8 |
| Very negative | 1 | 1 |
| TOTAL | 101 | 100 |

TOP-5 determinants related to experience

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

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

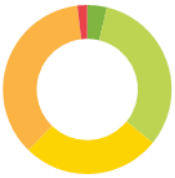
| SAFETY | N | % |
|---|---|---|
| Very safe | 2 | 5.9 |
| Safe | 19 | 55.9 |
| Neutral | 12 | 35.3 |
| Unsafe | 1 | 2.9 |
| Very unsafe | 0 | 0 |
| TOTAL | 34 | 100 |

TOP-5 determinants related to safety

| Unsafe | Safe |
|---|---|
| Footpath | Footpath |
| Obstacles | Crossing |
| - | Furniture |
| - | Greenery |
| - | Other |

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

| COMFORT | N | % |
|---|---|---|
| Very comfortable | 2 | 3.8 |
| Comfortable | 17 | 32.1 |
| Neutral | 14 | 26.4 |
| Uncomfortable | 19 | 35.8 |
| Very uncomfortable | 1 | 1.9 |
| TOTAL | 53 | 100 |



TOP-5 determinants related to comfort

| Uncomfortable | Comfortable |
|---|---|
| Footpath | Footpath |
| Obstacles | Crossing |
| Crossing | Greenery |
| Furniture | Other |
| Traffic | Furniture |

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

| ENJOYMENT | N | % |
|---|---|---|
| Very enjoyable | 0 | 0 |
| Enjoyable | 22 | 81.5 |
| Neutral | 4 | 14.8 |
| Unenjoyable | 1 | 3.7 |
| Very unenjoyable | 0 | 0 |
| TOTAL | 27 | 100 |

TOP-5 determinants related to enjoyment

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

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

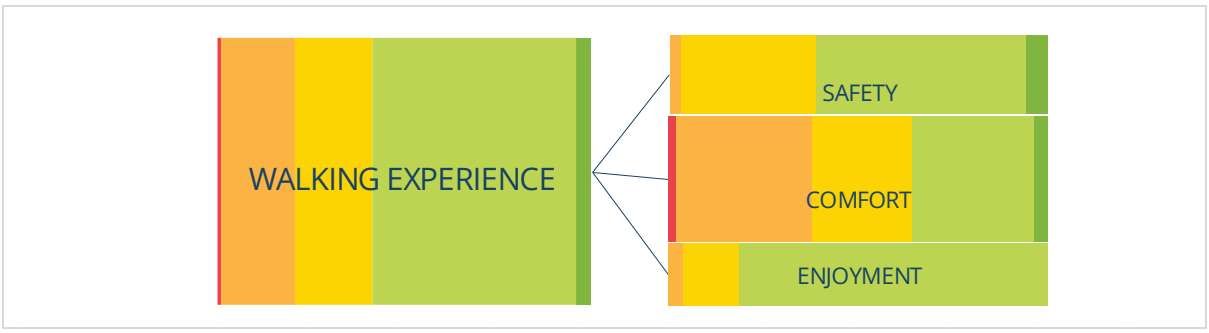



*Figure 16. Share of positive and negative experiences and most frequent types, in Olomouc.*

## 3.2.6. Most frequent determinants by experience

| Experience | Determinant | n | % | Distribution | N=154 |
|---|---|---|---|---|---|
| Very Positive | Inclusion | 2 | 1.3 | | |
| | Footpath | 1 | 0.6 | | |
| | Crossing | 1 | 0.6 | | |
| | Weather protection | 1 | 0.6 | | |
| | People | 1 | 0.6 | | |
| | Other | 1 | 0.6 | | |
| | Furniture | 0 | 0 | | |
| | Greenery | 0 | 0 | | |
| | Obstacles | 0 | 0 | | |
| | Environmental quality | 0 | 0 | | |
| | Traffic | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| Postive | Footpath | 24 | 15.6 | | |
| | Greenery | 20 | 13 | | |
| | Crossing | 16 | 10.4 | | |
| | Furniture | 10 | 6.5 | | |
| | People | 8 | 5.2 | | |
| | Other | 6 | 3.9 | | |
| | Environmental quality | 1 | 0.6 | | |
| | Traffic | 1 | 0.6 | | |
| | Obstacles | 0 | 0 | | |
| | Weather protection | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Neutral | Footpath | 13 | 8.4 | | |
| | Crossing | 13 | 8.4 | | |
| | People | 7 | 4.5 | | |
| | Greenery | 3 | 1.9 | | |
| | Furniture | 2 | 1.3 | | |
| | Traffic | 1 | 0.6 | | |
| | Obstacles | 0 | 0 | | |
| | Environmental quality | 0 | 0 | | |
| | Weather protection | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| | Other | 0 | 0 | | |
| Negative | Footpath | 9 | 5.8 | | |
| | Obstacles | 4 | 2.6 | | |
| | Crossing | 2 | 1.3 | | |
| | Furniture | 2 | 1.3 | | |
| | Traffic | 2 | 1.3 | | |
| | Greenery | 1 | 0.6 | | |
| | Other | 1 | 0.6 | | |
| | Environmental quality | 0 | 0 | | |
| | Weather protection | 0 | 0 | | |
| | People | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Very negative | Footpath | 1 | 0.6 | | |
| | Crossing | 0 | 0 | | |
| | Furniture | 0 | 0 | | |
| | Greenery | 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 | | |

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

## 3.2.7. Positive and negative experiences by determinant

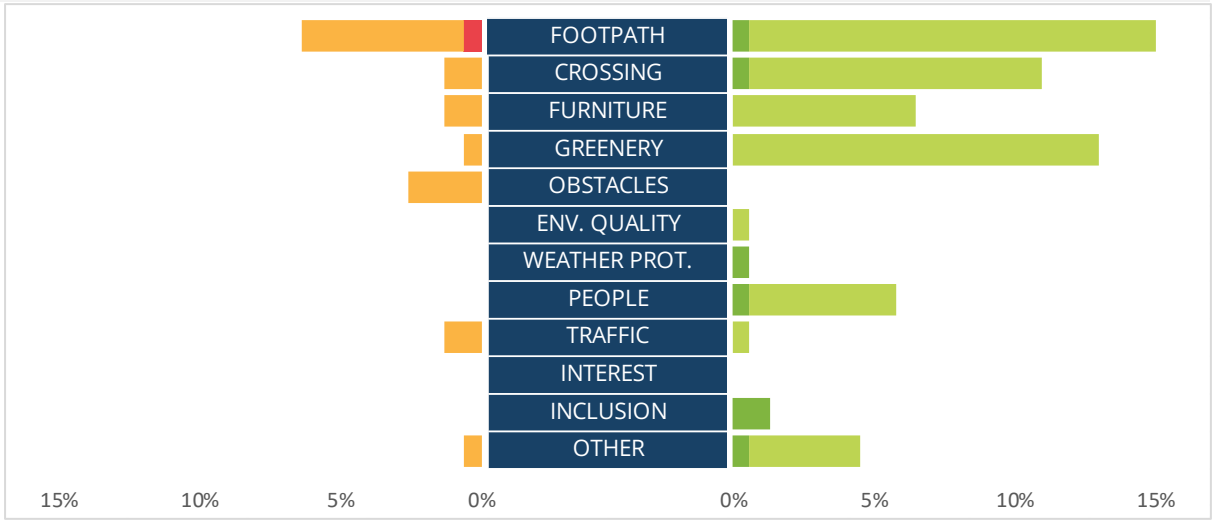



*Figure 20. Positive and negative experiences by determinant, in Neu-Ulm & Central Bus Stop.*

## 3.2.8. Determinants by frequency and negative-positive experiences

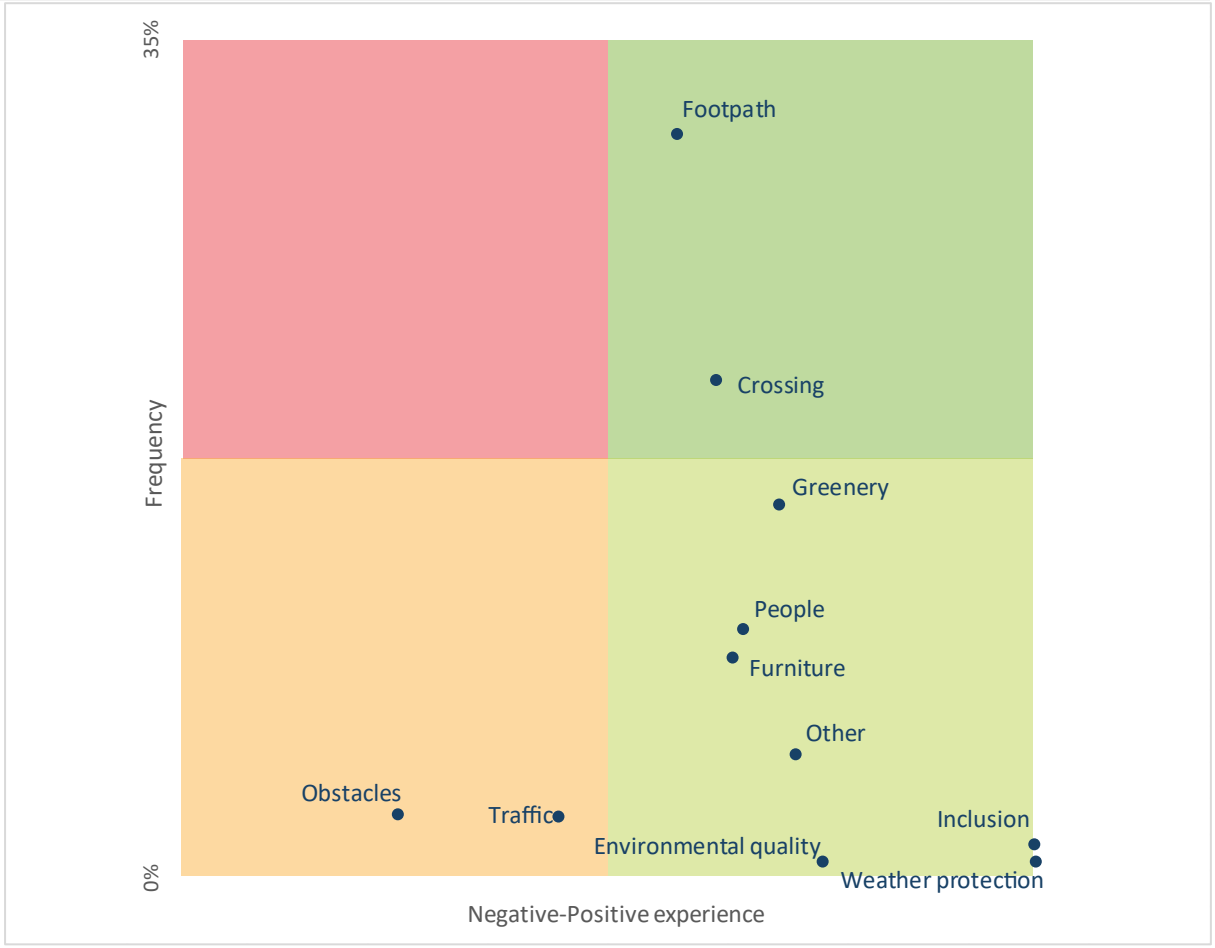



*Figure 21. Determinants by frequency and negative-positive experiences, in Neu-Ulm & Central Bus Stop.*

## 3.2.9. Positive and negative experiences by subcategory of determinants

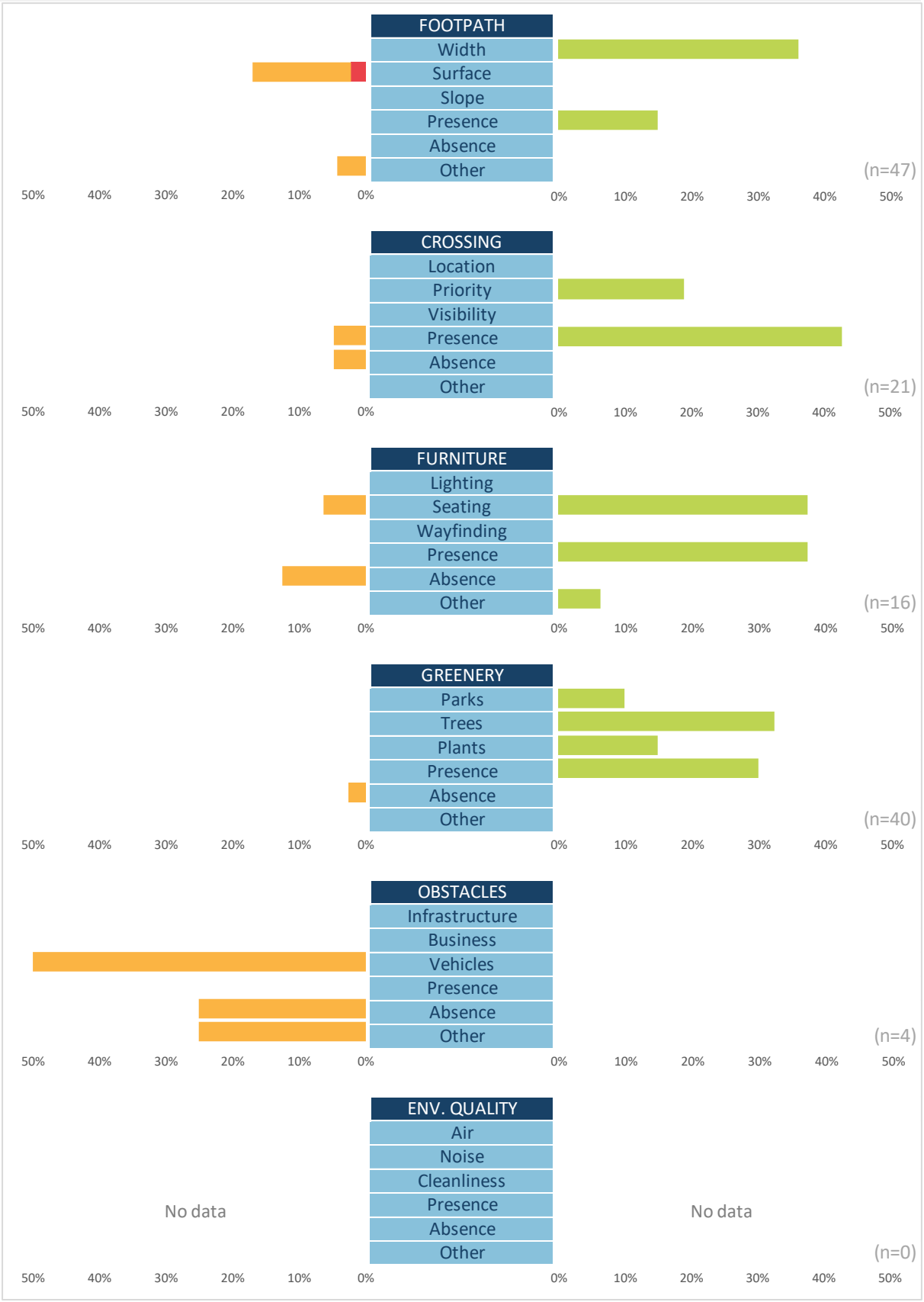



*Figure 22. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Neu-Ulm & Central Bus Stop.*


*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

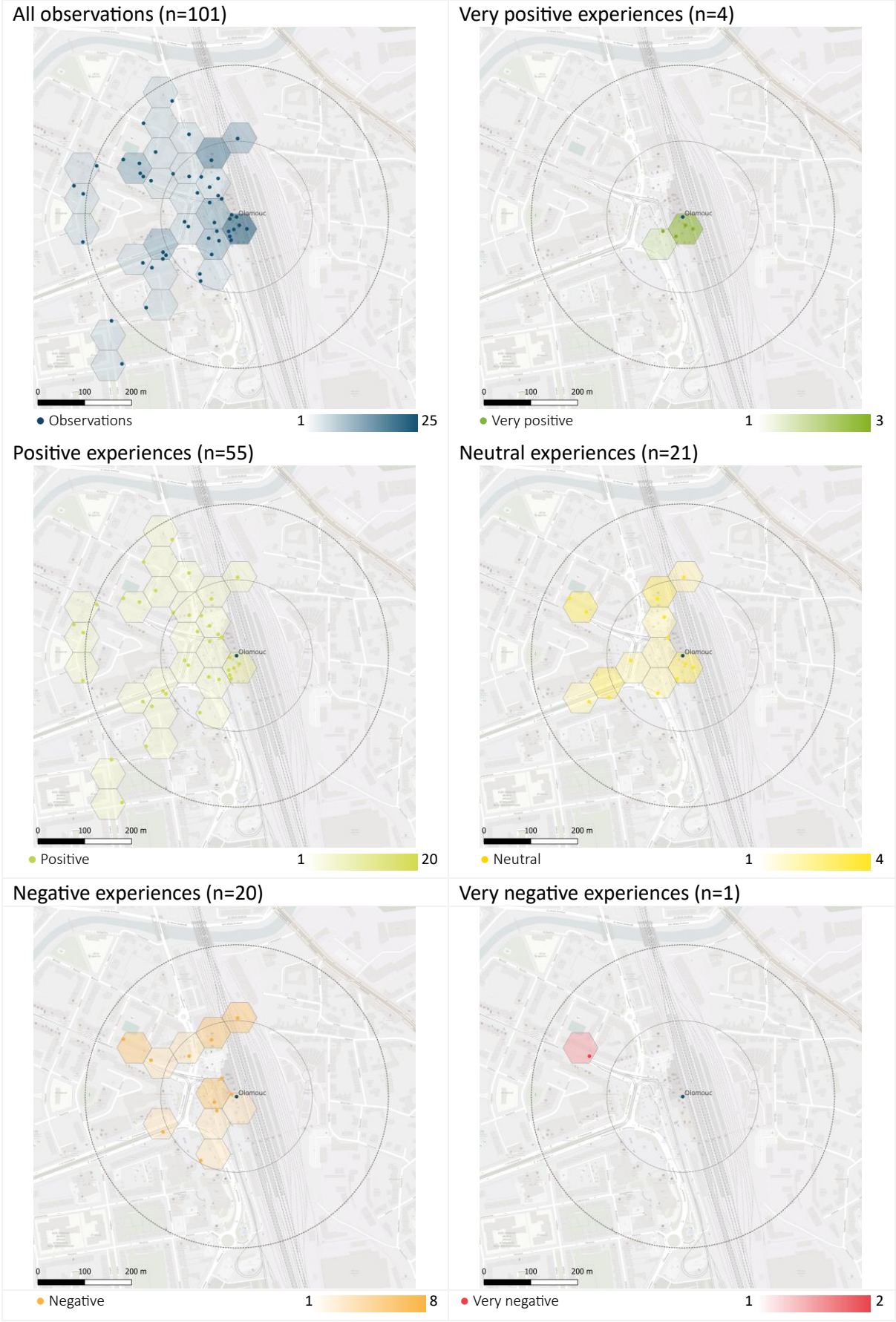



*Figure 21. Location of observations and different experiences, in Olomouc.*

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

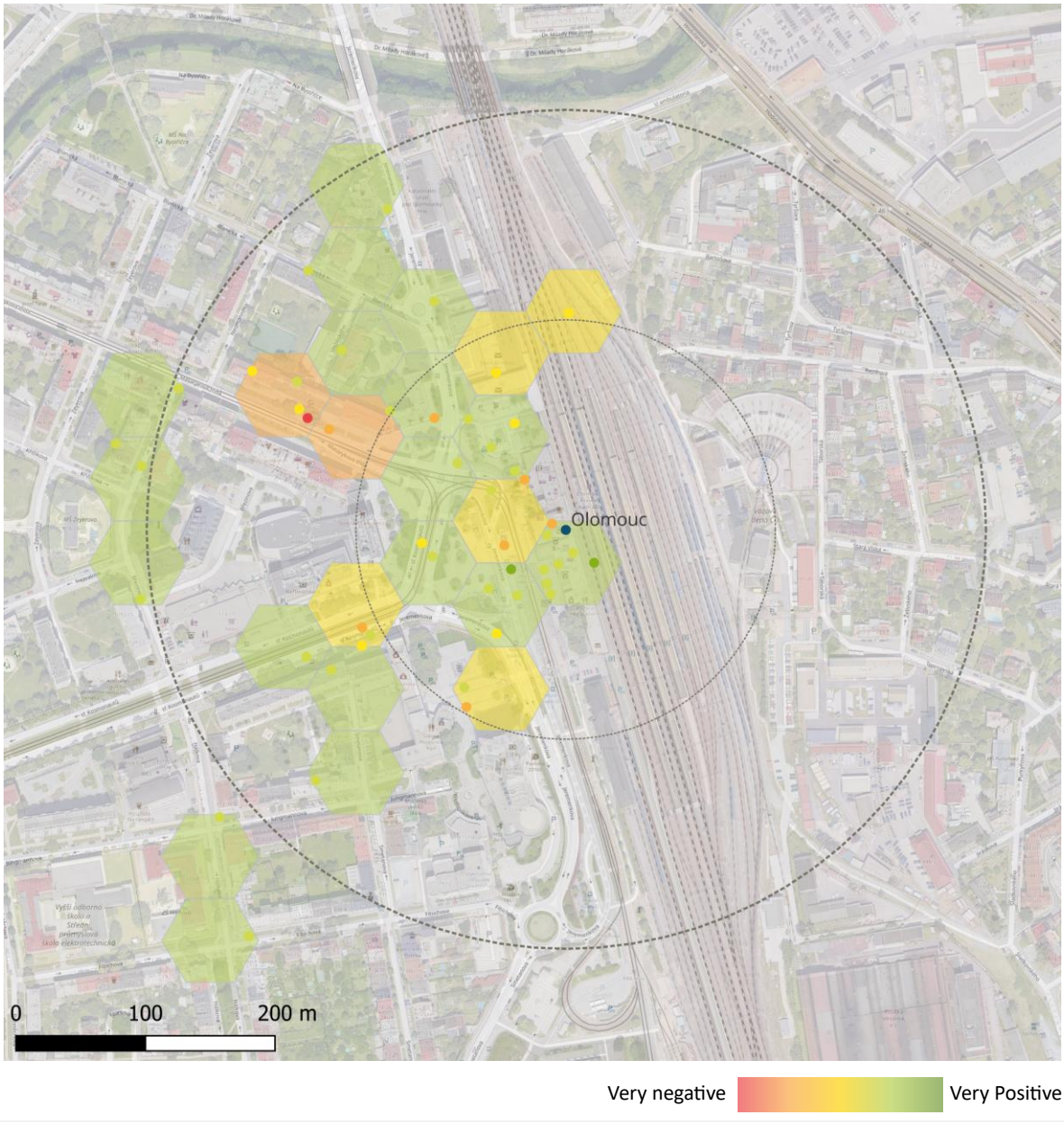



*Figure 22. Location of all types of experiences and overall perceived walkability, in Olomouc.*

## 3.2.11. Images and comments from participants

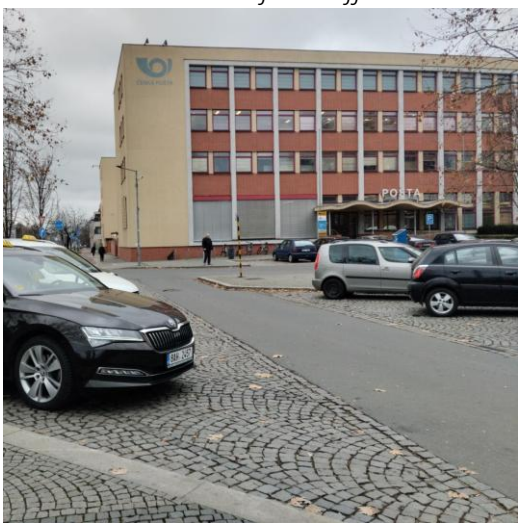
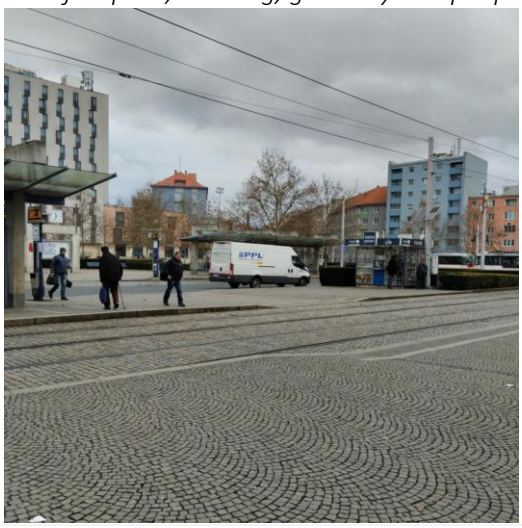
| Very positive. Safe | Negative. Uncomfortable |
|---|---|
| *Crossing* | *Too much fast traffic* |
|  |  |
| Expoert audit | Woman, 40 |
| **Positive. Comfortable** | **Very negative. Uncomfortable** |
| *Good footpath, crossing, greenery and people* | *Footpath surface* |
|  |  |
| Woman, 53, mild dificulty to walk | Expert audit |

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

# 3.3. Přerov

*Figure 27. Přerov. Source: Wikipedia.*

Data was collected between 09/12/2024 and 16/12/2024 at Přerov train station. A total of 67 interviewed participants shared 67 walking experiences related to 108 environmental determinants. In addition, one trained surveyor shared 33 walking experiences related to 43 determinants. In total, the study collected 100 walking experiences related to 151 environmental determinants.

### Who walks, why and how?

From the **67 pedestrians interviewed**, most were adults (71.3%), followed by older adults (26.9%). In addition, 55.2% were women and 44.8% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (71.6%), while some had mild or moderate difficulty (26.9%) and a few had severe or extreme difficulty (1.5%). Finally, most participants were very active pedestrians (56.8%), followed by active ones (43.3%).

Based on **their walk context**, 50.7% of participants were walking by choice while 49.3% did it out of necessity. With regards to the walk purpose, 67.2% participants walked for transport, while 31.3% for leisure. Most participants were walking on their own (80.6%) compared to those walking with others (11.9%). Finally, most participants were familiar with the place (98.5%), while others were not (1.5%).

### Which were the main walking experiences?

From the **100 walking experiences** collected from interviews and audits, most experiences were positive (39%), followed by neutral (34%), negative (19%), very positive (4%) and very negative

(4%).Overall, positive and very positive experiences (43%) outnumbered negative and very negative ones (23%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (49%), with as many comfortable and very comfortable experiences (30.6%) as uncomfortable and very uncomfortable ones (30.6%). Secondly, 31% of experiences were related to **enjoyment**, with many more enjoyable and very enjoyable experiences (71%) than unenjoyable ones (6.5%). Finally, walking **safety** was the least frequent type of experience shared by participants (29%), with more safe and very safe (31%) than unsafe and very unsafe ones (24.1%).

### What influenced walking experiences?

From the **151 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 30.6% of all observations, followed by traffic (11.3%), greenery (11.2%), crossings (10.6) and people (10%). 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 interest and greenery. With the exception of environmental quality and crossing, which were related to more negative experiences. Finally, traffic and obstacles were related to as many positive as negative ones. The most relevant determinants related to positive and very positive experiences were good footpaths (11.3%), greenery (9.2%) and people (7.3%), while most negative and very negative experiences were related to bad footpaths (4.7%), bad crossings (4%) and traffic (3.3%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpaths (10.6%), weather protection (7.1%) and people (7.1%), while most unsafe and very unsafe experiences were related to traffic (5.3%), followed by bad footpath (3.5%) and poor environmental quality (3.5%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were greenery (13%), good footpath (11.5%) and crossings (2.9%), while most uncomfortable and very uncomfortable experiences were related to bad footpaths (7.2%), bad crossings (5.8%) and poor environmental quality (2.9%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were people (15.7%), greenery (13.7%) and good footpath (9.8%), while most unenjoyable experiences were related to bad crossings, traffic and people (all with 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 (39%) and very positive (4%) experiences were mainly related to good footpaths, greenery, people and weather protection. 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 some negative (19%) and very negative (4%) experiences related to bad footpaths, crossings, traffic and poot environmental quality. 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 (34%) 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.

## 3.3.1. Location of study area and observations

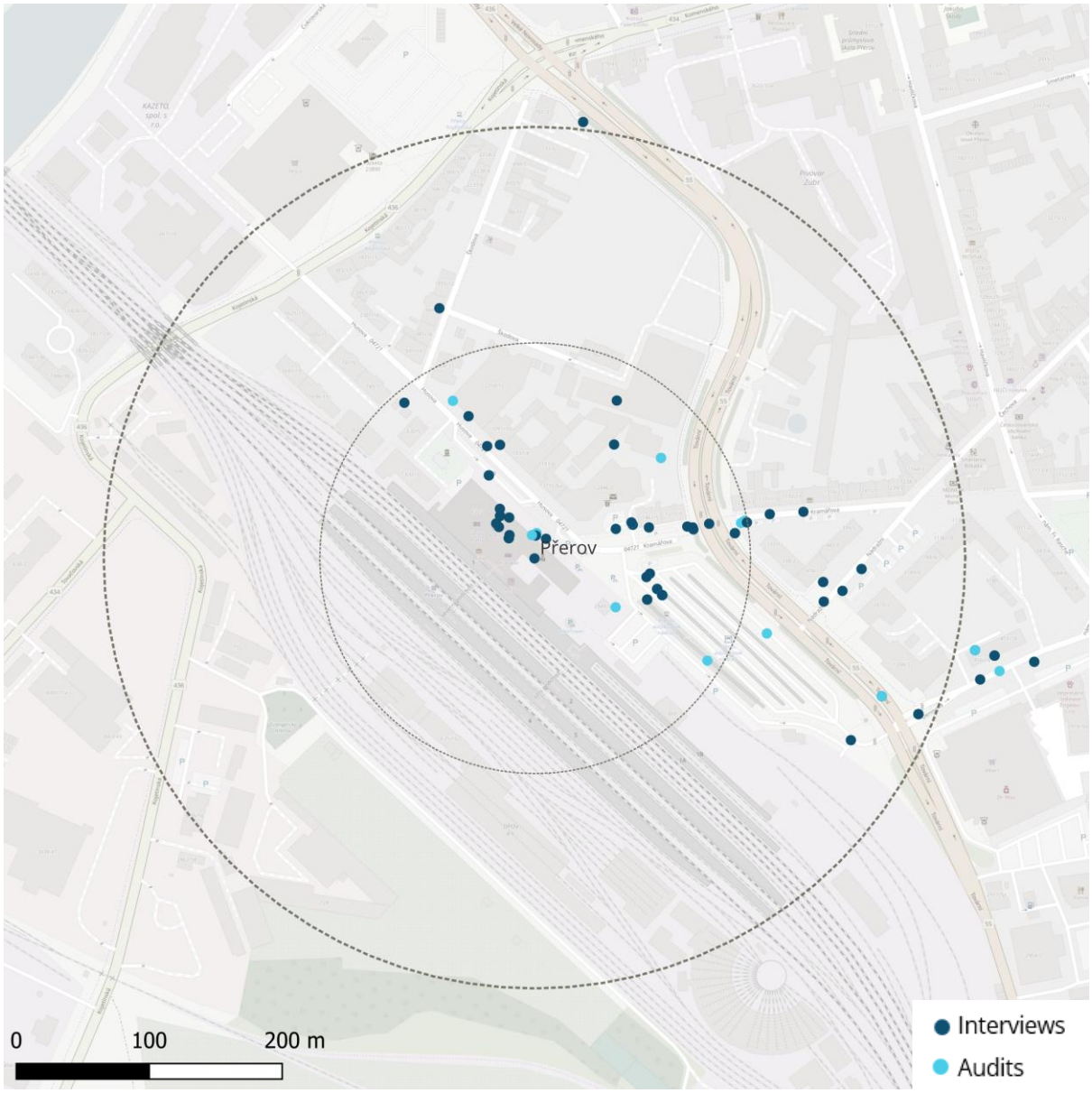



*Figure 28.* Observations from interviews and audits in Přerov.

## 3.3.2. Data collected

| | | | |
|---|---|---|---|
| Period | | 09/12/2024-16/12/2024 | |
| Timeframe | | 06:53-11:34 | |
| Interviews | Participants | 67 | |
| | Experiences | 67 | |
| | Determinants | 108 | |
| Audits | Experts | 1 | |
| | Experiences | 33 | |
| | Determinants | 43 | |
| Total | Experiences | **100** | |
| | Determinants | **151** | |

*Table 41. Data collected in Přerov.*

## 3.3.3. Pedestrian profile

| Variable | Category | N | % |
|---|---|---|---|
| AGE | Children (16-17) | 0 | 0 |
| | Adults (18-65) | 49 | 73.1 |
| | Older people (>65) | 18 | 26.9 |
| GENDER | Man | 30 | 44.8 |
| | Woman | 37 | 55.2 |
| | Other / No answer | 0 | 0 |
| ABILITY (difficulty to move) | None | 48 | 71.6 |
| | Mild or moderate | 18 | 26.9 |
| | Severe or extrerme | 1 | 1.5 |
| ACTIVITY (mins/day) | Less than 10 min | 0 | 0 |
| | 10 - 60 mins | 29 | 43.3 |
| | More than 60 min | 38 | 56.8 |

Distribution N=67

*Table 42. Pedestrian profile in Přerov.*

## 3.3.4. Walk context

| Variable | Category | N | % |
|---|---|---|---|
| DECISION | Choice | 34 | 50.7 |
| | Necessity | 33 | 49.3 |
| | Other | 0 | 0 |
| PURPOSE | Transport | 45 | 67.2 |
| | Leisure | 21 | 31.3 |
| | Other | 1 | 1.5 |
| COMPANY | Alone | 54 | 80.6 |
| | Accompanied | 8 | 11.9 |
| | Other | 5 | 7.5 |
| FAMILIARITY | Local | 66 | 98.5 |
| | Visitor | 1 | 1.5 |
| | Other | 0 | 0 |

Distribution N=67

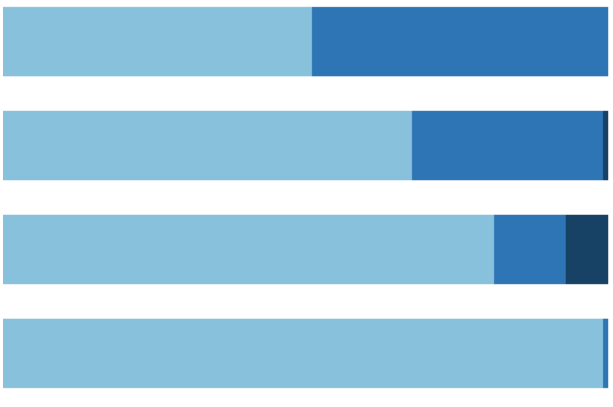


*Table 43. Walk context in Přerov.*

## 3.3.5. Walking experiences

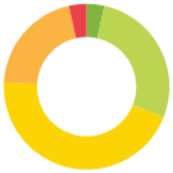
| EXPERIENCE | N | % |
|---|---|---|
| Very positive | 4 | 4 |
| Positive | 39 | 39 |
| Neutral | 34 | 34 |
| Negative | 19 | 19 |
| Very negative | 4 | 4 |
| TOTAL | 100 | 100 |

TOP-5 determinants related to experience

| Negative | Positive |
|---|---|
| Footpath | Footpath |
| Crossing | Greenery |
| Traffic | People |
| Other | Other |
| Environmental quality | Weather protection |

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

| SAFETY | N | % |
|---|---|---|
| Very safe | 1 | 3.4 |
| Safe | 8 | 27.6 |
| Neutral | 13 | 44.8 |
| Unsafe | 6 | 20.7 |
| Very unsafe | 1 | 3.4 |
| TOTAL | 29 | 100 |



TOP-5 determinants related to safety

| Unsafe | Safe |
|---|---|
| Traffic | Footpath |
| Footpath | Weather protection |
| Environmental quality | People |
| Crossing | Greenery |
| Furniture | Other |

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

| COMFORT | N | % |
|---|---|---|
| Very comfortable | 2 | 4.1 |
| Comfortable | 13 | 26.5 |
| Neutral | 19 | 38.8 |
| Uncomfortable | 12 | 24.5 |
| Very uncomfortable | 3 | 6.1 |
| TOTAL | 49 | 100 |

TOP-5 determinants related to comfort

| Uncomfortable | Comfortable |
|---|---|
| Footpath | Greenery |
| Crossing | Footpath |
| Other | Crossing |
| Environmental quality | Furniture |
| Traffic | People |

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

| ENJOYMENT | N | % |
|---|---|---|
| Very enjoyable | 2 | 6.5 |
| Enjoyable | 20 | 64.5 |
| Neutral | 7 | 22.6 |
| Unenjoyable | 2 | 6.5 |
| Very unenjoyable | 0 | 0 |
| TOTAL | 31 | 100 |

TOP-5 determinants related to enjoyment

| Unenjoyable | Enjoyable |
|---|---|
| Crossing | People |
| People | Other |
| Traffic | Greenery |
| Footpath | Footpath |
| Furniture | Weather protection |

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

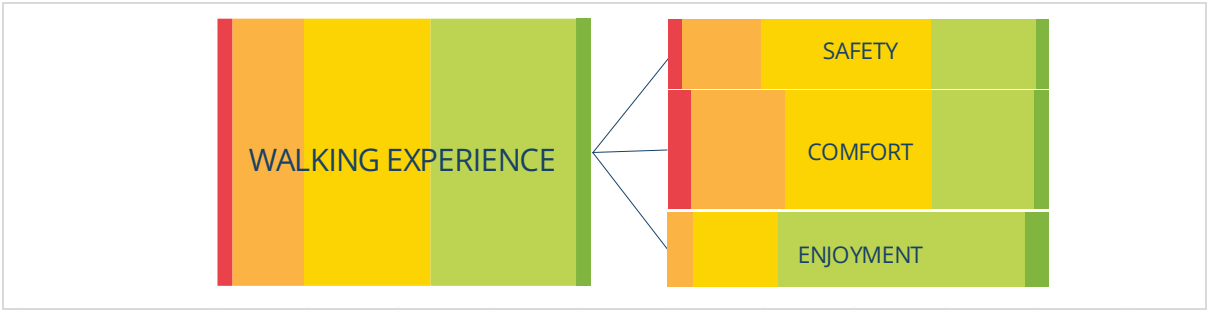



*Figure 29. Share of positive and negative experiences and most frequent types, in Přerov.*

## 3.3.6. Most frequent determinants by experience

| Experience | Determinant | n | % | Distribution | N=151 |
|---|---|---|---|---|---|
| Very Positive | Footpath | 3 | 2 | | |
| | Greenery | 2 | 1.3 | | |
| | Weather protection | 2 | 1.3 | | |
| | People | 2 | 1.3 | | |
| | Interest | 1 | 0.7 | | |
| | Other | 1 | 0.7 | | |
| | Crossing | 0 | 0 | | |
| | Furniture | 0 | 0 | | |
| | Obstacles | 0 | 0 | | |
| | Environmental quality | 0 | 0 | | |
| | Traffic | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Postive | Footpath | 14 | 9.3 | | |
| | Greenery | 12 | 7.9 | | |
| | People | 9 | 6 | | |
| | Other | 9 | 6 | | |
| | Traffic | 6 | 4 | | |
| | Weather protection | 5 | 3.3 | | |
| | Furniture | 4 | 2.6 | | |
| | Crossing | 3 | 2 | | |
| | Interest | 1 | 0.7 | | |
| | Obstacles | 0 | 0 | | |
| | Environmental quality | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Neutral | Footpath | 22 | 14.6 | | |
| | Crossing | 7 | 4.6 | | |
| | Traffic | 6 | 4 | | |
| | Weather protection | 4 | 2.6 | | |
| | Greenery | 3 | 2 | | |
| | People | 3 | 2 | | |
| | Furniture | 2 | 1.3 | | |
| | Other | 2 | 1.3 | | |
| | Obstacles | 1 | 0.7 | | |
| | Environmental quality | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Negative | Footpath | 6 | 4 | | |
| | Crossing | 6 | 4 | | |
| | Traffic | 4 | 2.6 | | |
| | Environmental quality | 3 | 2 | | |
| | Other | 2 | 1.3 | | |
| | Furniture | 1 | 0.7 | | |
| | People | 1 | 0.7 | | |
| | Greenery | 0 | 0 | | |
| | Obstacles | 0 | 0 | | |
| | Weather protection | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Very negative | Other | 2 | 1.3 | | |
| | Footpath | 1 | 0.7 | | |
| | Traffic | 1 | 0.7 | | |
| | 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 | | |

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

## 3.3.7. Positive and negative experiences by determinant

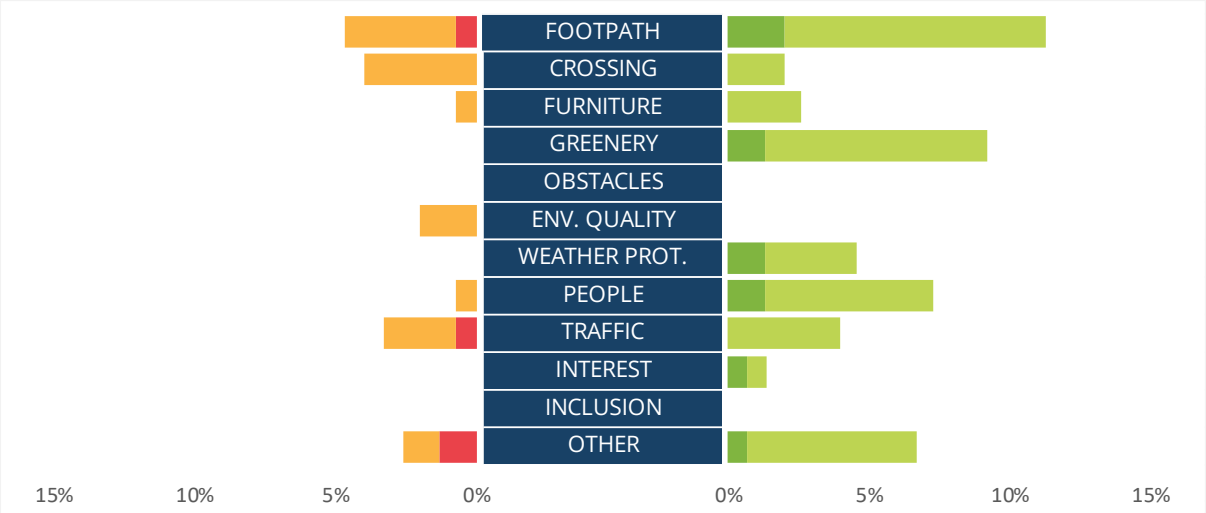



*Figure 30. Positive and negative experiences by determinant, in Přerov.*

## 3.3.8. Determinants by frequency and negative-positive experiences

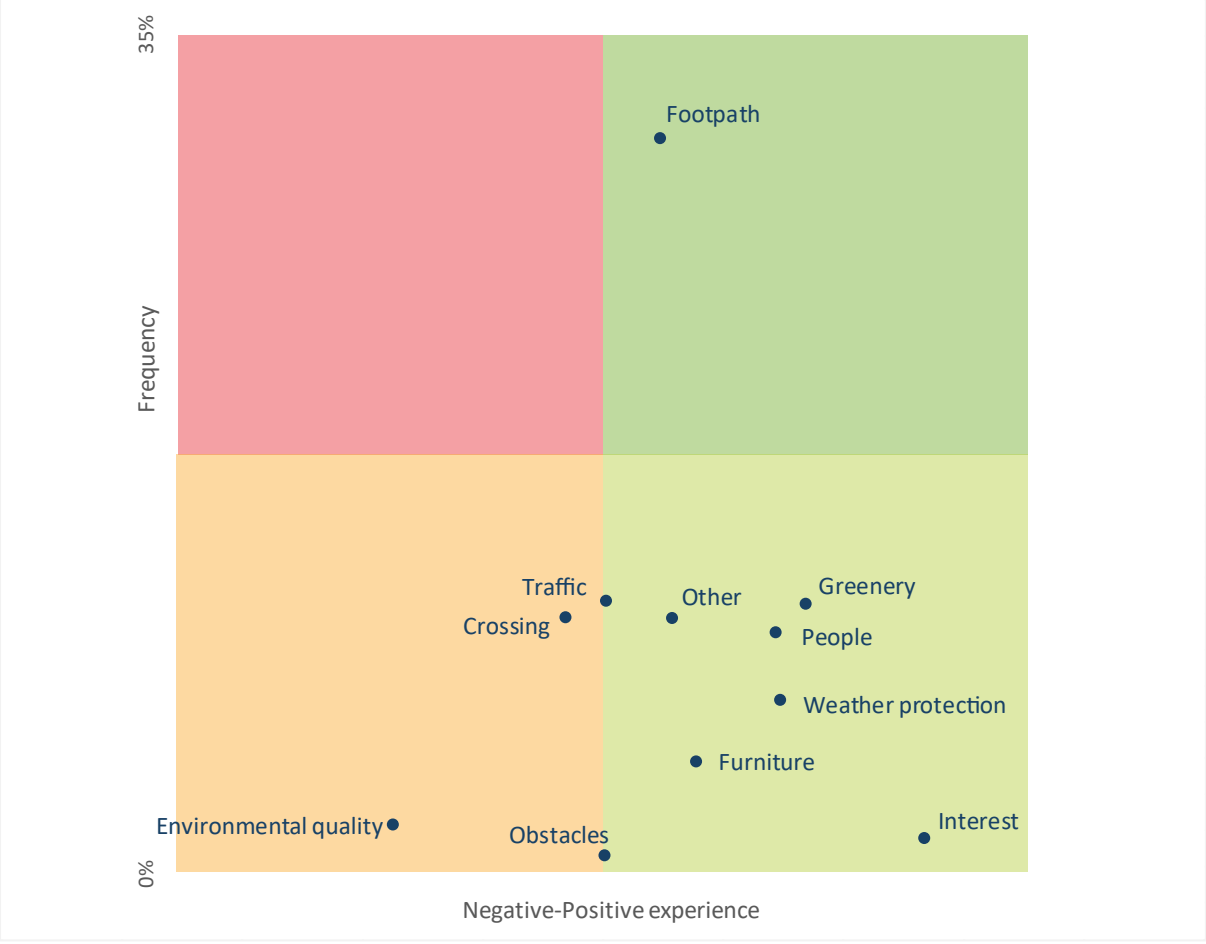



*Figure 31. Determinants by frequency and negative-positive experiences, in Přerov.*

## 3.3.9. Positive and negative experiences by subcategory of determinants

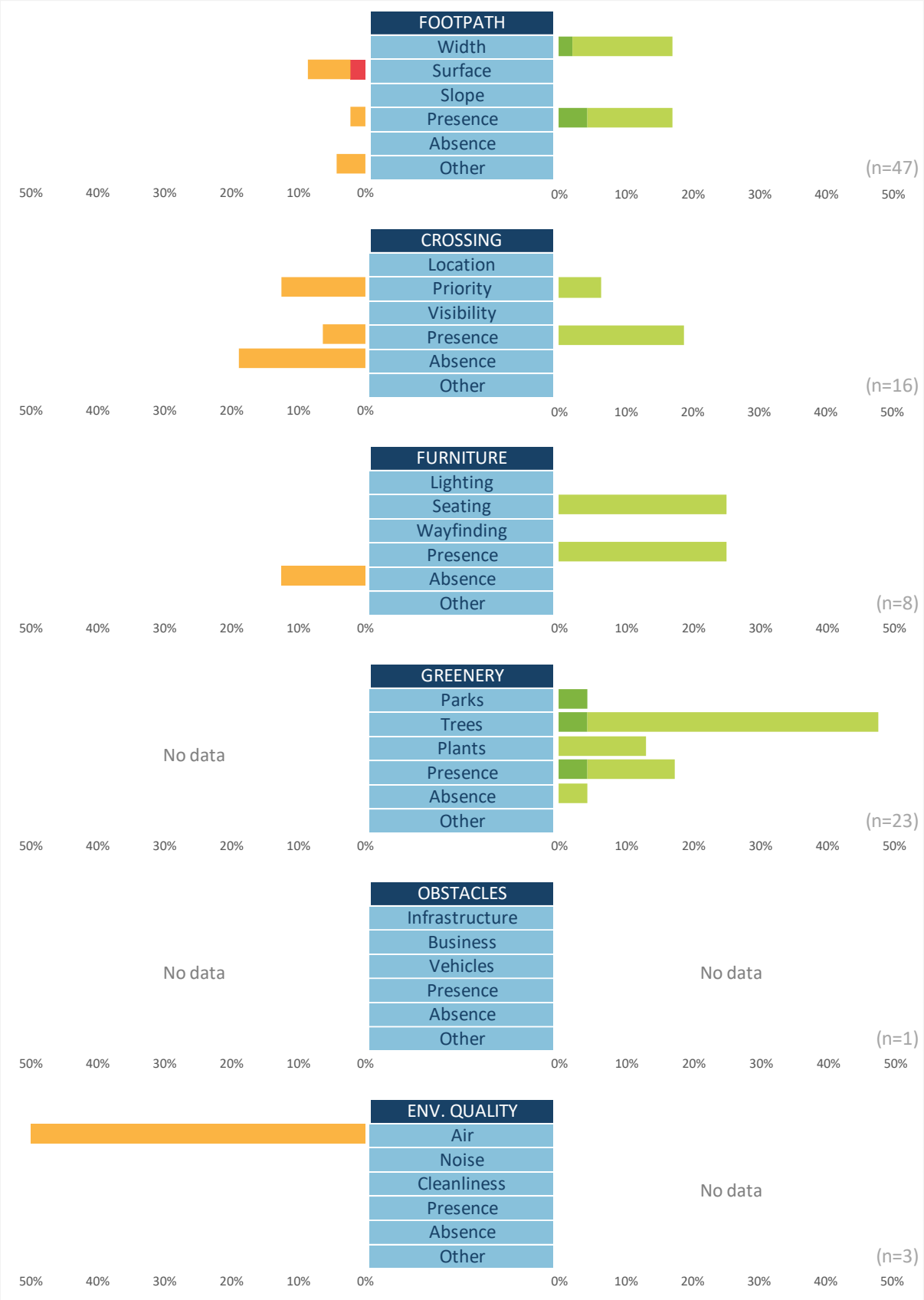



*Figure 32. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Přerov.*


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

## 3.3.10. Location of walking experiences

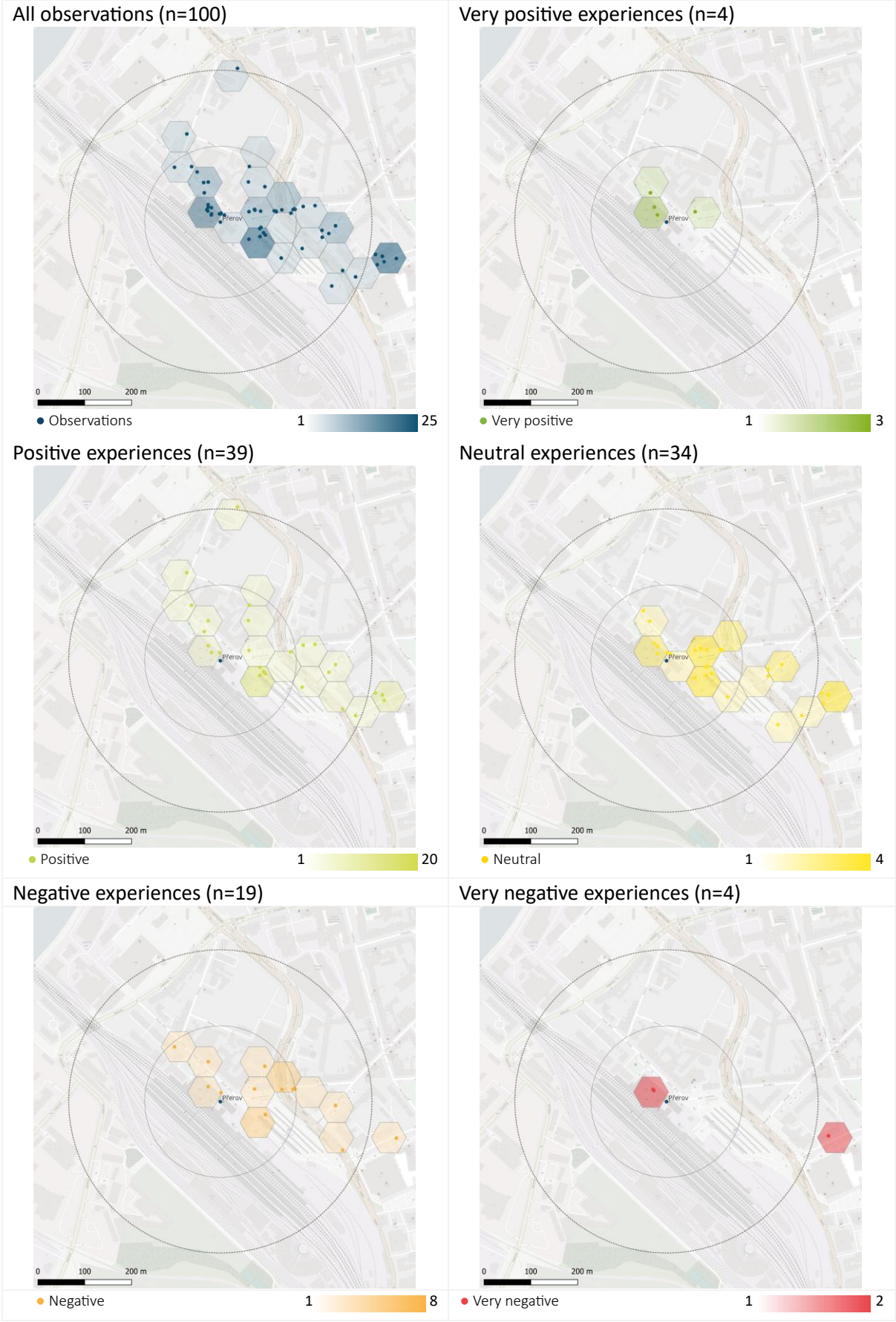



*Figure 34. Location of observations and different experiences, in Přerov.*

Location of all types of experiences (n=100) and overall perceived walkability.

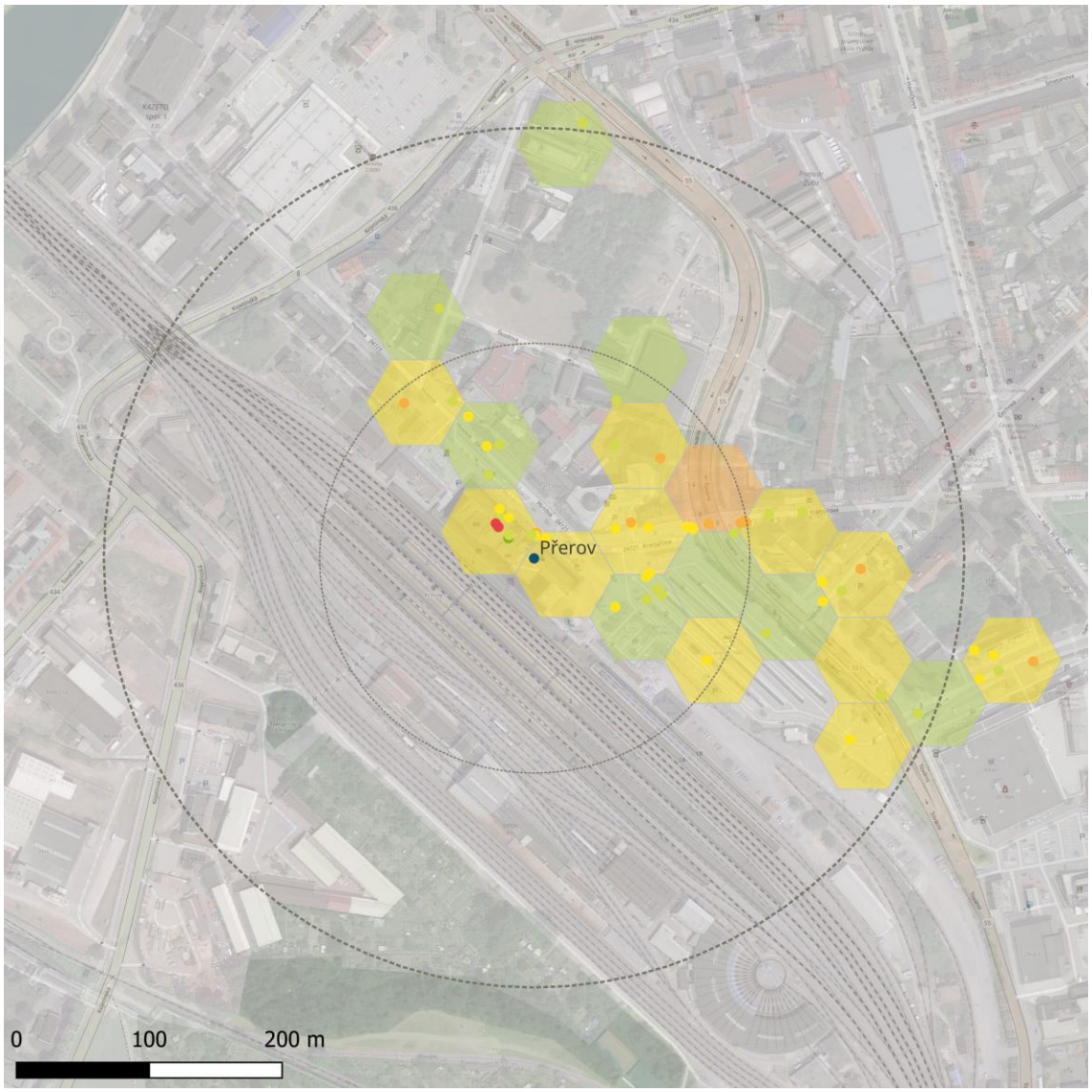



*Figure 35. Location of all types of experiences and overall perceived walkability, in Přerov.*

## 3.3.11. Images and comments from participants

| Very positive. Comfortable and enjoyable | Negative. Uncomfortable |
|---|---|
| *Greenery and scenery* | *Footpath surface* |
|  |   |
| Man, 70, mild difficulty to walk | Woman, 70, moderate difficulty to walk |
| **Positive. Comfortable and enjoyable** | **Very negative. Unsafe** |
| *Weather protection and people* | *Too much fast traffic* |
|   |  |
| Man, 70 | Expert audit |

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

# 3.4 Šternberk

*Figure 37. Šternberk. Source: Wikipedia.*

Data was collected between 10/12/2024 and 16/12/2024 at Šternberk train station. A total of 53 interviewed participants shared 53 walking experiences related to 83 environmental determinants. In addition, one trained surveyor shared 47 walking experiences related to 58 determinants. In total, the study collected 100 walking experiences related to 141 environmental determinants.

## Who walks, why and how?

From the **53 pedestrians interviewed**, most were adults (81.8%) followed by older adults (18.9%). In addition, 64.2% were women and 35.8% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (67.9%), while some had mild or moderate difficulty (30.1%) and a few had severe or extreme difficulty (1.9%). Finally, most participants were very active pedestrians (64.2%) followed by active ones (28.3%).

Based on **their walk context**, 64.2% of participants were walking by choice while 35.8% did it out of necessity. With regards to the walk purpose, 73.6% participants walked for transport, while 26.4% for leisure. Most participants were walking on their own (86.8%) compared to those walking with others (7.5%). Finally, most participants were familiar with the place (94.3%), while others were not (5.7%).

## Which were the main walking experiences?

From the **100 walking experiences** collected from interviews and audits, most experiences were positive (84%), followed by neutral (8%), negative (6%) and very positive (2%). There were no very

negative experiences. Overall, positive and very positive experiences (86%) clearly outnumbered negative ones (6%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (43%), with many more comfortable experiences (76.7%) than uncomfortable ones (11.6%). Secondly, 29% of experiences were related to **enjoyment**, with only enjoyable (96.6%) and very enjoyable (3.4%) experiences . Finally, walking **safety** was the least frequent type of experience shared by participants (17%), with many more safe (88.2%) than unsafe ones (5.9%).

### What influenced walking experiences?

From the **141 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 30.4% of all observations, followed by greenery (25.5%), crossings (15.6%), street furniture (12%) and people (5.7%). 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. The most relevant determinants related to positive and very positive experiences were good footpaths (26.2%), greenery (24.1%) and good crossings (12.1%), while most negative experiences were related to bad footpaths (2.8%), bad crossings (0.7%) and lack of greenery (0.7%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpaths (32.6%), crossings (16.3%) and greenery (14%), while most unsafe experiences were related to bad footpath (2.3%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (26.9%), good crossings (17.9%) and greenery (14.9%), while most uncomfortable experiences were related to bad footpaths (4.5%), bad crossings (1.5%) and lack of greenery (1.5%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were greenery (43.8%), good footpath (25%) and street furniture (10.4%). There were no unenjoyable experiences.

### 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 (84%) and very positive (2%) experiences were mainly related to good footpaths, greenery, good crossings, street furniture 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 some negative (6%) related to bad footpaths, crossings, lack of greenery, bad street furniture and obstacles. 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%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as crossings, footpaths and street furniture may enable more positive and very positive experiences.

## 3.4.1. Location of study area and observations

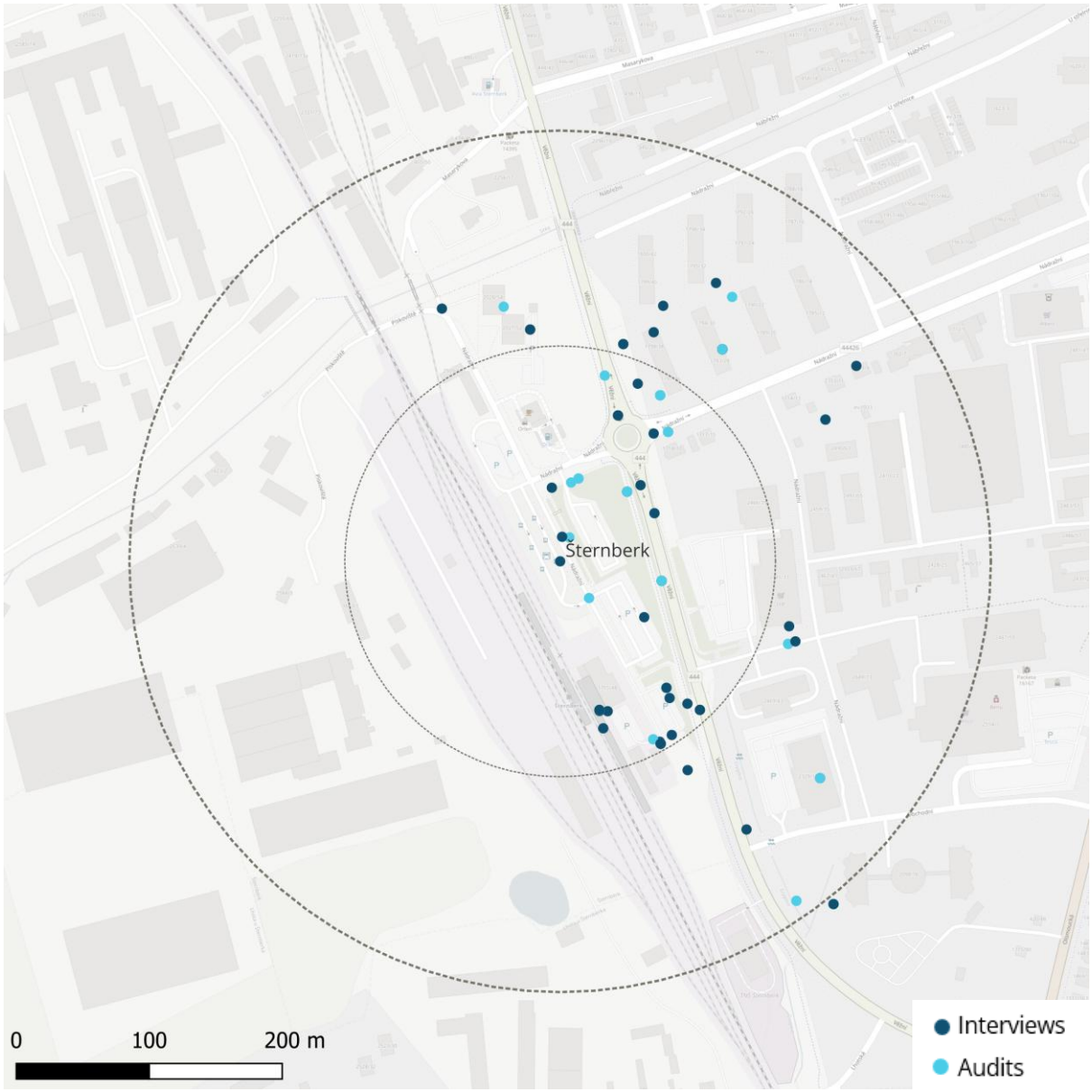



*Figure 38.* Observations from interviews and audits in *Šternberk.*

## 3.4.2. Data collected

| | | | |
|---|---|---|---|
| Period | | 10/12/2024-16/12/2024 | |
| Timeframe | | 06:58-10:23 | |
| Interviews | Participants | 53 | |
| | Experiences | 53 | |
| | Determinants | 83 | |
| Audits | Experts | 1 | |
| | Experiences | 47 | |
| | Determinants | 58 | |
| Total | Experiences | **100** | |
| | Determinants | **141** | |

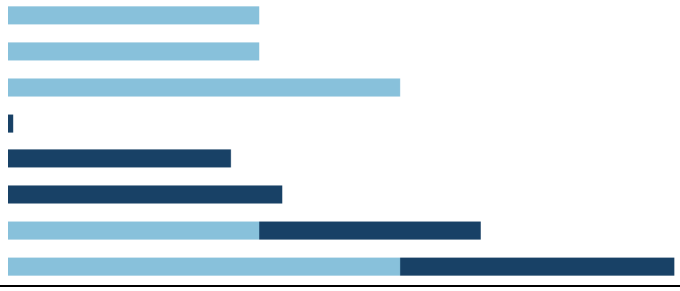


*Table 49. Data collected in Šternberk.*

## 3.4.3. Pedestrian profile

| Variable | Category | N | % | Distribution | N=53 |
|---|---|---|---|---|---|
| AGE | Children (<18) | 0 | 0 | | |
| | Adults (18-65) | 43 | 81.1 | | |
| | Older people (>65) | 10 | 18.9 | | |
| GENDER | Man | 19 | 35.8 | | |
| | Woman | 34 | 64.2 | | |
| | Other / No answer | 0 | 0 | | |
| ABILITY (difficulty to move) | None | 36 | 67.9 | | |
| | Mild or moderate | 16 | 30.1 | | |
| | Severe or extrerme | 1 | 1.9 | | |
| ACTIVITY (mins/day) | Less than 10 min | 0 | 0 | | |
| | 10 - 60 mins | 15 | 28.3 | | |
| | More than 60 min | 34 | 64.2 | | |

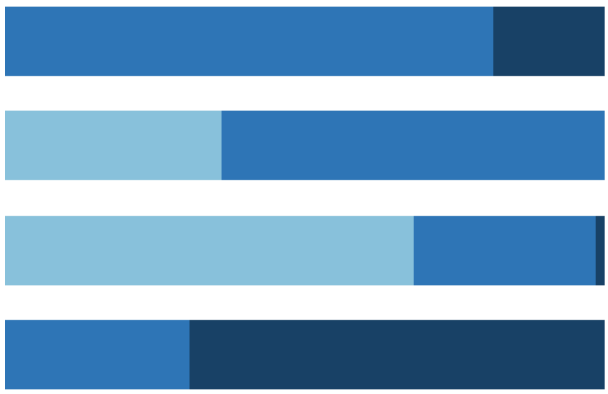


*Table 50. Pedestrian profile in Šternberk.*

## 3.4.4. Walk context

| Variable | Category | N | % | Distribution | N=53 |
|---|---|---|---|---|---|
| DECISION | Choice | 34 | 64.2 | | |
| | Necessity | 19 | 35.8 | | |
| | Other | 0 | 0 | | |
| PURPOSE | Transport | 39 | 73.6 | | |
| | Leisure | 14 | 26.4 | | |
| | Other | 0 | 0 | | |
| COMPANY | Alone | 46 | 86.8 | | |
| | Accompanied | 4 | 7.5 | | |
| | Other | 3 | 5.7 | | |
| FAMILIARITY | Local | 50 | 94.3 | | |
| | Visitor | 3 | 5.7 | | |
| | Other | 0 | 0 | | |

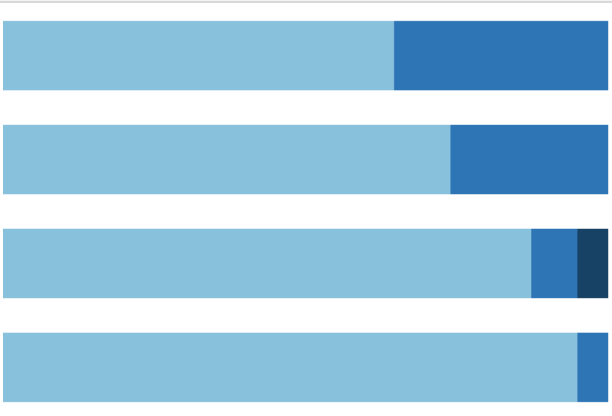


*Table 51. Walk context in Šternberk.*

## 3.4.5. Walking experiences

| EXPERIENCE | N | % |
|---|---|---|
| Very positive | 2 | 2 |
| Positive | 84 | 84 |
| Neutral | 8 | 8 |
| Negative | 6 | 6 |
| Very negative | 0 | 0 |
| TOTAL | 100 | 100 |

TOP-5 determinants related to experience

| Negative | Positive |
|---|---|
| Footpath | Footpath |
| Crossing | Greenery |
| Greenery | Crossing |
| - | Furniture |
| - | People |

*Table 52. Walking experiences and top 5 determinants, in Šternberk.*

| SAFETY | N | % |
|---|---|---|
| Very safe | 0 | 0 |
| Safe | 15 | 88.2 |
| Neutral | 1 | 5.9 |
| Unsafe | 1 | 5.9 |
| Very unsafe | 0 | 0 |
| TOTAL | 17 | 100 |

TOP-5 determinants related to safety

| Unsafe | Safe |
|---|---|
| Footpath | Footpath |
| - | Crossing |
| - | Greenery |
| - | Furniture |
| - | Weather protection |

*Table 53. Safety and top 5 determinants, in Šternberk.*

| COMFORT | N | % |
|---|---|---|
| Very comfortable | 0 | 0 |
| Comfortable | 33 | 76.7 |
| Neutral | 5 | 11.6 |
| Uncomfortable | 5 | 11.6 |
| Very uncomfortable | 0 | 0 |
| TOTAL | 43 | 100 |

TOP-5 determinants related to comfort

| Uncomfortable | Comfortable |
|---|---|
| Footpath | Footpath |
| Crossing | Crossing |
| Greenery | Greenery |
| - | Furniture |
| - | Weather protection |

*Table 54. Comforts and top 5 determinants, in Šternberk.*

| ENJOYMENT | N | % |
|---|---|---|
| Very enjoyable | 1 | 3.4 |
| Enjoyable | 28 | 96.6 |
| Neutral | 0 | 0 |
| Unenjoyable | 0 | 0 |
| Very unenjoyable | 0 | 0 |
| TOTAL | 29 | 100 |

TOP-5 determinants related to enjoyment

| Unenjoyable | Enjoyable |
|---|---|
| - | Greenery |
| - | Footpath |
| - | Furniture |
| - | People |
| - | Other |

*Table 55. Enjoyment and top 5 determinants, in Šternberk.*

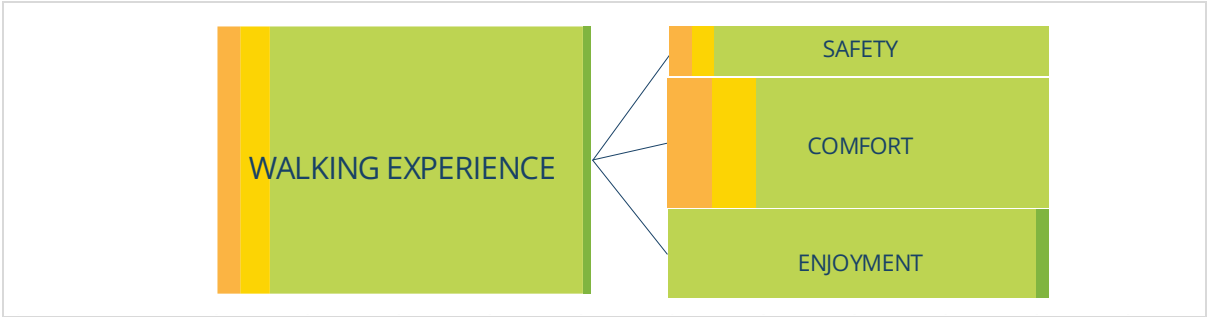



*Figure 39. Share of positive and negative experiences and most frequent types, in Šternberk.*

## 3.4.6. Most frequent determinants by experience

| Experience | Determinant | n | % | Distribution | N=141 |
|---|---|---|---|---|---|
| Very Positive | Greenery | 1 | 0.7 | | |
| | Footpath | 0 | 0 | | |
| | Crossing | 0 | 0 | | |
| | Furniture | 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 | | |
| Postive | Footpath | 37 | 26.2 | | |
| | Greenery | 33 | 23.4 | | |
| | Crossing | 17 | 12.1 | | |
| | Furniture | 16 | 11.3 | | |
| | People | 7 | 5 | | |
| | Weather protection | 6 | 4.3 | | |
| | Other | 5 | 3.5 | | |
| | Traffic | 2 | 1.4 | | |
| | Obstacles | 0 | 0 | | |
| | Environmental quality | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Neutral | Crossing | 4 | 2.8 | | |
| | Footpath | 2 | 1.4 | | |
| | Furniture | 1 | 0.7 | | |
| | Greenery | 1 | 0.7 | | |
| | People | 1 | 0.7 | | |
| | Traffic | 1 | 0.7 | | |
| | Other | 1 | 0.7 | | |
| | Obstacles | 0 | 0 | | |
| | Environmental quality | 0 | 0 | | |
| | Weather protection | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Negative | Footpath | 4 | 2.8 | | |
| | Crossing | 1 | 0.7 | | |
| | Greenery | 1 | 0.7 | | |
| | Furniture | 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 | | |
| Very negative | Footpath | 0 | 0 | | |
| | Crossing | 0 | 0 | | |
| | Furniture | 0 | 0 | | |
| | Greenery | 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 | | |

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

## 3.4.7. Positive and negative experiences by determinant

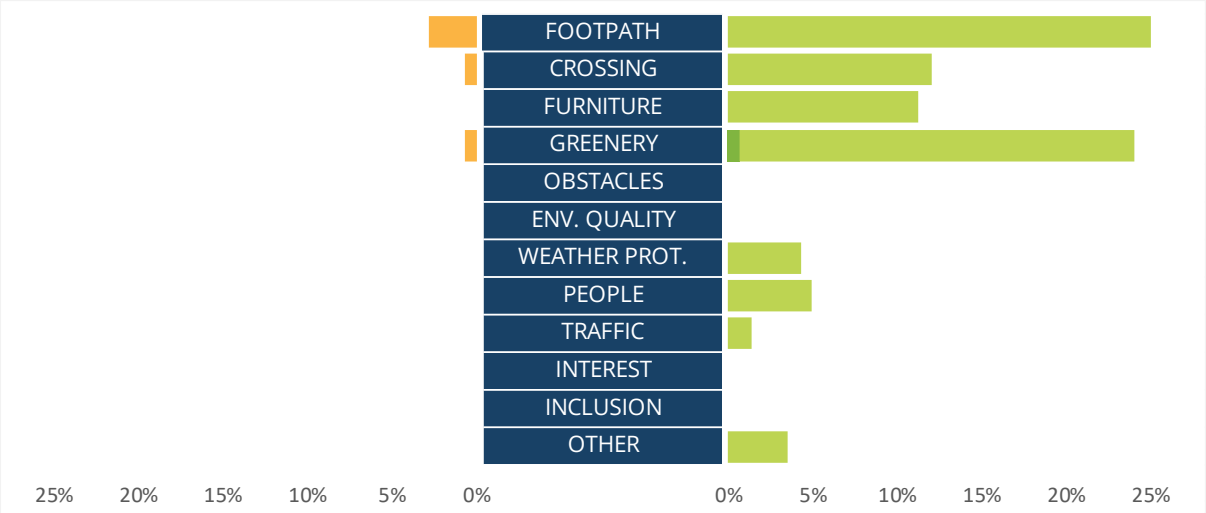



*Figure 40. Positive and negative experiences by determinant, in Šternberk.*

## 3.4.8. Determinants by frequency and negative-positive experiences

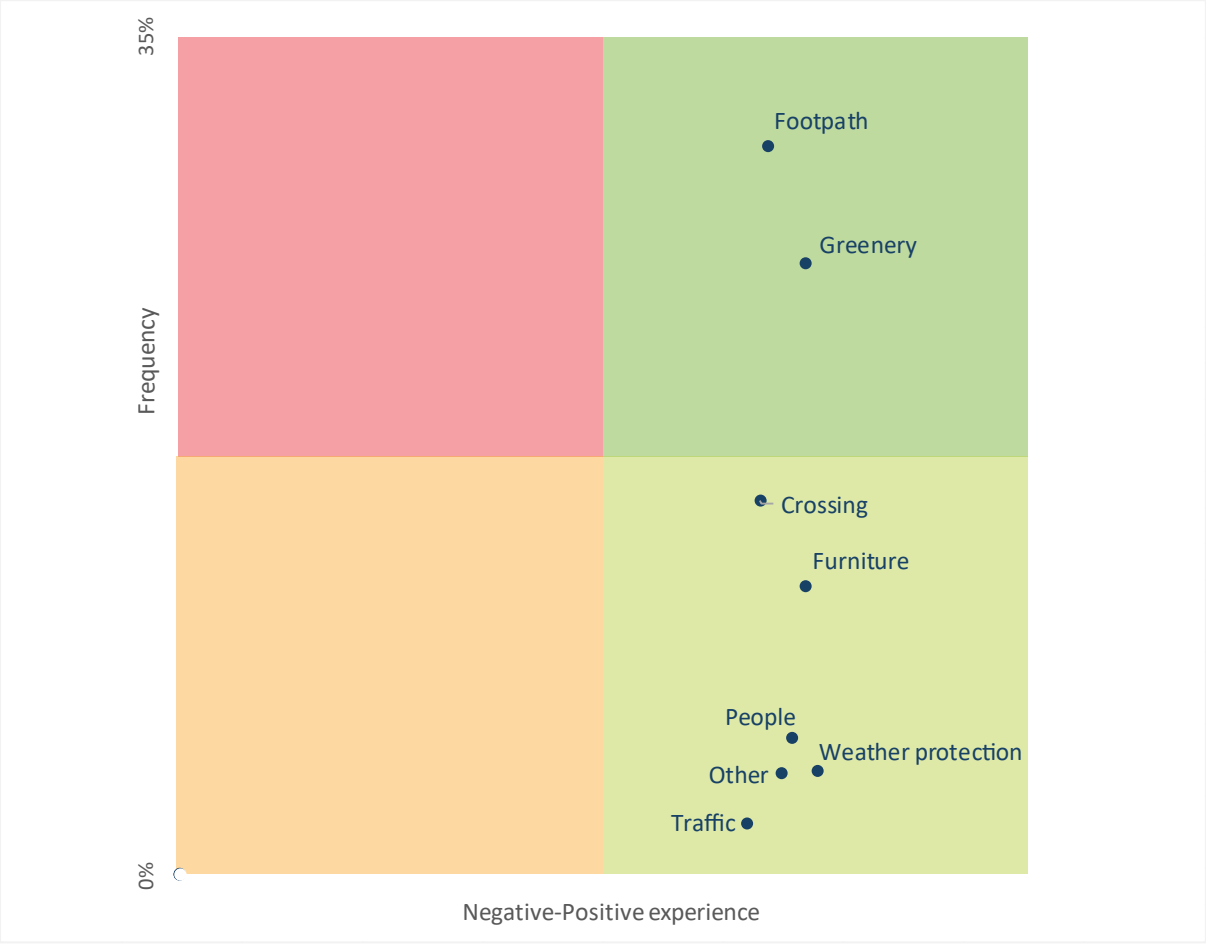



*Figure 41. Determinants by frequency and negative-positive experiences, in Šternberk.*

## 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 Šternberk.*


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

## 3.4.10. Location of walking experiences


*Figure 44. Location of observations and different experiences, in Šternberk.*

Location of all types of experiences (n=100) and overall perceived walkability.

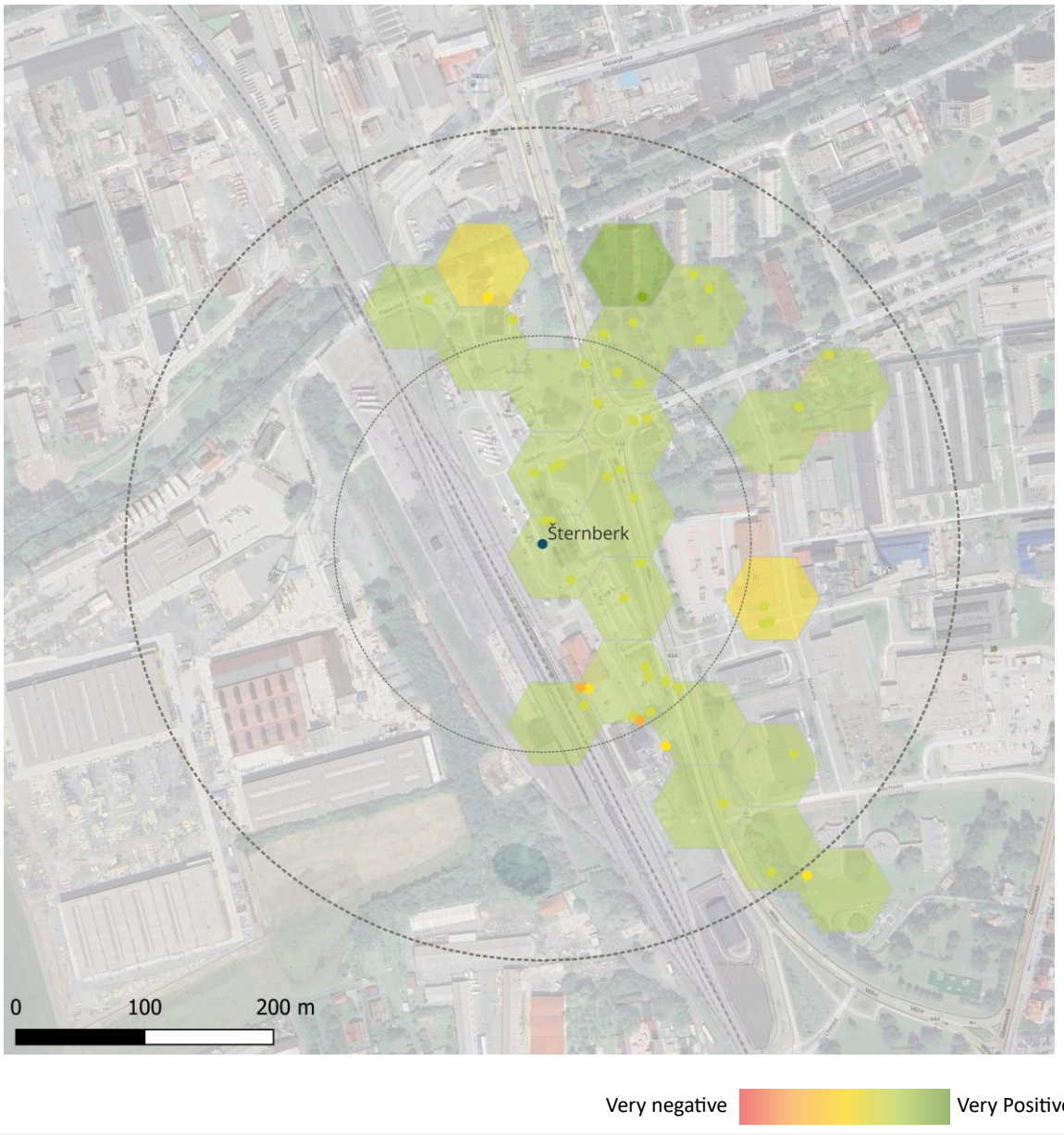



*Figure 45. Location of all types of experiences and overall perceived walkability, in Šternberk.*

## 3.4.11. Images and comments from participants

| Very positive. Enjoyable | Neutral. Comfortable |
|---|---|
| *Greenery* | *Adequate footpaht, crossing and greenery* |
|  |  |
| Woman, 65, mild difficulty to walk | Man, 40 |
| **Positive. Enjoyable** | **Negative. Uncomfortable** |
| *People* | *No greenery* |
|  |  |
| Woman, 50 | Expert audit |

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

# 3.5. Šumperk


*Figure 47. Šumperk. Source: wikipedia.*

Data was collected between 11/12/2024 and 12/12/2024 at Šumperk train station. A total of 73 interviewed participants shared 73 walking experiences related to 157 environmental determinants. In addition, one trained surveyor shared 27 walking experiences related to 59 determinants. In total, the study collected 100 walking experiences related to 216 environmental determinants.

### Who walks, why and how?

From the **73 pedestrians interviewed**, most were adults (89%) followed by older adults (11%). In addition, 56.2% were women and 43.8% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (91.8%), while some had mild or moderate difficulty (8.2%). Finally, most participants were very active pedestrians (97.3%) followed by active (1.4%).

Based on **their walk context**, 83.6% of participants were walking by choice while 16.4% did it out of necessity. With regards to the walk purpose, 86.3% participants walked for transport, while 13.7% for leisure. Most participants were walking on their own (78.1%) compared to those walking with others (21.9%). Finally, most participants were familiar with the place (97.3%), while others were not (2.7%).

### Which were the main walking experiences?

From the **100 walking experiences** collected from interviews and audits, most experiences were positive (39%), followed by negative (30%), neutral (23%), very negative (6%) and very positive (2%). Overall, positive and very positive experiences (41%) outnumbered negative and very negative ones (36%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (78%), with more uncomfortable and very uncomfortable experiences (39.7%) than

comfortable ones (30.8%). Secondly, 17% of experiences were related to **enjoyment**, with enjoyable (82.4%) and very enjoyable (11.8%) experiences, with no unenjoyable ones. Finally, walking **safety** was the least frequent type of experience shared by participants (4%), with more unsafe (75%) than safe ones (25%).

### What influenced walking experiences?

From the **216 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 32% of all observations, followed by crossings (17.6%), traffic (15.8%), greenery (11.1%) and environmental quality (7.9%) . 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 interest and people. With the exception of environmental quality, traffic and obstacles, which were related to more negative experiences. Finally, crossings were related to as many positive as negative ones. The most relevant determinants related to positive and very positive experiences were good footpaths (17.2%), greenery (9.2%) and good crossings (5.6%), while most negative and very negative experiences were related to traffic (10.2%), poor environmental quality (7.4%) and bad crossings (6%).

Regarding **safety**, the most relevant determinants influencing safe experiences were good footpath and crossings (both with12.5%), while most very unsafe experiences were related to poor environmental quality (25%), traffic (25%9 and bad crossings (12.5%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (13.4%), greenery (6.1%) and good crossings (5.5%), while most uncomfortable and very uncomfortable experiences were related to traffic (11.6%), poor environmental quality (7.9%) and bad crossings (7.3%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good footpath (31.8%), greenery (22.7%) and street furniture (13.7%), while most unenjoyable experiences were related to lack of greenery, poor environmental quality and traffic (all with 2.3%).

## 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 (39%) and very positive (2%) experiences were mainly related to good footpaths, greenery, good crossings, street furniture 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 (30%) and very negative (6%) experiences related to traffic, poor environmental quality, bad crossings, footpath and lack of greenery. 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 (23%) 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.

## 3.5.1. Location of study area and observations

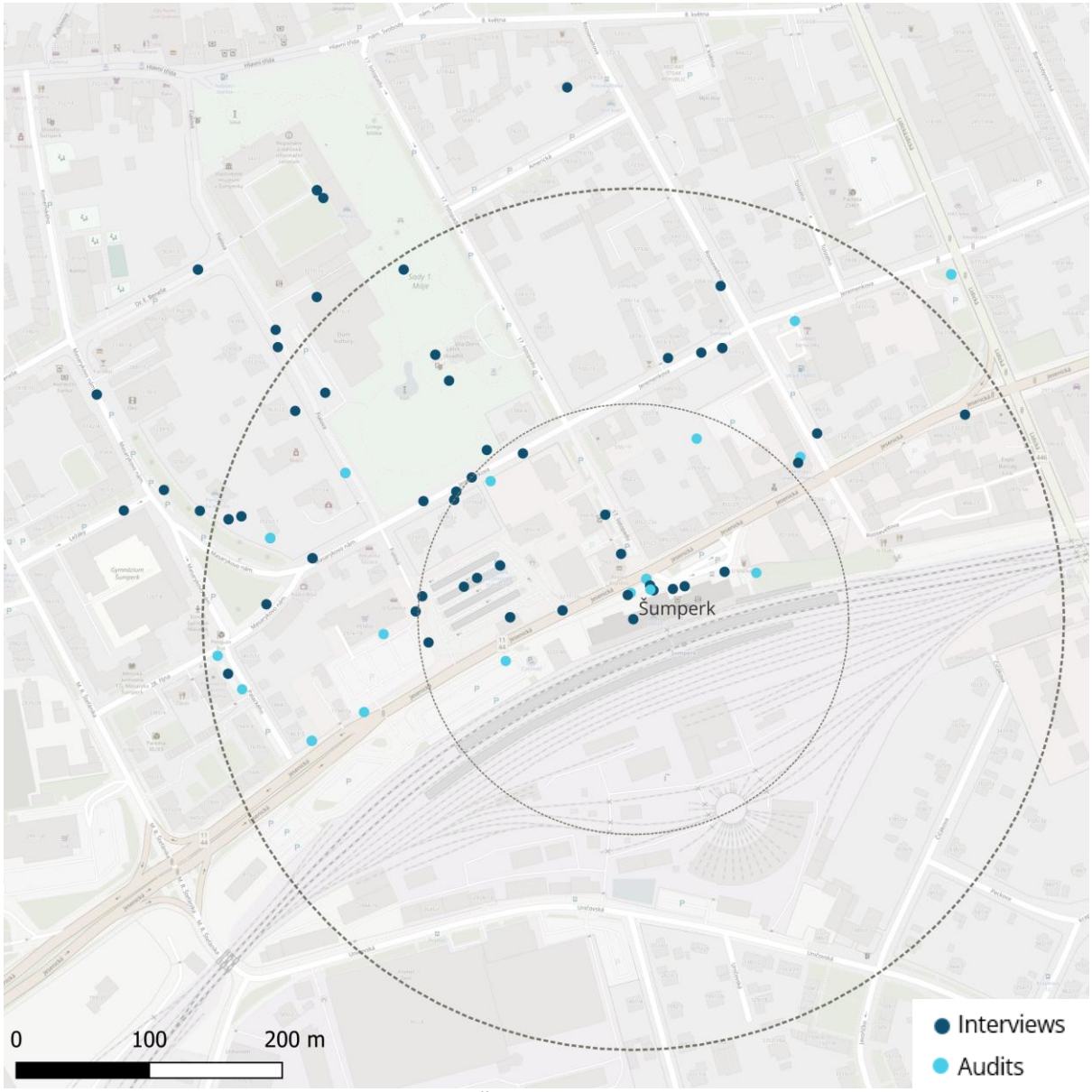



*Figure 48.* Observations from interviews and audits in *Šumperk*.

## 3.5.2. Data collected

| | | | |
|---|---|---|---|
| Period | | 11/12/2024-12/12/2024 | |
| Timeframe | | 06:20-15:11 | |
| Interviews | Participants | 73 | |
| | Experiences | 73 | |
| | Determinants | 157 | |
| Audits | Experts | 1 | |
| | Experiences | 27 | |
| | Determinants | 59 | |
| Total | Experiences | 100 | |
| | Determinants | 216 | |

*Table 57. Data collected in Šumperk.*

## 3.5.3. Pedestrian profile

| Variable | Category | N | % |
|---|---|---|---|
| AGE | Children (<18) | 0 | 0 |
| | Adults (18-65) | 65 | 89 |
| | Older people (>65) | 8 | 11 |
| GENDER | Man | 41 | 56.2 |
| | Woman | 32 | 43.8 |
| | Other / No answer | 0 | 0 |
| ABILITY (difficulty to move) | None | 67 | 91.8 |
| | Mild or moderate | 6 | 8.2 |
| | Severe or extrerme | 0 | 0 |
| ACTIVITY (mins/day) | Less than 10 min | 0 | 0 |
| | 10 - 60 mins | 1 | 1.4 |
| | More than 60 min | 71 | 97.3 |

Distribution N=73

*Table 58. Pedestrian profile in Šumperk.*

## 3.5.4. Walk context

| Variable | Category | N | % |
|---|---|---|---|
| DECISION | Choice | 61 | 83.6 |
| | Necessity | 12 | 16.4 |
| | Other | 0 | 0 |
| PURPOSE | Transport | 63 | 86.3 |
| | Leisure | 10 | 13.7 |
| | Other | 0 | 0 |
| COMPANY | Alone | 57 | 78.1 |
| | Accompanied | 16 | 21.9 |
| | Other | 0 | 0 |
| FAMILIARITY | Local | 71 | 97.3 |
| | Visitor | 2 | 2.7 |
| | Other | 0 | 0 |

Distribution N=73

*Table 59. Walk context in Šumperk.*

## 2.5.5. Walking experiences

| EXPERIENCE | N | % |
|---|---|---|
| Very positive | 2 | 2 |
| Positive | 39 | 39 |
| Neutral | 23 | 23 |
| Negative | 30 | 30 |
| Very negative | 6 | 6 |
| TOTAL | 100 | 100 |

TOP-5 determinants related to experience

| Negative | Positive |
|---|---|
| Traffic | Footpath |
| Environmental quality | Greenery |
| Crossing | Crossing |
| Footpath | Furniture |
| Greenery | People |

*Table 60. Walking experiences and top 5 determinants related to them, in Šumperk.*

| SAFETY | N | % |
|---|---|---|
| Very safe | 0 | 0 |
| Safe | 1 | 25 |
| Neutral | 0 | 0 |
| Unsafe | 0 | 0 |
| Very unsafe | 3 | 75 |
| TOTAL | 4 | 100 |

TOP-5 determinants related to safety

| Unsafe | Safe |
|---|---|
| Environmental quality | Footpath |
| Traffic | Crossing |
| Crossing | Other |
| - | - |
| - | - |

*Table 61. Safety and top 5 determinants related to them, in Šumperk.*

| COMFORT | N | % |
|---|---|---|
| Very comfortable | 0 | 0 |
| Comfortable | 24 | 30.8 |
| Neutral | 23 | 29.5 |
| Uncomfortable | 28 | 35.9 |
| Very uncomfortable | 3 | 3.8 |
| TOTAL | 78 | 100 |

TOP-5 determinants related to comfort

| Uncomfortable | Comfortable |
|---|---|
| Traffic | Footpath |
| Environmental quality | Greenery |
| Crossing | Crossing |
| Footpath | People |
| Greenery | Furniture |

*Table 62. Comforts and top 5 determinants related to them, in Šumperk.*

| ENJOYMENT | N | % |
|---|---|---|
| Very enjoyable | 2 | 11.8 |
| Enjoyable | 14 | 82.4 |
| Neutral | 0 | 0 |
| Unenjoyable | 1 | 5.9 |
| Very unenjoyable | 0 | 0 |
| TOTAL | 17 | 100 |

TOP-5 determinants related to enjoyment

| Unenjoyable | Enjoyable |
|---|---|
| Greenery | Footpath |
| Environmental quality | Greenery |
| Traffic | Furniture |
| - | People |
| - | Traffic |

*Table 63. Enjoyment and top 5 determinants related to them, in Šumperk.*

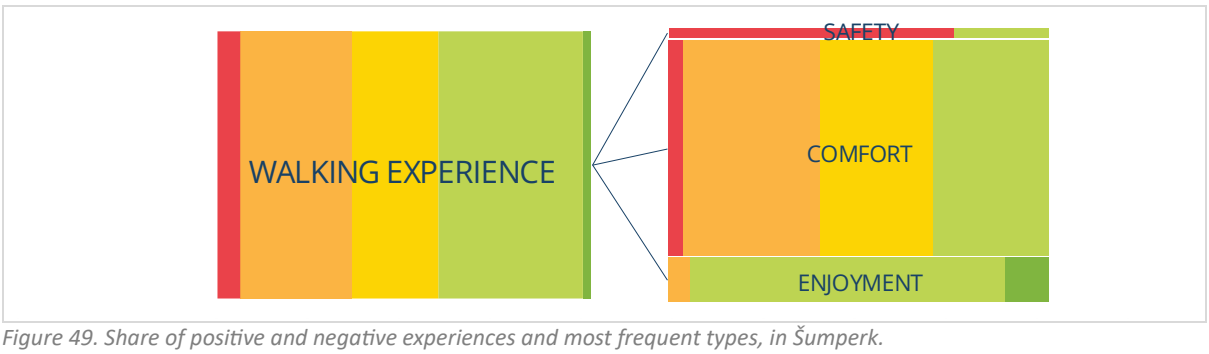



*Figure 49. Share of positive and negative experiences and most frequent types, in Šumperk.*

## 3.5.6. Most frequent determinants by experience

| Experience | Determinant | n | % | Distribution | N=216 |
|---|---|---|---|---|---|
| Very Positive | Greenery | 2 | 0.9 | | |
| | Footpath | 1 | 0.5 | | |
| | Furniture | 1 | 0.5 | | |
| | Traffic | 1 | 0.5 | | |
| | Crossing | 0 | 0 | | |
| | Obstacles | 0 | 0 | | |
| | Environmental quality | 0 | 0 | | |
| | Weather protection | 0 | 0 | | |
| | People | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| | Other | 0 | 0 | | |
| Postive | Footpath | 36 | 16.7 | | |
| | Greenery | 18 | 8.3 | | |
| | Crossing | 12 | 5.6 | | |
| | Furniture | 11 | 5.1 | | |
| | People | 11 | 5.1 | | |
| | Traffic | 3 | 1.4 | | |
| | Other | 2 | 0.9 | | |
| | Interest | 1 | 0.5 | | |
| | Obstacles | 0 | 0 | | |
| | Environmental quality | 0 | 0 | | |
| | Weather protection | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Neutral | Footpath | 21 | 9.7 | | |
| | Crossing | 13 | 6 | | |
| | Traffic | 8 | 3.7 | | |
| | Obstacles | 3 | 1.4 | | |
| | Environmental quality | 1 | 0.5 | | |
| | Furniture | 0 | 0 | | |
| | Greenery | 0 | 0 | | |
| | Weather protection | 0 | 0 | | |
| | People | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| | Other | 0 | 0 | | |
| Negative | Traffic | 17 | 7.9 | | |
| | Crossing | 11 | 5.1 | | |
| | Environmental quality | 11 | 5.1 | | |
| | Footpath | 10 | 4.6 | | |
| | Greenery | 4 | 1.9 | | |
| | Obstacles | 3 | 1.4 | | |
| | Furniture | 1 | 0.5 | | |
| | Other | 1 | 0.5 | | |
| | Weather protection | 0 | 0 | | |
| | People | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| Very negative | Environmental quality | 5 | 2.3 | | |
| | Traffic | 5 | 2.3 | | |
| | Crossing | 2 | 0.9 | | |
| | Footpath | 1 | 0.5 | | |
| | Furniture | 0 | 0 | | |
| | Greenery | 0 | 0 | | |
| | Obstacles | 0 | 0 | | |
| | Weather protection | 0 | 0 | | |
| | People | 0 | 0 | | |
| | Interest | 0 | 0 | | |
| | Inclusion | 0 | 0 | | |
| | Other | 0 | 0 | | |

*Table 64. Most frequent determinants by type of experience, in Šumperk.*

## 3.5.7. Positive and negative experiences by determinant

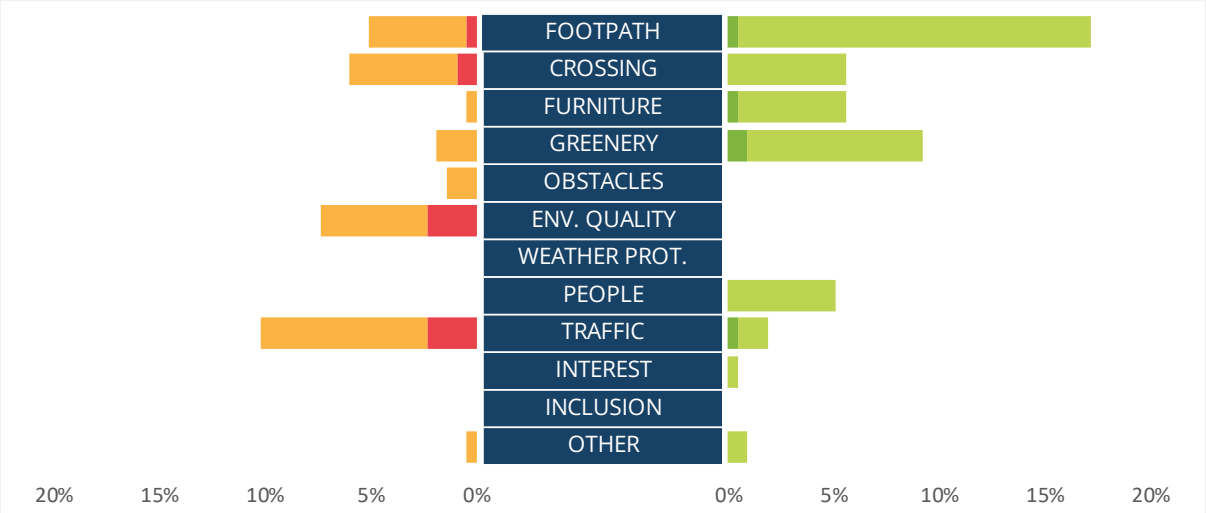



*Figure 50. Positive and negative experiences by determinant, in Šumperk.*

## 3.5.8. Determinants by frequency and negative-positive experiences

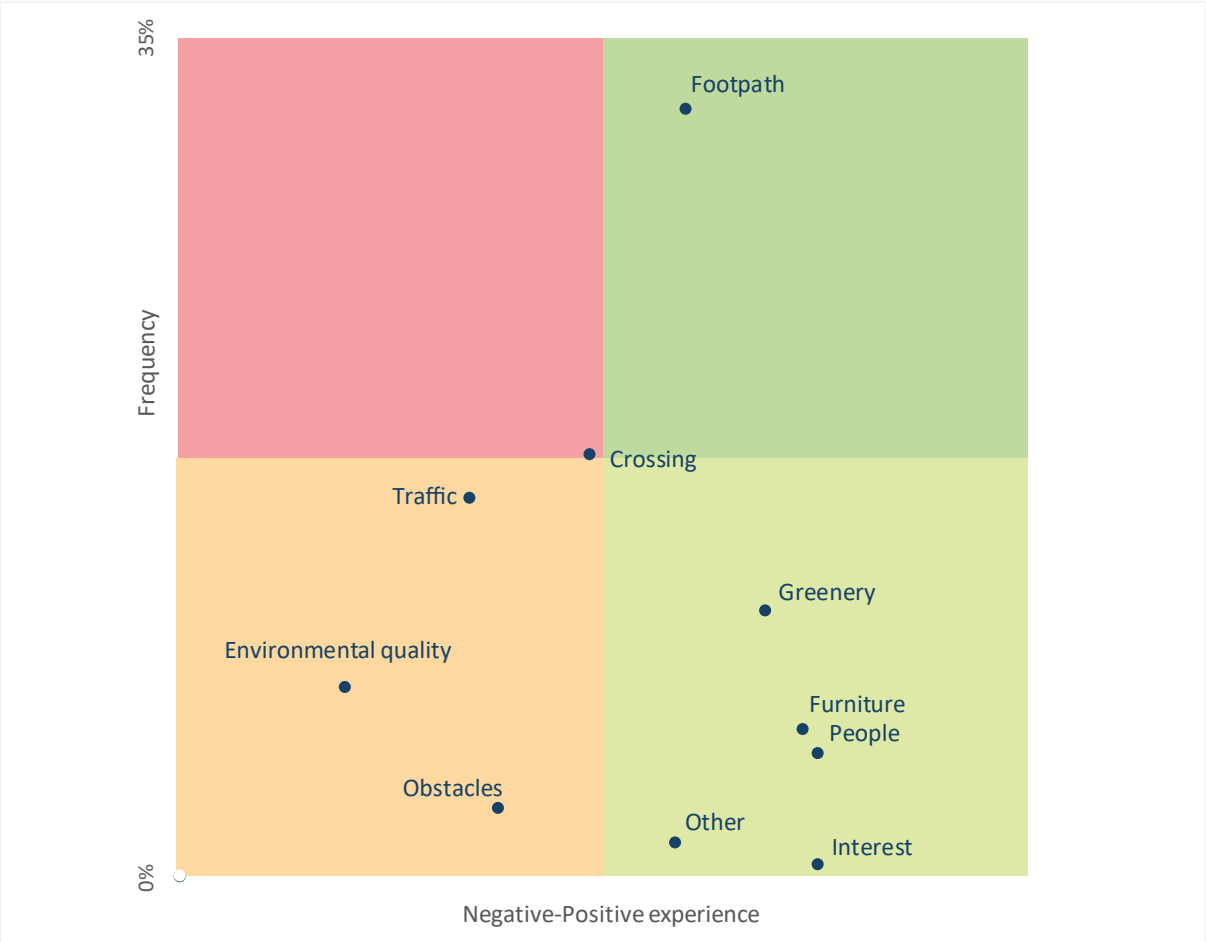



*Figure 51. Determinants by frequency and negative-positive experiences, in Šumperk.*

## 3.5.9. Positive and negative experiences by subcategory of determinants


*Figure 52. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Šumperk.*


*Figure 53. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Šumperk.*

## 3.5.10. Location of walking experiences

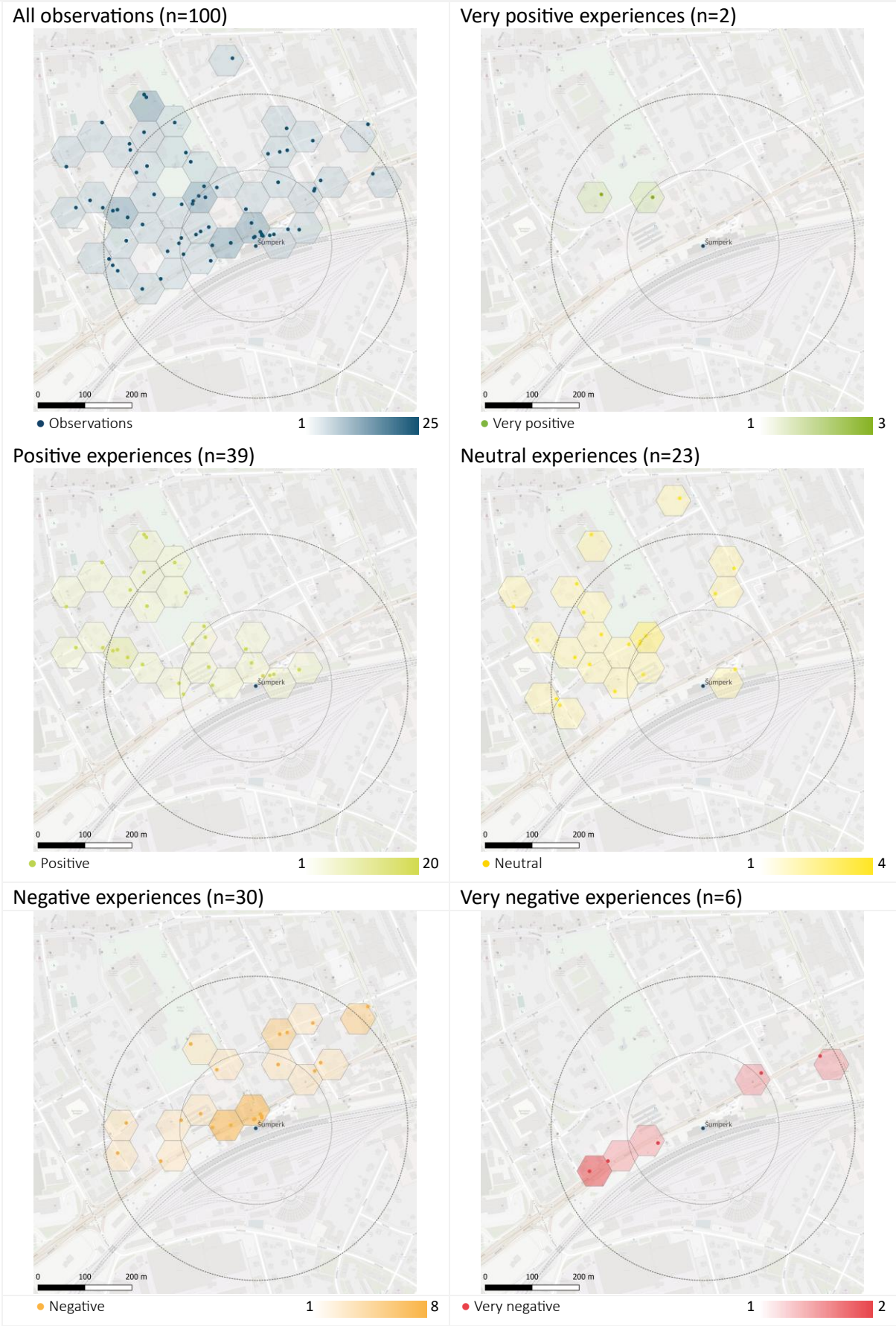



*Figure 54. Location of observations and different experiences, in Šumperk*

Location of all types of experiences (n=100) and overall perceived walkability.

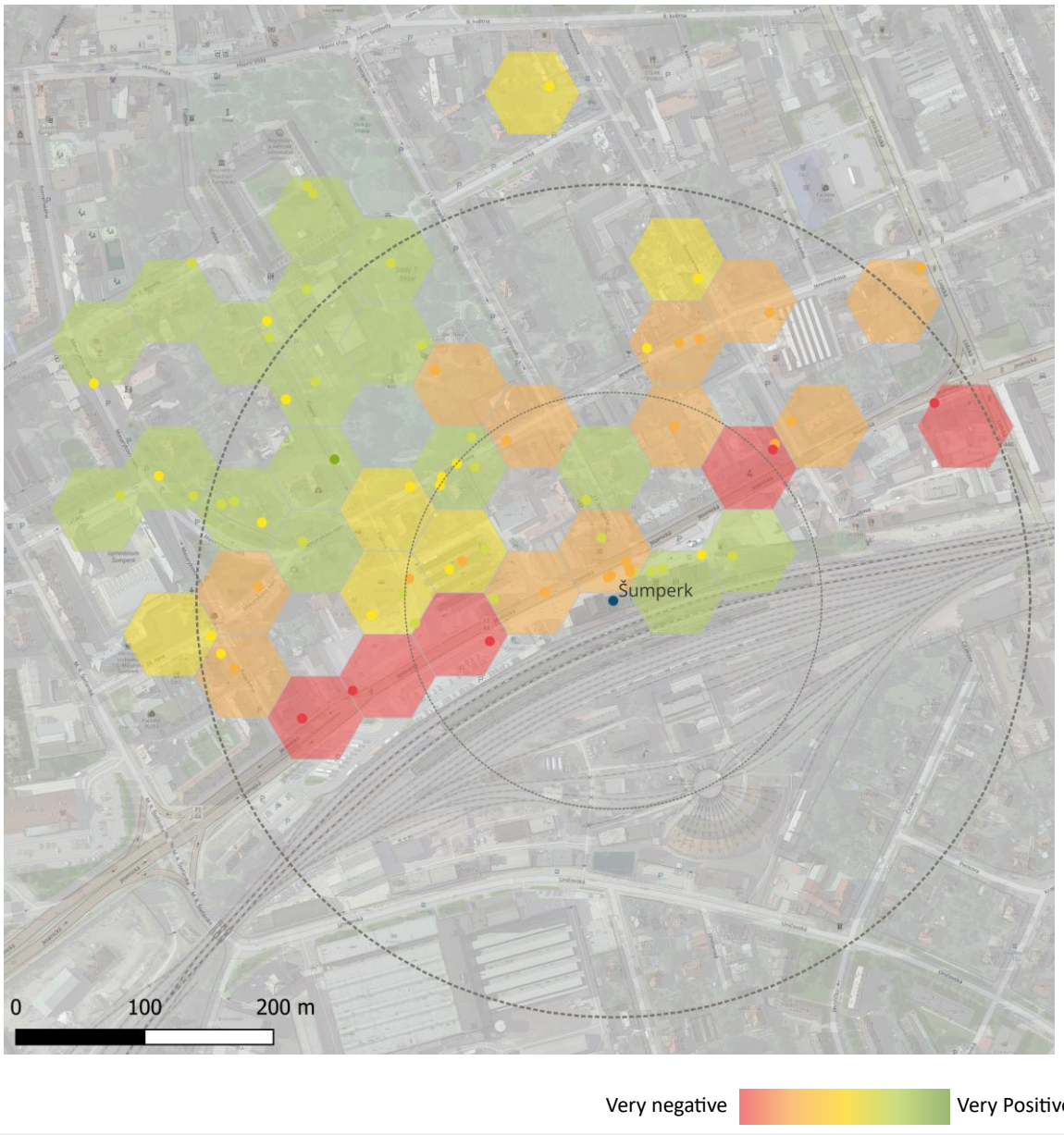



*Figure 55. Location of all types of experiences and overall perceived walkability, in Šumperk.*

## 3.5.11. Images and comments from participants

| Positive. Comfortable | Negative. Uncomfortable |
|---|---|
| *Footpath width and crossing priority*  Man, 50 | *Narrow footpaht, fast traffic, no greenery*  Woman, 60 |
| **Very positive. Enjoyable** | **Very negative. Unsafe** |
| *Footpath and greenery*  Expert audit | *"Too much fast traffic. Air and nose pollution*  Woman, 70 |

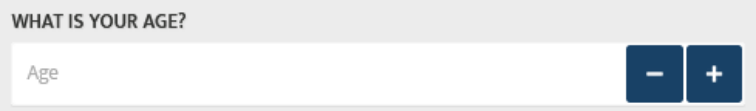
*Figure 56. Images from the study area with comments from participants, in Šumperk.*

# Annex A: App use and Glossary

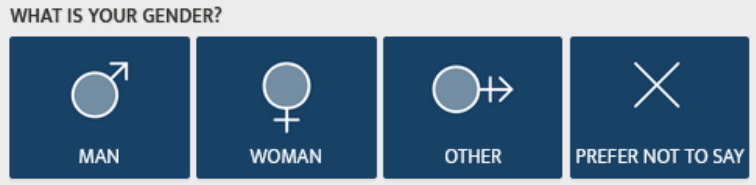
**1. PEDESTRIAN PROFILE**

Information about the people under study.

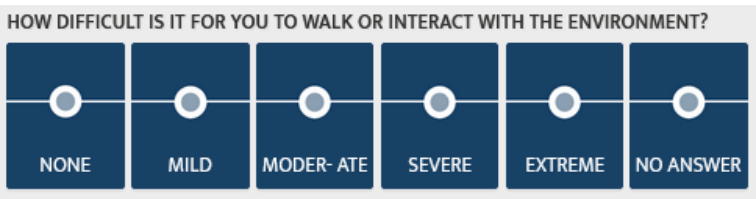
**1.1. AGE** The length of time that a person has lived[1].
Ask the participant: *"How old are you?" and add the value accordingly.*




**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.*



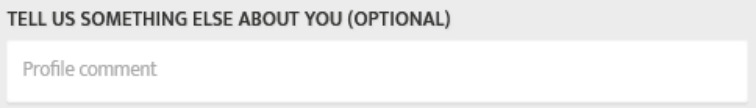

[1] Oxford English Dictionary (www.oed.com).
[2] Oxford English Dictionary, Psychology and Sociology (www.oed.com).
[3] Measuring Health and Disability: Manual for WHO Disability Assessment Schedule.

**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

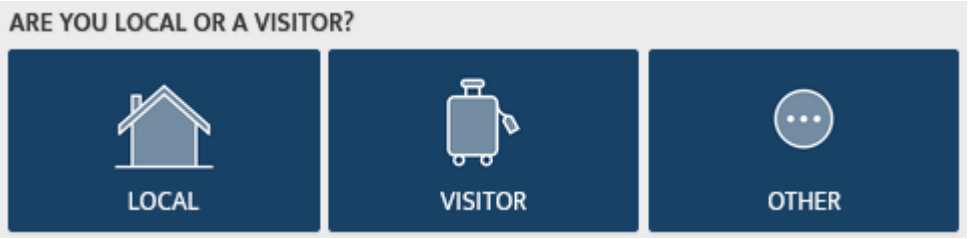
**2.1. DECISION** Indicates whether participants walk by choice or out of necessity.
Ask the participant: *"Are you walking by choice or out of necessity?" and select the icon accordingly.*
*"By choice" means that walking is the preferred option, even if there were other alternatives.*
*"Out of necessity" 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 |