Walkability study in Romania Active2Public Transport Needs Assessment

Walking catchment areas around Public Transport Stations and Stops
Eroilor, IDM, Militari, North Railway, Obor.

January 2025

About Project

The project 'Active2Public Transport' aims to reduce CO_2 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 Ministry of Development, Public Works and Administration

The Ministry of Development, Public Works and Administration (MDPWA) is the government institution responsible for the development and implementation of public policies in the fields of regional and urban development, public works, housing, construction, spatial planning and public administration. The Ministry coordinates national and European programs to reduce territorial disparities, modernize local infrastructure and support local public administration.

The Velo National Coordination Center (VNCC) is established within the General Directorate for the Implementation of the National Recovery and Resilience Plan of the Ministry of Development, Public Works and Administration, with attributions in the elaboration of the study on the cycling routes at national level and the creation of the national eVelo Platform, the identification, establishment, approval, standardisation, classification, monitoring of the state of the routes, development and promotion of cycling routes, respectively EuroVelo routes at the national level.

About Walk21

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

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

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

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

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

Authors & Acknowledgments

This report was created by Walk21 in collaboration with Ministry of Development, Public Works and Administration in Romania.

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

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

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

Cite this work as:

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

List of contents

1. Executive Summary

1.1. Aim of the project

As part of the Active2Public Transport project (A2PT), The Velo National Coordination Center (VNCC) conducted a participatory study on walkability around five public transport hubs and stations in Bucharest, within the Danube region of Romania. 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 Velo National Coordination Center of Romania 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 20/11/2024 and 13/01/2025, in five study areas: 1 - Eroilor Metro Station, 2 – IDM Bus Station, 3 – Militari Bus Station, 4 – North Railway Station, and 5 – Obor Railway Station. 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 547 interviewed participants shared 547 walking experiences related to 1,156 environmental determinants, amongst the five study areas.

1.3. What we found

Who walks, why and how?

From the **547 pedestrians interviewed**, most were adults (90.5%), followed by children (4.9%) and older adults (4.6%). In addition, 51.4% were men and 48.1% women. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (90.5%), while some had mild or moderate difficulty (8.6%) and a few had severe or extreme difficulty (0.9%). Finally, most participants were active pedestrians (81.5%) followed by inactive (17.9%) and a small proportion of very active ones (0.2%).

Based on **their walk context**, 72.9% of participants were walking out of necessity while 29.8% did it by choice. With regards to the walk purpose, 72.9% participants walked for transport, while 27.1% for leisure. Most participants were walking on their own (78.2%) compared to those walking with others (21.8%). Finally, most participants were familiar with the place (89.4%), while others were not (10.6%).

Which were the main walking experiences?

From the **547 walking experiences** collected, most were very positive (40.6%), followed by positive (29.3%), negative (14.8%), neutral (9%) and very negative (6.4%). Overall positive and very positive experiences (69.9%) clearly outnumbered negative ad very negative ones (21.2%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (86.3%) with more comfortable and very comfortable experiences (70.3%) than uncomfortable and very uncomfortable ones (20.1%). Secondly, 46.4% of experiences were related to walking **enjoyment**, with many more enjoyable and very enjoyable experiences (87.4%) than unenjoyable or very unenjoyable ones (10.6%). Finally, walking **safety** was the least frequent type of experience shared by participants (32.5%), with many more very safe and safe experiences (87.6%) than unsafe and very unsafe ones (11.8%). See tables and graphs about this on page 13.

What influenced walking experiences?

From the **1,156 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 25% of all observations, followed by environmental quality (20%), greenery (13.4%), obstacles (9.7%) and street furniture (9.5%). 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 interest, people, furniture and greenery. With the exception of traffic and obstacles, which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpath (21.9%), environmental quality (18.4%) and greenery (13.2%), while most negative and very negative experiences were related to obstacles (5.4%), traffic (3.4%), bad footpath (1.7%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (26%), environmental quality (21.5%) and greenery (14.7%), while most unsafe and very unsafe experiences were related to obstacles (2.1%), traffic (2%), and bad crossings (1.5%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (22.7%), environmental quality (18.9%) and greenery (12.9%), while most uncomfortable and very uncomfortable experiences were related to obstacles (5.6%), traffic (2.9%) and bad footpath (1.7%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were environmental quality (22.1%), good footpath (20.6) and greenery (19%), while most unenjoyable and very unenjoyable experiences were related to obstacles (2.3%), traffic (1%) and poor environmental quality (0.9%).

After identifying the main determinants that influenced their walking experiences, participants could include more information about **specific characteristic or subcategories of determinants**. In the case of footpath, participants praised the presence of wide pavements with good surface. The most relevant negative aspects of environmental quality were air and noise pollution, while participants highlighted the positive impacts of cleanliness. Most positive experiences related to greenery identified parks, as well as trees and other plants or isolated urban vegetation. In the case of urban furniture, participants mainly praised public seating and lighting. Most negative experiences related to obstacles were related to the presence of vehicles blocking the footpath or crossings, while most negative experiences related to traffic included traffic high volume and speed, as well as bad driving behaviour. Finally, participants shared positive experiences related to the presence of crossings at desirable locations and with good visibility, while they raised concerns about crossing priority of pedestrians over traffic. Finally, people with different **walk context** also shared slightly different experiences related to each determinant. 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 more negative and very negative experiences (36%) than adults (20.6%), women shared slightly more negative and very negative experiences (21.7%) than men (20.6%), people with mild or moderate difficulty to move shared more negative and very negative experiences (60%) than people with no difficulties (19.4%).

However, the sample size of some categories of pedestrians in this study does not provide enough information to generalise outcomes, such as children (n=27), older adults (n=25) or pedestrians with severe or extreme difficulty to walk (n=5).

Based on the **walk context**, people walking by choice, for leisure, with others and as visitors generally shared more positive and very positive experiences than negative and very negative ones. Similar small differences were present when looking at walking **safety**, **comfort** and **enjoyment**. Other differences can be seen in the way different pedestrians experience specific environmental determinants, with children, older adults and people with difficulty to move often sharing more negative experiences related to obstacles, traffic, bad footpath and crossings. See tables and graphs about this on pages 18 to 25.

Were there any differences between study areas?

This project included five study areas, which presented slightly different outcomes. While in all study areas more than 50% of experiences were positive and very positive, Eroilor and IDM stations were the ones with more positive and very positive experiences (77.7% and 76.9 respectively), followed by Obor and Militari stations (70.6% and 70.3%), while North Rail Station was the one with least positive and very positive experiences (57.3%). On the other hand, North Rail Station was the one with more negative and very negative experiences (34%9, followed by Obor Station (22.8%). Similarly, most study areas slightly differed in the main determinants related to walking experiences. Good footpath was the most frequent determinant related to positive experiences in all study areas except Eroilor Station (environmental quality). In the case of negative experiences, obstacles was the main determinant in study areas, except north Railway Station (traffic). Even within each study area, there were different parts considered more or less pedestrians friendly based on experiences linked to different determinants. See Section 3 for a more detailed analysis of each study area.

1.4. What we recommend

What to fix, improve and expand

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There were positive, neutral and negative experiences in all study areas, which implies that they present a mix of good, adequate and bad walkability, often related to common determinants. Overall, most experiences were related to either positive (29.3%) or very positive experiences (40.6%), mainly related to good footpath, environmental quality, greenery, street furniture and crossings. 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 some negative (14.8%) and very negative (6.4%) experiences, mainly related to the presence of walking obstacles, traffic, bad footpath, crossings and poor 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 (9%) can be considered "just adequate" environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpath, crossings, minor obstacles and moderate traffic may enable more positive and very positive experiences.

Consider the needs and concerns of specific target populations

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

Future studies and projects

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

2. Overall analysis for all study areas

2.1. Location of study areas

Figure 1. Location of study areas.

2.2. Data collected

Period	20/11/2024-13/01/2025		
Timeframe	07:20-16:34		
Interviews	Participants	547	
	Experiences	547	
	Determinants	1156	

Table 1. Data collected in all study areas.

2.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=547
AGE	Children (<18)	27	4.9		
	Adults (18-65)	495	90.5		
	Older people (>65)	25	4.6		
GENDER	Man	281	51.4		
	Woman	263	48.1		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	495	90.5		
	Mild or moderate	47	8.6		
	Severe or extrerme	5	0.9		
ACTIVITY (mins/day)	Less than 10 min	98	17.9		
	10 - 60 mins	446	81.5		
	More than 60 min	1	0.2		

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

2.4. Walk context

Variable	Category	N	%	Distribution	N=547
DECISION	Choice	163	29.8		
	Necessity	384	70.2		
	Other	0	0		
PURPOSE	Transport	399	72.9		
	Leisure	148	27.1		
	Other	0	0		
COMPANY	Alone	428	78.2		
	Accompanied	119	21.8		
	Other	0	0		
FAMILIARITY	Local	489	89.4		
	Visitor	58	10.6		
	Other	0	0		

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

2.5. Walking experiences

EXPERIENCE	N	%
Very positive	222	40.6
Positive	160	29.3
Neutral	49	9
Negative	81	14.8
Very negative	35	6.4
TOTAL	547	100.1

TOP-5 determinants related to experience

Negative	Positive
Obstacles	Footpath
Traffic	Environmental quality
Footpath	Greenery
Crossing	Furniture
Environmental quality	Crossing

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

SAFETY	N	%
Very safe	104	58.4
Safe	52	29.2
Neutral	1	0.6
Unsafe	11	6.2
Very unsafe	10	5.6
TOTAL	178	100

TOP-5 determinants related to safety

Unsafe	Safe
Obstacles	Footpath
Traffic	Environmental quality
Crossing	Greenery
Footpath	Crossing
Inclusion	Furniture

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

COMFORT	N	%
Very comfortable	194	41.1
Comfortable	138	29.2
Neutral	45	9.5
Uncomfortable	70	14.8
Very uncomfortable	25	5.3
TOTAL	472	99.9

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Obstacles	Footpath
Traffic	Environmental quality
Footpath	Greenery
Crossing	Furniture
Environmental quality	Crossing

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

ENJOYMENT	N	%
Very enjoyable	161	63.4
Enjoyable	61	24
Neutral	5	2
Unenjoyable	19	7.5
Very unenjoyable	8	3.1
TOTAL	254	100

TOP-5 determinants related to enjoyment

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

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=1,156
Very Positive	Footpath	142	12.3		
	Environmental quality	142	12.3		
	Greenery	99	8.6		
	Furniture	68	5.9		
	People	34	2.9		
	Crossing	26	2.2		
	Interest	23	2		
	Obstacles	14	1.2		
	Weather protection	5	0.4		
	Inclusion	5	0.4		
	Other	1	0.1		
	Traffic	0	0		
Postive	Footpath	111	9.6		
	Environmental quality	71	6.1		
	Greenery	53	4.6		
	Crossing	33	2.9		
	Furniture	30	2.6		
	People	22	1.9		
	Interest	13	1.1		
	Obstacles	7	0.6		
	Weather protection	7	0.6		
	Inclusion	6	0.5		
	Traffic	1	0.1		
	Other	0	0		
Neutral	Obstacles	29	2.5		
	Footpath	16	1.4		
	Traffic	9	0.8		
	Crossing	7	0.6		
	Furniture	6	0.5		
	Environmental quality	5	0.4		
	Greenery	2	0.2		
	Weather protection	1	0.1		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	Obstacles	46	4		
	Traffic	25	2.2		
	Footpath	15	1.3		
	Environmental quality	12	1		
	Crossing	10	0.9		
	Furniture	3	0.3		
	Inclusion	3	0.3		
	Weather protection	2	0.2		
	People	1	0.1		
	Greenery	0	0		
	Interest	0	0		
	Other	0	0		
Very negative	Obstacles	16	1.4		
	Traffic	14	1.2		
	Crossing	8	0.7		
	Footpath	5	0.4		
	Furniture	2	0.2		
	Environmental quality	2	0.2		
	People	2	0.2		
	Inclusion	1	0.1		
	Other	1	0.1		
	Greenery	0	0		
	Weather protection	0	0		
	Interest	0	0		

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

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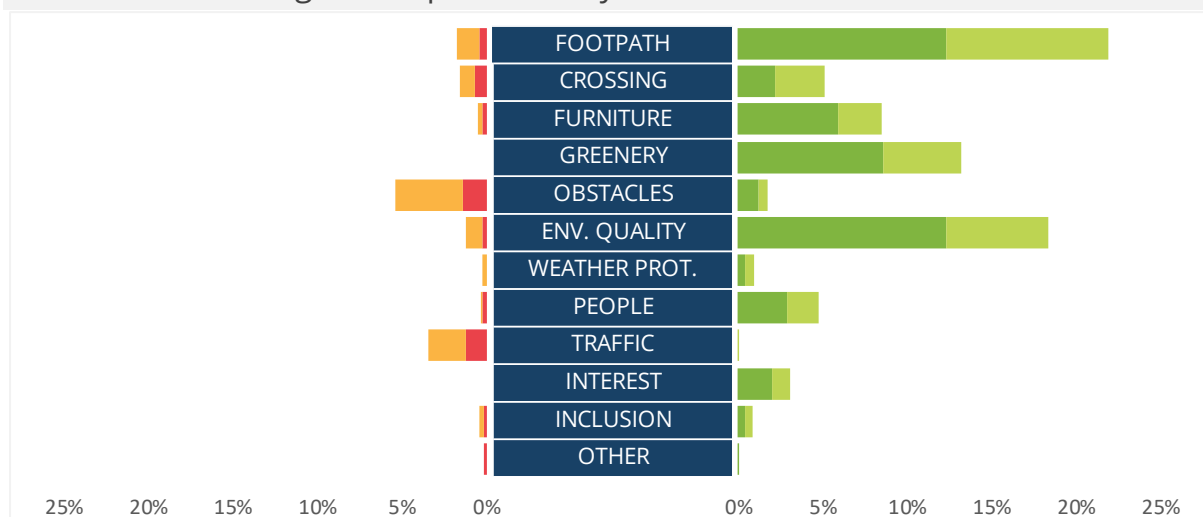
Figure 3. Positive and negative experiences by determinant, in all study areas.

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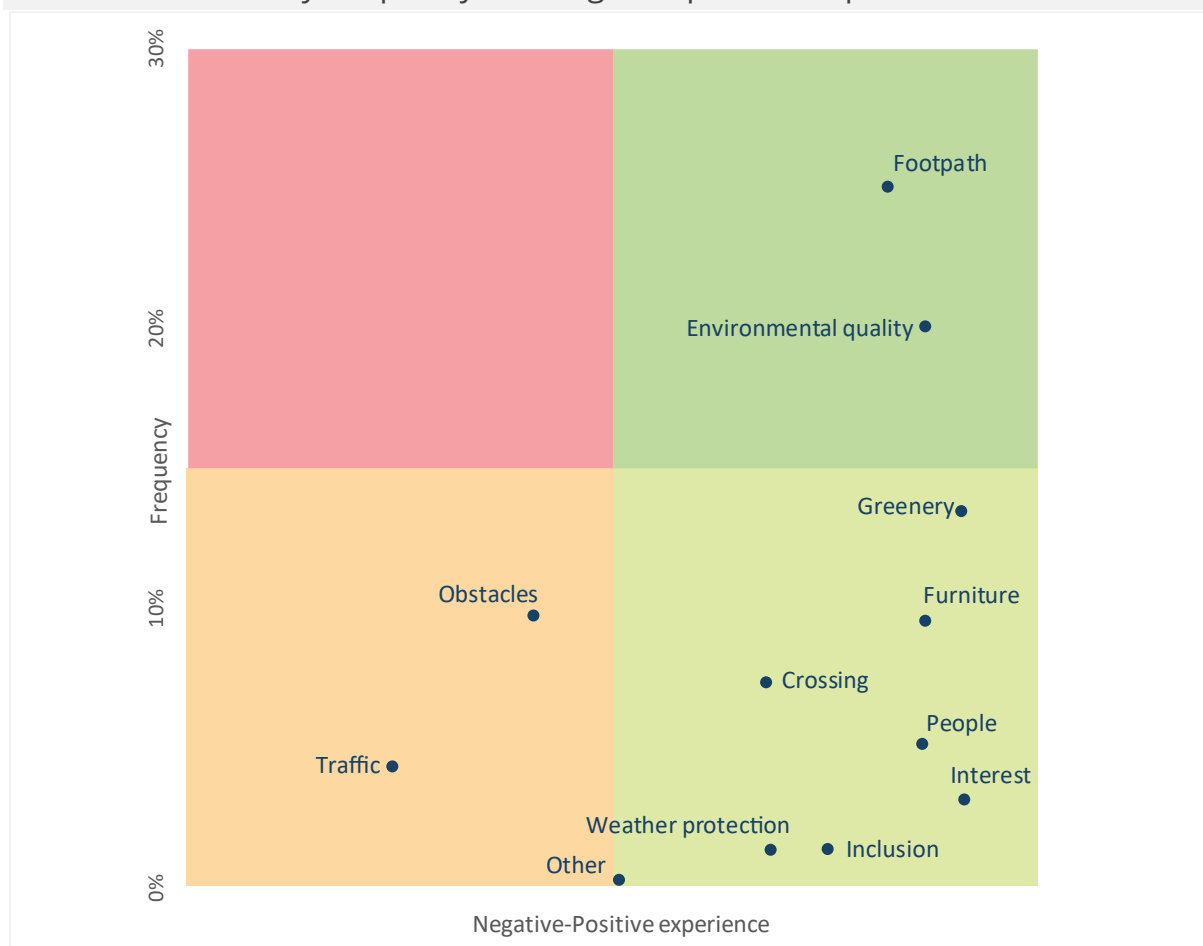
Figure 4. Determinants by frequency and negative-positive experiences, in all study areas.

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.

WEATHER PROT.
- Shade
- Shelter
- Drainage
- Presence
- Absence
- Other

(n=8)

PEOPLE
- Amount
- Behaviour
- Interaction
- Presence
- Absence
- Other

(n=45)

TRAFFIC
- Volume
- Speed
- Behaviour
- Presence
- Absence
- Other

(n=55)

INTEREST
- Ambiance
- Scenery
- Destinations
- Presence
- Absence
- Other

No data

(n=25)

INCLUSION
- Mobility
- Visual or hearing
- Mental
- Presence
- Absence
- Other

(n=5)
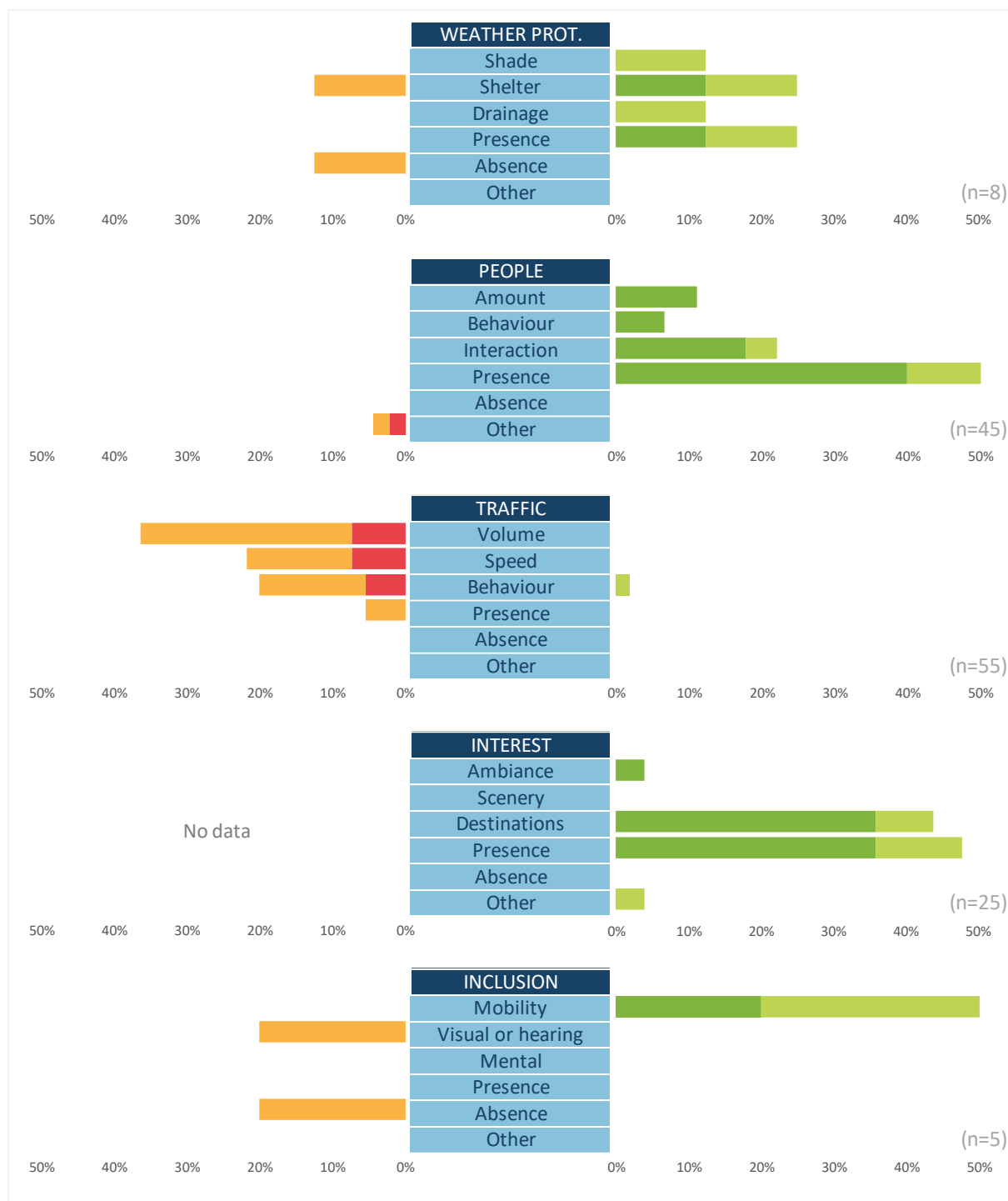
Figure 6. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in all study areas.

2.10. Experiences by type of pedestrians and walk context

WALKING EXPERIENCE			☹ 😦 😐 🙂 😄						N	Distribution
ALL PARTICIPANTS			6.4	14.8	9	29.3	40.6	547	
PEDESTRIAN PROFILE	AGE	Children	7.4	11.1	3.7	33.3	44.4	27	
		Adults	6.1	14.5	9.1	29.9	40.4	495	
		Seniors	12	24	12	12	40	25	
	GENDER	Men	7.1	13.5	7.8	29.5	42	281	
		Women	5.7	16	10.3	28.9	39.2	263	
	ABILITY	None	5.7	13.7	8.3	29.7	42.6	495	
		Moderate	14.9	21.3	12.8	27.7	23.4	47	
		Severe	0	60	40	0	0	5	
	ACTIVITY	< 10'	10.2	17.3	13.3	25.5	33.7	98	
		10' - 60'	5.6	14.1	7.8	30	42.4	446	
		+ 60'	0	0	0	100	0	1	
WALK CONTEXT	DECISION	Choice	7.4	12.3	5.5	28.2	46.6	163	
		Necessity	6	15.9	10.4	29.7	38	384	
	PURPOSE	Transport	6.3	15.8	10.3	29.3	38.3	399	
		Leisure	6.8	12.2	5.4	29.1	46.6	148	
	COMPANY	Alone	6.8	15	9.6	28.5	40.2	428	
		With others	5	14.3	6.7	31.9	42	119	
	FAMILIARITY	Local	6.1	15.1	9.4	29.4	39.9	489	
		Visitor	8.6	12.1	5.2	27.6	46.6	58	

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

SAFETY			☹ 😦 😐 🙂 😄						N	Distribution
ALL PARTICIPANTS			5.6	6.2	0.6	29.2	58.4	178	
PEDESTRIAN PROFILE	AGE	Children	8.7	13	0	47.8	30.4	23	
		Adults	2.7	5.9	0.4	54.5	36.5	255	
		Seniors	7.1	21.4	0	42.9	28.6	14	
	GENDER	Men	6.3	5.3	1.1	28.4	58.9	95	
		Women	4.9	7.4	0	29.6	58	81	
	ABILITY	None	4.4	5	0.6	30.2	59.7	159	
		Moderate	17.6	5.9	0	23.5	52.9	17	
		Severe	0	100	0	0	0	2	
	ACTIVITY	< 10'	5	15	0	25	55	20	
		10' - 60'	5.7	4.5	0.6	29.9	59.2	157	
		+ 60'	0	0	0	0	0	0	
WALK CONTEXT	DECISION	Choice	6.3	3.2	0	27	63.5	63	
		Necessity	5.2	7.8	0.9	30.4	55.7	115	
	PURPOSE	Transport	6	7.7	0.9	29.9	55.6	117	
		Leisure	4.9	3.3	0	27.9	63.9	61	
	COMPANY	Alone	6.6	7.4	0	27.9	58.1	136	
		With others	2.4	2.4	2.4	33.3	59.5	42	
	FAMILIARITY	Local	5.9	7.2	0.7	31.4	54.9	153	
		Visitor	4	0	0	16	80	25	

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

COMFORT			☹️	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			5.3	14.8	9.5	29.2	41.1	472	
PEDESTRIAN PROFILE	AGE	Children	0	14.3	4.8	33.3	47.6	21	
		Adults	5.2	14.5	9.6	30	40.7	427	
		Seniors	12.5	20.8	12.5	12.5	41.7	24	
	GENDER	Men	5.8	13.3	8.3	29	43.6	241	
		Women	4.8	16.2	11	29.4	38.6	228	
	ABILITY	None	4.9	13.5	8.8	30	42.8	430	
		Moderate	10.5	26.3	13.2	23.7	26.3	38	
		Severe	0	50	50	0	0	4	
	ACTIVITY	< 10'	8.2	16.5	14.1	24.7	36.5	85	
		10' - 60'	4.7	14.3	8.3	30.2	42.4	384	
		+ 60'	0	0	0	100	0	1	
WALK CONTEXT	DECISION	Choice	5.1	10.9	5.8	29	49.3	138	
		Necessity	5.4	16.5	11.1	29.3	37.7	334	
	PURPOSE	Transport	5.5	16.2	11	28.9	38.4	346	
		Leisure	4.8	11.1	5.6	30.2	48.4	126	
	COMPANY	Alone	5.4	15.1	10.3	28.1	41.1	370	
		With others	4.9	13.7	6.9	33.3	41.2	102	
	FAMILIARITY	Local	5	15.7	10	29.3	40	420	
		Visitor	7.7	7.7	5.8	28.8	50	52	

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

ENJOYMENT			☹️	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			3.1	7.5	2	24	63.4	254	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	21.4	78.6	14	
		Adults	3.5	7.5	2.2	25	61.8	228	
		Seniors	0	16.7	0	8.3	75	12	
	GENDER	Men	3.6	7.2	2.2	22.3	64.7	139	
		Women	2.7	8	1.8	25.7	61.9	113	
	ABILITY	None	3.1	6.2	1.3	22.9	66.5	227	
		Moderate	3.8	15.4	7.7	34.6	38.5	26	
		Severe	0	100	0	0	0	1	
	ACTIVITY	< 10'	12.2	4.1	6.1	30.6	46.9	49	
		10' - 60'	1	7.9	1	22.2	68	203	
		+ 60'	0	0	0	100	0	1	
WALK CONTEXT	DECISION	Choice	1.1	6.5	2.2	22.6	67.7	93	
		Necessity	4.3	8.1	1.9	24.8	60.9	161	
	PURPOSE	Transport	4.2	7.7	2.4	24.4	61.3	168	
		Leisure	1.2	7	1.2	23.3	67.4	86	
	COMPANY	Alone	4.1	7.8	2.1	23.3	62.7	193	
		With others	0	6.6	1.6	26.2	65.6	61	
	FAMILIARITY	Local	3.6	7.2	2.3	24	62.9	221	
		Visitor	0	9.1	0	24.2	66.7	33	

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

FOOTPATH			🙁	😟	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			1.7	5.2	5.6	38.3	49.1	287	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	46.7	53.3	15	
		Adults	1.9	5.3	5.3	38.6	48.9	264	
		Seniors	0	10	20	20	50	10	
	GENDER	Men	2.7	4.1	4.8	36.7	51.7	147	
		Women	0.7	6.4	6.4	40	46.4	140	
	ABILITY	None	1.5	4.5	3.8	38.3	51.9	264	
		Moderate	4.2	12.5	20.8	41.7	20.8	24	
		Severe	0	0	100	0	0	1	
	ACTIVITY	< 10'	2.2	8.7	13	32.6	43.5	46	
		10' - 60'	1.7	4.5	4.1	39.3	50.4	242	
		+ 60'	0	0	0	100	0	1	
WALK CONTEXT	DECISION	Choice	2.4	2.4	1.2	34.5	59.5	84	
		Necessity	1.5	6.3	7.3	40	44.9	205	
	PURPOSE	Transport	1.9	6.1	7.5	39.4	45.1	213	
		Leisure	1.3	2.6	0	35.5	60.5	76	
	COMPANY	Alone	1.7	5.2	6.1	37.7	49.4	231	
		With others	1.7	5.2	3.4	41.4	48.3	58	
	FAMILIARITY	Local	1.5	5	6.2	39.4	47.9	259	
		Visitor	3.3	6.7	0	30	60	30	

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

CROSSING			🙁	😟	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			9.5	11.9	8.3	39.3	31	84	
PEDESTRIAN PROFILE	AGE	Children	20	20	0	20	40	5	
		Adults	8.2	9.6	8.2	41.1	32.9	73	
		Seniors	16.7	33.3	16.7	33.3	0	6	
	GENDER	Men	9.8	4.9	7.3	48.8	29.3	41	
		Women	9.3	18.6	9.3	30.2	32.6	43	
	ABILITY	None	7	8.5	7	42.3	35.2	71	
		Moderate	33.3	22.2	0	33.3	11.1	9	
		Severe	0	50	50	0	0	4	
	ACTIVITY	< 10'	0	9.1	27.3	36.4	27.3	11	
		10' - 60'	11.3	11.3	4.2	40.8	32.4	71	
		+ 60'	0	0	0	0	0	0	
WALK CONTEXT	DECISION	Choice	11.8	17.6	2.9	41.2	26.5	34	
		Necessity	8	8	12	38	34	50	
	PURPOSE	Transport	9.6	7.7	11.5	38.5	32.7	52	
		Leisure	9.4	18.8	3.1	40.6	28.1	32	
	COMPANY	Alone	10	8.3	10	38.3	33.3	60	
		With others	8.3	20.8	4.2	41.7	25	24	
	FAMILIARITY	Local	11.4	10	8.6	41.4	28.6	70	
		Visitor	0	21.4	7.1	28.6	42.9	14	

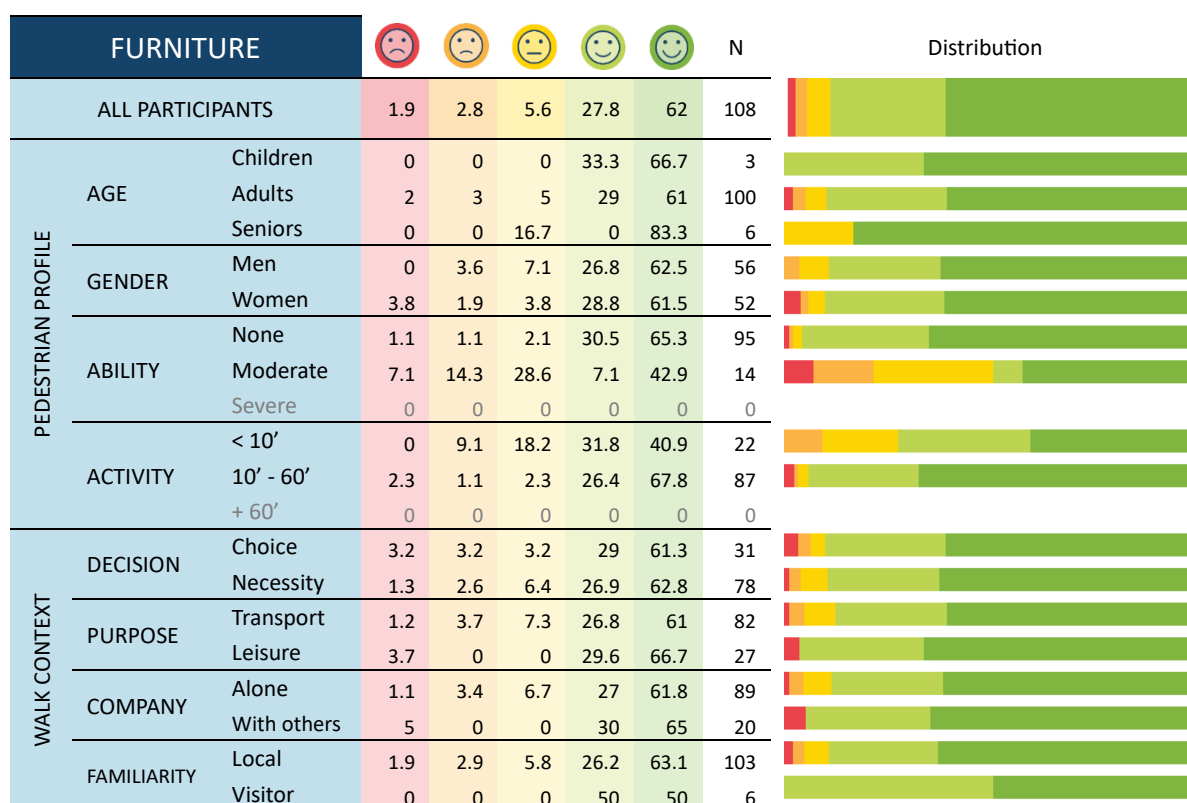Table 14. Experiences related to crossing by pedestrian profile and walk context, in all study areas.

FURNITURE			☹️	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			1.9	2.8	5.6	27.8	62	108	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	33.3	66.7	3	
		Adults	2	3	5	29	61	100	
		Seniors	0	0	16.7	0	83.3	6	
	GENDER	Men	0	3.6	7.1	26.8	62.5	56	
		Women	3.8	1.9	3.8	28.8	61.5	52	
	ABILITY	None	1.1	1.1	2.1	30.5	65.3	95	
		Moderate	7.1	14.3	28.6	7.1	42.9	14	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	9.1	18.2	31.8	40.9	22	
		10' - 60'	2.3	1.1	2.3	26.4	67.8	87	
		+ 60'	0	0	0	0	0	0	
WALK CONTEXT	DECISION	Choice	3.2	3.2	3.2	29	61.3	31	
		Necessity	1.3	2.6	6.4	26.9	62.8	78	
	PURPOSE	Transport	1.2	3.7	7.3	26.8	61	82	
		Leisure	3.7	0	0	29.6	66.7	27	
	COMPANY	Alone	1.1	3.4	6.7	27	61.8	89	
		With others	5	0	0	30	65	20	
	FAMILIARITY	Local	1.9	2.9	5.8	26.2	63.1	103	
		Visitor	0	0	0	50	50	6	

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

GREENERY			☹️	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	0	1.3	34.2	64.5	152	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	25	75	12	
		Adults	0	0	1.5	37	61.5	135	
		Seniors	0	0	0	0	100	7	
	GENDER	Men	0	0	2.6	30.8	66.7	78	
		Women	0	0	0	37.8	62.2	74	
	ABILITY	None	0	0	0.7	32.4	66.9	139	
		Moderate	0	0	6.7	53.3	40	15	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	0	3.7	51.9	44.4	27	
		10' - 60'	0	0	0.8	30.2	69	126	
		+ 60'	0	0	0	100	0	1	
WALK CONTEXT	DECISION	Choice	0	0	1.7	25.4	72.9	59	
		Necessity	0	0	1.1	40	58.9	95	
	PURPOSE	Transport	0	0	1	39	60	100	
		Leisure	0	0	1.9	25.9	72.2	54	
	COMPANY	Alone	0	0	1.7	34.2	64.1	117	
		With others	0	0	0	35.1	64.9	37	
	FAMILIARITY	Local	0	0	1.5	35.1	63.4	131	
		Visitor	0	0	0	30.4	69.6	23	

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

OBSTACLES			☹	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			14.4	41.4	26.1	6.3	11.7	111	
PEDESTRIAN PROFILE	AGE	Children	14.3	28.6	14.3	0	42.9	7	
		Adults	13.4	40.2	27.8	7.2	11.3	97	
		Seniors	25	62.5	12.5	0	0	8	
	GENDER	Men	18.2	40	23.6	9.1	9.1	55	
		Women	10.7	42.9	28.6	3.6	14.3	56	
	ABILITY	None	13.5	41.7	27.1	5.2	12.5	96	
		Moderate	20	33.3	20	13.3	13.3	15	
		Severe	0	100	0	0	0	1	
	ACTIVITY	< 10'	27.3	40.9	22.7	9.1	0	22	
		10' - 60'	11.2	40.4	27	5.6	15.7	89	
		+ 60'	0	0	0	0	0	0	
WALK CONTEXT	DECISION	Choice	3.6	35.7	28.6	7.1	25	28	
		Necessity	17.9	42.9	25	6	8.3	84	
	PURPOSE	Transport	17.6	42.4	25.9	5.9	8.2	85	
		Leisure	3.7	37	25.9	7.4	25.9	27	
	COMPANY	Alone	14	40.9	28	4.3	12.9	93	
		With others	15.8	42.1	15.8	15.8	10.5	19	
	FAMILIARITY	Local	13.1	41.4	27.3	6.1	12.1	99	
		Visitor	23.1	38.5	15.4	7.7	15.4	13	

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

ENV. QUALITY			☹	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0.9	5.2	2.2	30.3	61.5	231	
PEDESTRIAN PROFILE	AGE	Children	0	6.7	0	26.7	66.7	15	
		Adults	1	5.3	2.4	31.7	59.6	208	
		Seniors	0	0	0	11.1	88.9	9	
	GENDER	Men	1.6	5.7	2.5	27.9	62.3	122	
		Women	0	4.6	1.8	33	60.6	109	
	ABILITY	None	0.9	5.5	1.4	29.5	62.7	217	
		Moderate	0	0	13.3	46.7	40	15	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	2.6	0	10.3	35.9	51.3	39	
		10' - 60'	0.5	6.2	0.5	29.5	63.2	193	
		+ 60'	0	0	0	0	0	0	
WALK CONTEXT	DECISION	Choice	0	6	2.4	27.4	64.3	84	
		Necessity	1.4	4.7	2	32.4	59.5	148	
	PURPOSE	Transport	1.3	4.5	2.6	32.1	59.6	156	
		Leisure	0	6.6	1.3	27.6	64.5	76	
	COMPANY	Alone	1.1	4.5	2.3	30.7	61.4	176	
		With others	0	7.1	1.8	30.4	60.7	56	
	FAMILIARITY	Local	1	5.8	1.9	30.9	60.4	207	
		Visitor	0	0	4	28	68	25	

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

WEATHER PROT.			😞	😦	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	13.3	6.7	46.7	33.3	15	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0	0	
		Adults	0	13.3	6.7	46.7	33.3	15	
		Seniors	0	0	0	0	0	0	
	GENDER	Men	0	0	0	55.6	44.4	9	
		Women	0	33.3	16.7	33.3	16.7	6	
	ABILITY	None	0	9.1	0	54.5	36.4	11	
		Moderate	0	33.3	0	33.3	33.3	3	
		Severe	0	0	100	0	0	1	
	ACTIVITY	< 10'	0	0	0	60	40	5	
		10' - 60'	0	20	10	40	30	10	
		+ 60'	0	0	0	0	0	0	
WALK CONTEXT	DECISION	Choice	0	50	0	0	50	2	
		Necessity	0	7.7	7.7	53.8	30.8	13	
	PURPOSE	Transport	0	7.7	7.7	53.8	30.8	13	
		Leisure	0	50	0	0	50	2	
	COMPANY	Alone	0	11.1	11.1	44.4	33.3	9	
		With others	0	16.7	0	50	33.3	6	
	FAMILIARITY	Local	0	8.3	8.3	41.7	41.7	12	
		Visitor	0	33.3	0	66.7	0	3	

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

PEOPLE			😞	😦	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			3.4	1.7	0	37.9	56.9	58	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	20	80	5	
		Adults	3.8	1.9	0	40.4	53.8	52	
		Seniors	0	0	0	0	100	2	
	GENDER	Men	0	0	0	37	63	27	
		Women	6.5	3.2	0	38.7	51.6	31	
	ABILITY	None	3.9	2	0	33.3	60.8	51	
		Moderate	0	0	0	62.5	37.5	8	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	11.1	0	44.4	44.4	9	
		10' - 60'	4	0	0	36	60	50	
		+ 60'	0	0	0	0	0	0	
WALK CONTEXT	DECISION	Choice	6.1	0	0	33.3	60.6	33	
		Necessity	0	3.8	0	42.3	53.8	26	
	PURPOSE	Transport	0	3.6	0	39.3	57.1	28	
		Leisure	6.5	0	0	35.5	58.1	31	
	COMPANY	Alone	4.5	0	0	38.6	56.8	44	
		With others	0	6.7	0	33.3	60	15	
	FAMILIARITY	Local	4	2	0	38	56	50	
		Visitor	0	0	0	33.3	66.7	9	

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

TRAFFIC			☹️	🙁	😐	🙂	😀	N	Distribution
ALL PARTICIPANTS			29.2	50	18.8	2.1	0	48	
PEDESTRIAN PROFILE	AGE	Children	50	25	0	25	0	4	
		Adults	26.8	53.7	19.5	0	0	41	
		Seniors	25	50	25	0	0	4	
	GENDER	Men	29.2	41.7	25	4.2	0	24	
		Women	29.2	58.3	12.5	0	0	24	
	ABILITY	None	28.6	51.4	17.1	2.9	0	35	
		Moderate	44.4	44.4	11.1	0	0	9	
		Severe	0	60	40	0	0	5	
	ACTIVITY	< 10'	18.2	54.5	27.3	0	0	11	
		10' - 60'	33.3	50	13.9	2.8	0	36	
		+ 60'	0	0	0	0	0	0	
WALK CONTEXT	DECISION	Choice	42.1	47.4	10.5	0	0	19	
		Necessity	20	53.3	23.3	3.3	0	30	
	PURPOSE	Transport	19.4	54.8	22.6	3.2	0	31	
		Leisure	44.4	44.4	11.1	0	0	18	
	COMPANY	Alone	36.4	48.5	12.1	3	0	33	
		With others	12.5	56.3	31.3	0	0	16	
	FAMILIARITY	Local	30.2	51.2	16.3	2.3	0	43	
		Visitor	16.7	50	33.3	0	0	6	

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

INTEREST			☹️	🙁	😐	🙂	😀	N	Distribution
ALL PARTICIPANTS			0	0	0	37.1	62.9	35	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	33.3	66.7	3	
		Adults	0	0	0	38.7	61.3	31	
		Seniors	0	0	0	0	100	2	
	GENDER	Men	0	0	0	27.3	72.7	22	
		Women	0	0	0	53.8	46.2	13	
	ABILITY	None	0	0	0	38.7	61.3	31	
		Moderate	0	0	0	20	80	5	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	0	0	62.5	37.5	8	
		10' - 60'	0	0	0	28.6	71.4	28	
		+ 60'	0	0	0	0	0	0	
WALK CONTEXT	DECISION	Choice	0	0	0	22.2	77.8	18	
		Necessity	0	0	0	50	50	18	
	PURPOSE	Transport	0	0	0	50	50	18	
		Leisure	0	0	0	22.2	77.8	18	
	COMPANY	Alone	0	0	0	32.1	67.9	28	
		With others	0	0	0	50	50	8	
	FAMILIARITY	Local	0	0	0	35.7	64.3	28	
		Visitor	0	0	0	37.5	62.5	8	

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

INCLUSION			😦	🙁	😐	🙂	😀	N	Distribution
ALL PARTICIPANTS			6.7	20	0	40	33.3	15	
PEDESTRIAN PROFILE	AGE	Children	0	50	0	0	50	2	
		Adults	8.3	8.3	0	50	33.3	12	
		Seniors	0	100	0	0	0	1	
	GENDER	Men	8.3	16.7	0	41.7	33.3	12	
		Women	0	33.3	0	33.3	33.3	3	
	ABILITY	None	0	9.1	0	54.5	36.4	11	
		Moderate	50	0	0	0	50	2	
		Severe	0	100	0	0	0	2	
	ACTIVITY	< 10'	0	0	0	75	25	4	
		10' - 60'	10	20	0	30	40	10	
		+ 60'	0	0	0	0	0	0	
WALK CONTEXT	DECISION	Choice	0	20	0	40	40	5	
		Necessity	10	20	0	40	30	10	
	PURPOSE	Transport	10	20	0	40	30	10	
		Leisure	0	20	0	40	40	5	
	COMPANY	Alone	8.3	16.7	0	41.7	33.3	12	
		With others	0	33.3	0	33.3	33.3	3	
	FAMILIARITY	Local	6.7	20	0	40	33.3	15	
		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
Eroilor Station		Obstacles	Environmental quality
		Footpath	Footpath
		Environmental quality	Greenery
IDM Bus Station		Obstacles	Footpath
		Footpath	Environmental quality
		Environmental quality	Crossing
Militari Bus Station		Obstacles	Footpath
		Environmental quality	Environmental quality
		Traffic	Furniture
North Railway Station		Traffic	Footpath
		Obstacles	Greenery
		Crossing	Environmental quality
Obor Railway Station		Obstacles	Footpath
		Footpath	Environmental quality
		Environmental quality	Furniture

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

3.1. Eroilor Station

Figure 7. Eroilor Station. Source: Google Maps.

Data was collected between 13/12/2024 and 20/12/2024 at Eroilor Metro Station. A total of 108 interviewed participants shared 108 walking experiences related to 234 environmental determinants.

Who walks, why and how?

From the **108 pedestrians interviewed**, most were adults (84.3%), followed by children (9.3%) and older adults (6.5%). In addition, 57.4% were men and 42.6% women. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (92.6%), while some had mild or moderate difficulty (7.4%). Finally, most participants were active pedestrians (81.5%) followed by inactive (17.6%) and a small proportion of very active ones (0.9%).

Based on **their walk context**, 53.7% of participants were walking by choice while 46.3% did it out of necessity. With regards to the walk purpose, 50% participants walked for transport and another 50% for leisure. Most participants were walking on their own (81.5%) compared to those walking with others (18.5%). Finally, most participants were familiar with the place (81.5%), while others were not (18.5%).

Which were the main walking experiences?

From the **108 walking experiences** collected, most were very positive (58.3%), followed by positive (19.4%), negative (14.8%), neutral (5.6%) and very negative (1.9%).Overall, positive and very positive experiences (77.7%) clearly outnumbered negative and very negative ones (16.7%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (93.5%), with more comfortable and very comfortable experiences (80.2%) than uncomfortable and very uncomfortable ones (14.9%). Secondly, 71.3% of experiences were related to **enjoyment**, with many

more enjoyable and very enjoyable (90.9%) than unenjoyable and very unenjoyable ones (7.8%). Finally, walking **safety** was the least frequent type of experience shared by participants (36.1%), with only safe (12.8%) and very safe experiences (87.2) and no unsafe ones.

What influenced walking experiences?

From the **234 environmental determinants** that influenced **walking experiences** in this study, the most frequent was environmental quality, included in 25.6% of all observations, followed by footpath (24.4%), greenery (19.3%), crossings (6.8%) and obstacles (6.3%). 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 street furniture. With the exception of weather protection and obstacles, which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were environmental quality (25.2%), good footpath (21.4%) and greenery (19.3%), while most negative and very negative experiences were related to obstacles (4.2%), bad footpath (2.1%) and poor environmental quality (0.4%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were environmental quality (27.4%), good footpath (25.6%) and greenery (18.6%). There were no unsafe experiences from participants. Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were environmental quality (25.5%), good footpath (21.6%) and greenery (19.4%), while most uncomfortable and very uncomfortable experiences were related to obstacles (4.4%), bad footpath (1.8%) and poor weather protection (0.4%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were environmental quality (27.4%), good footpath (21.9%) and greenery (21.4%), while most unenjoyable and very unenjoyable experiences were related to obstacles (1.5%), bad footpath (1%) and poor environmental quality (0.5%).

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 (19.4%) and very positive (58.3%) experiences were mainly related to good environmental quality, good footpath, greenery, crossing and interest. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared many negative (14.8%) and very negative (1.9%) experiences related to obstacles, bad footpath, poor environmental quality, no weather protection 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 (5.6%) can be considered "just adequate" environments. While they do not present a priority to fix, small improvements in their most common determinants, such as minor obstacles and footpath enable more positive and very positive experiences.

3.1.1. Location of study area and observations
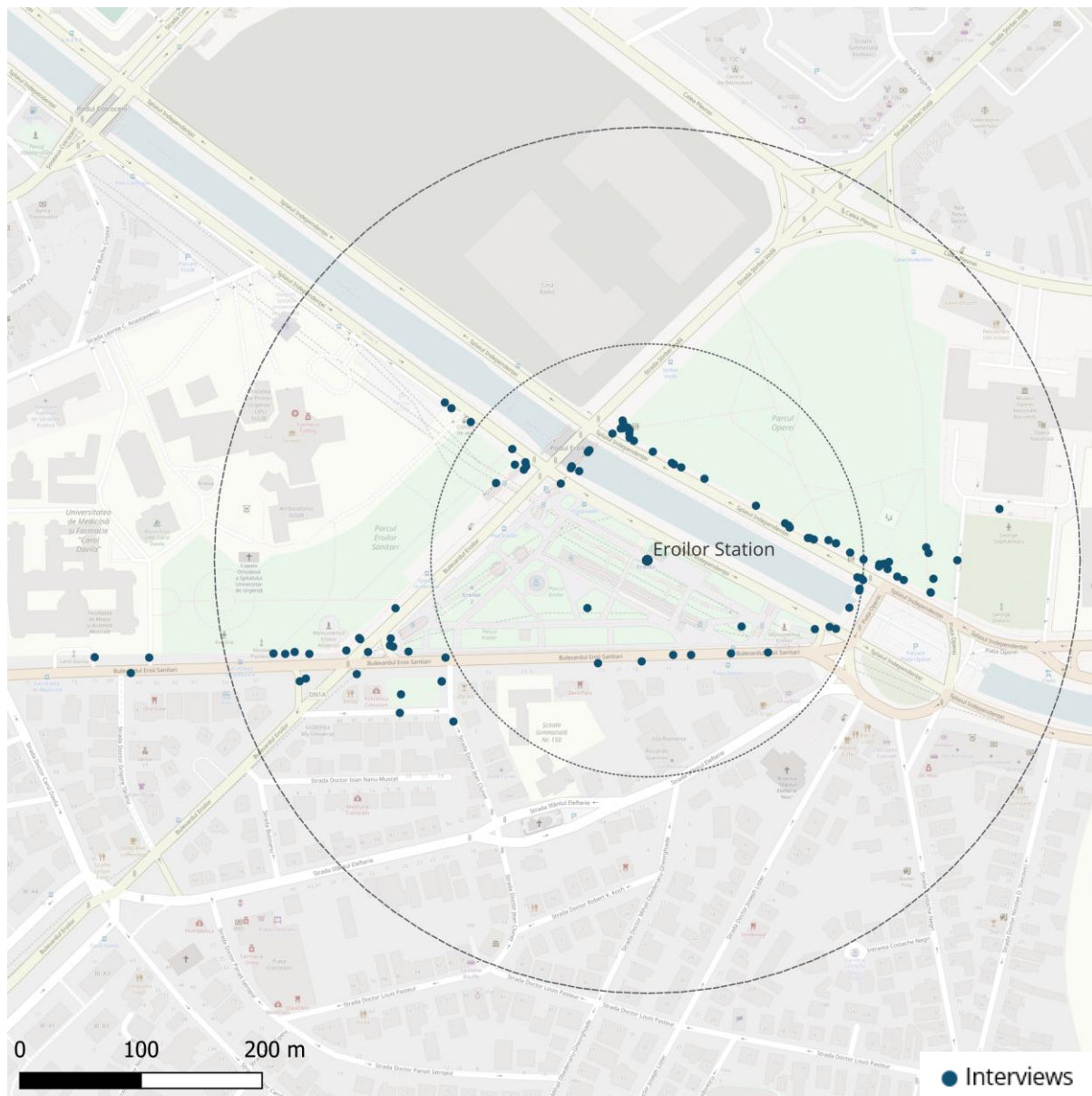
Figure 8. Observations from interviews and audits in Eroilor Station.

3.1.2. Data collected

Period	13/12/2024 – 20/12/2024
Timeframe	08:31-17:54
Interviews	Participants 108
	Experiences 108
	Determinants 234

Table 25. Data collected in Eroilor Station.

3.1.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=108
AGE	Children (<18)	10	9.3		
	Adults (18-65)	91	84.3		
	Older people (>65)	7	6.5		
GENDER	Man	62	57.4		
	Woman	46	42.6		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	100	92.6		
	Mild or moderate	8	7.4		
	Severe or extrerme	0	0		
ACTIVITY (mins/day)	Less than 10 min	19	17.6		
	10 - 60 mins	88	81.5		
	More than 60 min	1	0.9		

Table 26. Pedestrian profile in Eroilor Station.

3.1.4. Walk context

Variable	Category	N	%	Distribution	N=108
DECISION	Choice	58	53.7		
	Necessity	50	46.3		
	Other	0	0		
PURPOSE	Transport	54	50		
	Leisure	54	50		
	Other	0	0		
COMPANY	Alone	88	81.5		
	Accompanied	20	18.5		
	Other	0	0		
FAMILIARITY	Local	88	81.5		
	Visitor	20	18.5		
	Other	0	0		

Table 27. Walk context in Eroilor Station.

3.1.5. Walking experiences

EXPERIENCE	N	%
Very positive	63	58.3
Positive	21	19.4
Neutral	6	5.6
Negative	16	14.8
Very negative	2	1.9
TOTAL	108	100

TOP-5 determinants related to experience

Negative	Positive
Obstacles	Environmental quality
Footpath	Footpath
Environmental quality	Greenery
Weather protection	Crossing
-	Interest

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

SAFETY	N	%
Very safe	34	87.2
Safe	5	12.8
Neutral	0	0
Unsafe	0	0
Very unsafe	0	0
TOTAL	39	100

TOP-5 determinants related to safety

Unsafe	Safe
-	Environmental quality
-	Footpath
-	Greenery
-	Crossing
-	Interest

Table 29. Safety experiences and top 5 determinants, in Eroilor Station.

COMFORT	N	%
Very comfortable	61	60.4
Comfortable	20	19.8
Neutral	5	5
Uncomfortable	14	13.9
Very uncomfortable	1	1
TOTAL	101	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Obstacles	Environmental quality
Footpath	Footpath
Weather protection	Greenery
-	Crossing
-	Interest

Table 30. Comfort experiences and top 5 determinants, in Eroilor Station.

ENJOYMENT	N	%
Very enjoyable	55	71.4
Enjoyable	15	19.5
Neutral	1	1.3
Unenjoyable	5	6.5
Very unenjoyable	1	1.3
TOTAL	77	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
Obstacles	Environmental quality
Footpath	Footpath
Environmental quality	Greenery
-	Interest
-	Crossing

Table 31. Enjoyment experiences and top 5 determinants, in Eroilor Station.
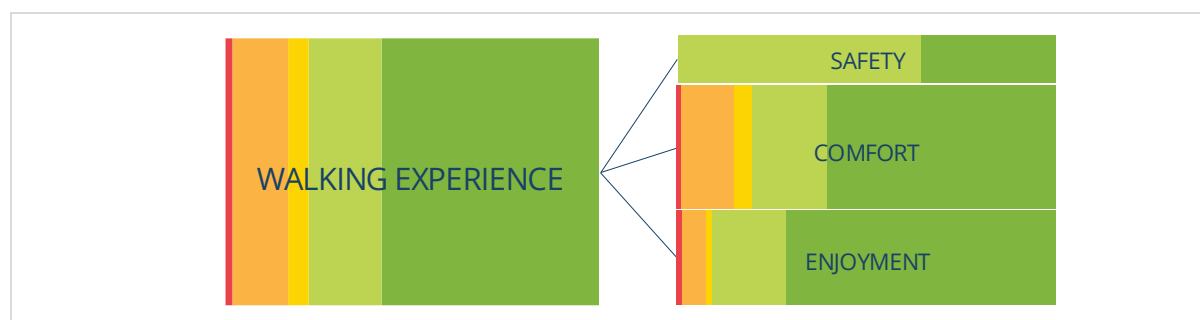
Figure 9. Share of positive and negative experiences and most frequent types, in Eroilor Station.

3.1.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=234
Very Positive	Environmental quality	47	20.1		
	Footpath	40	17.1		
	Greenery	35	15		
	Crossing	12	5.1		
	Interest	12	5.1		
	Furniture	11	4.7		
	People	6	2.6		
	Obstacles	1	0.4		
	Inclusion	1	0.4		
	Weather protection	0	0		
	Traffic	0	0		
	Other	0	0		
Postive	Environmental quality	12	5.1		
	Footpath	10	4.3		
	Greenery	10	4.3		
	Crossing	4	1.7		
	People	4	1.7		
	Interest	3	1.3		
	Furniture	2	0.9		
	Traffic	1	0.4		
	Obstacles	0	0		
	Weather protection	0	0		
	Inclusion	0	0		
	Other	0	0		
Neutral	Obstacles	4	1.7		
	Footpath	2	0.9		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	Obstacles	9	3.8		
	Footpath	5	2.1		
	Weather protection	1	0.4		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Very negative	Obstacles	1	0.4		
	Environmental quality	1	0.4		
	Footpath	0	0		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	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 Eroilor Station.

3.1.7. Positive and negative experiences by determinant
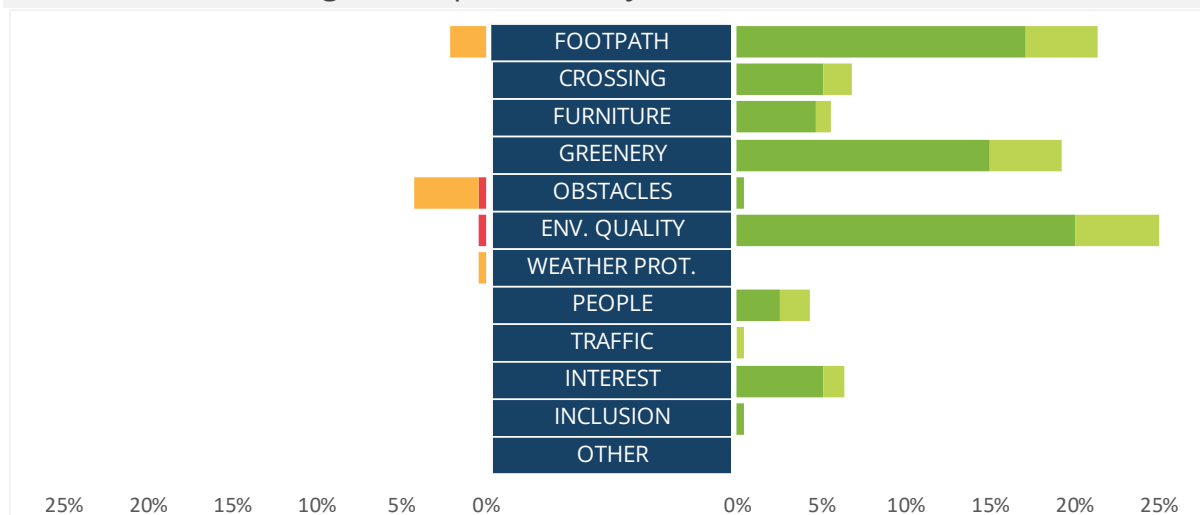
Figure 10. Positive and negative experiences by determinant, in Eroilor Station.

3.1.8. Determinants by frequency and negative-positive experiences
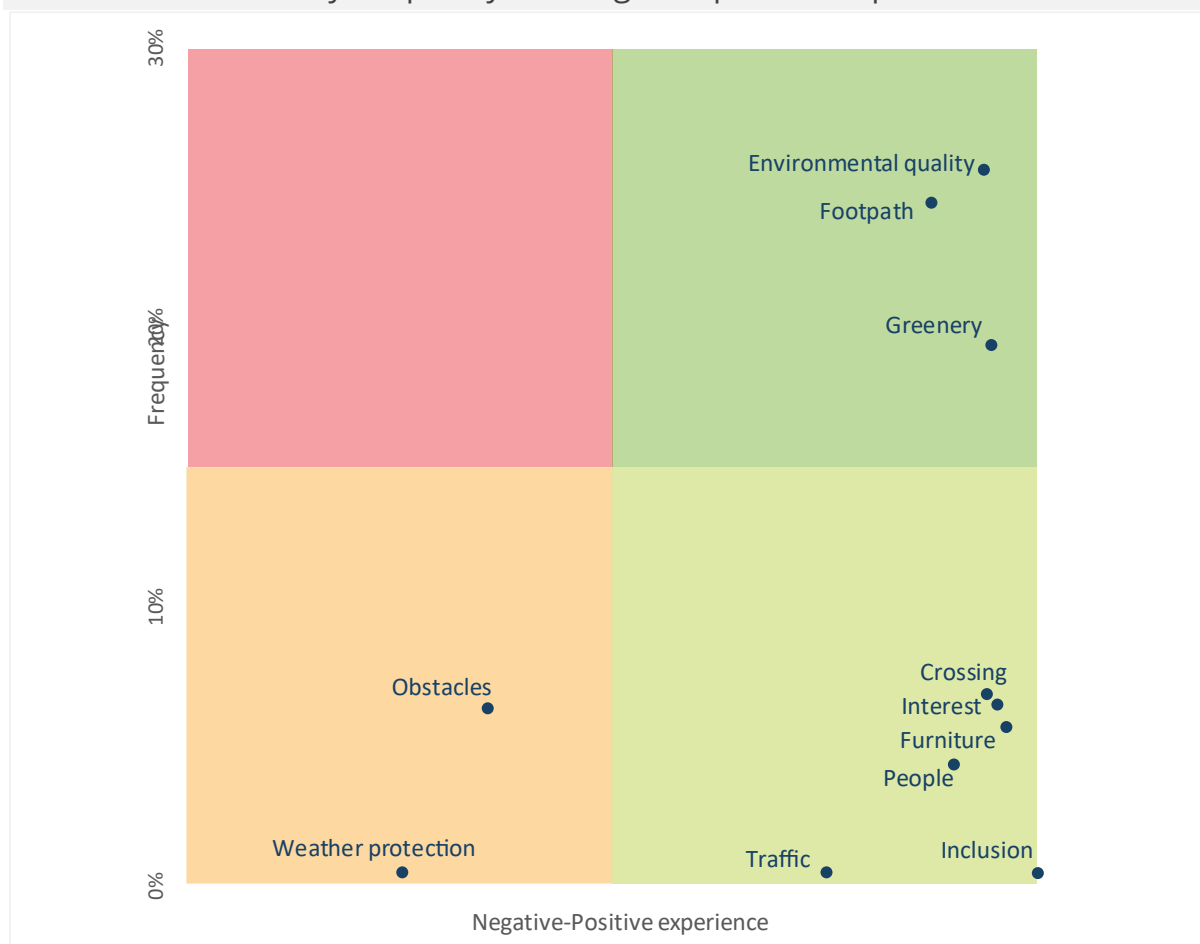
Figure 11. Determinants by frequency and negative-positive experiences, in Eroilor Station.

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 Eroilor Station.

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

3.1.10. Location of walking experiences

All observations (n=108)
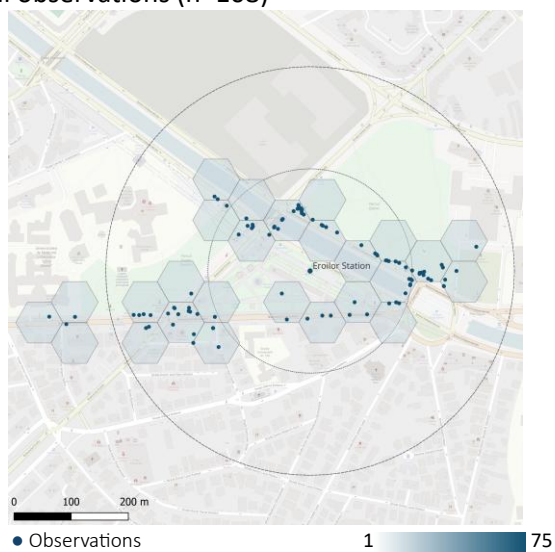
Very positive experiences (n=63)
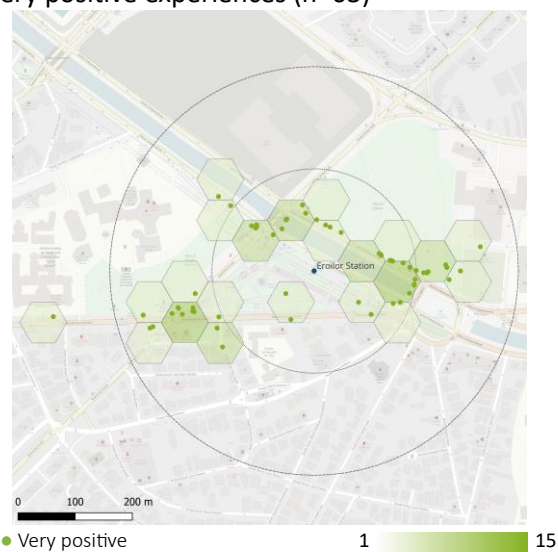
Positive experiences (n=21)
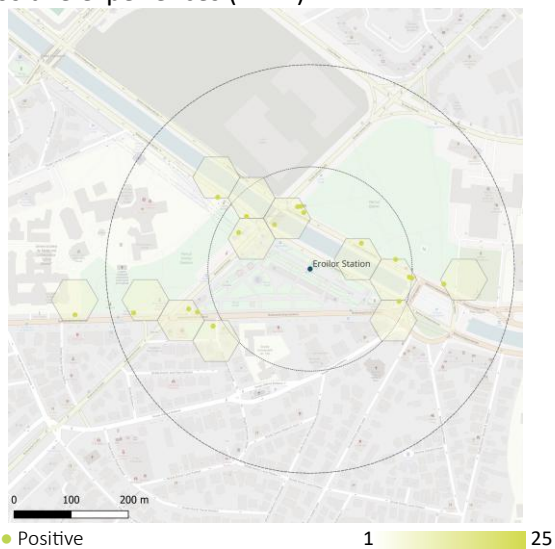
Neutral experiences (n=6)
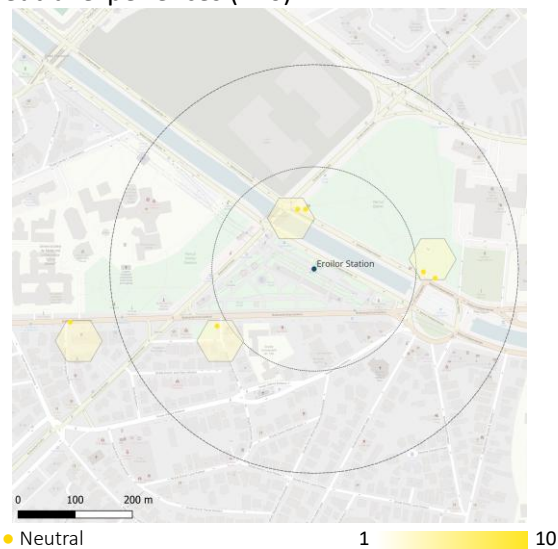
Negative experiences (n=16)
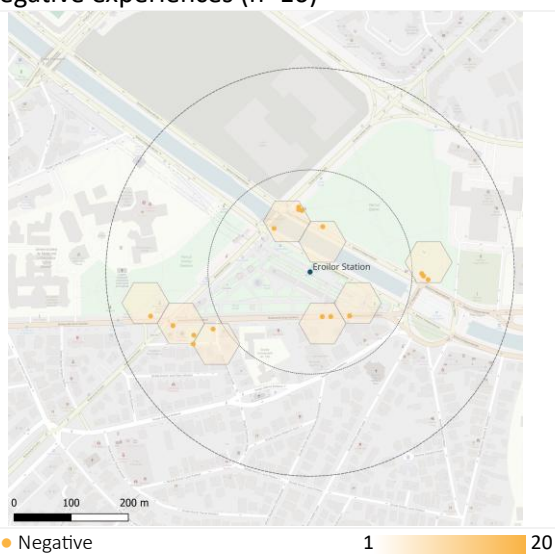
Very negative experiences (n=2)
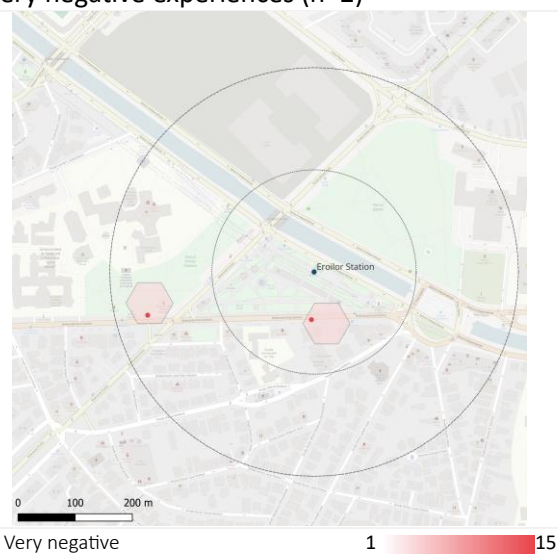
Figure 14. Location of observations and different experiences, in Eroilor Station.

Location of all types of experiences (n=108) and overall perceived walkability.
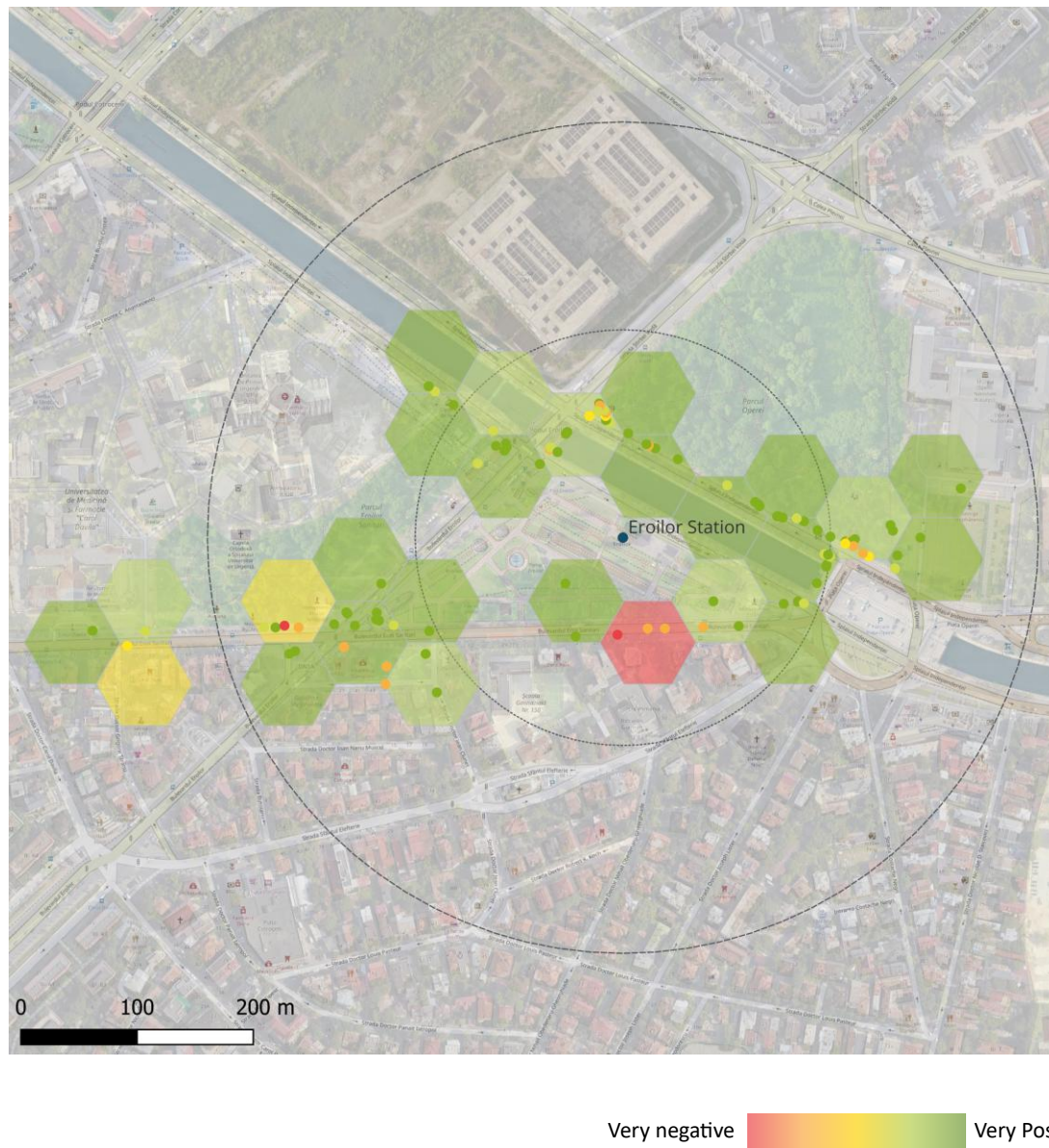
Figure 15. Location of all types of experiences and overall perceived walkability., in Eroilor Station.

3.1.11. Images and comments from participants
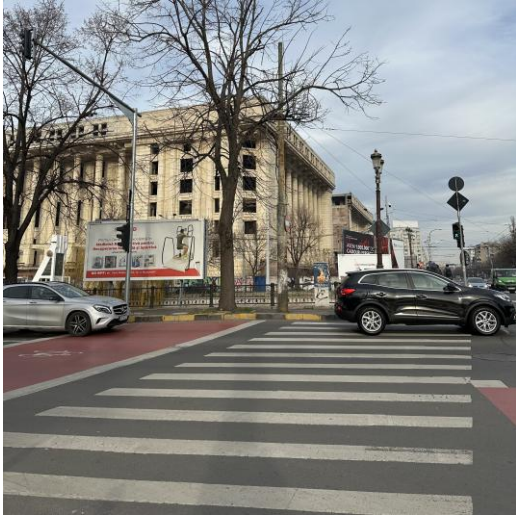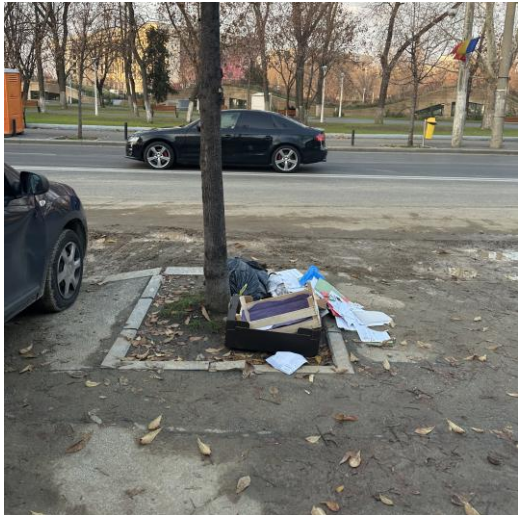
Very positive. Comfortable	Negative. Uncomfortable
Crossing	*Obstacles*
Man, 65	Man, 46
Positive. Comfortable and enjoyable	Very negative. Unenjoyable
Greenery and clean	Poor environmental quality
Man, 21	Man, 38

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

3.2. IDM Bus Station
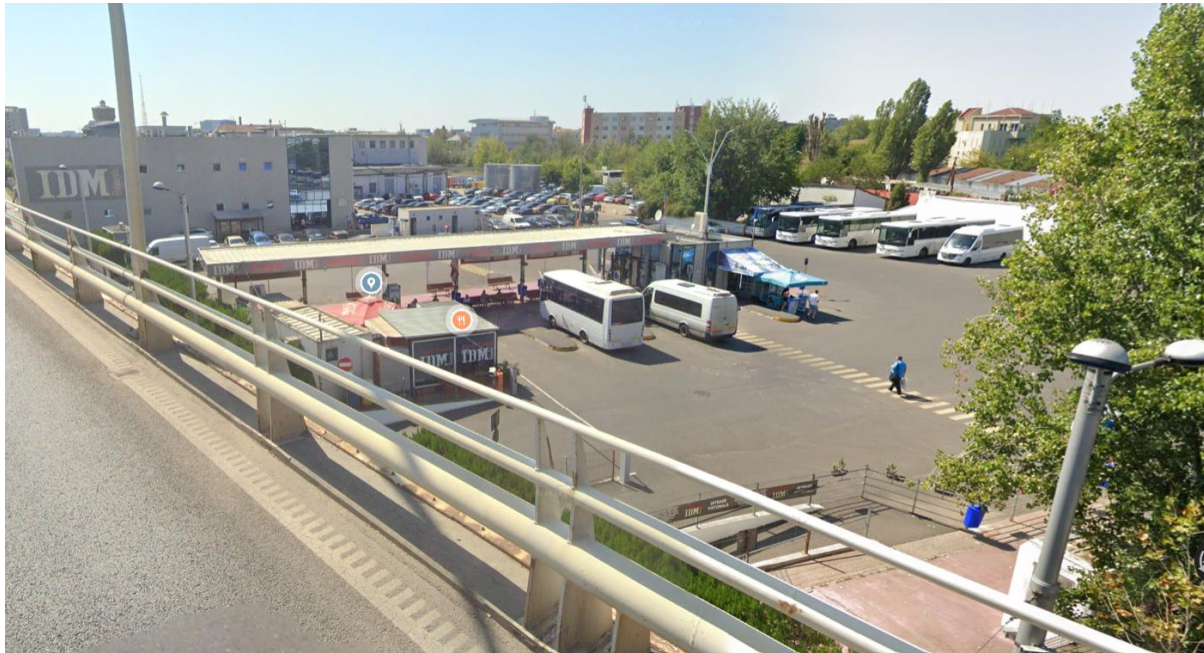
Figure 17. IDM Bus Station. Source: Goole Maps.

Data was collected between 19/12/2024 and 20/12/2024 at IDM Bus Station. A total of 108 interviewed participants shared 108 walking experiences related to 177 environmental determinants.

Who walks, why and how?

From the **108 pedestrians interviewed**, most were adults (95.4%), followed by older adults (2.8%) and children (1.9%). In addition, 51.9% were men and 48.1% women. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (98.1%), while some had mild or moderate difficulty (1.9%). Finally, most participants were active pedestrians (88.9%) followed by inactive (11.1%).

Based on **their walk context**, 74.1% of participants were walking out of necessity while 25.9% did it by choice. With regards to the walk purpose, 76.9% participants walked for transport, while 23.1% for leisure. Most participants were walking on their own (72.2%) compared to those walking with others (27.8%). Finally, most participants were familiar with the place (88.9%), while others were not (11.1%).

Which were the main walking experiences?

From the **108 walking experiences** collected, most were positive (42.6%), followed by very positive (34.3%), negative (9.3%), neutral (8.3%) and very negative (5.6%).Overall, positive and very positive experiences (76.9%) clearly outnumbered negative and very negative ones (14.9%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (94.4%), with more comfortable and very comfortable experiences (77.4%) than uncomfortable and very uncomfortable ones (13.7%). Secondly, 39.8% of experiences were related to **safety**, with many more safe and very safe experiences (95.4%) than unsafe ones (4.7%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (19.4%), with only enjoyable (19%) and very enjoyable experiences (76.2%) and no unenjoyable ones.

What influenced walking experiences?

From the **177 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 40.7% of all observations, followed by environmental quality (24.2%), crossings (11.3%), Obstacles (11.3%) and greenery (7.4%). 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 obstacles, which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpath (35.6%), environmental quality (23.1%) and crossing (11.3%), while most negative and very negative experiences were related to obstacles (6.8%), bad footpath (3.4%) and poor environmental quality (1.1%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (37.7%), environmental quality (31.1%) and good crossings (11.1%), while most unsafe and very unsafe experiences were related to bad footpath (2.2%) and obstacles (1.1%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (36.4%), environmental quality (23.5%) and good crossing (11.1%), while most uncomfortable and very uncomfortable experiences were related to obstacles (7.1%), bad footpath (3%) and poor environmental quality (0.6%). Finally for **enjoyment**, the most relevant determinants related to good footpath (32.6%), environmental quality (30.7%) and greenery (19.2%), while most unenjoyable experiences were related to poor environmental quality (1.9%).

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 (42.6%) and very positive (34.3%) experiences were mainly related to good footpath, good environmental quality, crossings, greenery and good street furniture. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared many negative (9.3%) and very negative (5.6%) experiences related to obstacles, bad footpath, poor environmental quality, bad crossings and no street furniture. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (8.3%) can be considered "just adequate" environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpath, street furniture and minor obstacles may enable more positive and very positive experiences.

3.2.1. Location of study area and observations
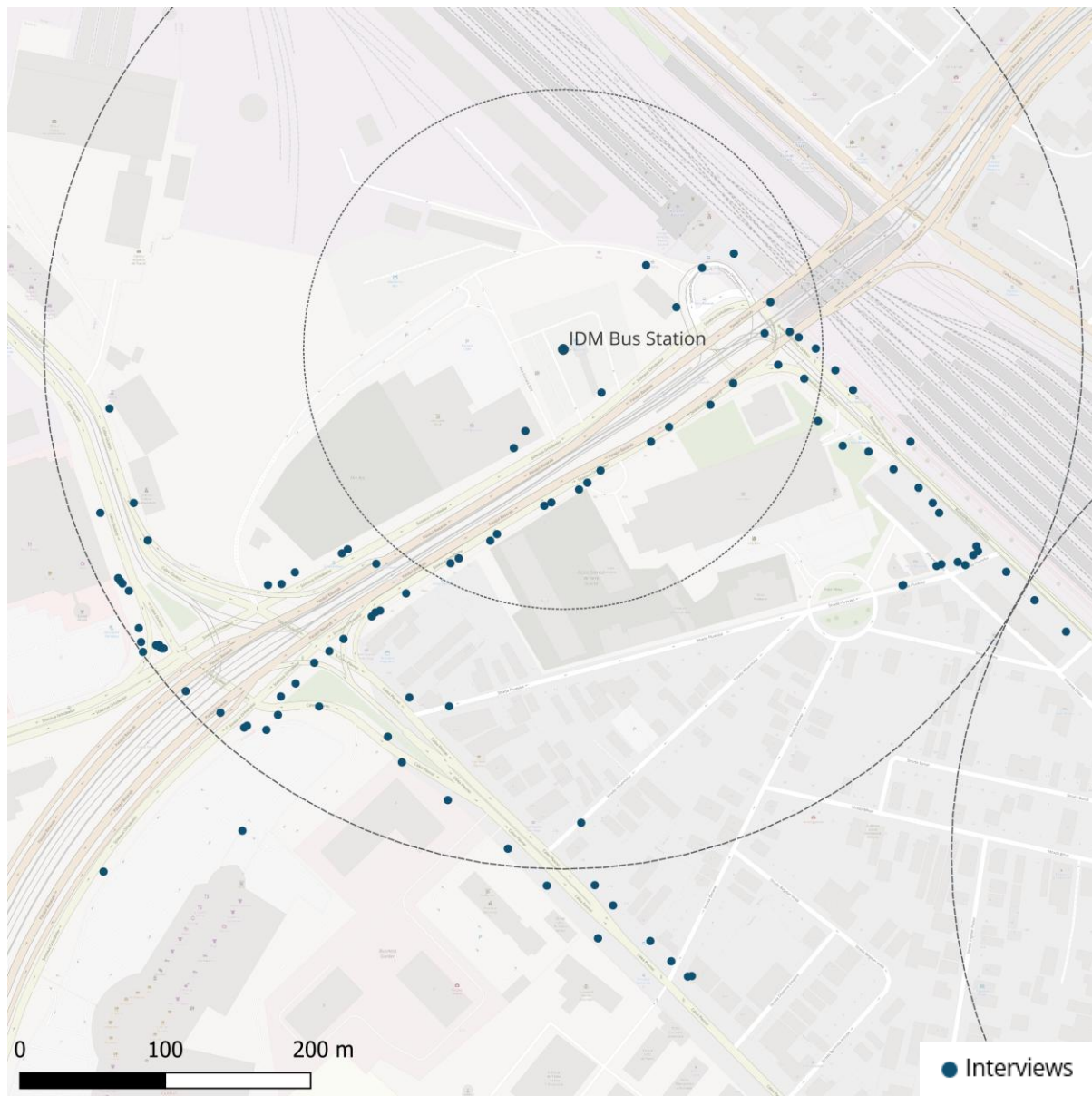
Figure 18. Observations from interviews and audits in *IDM Bus Station.*

3.2.2. Data collected

Period	19/12/2024 – 20/12/2024
Timeframe	07:20-10:47
Interviews	Participants 108
	Experiences 108
	Determinants 177

Table 33. Data collected in IDM Bus Station.

3.2.3. Pedestrian profile

Variable	Category	N	%	Distribution N=108
AGE	Teenagers (<18)	2	1.9	
	Adults (18-65)	103	95.4	
	Older people (>65)	3	2.8	
GENDER	Man	56	51.9	
	Woman	52	48.1	
	Other / No answer	0	0	
ABILITY (difficulty to move)	None	106	98.1	
	Mild or moderate	2	1.9	
	Severe or extrerme	0	0	
ACTIVITY (mins/day)	Less than 10 min	12	11.1	
	10 - 60 mins	96	88.9	
	More than 60 min	0	0	

Table 34. Pedestrian profile in IDM Bus Station.

3.2.4. Walk context

Variable	Category	N	%	Distribution N=108
DECISION	Choice	28	25.9	
	Necessity	80	74.1	
	Other	0	0	
PURPOSE	Transport	83	76.9	
	Leisure	25	23.1	
	Other	0	0	
COMPANY	Alone	78	72.2	
	Accompanied	30	27.8	
	Other	0	0	
FAMILIARITY	Local	96	88.9	
	Visitor	12	11.1	
	Other	0	0	

Table 35. Walk context in IDM Bus Station.

3.2.5. Walking experiences

EXPERIENCE	N	%
Very positive	37	34.3
Positive	46	42.6
Neutral	9	8.3
Negative	10	9.3
Very negative	6	5.6
TOTAL	108	100

TOP-5 determinants related to experience

Negative	Positive
Obstacles	Footpath
Footpath	Environmental quality
Environmental quality	Crossing
-	Greenery
-	Furniture

Table 36. Walking experiences and top 5 determinants related to them, in IDM Bus Station.

SAFETY	N	%
Very safe	22	51.2
Safe	19	44.2
Neutral	0	0
Unsafe	0	0
Very unsafe	2	4.7
TOTAL	43	100

TOP-5 determinants related to safety

Unsafe	Safe
Footpath	Footpath
Obstacles	Environmental quality
-	Crossing
-	Greenery
-	Furniture

Table 37. Safety and top 5 determinants related to them, in IDM Bus Station.

COMFORT	N	%
Very comfortable	35	34.3
Comfortable	44	43.1
Neutral	9	8.8
Uncomfortable	9	8.8
Very uncomfortable	5	4.9
TOTAL	102	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Obstacles	Footpath
Footpath	Environmental quality
Environmental quality	Crossing
-	Greenery
-	Furniture

Table 38. Comforts and top 5 determinants related to them, in IDM Bus Station.

ENJOYMENT	N	%
Very enjoyable	16	76.2
Enjoyable	4	19
Neutral	0	0
Unenjoyable	1	4.8
Very unenjoyable	0	0
TOTAL	21	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
Environmental quality	Footpath
-	Environmental quality
-	Greenery
-	Furniture
-	Obstacles

Table 39. Enjoyment and top 5 determinants related to them, in IDM Bus Station.
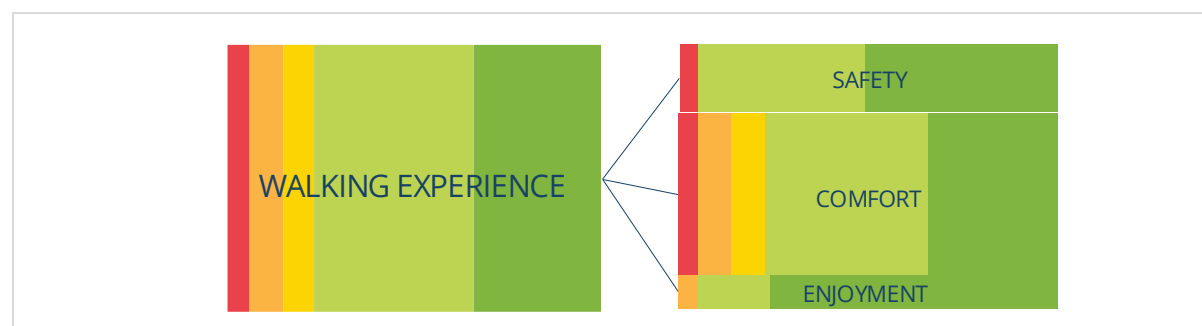
Figure 19. Share of positive and negative experiences and most frequent types, in IDM Bus Station.

3.2.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=177
Very Positive	Footpath	32	18.1		
	Environmental quality	25	14.1		
	Greenery	9	5.1		
	Crossing	6	3.4		
	Furniture	2	1.1		
	Obstacles	2	1.1		
	Interest	2	1.1		
	People	1	0.6		
	Other	1	0.6		
	Weather protection	0	0		
	Traffic	0	0		
	Inclusion	0	0		
Postive	Footpath	31	17.5		
	Environmental quality	16	9		
	Crossing	14	7.9		
	Greenery	4	2.3		
	Furniture	2	1.1		
	Obstacles	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Neutral	Obstacles	6	3.4		
	Footpath	3	1.7		
	Furniture	1	0.6		
	Crossing	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	Obstacles	8	4.5		
	Footpath	3	1.7		
	Environmental quality	2	1.1		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Very negative	Obstacles	4	2.3		
	Footpath	3	1.7		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		

Table 40. Most frequent determinants by type of experience, in IDM Bus Station.

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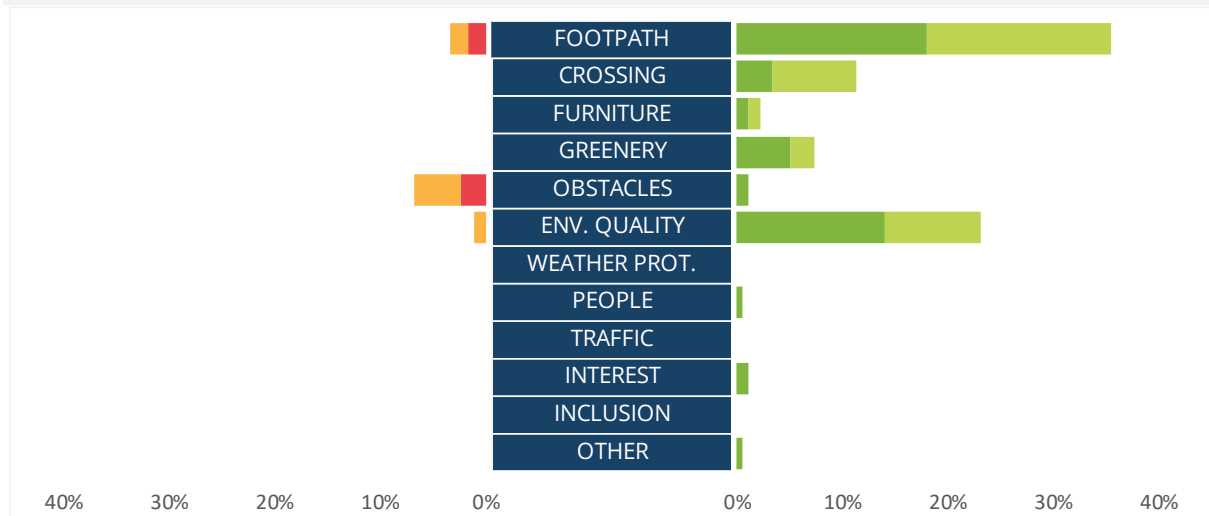
Figure 20. Positive and negative experiences by determinant, in Neu-Ulm & Central Bus Stop.

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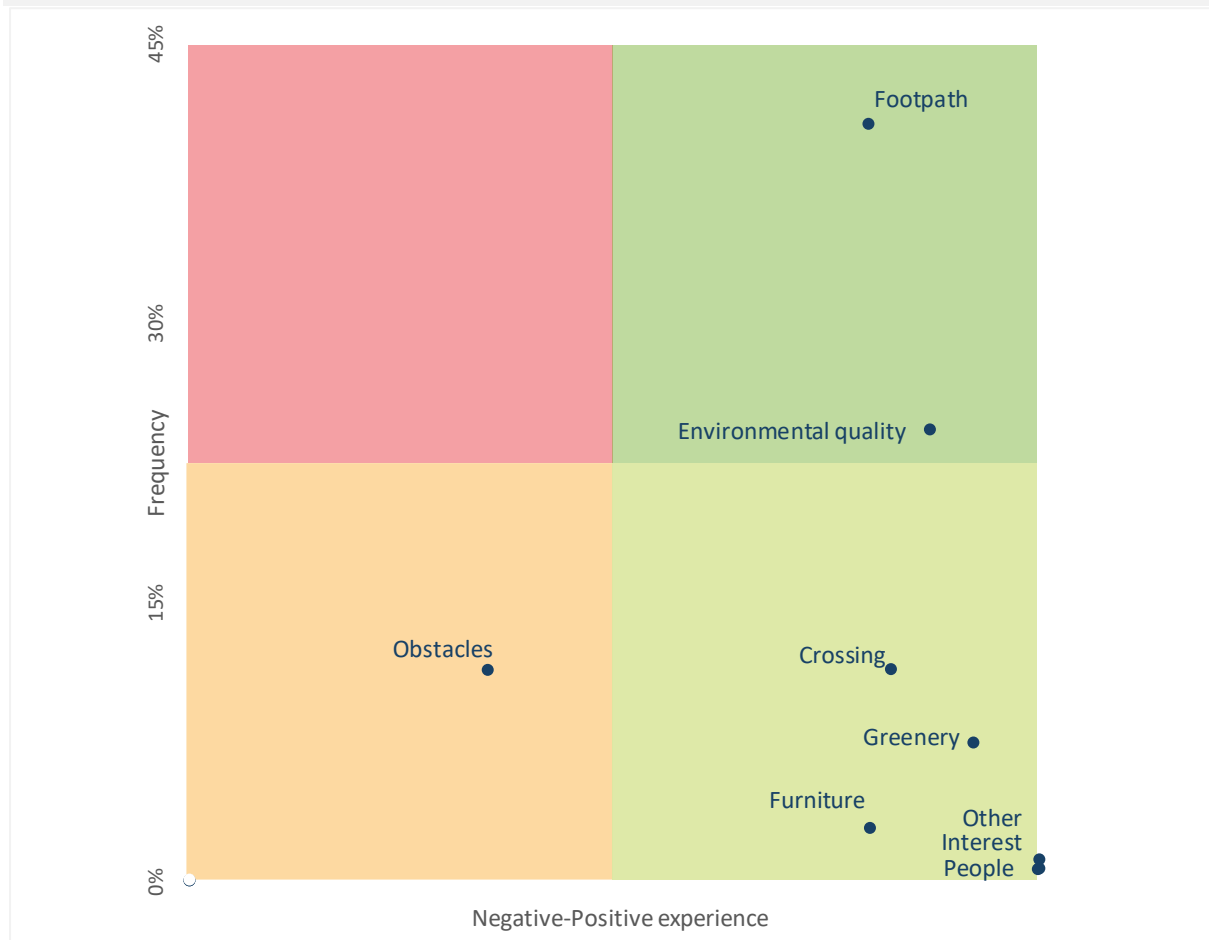
Figure 21. Determinants by frequency and negative-positive experiences, in Neu-Ulm & Central Bus Stop.

3.2.9. Positive and negative experiences by subcategory of determinants

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

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

3.2.10. Location of walking experiences

All observations (n=108)
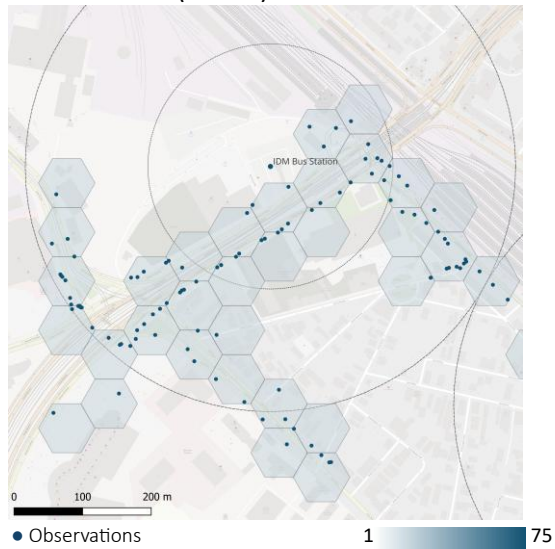
Very positive experiences (n=37)
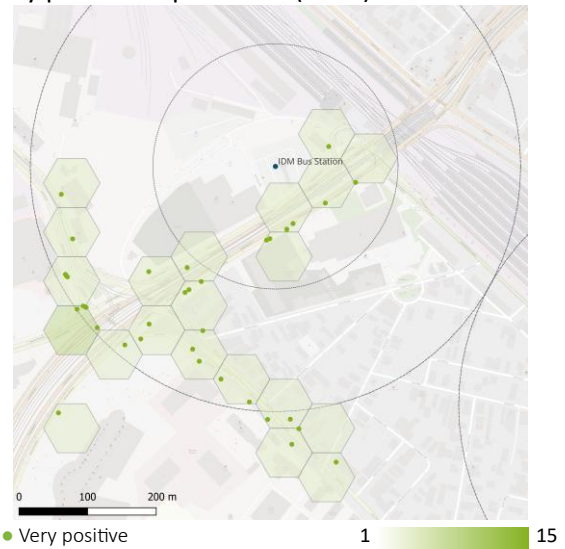
Positive experiences (n=46)
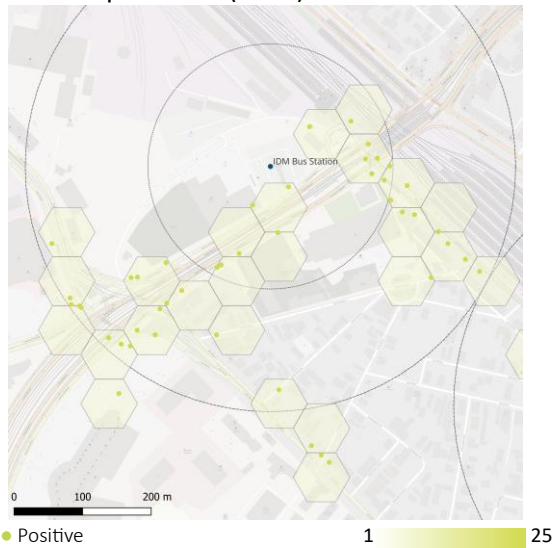
Neutral experiences (n=9)
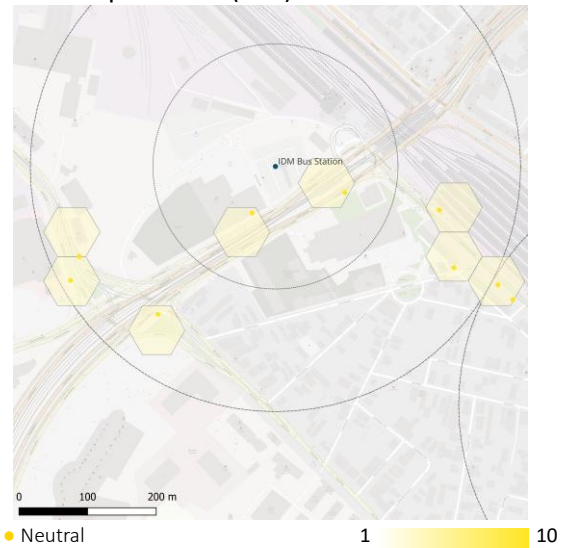
Negative experiences (n=10)
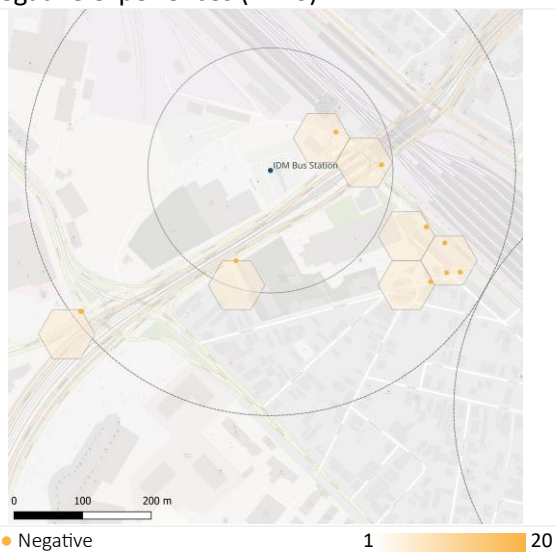
Very negative experiences (n=6)
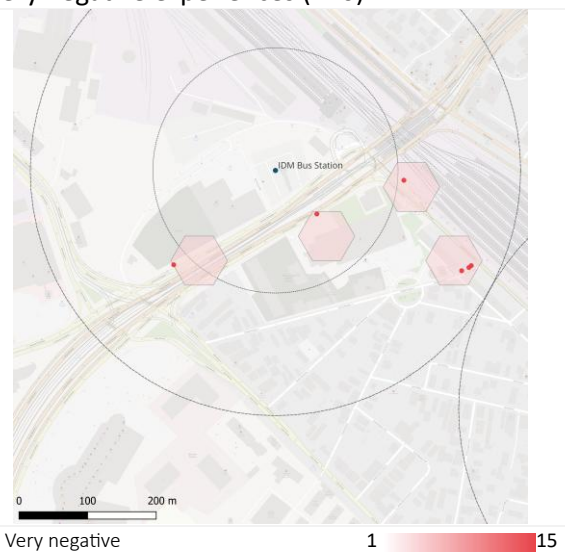
Figure 24. Location of observations and different experiences, in IDM Bus Station.

Location of all types of experiences (n=108) and overall perceived walkability.

Very negative ← → Very Positive
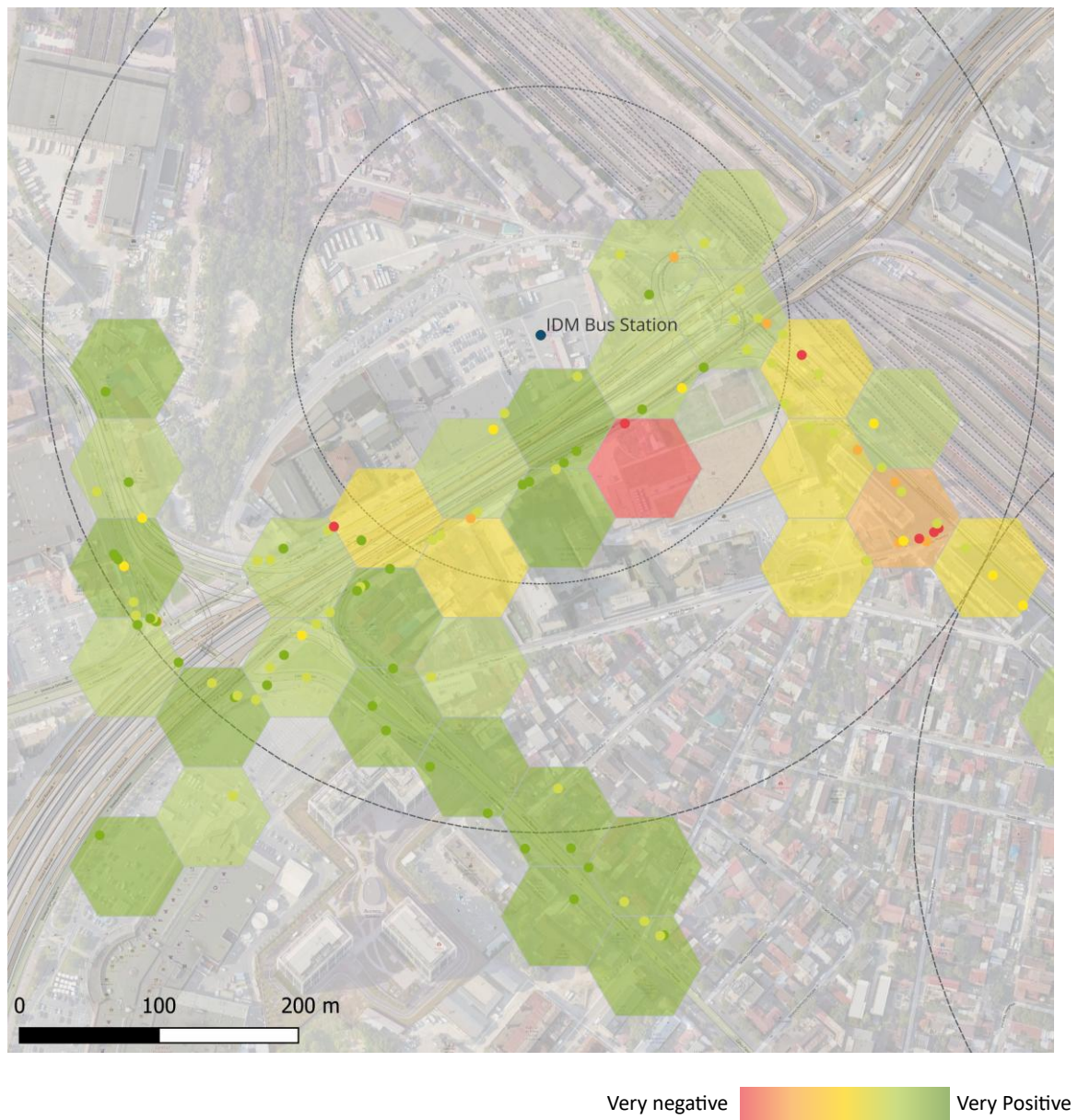
Figure 25. Location of all types of experiences and overall perceived walkability, in IDM Bus Station.

3.2.11. Images and comments from participants

Very positive. Comfortable and enjoyable	Negative. Uncomfortable
Good footpath, greenery and clean	*Bad footpath and obstacles*
Woman, 31	Woman, 24
Positive. Comfortable	**Very negative. Unsafe**
Wide footpath	*Broken footpath*
Man, 19	Man, 54

Figure 26. Images from the study area with comments from participants, in IDM Bus Station.

3.3. Militari Bus Station

Figure 27. Militari Bus Station. Source: Lovin' Romania.

Data was collected on 17/12/2024 at Militari Bus Station. A total of 101 interviewed participants shared 101 walking experiences related to 192 environmental determinants.

Who walks, why and how?

From the **101 pedestrians interviewed**, most were adults (95%), followed by children (3%) and older adults (2%). In addition, 52.5% were men and 47.5% women. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (95%), while some had mild or moderate difficulty (5%). Finally, most participants were active pedestrians (78.2%) followed by inactive ones (21.8%).

Based on **their walk context**, 87.1% of participants were walking out of necessity, while 12.9% did it by choice. With regards to the walk purpose, 92.1% participants walked for transport, while 7.9% for leisure. Most participants were walking on their own (81.2%) compared to those walking with others (18.8%). Finally, most participants were familiar with the place (97%), while others were not (3%).

Which were the main walking experiences?

From the **101 walking experiences** collected, most were very positive (51.5%), followed by positive (18.8%), neutral (15.8%), negative (11.9%) and very negative (2%). Overall, positive and very positive experiences (70.3%) clearly outnumbered negative and very negative ones (13.9%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (82%), with many more comfortable and very comfortable experiences (70.7%) than uncomfortable ones (9.8%). Secondly, 56% of experiences were related to **enjoyment**, with many more enjoyable and very enjoyable experiences (94.7%) than unenjoyable ones (3.6%). Finally, walking **safety** was the least

frequent type of experience shared by participants (31%), with many more safe and very safe (83.9%) than unsafe ones (16.2%).

What influenced walking experiences?

From the **192 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 24.5% of all observations, followed by environmental quality (21.8%), street furniture (15.1%), greenery (10.9%) and obstacles (10.4%). 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 weather protection and people. With the exception of traffic, which was related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpath (22.4%), environmental quality (17.7%) and good street furniture (14.1%), while most negative and very negative experiences were related to obstacles (3.1%), poor environmental quality (3.1%) and traffic (2.1%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (29.9%), environmental quality (17.9%) and street furniture (14.9%), while most unsafe and very unsafe experiences were related to obstacles (4.5%), bad footpath (1.5%) and bad crossings (1.5%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (21.6%), environmental quality (18.6%) and street furniture (13.2%), while most uncomfortable experiences were related to obstacles (2.4%), poor environmental quality (2.4%) and traffic (1.8%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good footpath (24.1%), environmental quality (21.8%) and street furniture (18.8%), while most unenjoyable experiences were related to poor environmental quality (1.5%) and traffic (0.8%).

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 (18.8%) and very positive (51.5%) experiences were mainly related to good footpath, good environmental quality, street furniture, greenery 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 many negative (11.9%) and very negative (2%) experiences related to obstacles, poor environmental quality, traffic, bad footpath 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 (15.8%) can be considered "just adequate" environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpath, crossings and minor obstacles may enable more positive and very positive experiences.

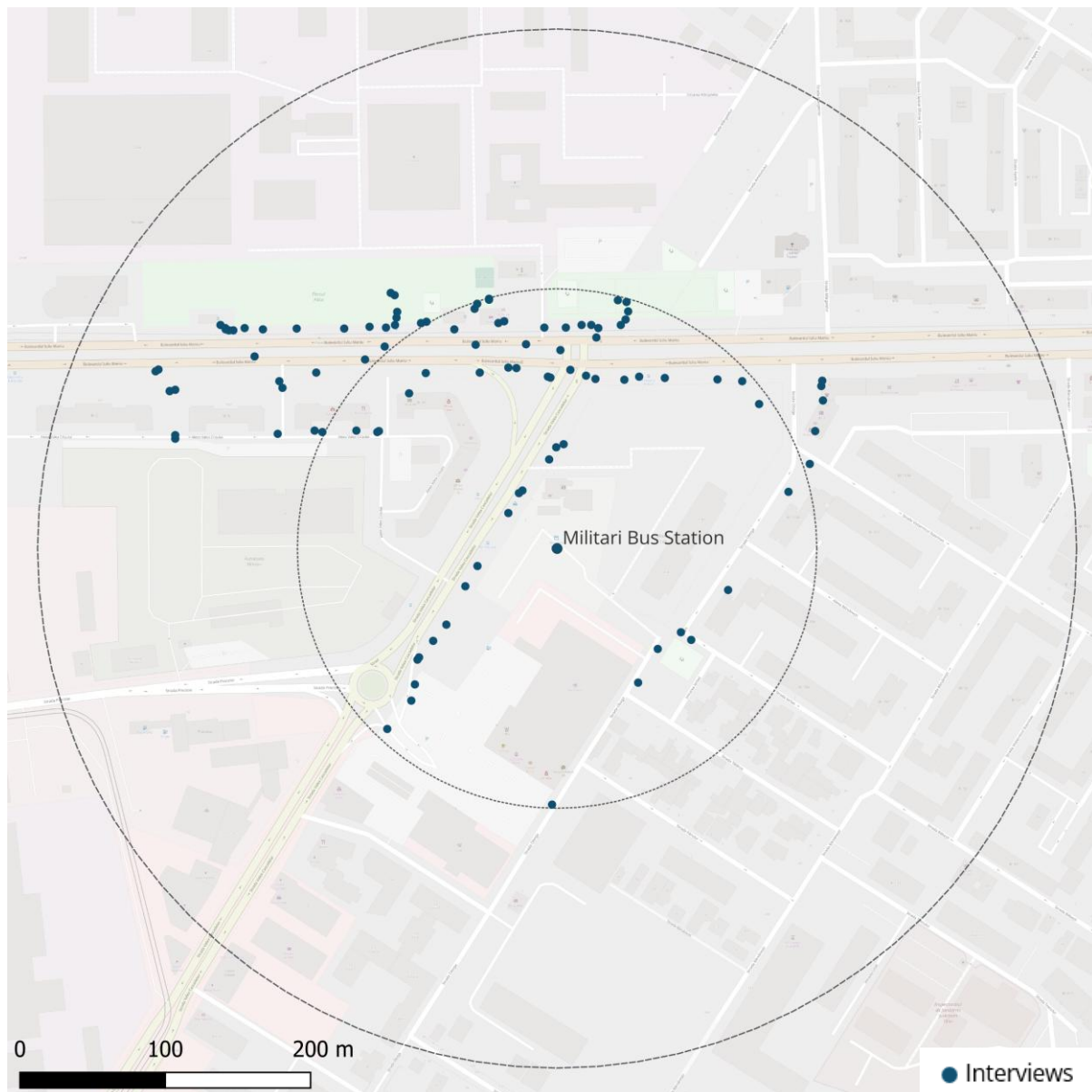## 3.3.1. Location of study area and observations

Figure 28. Observations from interviews and audits in Militari Bus Station.

3.3.2. Data collected

Period	17/12/2024		
Timeframe	12:40-16:34		
Interviews	Participants	101	
	Experiences	101	
	Determinants	192	

Table 41. Data collected in Militari Bus Station.

3.3.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=101
AGE	Children (<18)	3	3		
	Adults (18-65)	96	95		
	Older people (>65)	2	2		
GENDER	Man	53	52.5		
	Woman	48	47.5		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	96	95		
	Mild or moderate	5	5		
	Severe or extrerme	0	0		
ACTIVITY (mins/day)	Less than 10 min	22	21.8		
	10 - 60 mins	79	78.2		
	More than 60 min	0	0		

Table 42. Pedestrian profile in Militari Bus Station.

3.3.4. Walk context

Variable	Category	N	%	Distribution	N=101
DECISION	Choice	13	12.9		
	Necessity	88	87.1		
	Other	0	0		
PURPOSE	Transport	93	92.1		
	Leisure	8	7.9		
	Other	0	0		
COMPANY	Alone	82	81.2		
	Accompanied	19	18.8		
	Other	0	0		
FAMILIARITY	Local	98	97		
	Visitor	3	3		
	Other	0	0		

Table 43. Walk context in Militari Bus Station.

3.3.5. Walking experiences

EXPERIENCE	N	%
Very positive	52	51.5
Positive	19	18.8
Neutral	16	15.8
Negative	12	11.9
Very negative	2	2
TOTAL	101	100

TOP-5 determinants related to experience

Negative	Positive
Obstacles	Footpath
Environmental quality	Environmental quality
Traffic	Furniture
Footpath	Greenery
Crossing	People
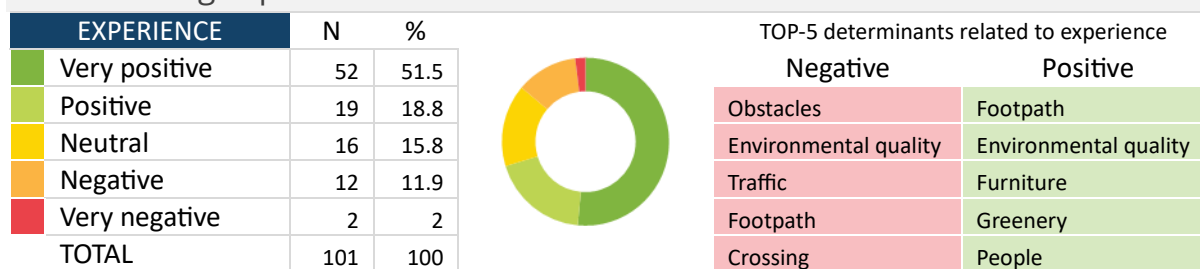
Table 44. Walking experiences and top 5 determinants related to them, in Militari Bus Station.

SAFETY	N	%
Very safe	24	77.4
Safe	2	6.5
Neutral	0	0
Unsafe	3	9.7
Very unsafe	2	6.5
TOTAL	31	100

TOP-5 determinants related to safety

Unsafe	Safe
Obstacles	Footpath
Footpath	Environmental quality
Crossing	Furniture
-	Greenery
-	People
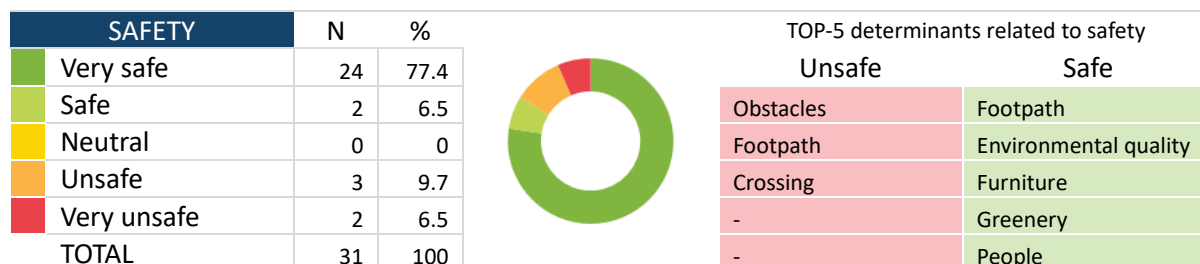
Table 45. Safety and top 5 determinants related to them, in Militari Bus Station.

COMFORT	N	%
Very comfortable	48	58.5
Comfortable	10	12.2
Neutral	16	19.5
Uncomfortable	8	9.8
Very uncomfortable	0	0
TOTAL	82	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Obstacles	Footpath
Environmental quality	Environmental quality
Traffic	Furniture
-	Greenery
-	People
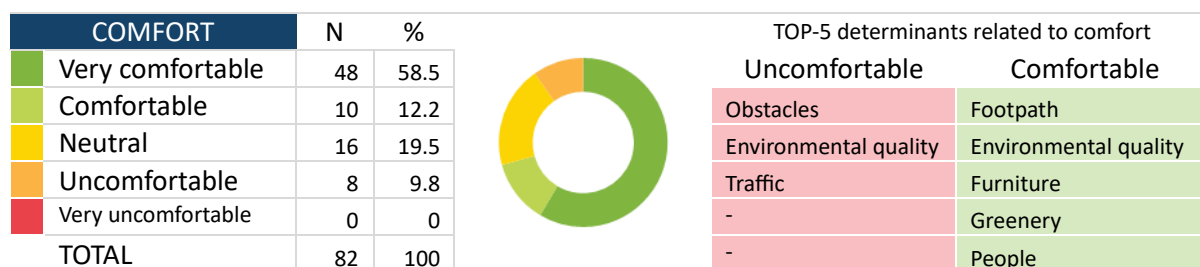
Table 46. Comforts and top 5 determinants related to them, in Militari Bus Station.

ENJOYMENT	N	%
Very enjoyable	45	80.4
Enjoyable	8	14.3
Neutral	1	1.8
Unenjoyable	2	3.6
Very unenjoyable	0	0
TOTAL	56	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
Environmental quality	Footpath
Traffic	Environmental quality
-	Furniture
-	Greenery
-	People
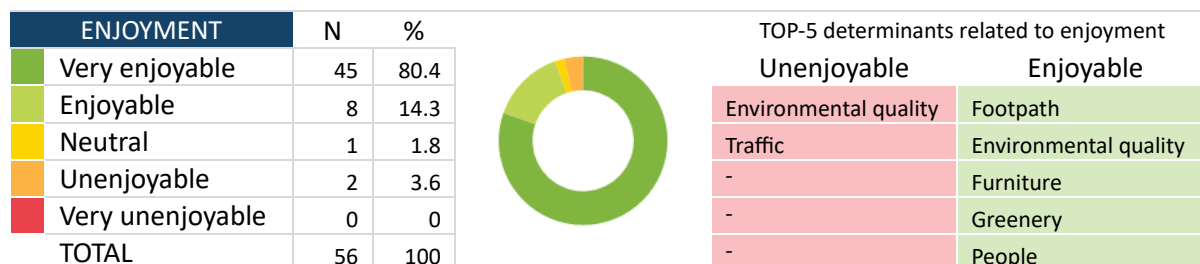
Table 47. Enjoyment and top 5 determinants related to them, in Militari Bus Station.
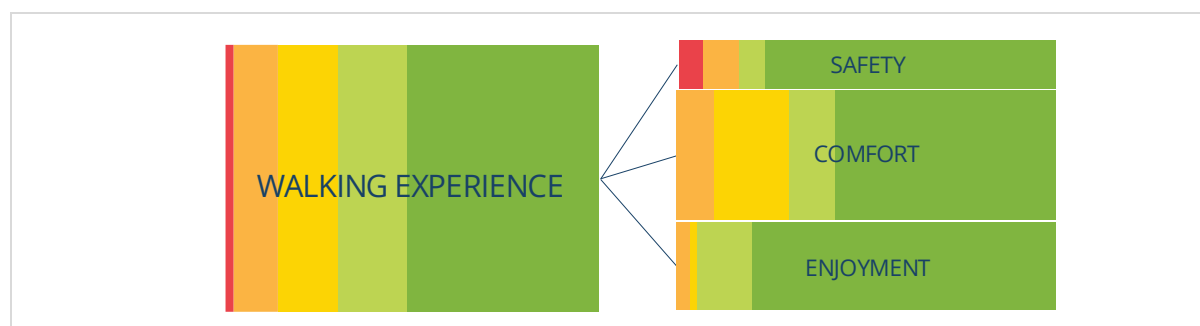
Figure 29. Share of positive and negative experiences and most frequent types, in Militari Bus Station.

3.3.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=192
Very Positive	Footpath	29	15.1		
	Environmental quality	27	14.1		
	Furniture	22	11.5		
	Greenery	19	9.9		
	People	11	5.7		
	Obstacles	4	2.1		
	Crossing	3	1.6		
	Weather protection	2	1		
	Inclusion	1	0.5		
	Traffic	0	0		
	Interest	0	0		
	Other	0	0		
Postive	Footpath	14	7.3		
	Environmental quality	7	3.6		
	Furniture	5	2.6		
	Crossing	2	1		
	People	2	1		
	Greenery	1	0.5		
	Obstacles	1	0.5		
	Interest	1	0.5		
	Inclusion	1	0.5		
	Weather protection	0	0		
	Traffic	0	0		
	Other	0	0		
Neutral	Obstacles	9	4.7		
	Footpath	3	1.6		
	Crossing	3	1.6		
	Furniture	2	1		
	Environmental quality	2	1		
	Traffic	2	1		
	Greenery	1	0.5		
	Weather protection	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	Obstacles	6	3.1		
	Environmental quality	6	3.1		
	Traffic	4	2.1		
	Footpath	0	0		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Weather protection	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Very negative	Footpath	1	0.5		
	Crossing	1	0.5		
	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 48. Most frequent determinants by type of experience, in Militari Bus Station.

3.3.7. Positive and negative experiences by determinant
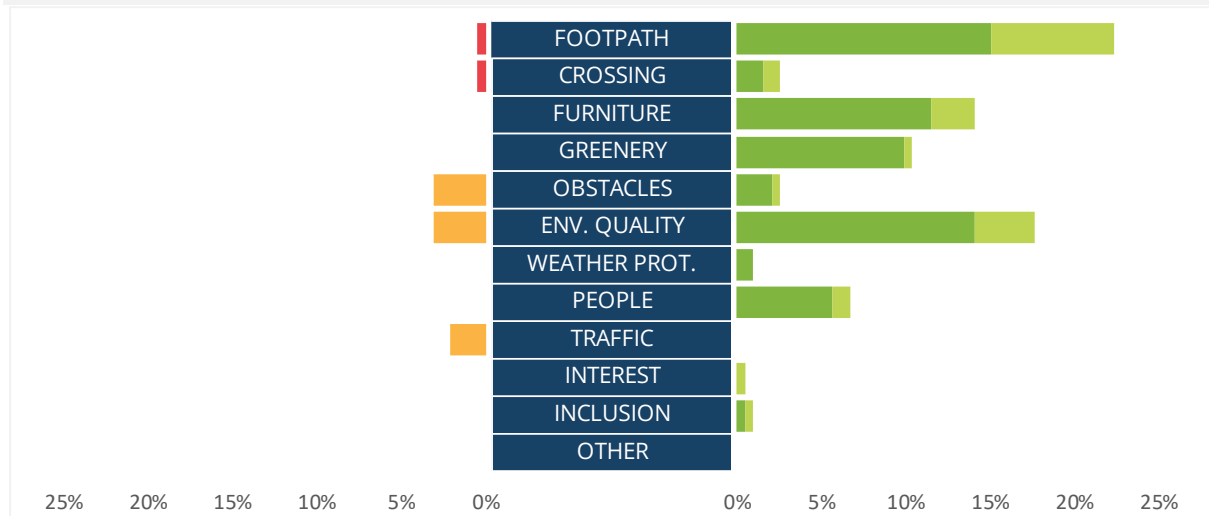
Figure 30. Positive and negative experiences by determinant, in Militari Bus Station.

3.3.8. Determinants by frequency and negative-positive experiences
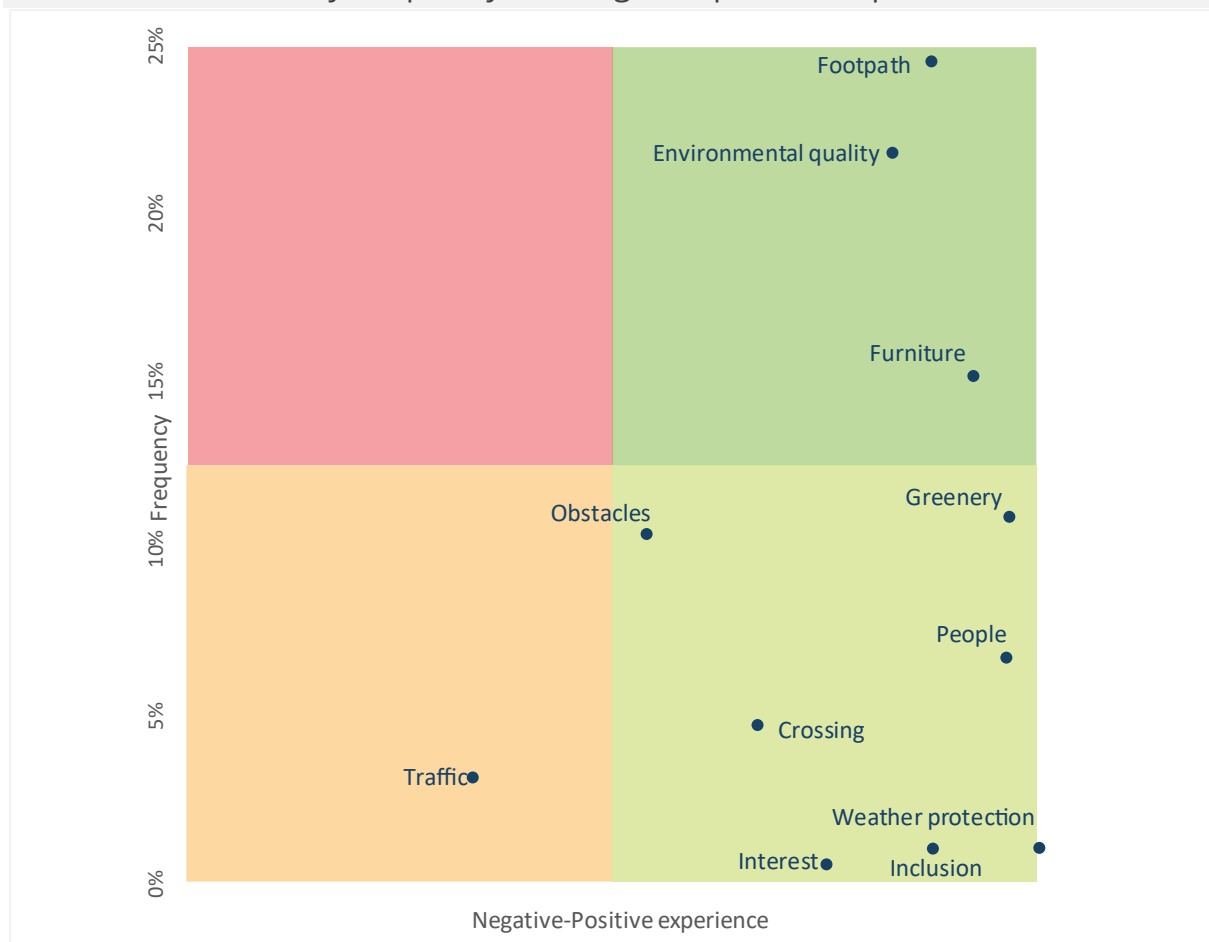
Figure 31. Determinants by frequency and negative-positive experiences, in Militari Bus Station.

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 Militari Bus Station.

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

3.3.10. Location of walking experiences

All observations (n=101)
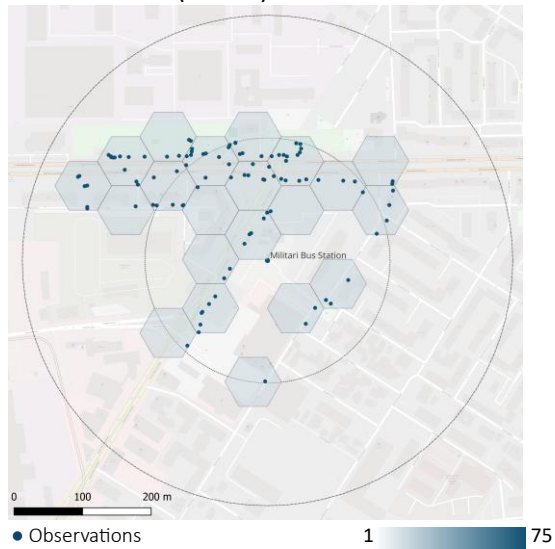
Very positive experiences (n=52)
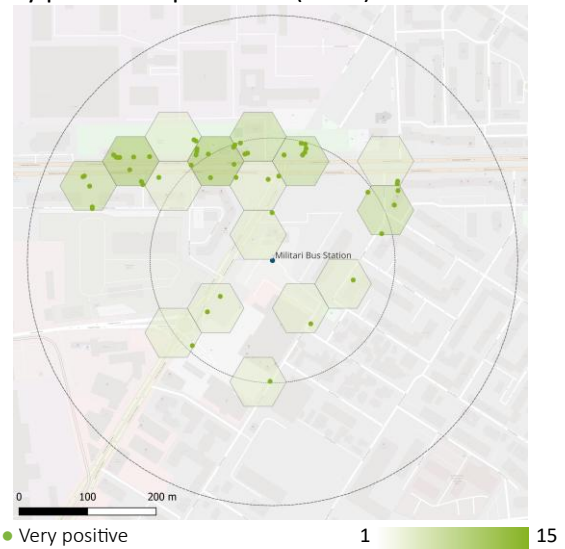
Positive experiences (n=19)
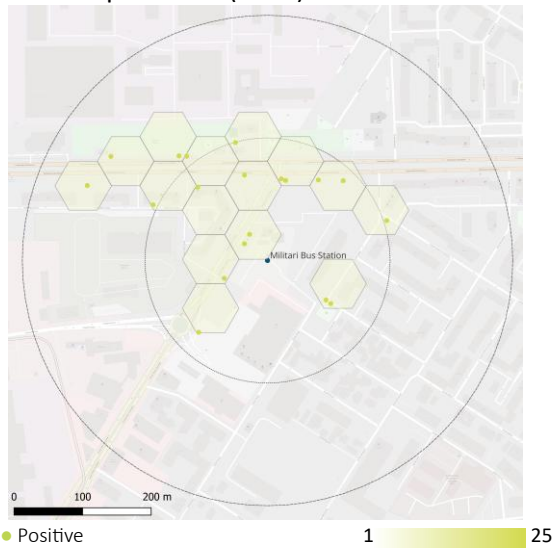
Neutral experiences (n=16)
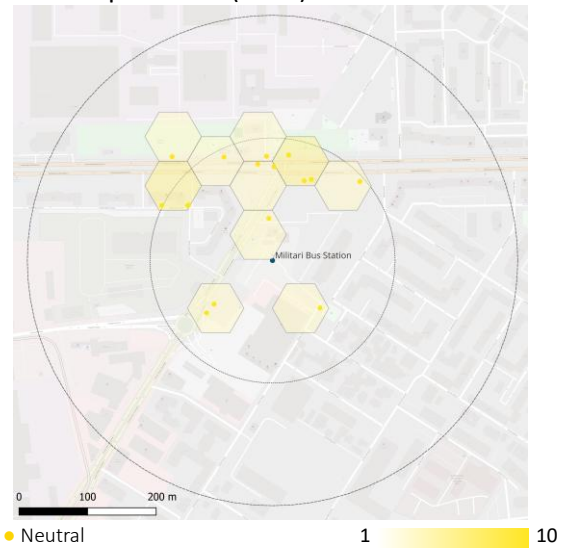
Negative experiences (n=12)
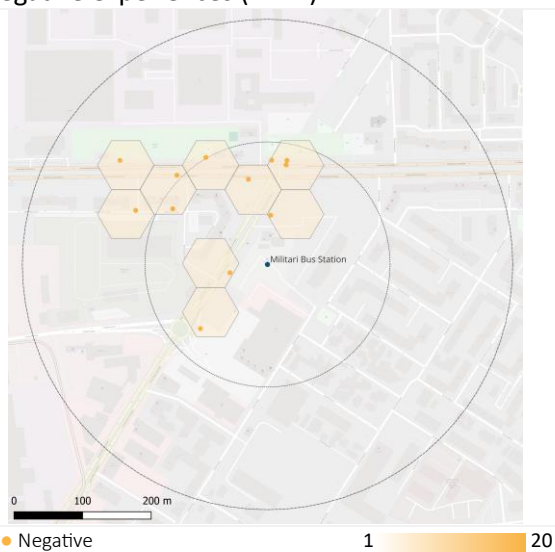
Very negative experiences (n=2)
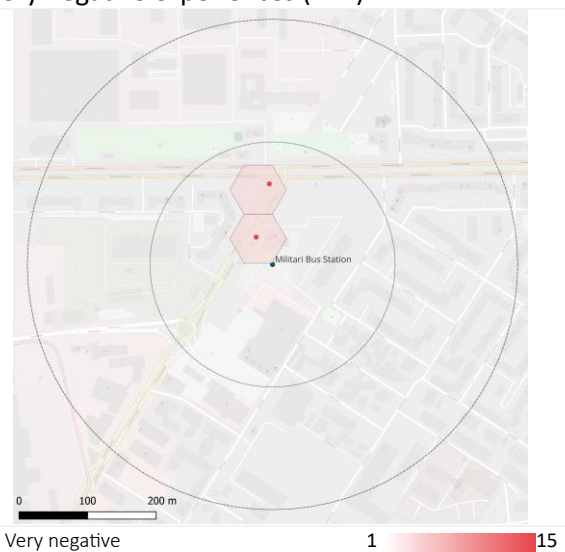
Figure 34. Location of observations and different experiences, in Militari Bus Station.

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

Very negative | Very Positive
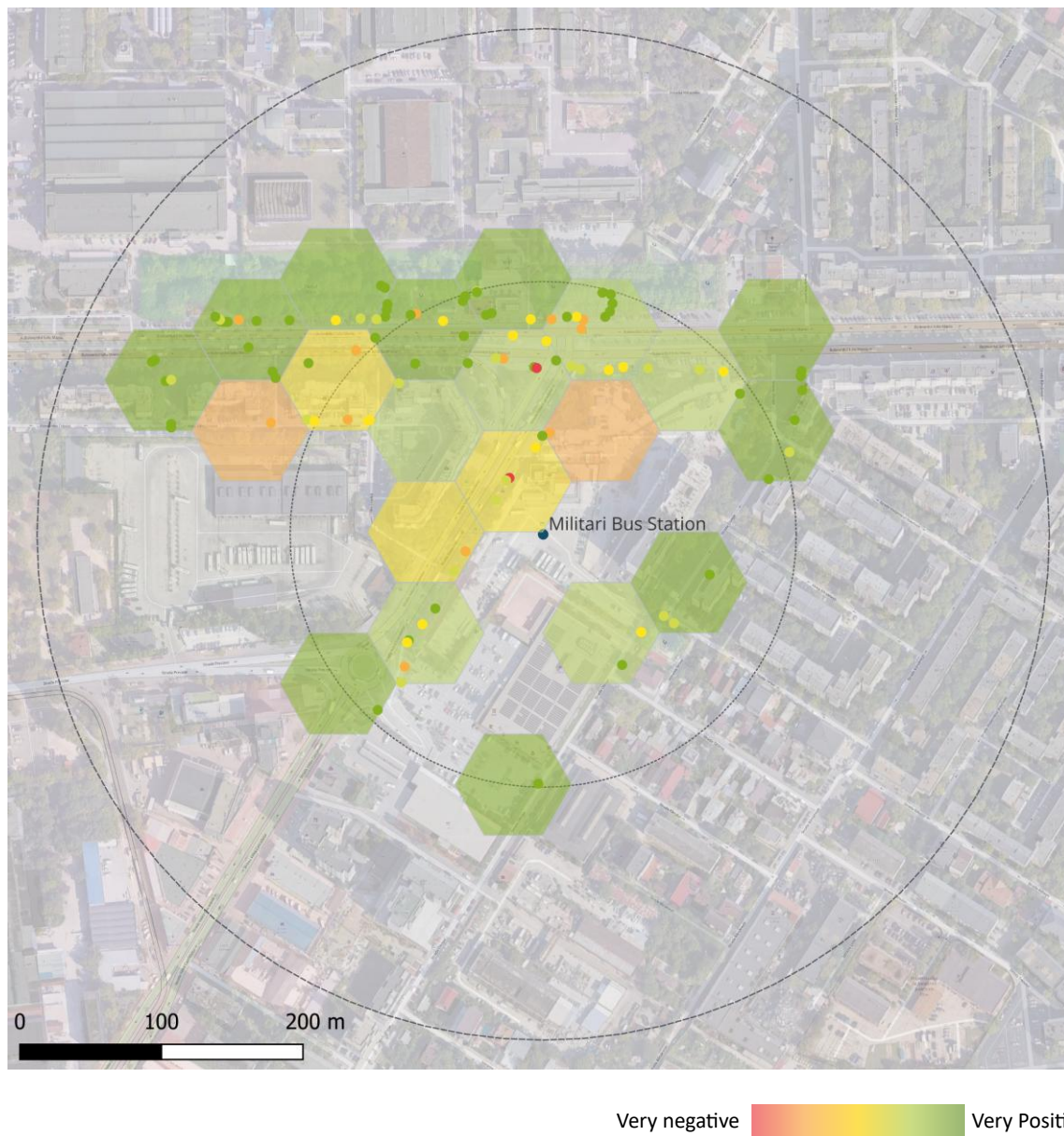
Figure 35. Location of all types of experiences and overall perceived walkability, in Militari Bus Station.

3.3.11. Images and comments from participants

Very positive. Safe, comfortable and enjoyable	Negative. Uncomfortable
Good footpath and greenery	*Traffic*
Man, 59, mild difficulty to walk	Man, 41
Positive. comfortable	Very negative. Unsafe
Good footpath and clean	*Bad footpath*
Woman, 30	Man, 45

Figure 36. Images from the study area with comments from participants, in Militari Bus Station.

3.4 North Railway Station

Figure 37. North Railway Station. Source: Wikipedia.

Data was collected between 20/11/2024 and 19/12/2024 at North Railway Station. A total of 138 interviewed participants shared 138 walking experiences related to 388 environmental determinants.

Who walks, why and how?

From the **138 pedestrians interviewed**, most were adults (84.8%), followed by children (8%) and older adults (7.2%). In addition, 52.9% were women and 44.9% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (76.1%), while some had mild or moderate difficulty (20.3%) and a few had severe or extreme difficulty (3.6%). Finally, most participants were active pedestrians (73.9%) followed by inactive (24.6%).

Based on **their walk context**, 61.1% of participants were walking out of necessity while 38.4% did it by choice. With regards to the walk purpose, 63.8% participants walked for transport, while 36.2% for leisure. Most participants were walking on their own (68.8%) compared to those walking with others (31.2%). Finally, most participants were familiar with the place (83.3%), while others were not (16.7%).

Which were the main walking experiences?

From the **138 walking experiences** collected, most were positive (37.7%), followed by very positive (19.6%), negative (21%), very negative (13%) and neutral (8.7%). Overall, positive and very positive experiences (57.3%) outnumbered negative and very negative ones (34%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (81.9%), with

more comfortable and very comfortable experiences (59.3%) than uncomfortable and very uncomfortable ones (32.7%). Secondly, 44.9% of experiences were related to **enjoyment**, with many more enjoyable and very enjoyable experiences (83.9%) than unenjoyable ones (11.3%). Finally, walking **safety** was the least frequent type of experience shared by participants (36.2%), with more safe and very safe (76%) than unsafe and very unsafe ones (22%).

What influenced walking experiences?

From the **338 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 17.8% of all observations, followed by environmental quality (13.6%), greenery (13.4%), traffic (10.8%) and obstacles (8.9%). 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 greenery. With the exception of traffic, crossings and obstacles, which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpath (16.2%), greenery (13.1%) and environmental quality (11.8%), while most negative and very negative experiences were related to traffic (9%), obstacles (4.6%), bad crossings (4.4%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (18.2%), greenery (15.3%) and good environmental quality (14.1%), while most unsafe and very unsafe experiences were related to obstacles (5.3%), bad crossings (3.6%) and obstacles (3%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (16.5%), greenery (12.8%) and environmental quality (12.2%), while most uncomfortable and very uncomfortable experiences were related to traffic (7.9%), obstacles (4.6%) and bad crossings (3.6%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were greenery (19%), good footpath (18.6%) and environmental quality (14.9%), while most unenjoyable and very unenjoyable experiences were related to traffic (2.5%), ad crossings (1.3%) and obstacles 1.3%).

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 (37.7%) and very positive (19.6%) experiences were mainly related to good footpath, greenery, environmental quality, people and street furniture. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared many negative (21%) and very negative (13%) experiences related to traffic, obstacles, bad crossings, no street furniture and poor inclusion. 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 (8.7%) can be considered "just adequate" environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpath, some traffic and minor obstacles may enable more positive and very positive experiences.
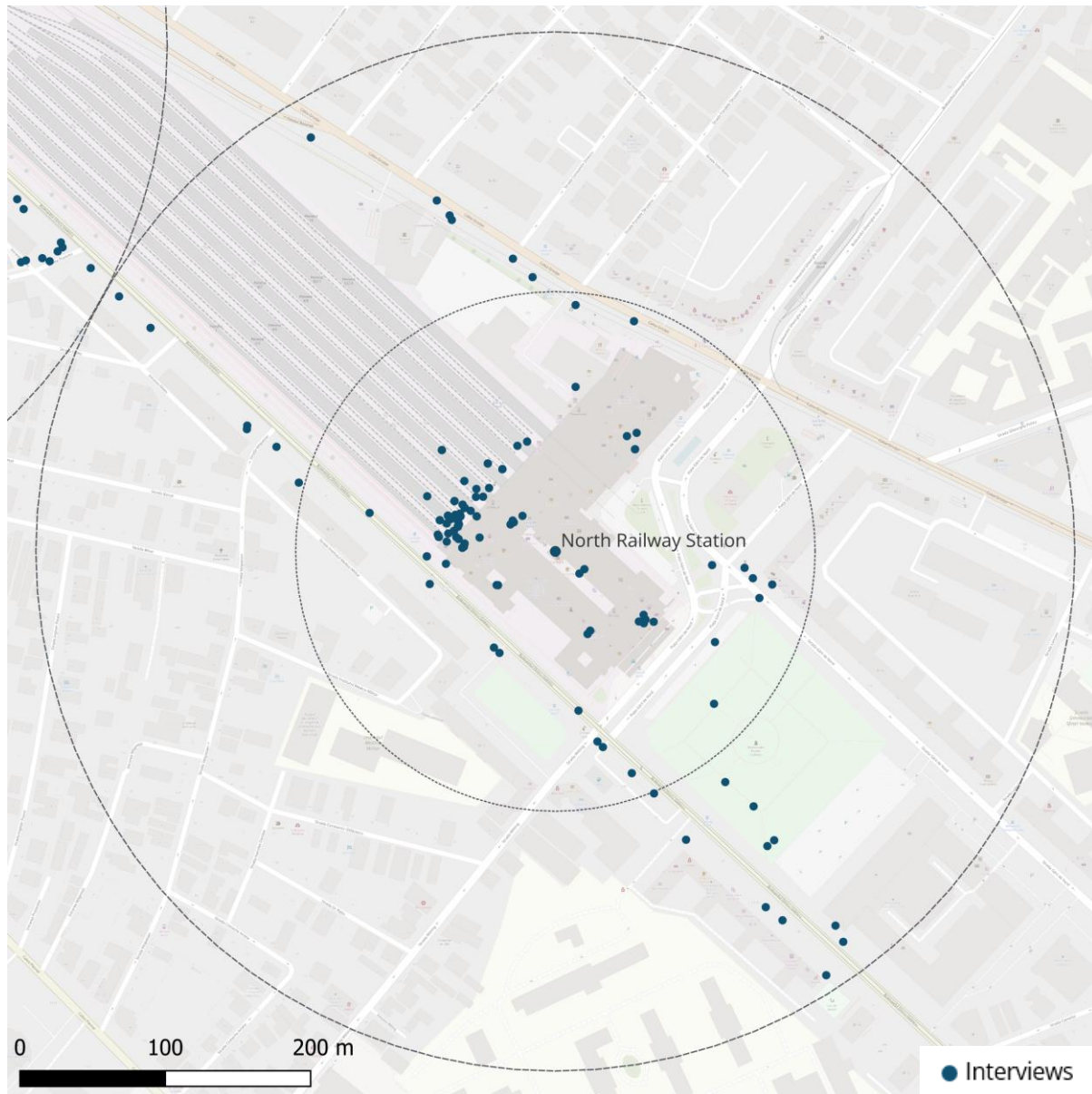
3.4.1. Location of study area and observations

Figure 38. Observations from interviews and audits in *North Railway Station.*

3.4.2. Data collected

Period	20/11/2024 – 19/12/2024
Timeframe	07:47-11:15
Interviews	Participants 138
	Experiences 138
	Determinants 388

Table 49. Data collected in North Railway Station.

3.4.3. Pedestrian profile

Variable	Category	N	%	Distribution N=138
AGE	Children (<18)	11	8	
	Adults (18-65)	117	84.8	
	Older people (>65)	10	7.2	
GENDER	Man	62	44.9	
	Woman	73	52.9	
	Other / No answer	0	0	
ABILITY (difficulty to move)	None	105	76.1	
	Mild or moderate	28	20.3	
	Severe or extrerme	5	3.6	
ACTIVITY (mins/day)	Less than 10 min	34	24.6	
	10 - 60 mins	102	73.9	
	More than 60 min	0	0	

Table 50. Pedestrian profile in North Railway Station.

3.4.4. Walk context

Variable	Category	N	%	Distribution N=138
DECISION	Choice	53	38.4	
	Necessity	85	61.6	
	Other	0	0	
PURPOSE	Transport	88	63.8	
	Leisure	50	36.2	
	Other	0	0	
COMPANY	Alone	95	68.8	
	Accompanied	43	31.2	
	Other	0	0	
FAMILIARITY	Local	115	83.3	
	Visitor	23	16.7	
	Other	0	0	

Table 51. Walk context in North Railway Station.

3.4.5. Walking experiences

EXPERIENCE	N	%
Very positive	27	19.6
Positive	52	37.7
Neutral	12	8.7
Negative	29	21
Very negative	18	13
TOTAL	138	100

TOP-5 determinants related to experience

Negative	Positive
Traffic	Footpath
Obstacles	Greenery
Crossing	Environmental quality
Furniture	People
Inclusion	Furniture
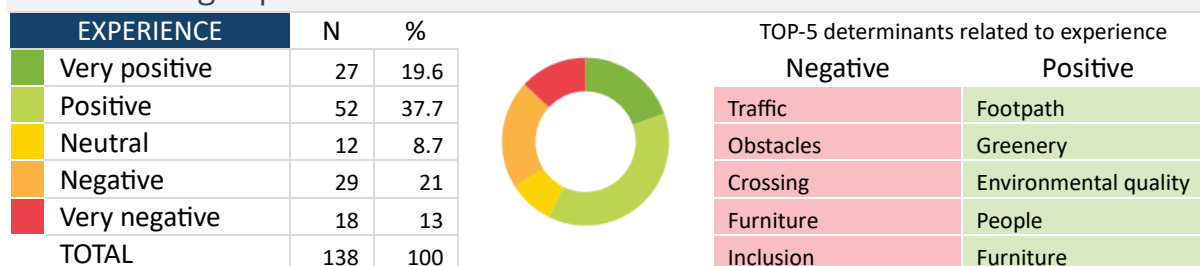
Table 52. Walking experiences and top 5 determinants related to them, in North Railway Station.

SAFETY	N	%
Very safe	19	38
Safe	19	38
Neutral	1	2
Unsafe	5	10
Very unsafe	6	12
TOTAL	50	100

TOP-5 determinants related to safety

Unsafe	Safe
Traffic	Footpath
Crossing	Greenery
Obstacles	Environmental quality
Inclusion	People
Footpath	Furniture
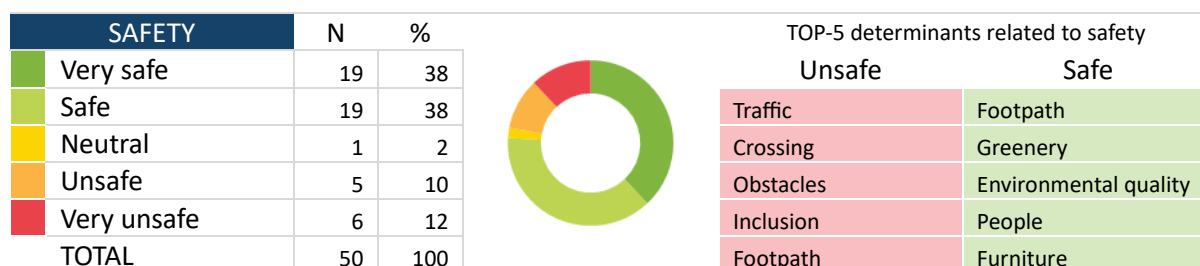
Table 53. Safety and top 5 determinants related to them, in North Railway Station.

COMFORT	N	%
Very comfortable	22	19.5
Comfortable	45	39.8
Neutral	9	8
Uncomfortable	25	22.1
Very uncomfortable	12	10.6
TOTAL	113	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Traffic	Footpath
Obstacles	Greenery
Crossing	Environmental quality
Furniture	Furniture
Environmental quality	People
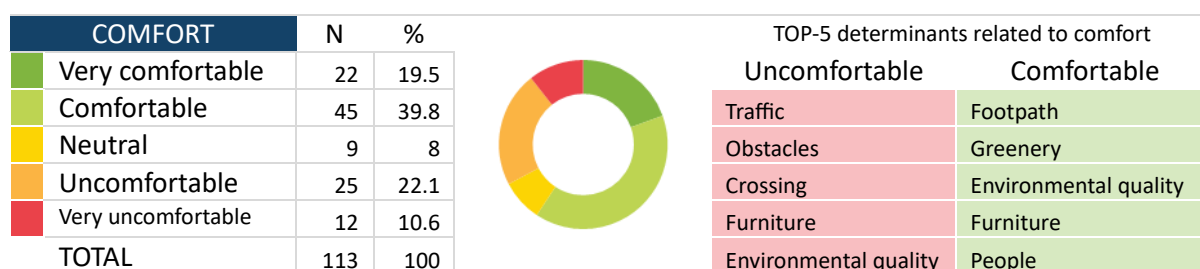
Table 54. Comforts and top 5 determinants related to them, in North Railway Station.

ENJOYMENT	N	%
Very enjoyable	21	33.9
Enjoyable	31	50
Neutral	3	4.8
Unenjoyable	5	8.1
Very unenjoyable	2	3.2
TOTAL	62	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
Traffic	Greenery
Crossing	Footpath
Obstacles	Environmental quality
Furniture	People
Environmental quality	Furniture
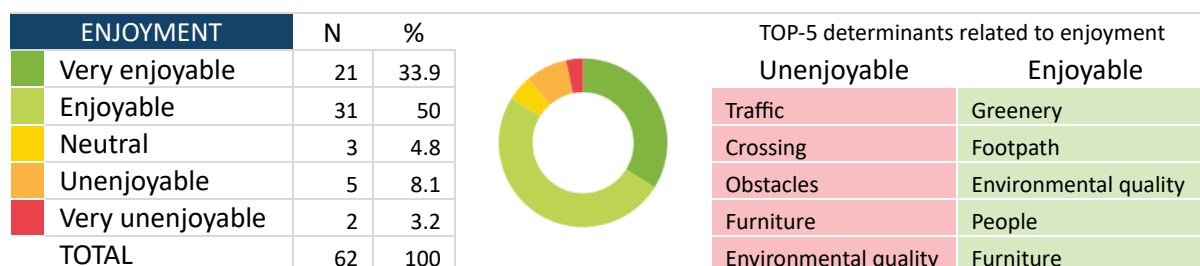
Table 55. Enjoyment and top 5 determinants related to them, in North Railway Station.
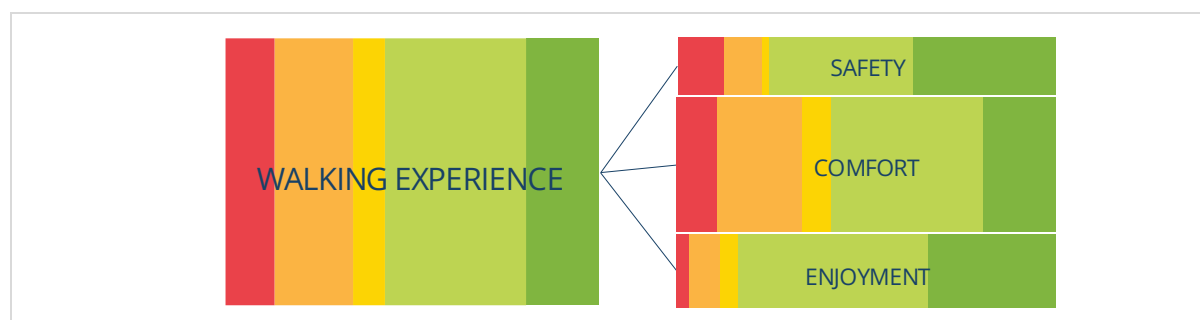
Figure 39. Share of positive and negative experiences and most frequent types, in North Railway Station.

3.4.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=388
Very Positive	Footpath	23	5.9		
	Greenery	18	4.6		
	Environmental quality	16	4.1		
	People	13	3.4		
	Furniture	9	2.3		
	Obstacles	6	1.5		
	Interest	6	1.5		
	Crossing	3	0.8		
	Inclusion	3	0.8		
	Weather protection	1	0.3		
	Traffic	0	0		
	Other	0	0		
Postive	Footpath	40	10.3		
	Greenery	33	8.5		
	Environmental quality	30	7.7		
	Furniture	18	4.6		
	People	16	4.1		
	Crossing	9	2.3		
	Interest	8	2.1		
	Weather protection	7	1.8		
	Obstacles	6	1.5		
	Inclusion	5	1.3		
	Traffic	0	0		
	Other	0	0		
Neutral	Traffic	7	1.8		
	Obstacles	5	1.3		
	Footpath	4	1		
	Crossing	4	1		
	Furniture	3	0.8		
	Environmental quality	3	0.8		
	Greenery	1	0.3		
	Weather protection	1	0.3		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	Traffic	21	5.4		
	Obstacles	14	3.6		
	Crossing	10	2.6		
	Environmental quality	4	1		
	Furniture	3	0.8		
	Inclusion	3	0.8		
	Footpath	1	0.3		
	Weather protection	1	0.3		
	People	1	0.3		
	Greenery	0	0		
	Interest	0	0		
	Other	0	0		
Very negative	Traffic	14	3.6		
	Crossing	7	1.8		
	Obstacles	4	1		
	Furniture	2	0.5		
	People	2	0.5		
	Footpath	1	0.3		
	Inclusion	1	0.3		
	Other	1	0.3		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	Interest	0	0		

Table 56. Most frequent determinants by type of experience, in North Railway Station.

3.4.7. Positive and negative experiences by determinant
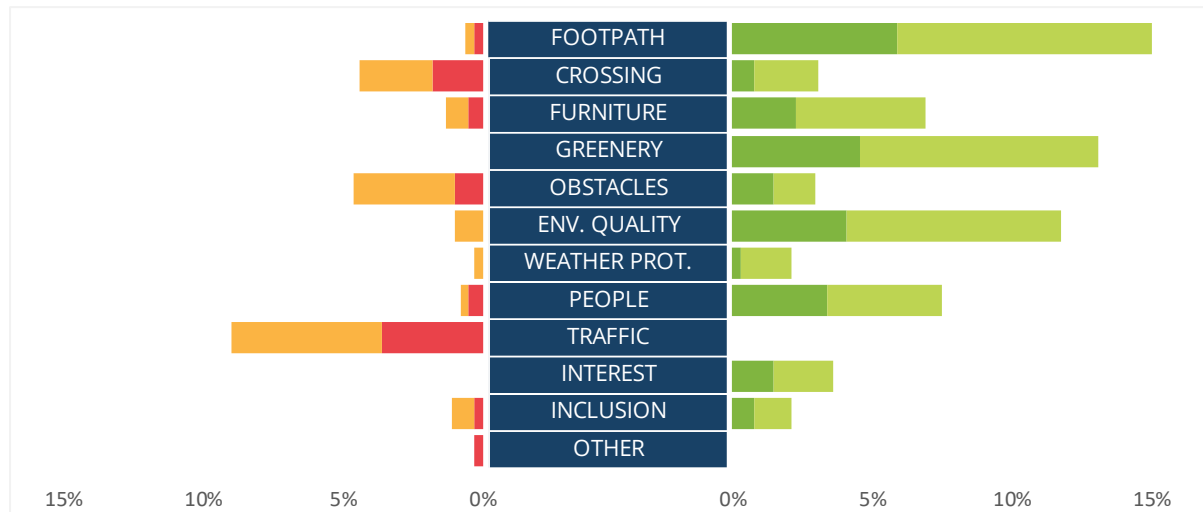
Figure 40. Positive and negative experiences by determinant, in North Railway Station.

3.4.8. Determinants by frequency and negative-positive experiences
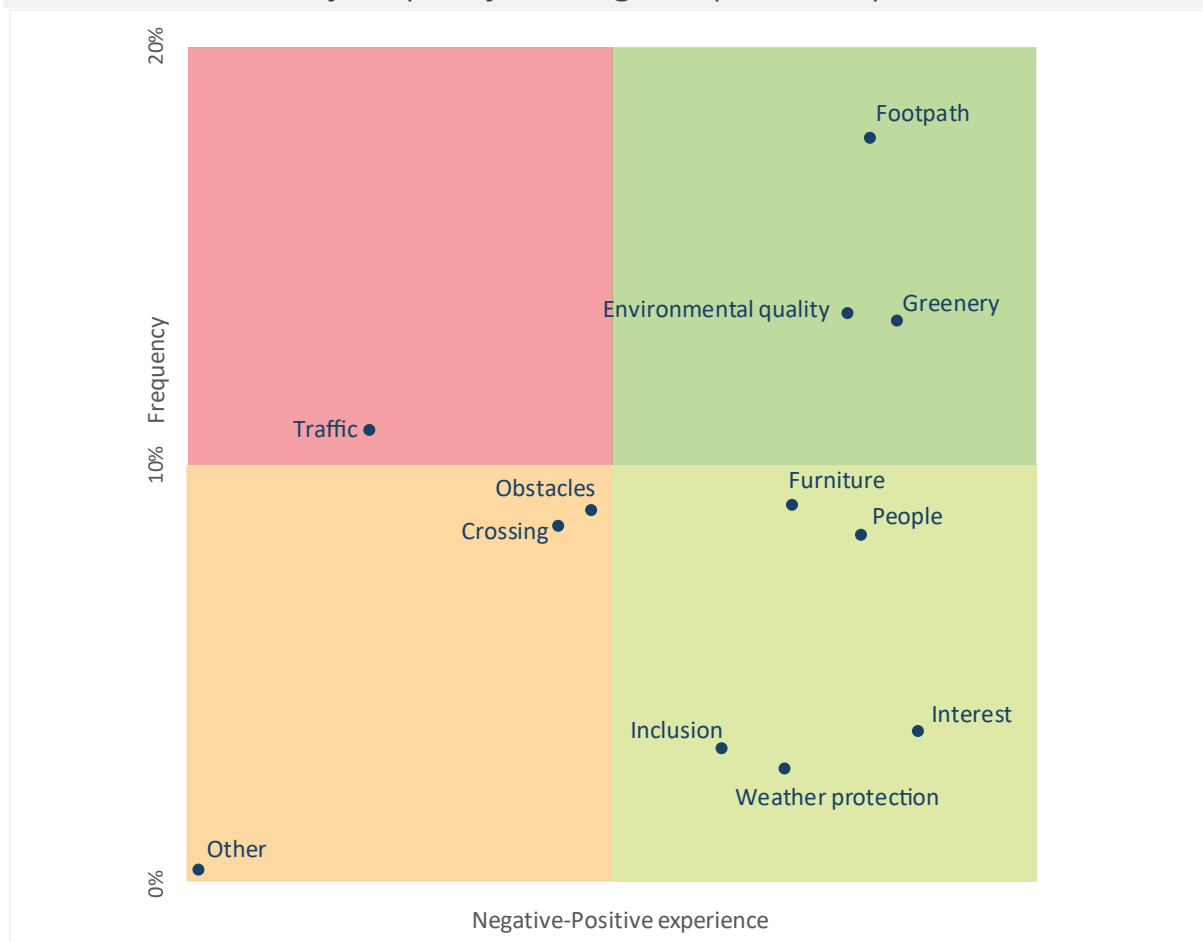
Figure 41. Determinants by frequency and negative-positive experiences, in North Railway Station.

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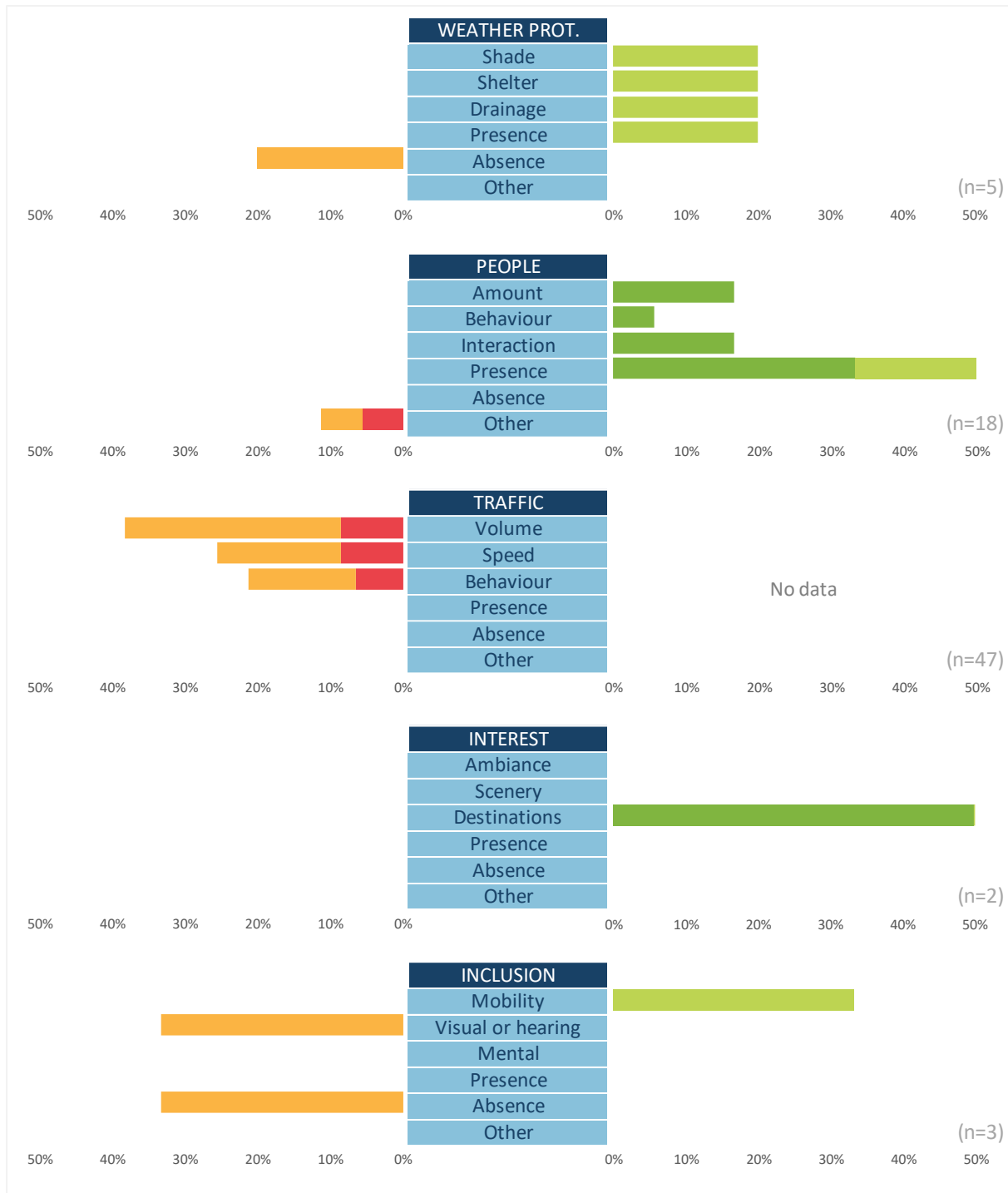
Figure 43. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in North Railway Station.

3.4.10. Location of walking experiences

All observations (n=138)
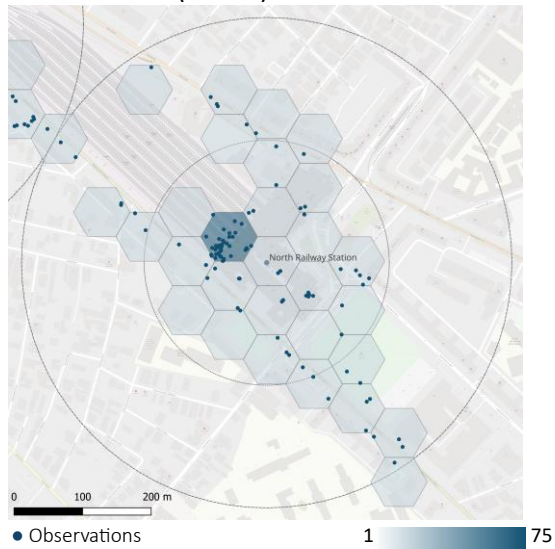
Very positive experiences (n=27)
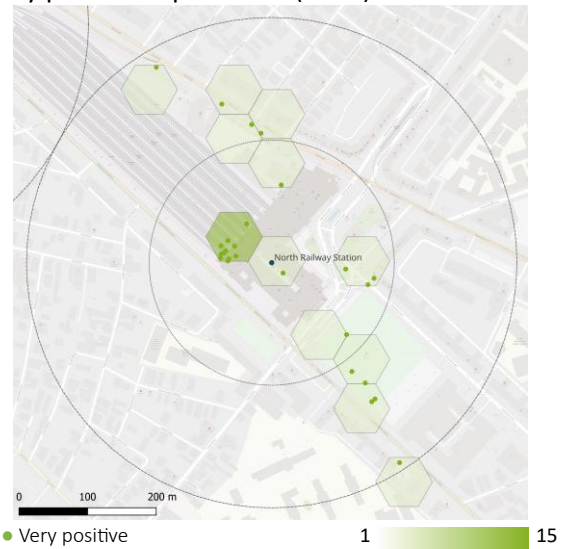
Positive experiences (n=52)
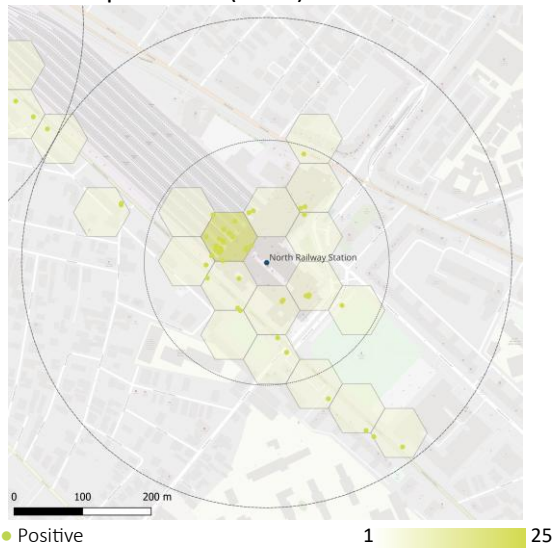
Neutral experiences (n=12)
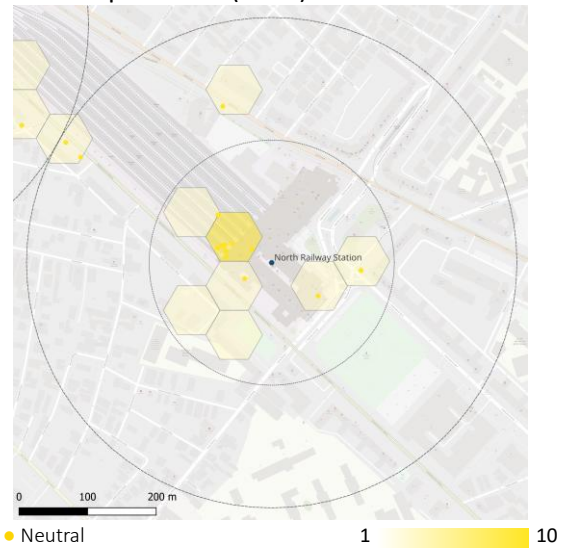
Negative experiences (n=29)
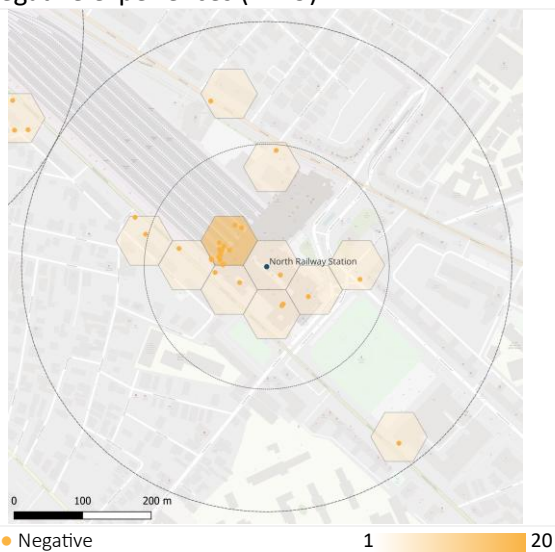
Very negative experiences (n=18)
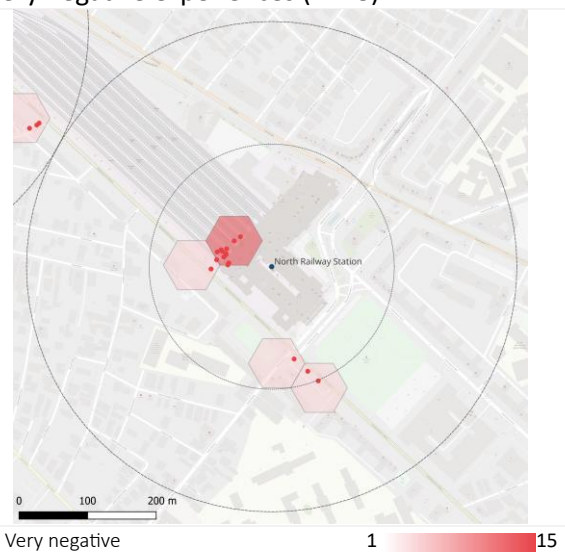
Figure 44. Location of observations and different experiences, in North Railway Station.

Location of all types of experiences (n=138) and overall perceived walkability.
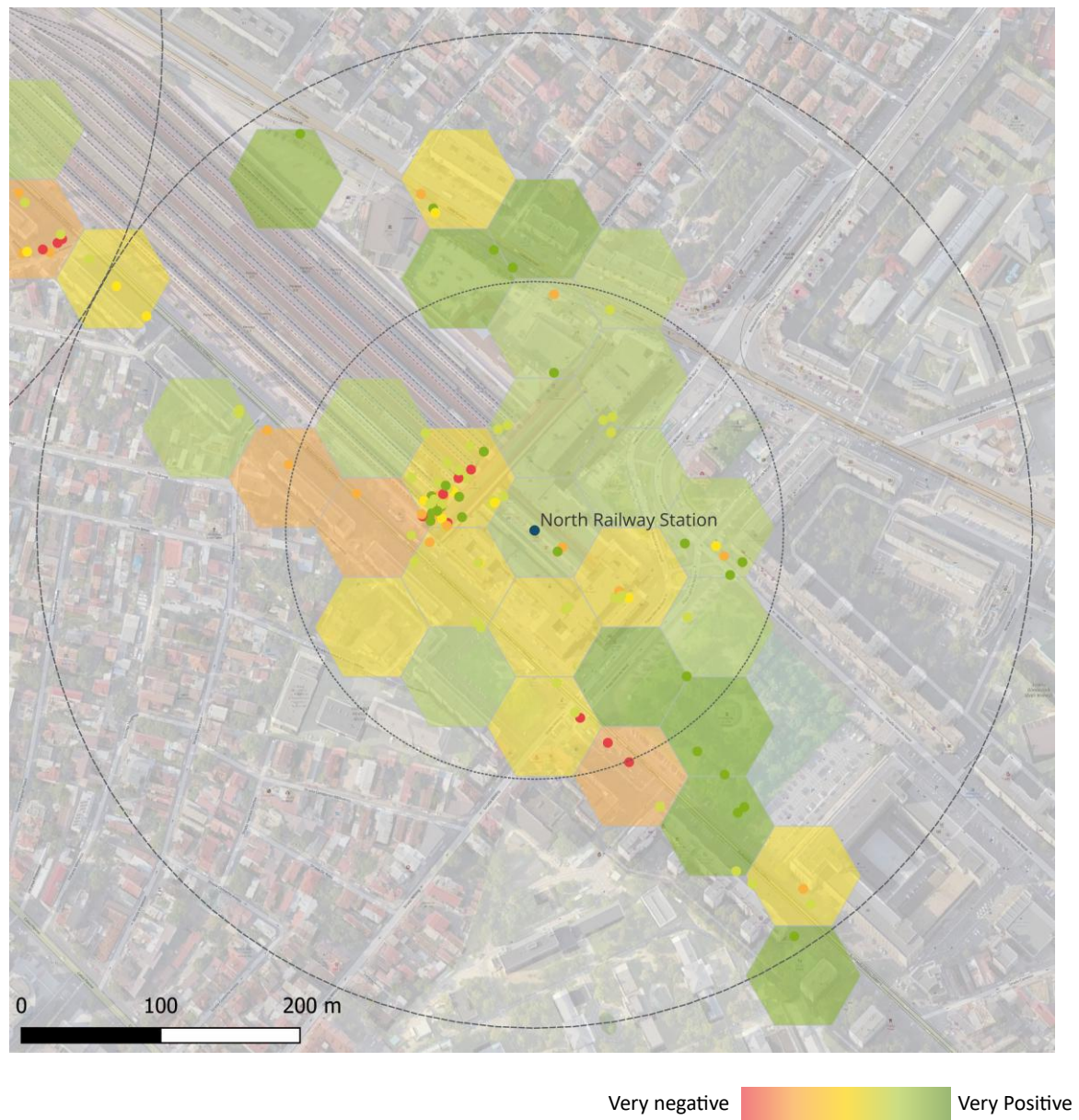
Figure 45. Location of all types of experiences and overall perceived walkability, in North Railway Station.

3.4.11. Images and comments from participants
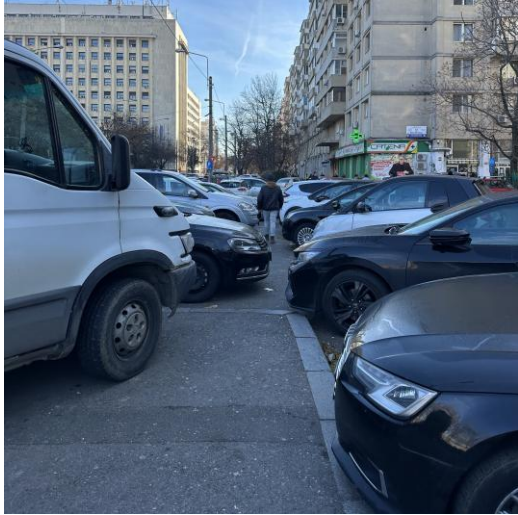
Very positive. Safe and comfortable	Negative. Uncomfortable
Good footpath, clean no obstacles, inclusive	*Narrow footpath and obstacles*
Man, 19	Woman, 70
Positive. Safe and comfortable	Very negative. Uncomfortable
Good footpath, street furniture and clean	*Obstacles*
Woman, 25	Man, 68, mild difficulty to walk

Figure 46. Images from the study area with comments from participants, in North Railway Station.

3.5. Obor Railway Station

Figure 47. Obor Railway Station. Source: Google Maps

Data was collected between on 13/01/2025 at Obor Railway Station. A total of 92 interviewed participants shared 92 walking experiences related to 165 environmental determinants.

Who walks, why and how?

From the **92 pedestrians interviewed**, most were adults (95.7%), followed by older adults (3.3%) and children (1.1%). In addition, 52.2% were men and 47.8% women. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (95.7%), while some had mild or moderate difficulty (4.4%). Finally, most participants were active pedestrians (88%) followed by inactive ones (12%).

Based on **their walk context**, 88% of participants were walking out of necessity, while 22% did it by choice. With regards to the walk purpose, 88% participants walked for transport, while 12% for leisure. Most participants were walking on their own (92.4%) compared to those walking with others (7.6%). Finally, all participants were familiar with the place (100%).

Which were the main walking experiences?

From the **92 walking experiences** collected, most were very positive (46.7%), followed by positive (23.9%), negative (15.2%), very negative (7.6%) and neutral (6.5%).Overall, positive and very positive experiences (70.6%) outnumbered negative and very negative ones (22.8%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (80.4%), with more comfortable and very comfortable experiences (63.5%) than uncomfortable and very uncomfortable ones (28.4%). Secondly, 41.3% of experiences were related to **enjoyment**, with more enjoyable and very enjoyable experiences (71.1%) than unenjoyable ones (29%). Finally, walking **safety**

was the least frequent type of experience shared by participants (16.3%%), with only safe (33.3%) and very safe (46.7%) experiences, and no unsafe ones.

What influenced walking experiences?

From the **165 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 26.6% of all observations, followed by environmental quality (20.6%), street furniture (16.3), greenery (13.9%) and obstacles (13.3%). 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 obstacles, which was related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpath (20.6%), environmental quality (20%) and good street furniture (16.3%), while most negative and very negative experiences were related to obstacles (9.7%), bad footpath (3.6%) and poor environmental quality (0.6%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (28%), good crossings (20%) and environmental quality (20%), while most unsafe experiences were related to bad footpath (8%) and obstacles (4%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (24.2%), environmental quality (18.5%) and street furniture (13.7%), while most uncomfortable and very uncomfortable experiences were related to obstacles (12.9%), bad footpath (4.8%) and poor environmental quality (0.8%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were environmental quality (24.7%), street furniture (21.3%) and greenery (19.1%), while most unenjoyable and very unenjoyable experiences were related to obstacles (11.2%), bad footpath (2.2%) and poor environmental quality (1.1%).

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There are positive, neutral and negative experiences all across the study area, which implies that it presents a mix of good, adequate and bad walkability, often related to common determinants. Positive (23.9%) and very positive (46.7%) experiences were mainly related to good footpath, good environmental quality, street furniture, greenery and good crossings. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared many negative (15.2%) and very negative (7.6%) experiences related to obstacles, bad footpath, poor environmental quality, bad crossings and no street furniture. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (6.5%) can be considered "just adequate" environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpath and minor obstacles may enable more positive and very positive experiences.
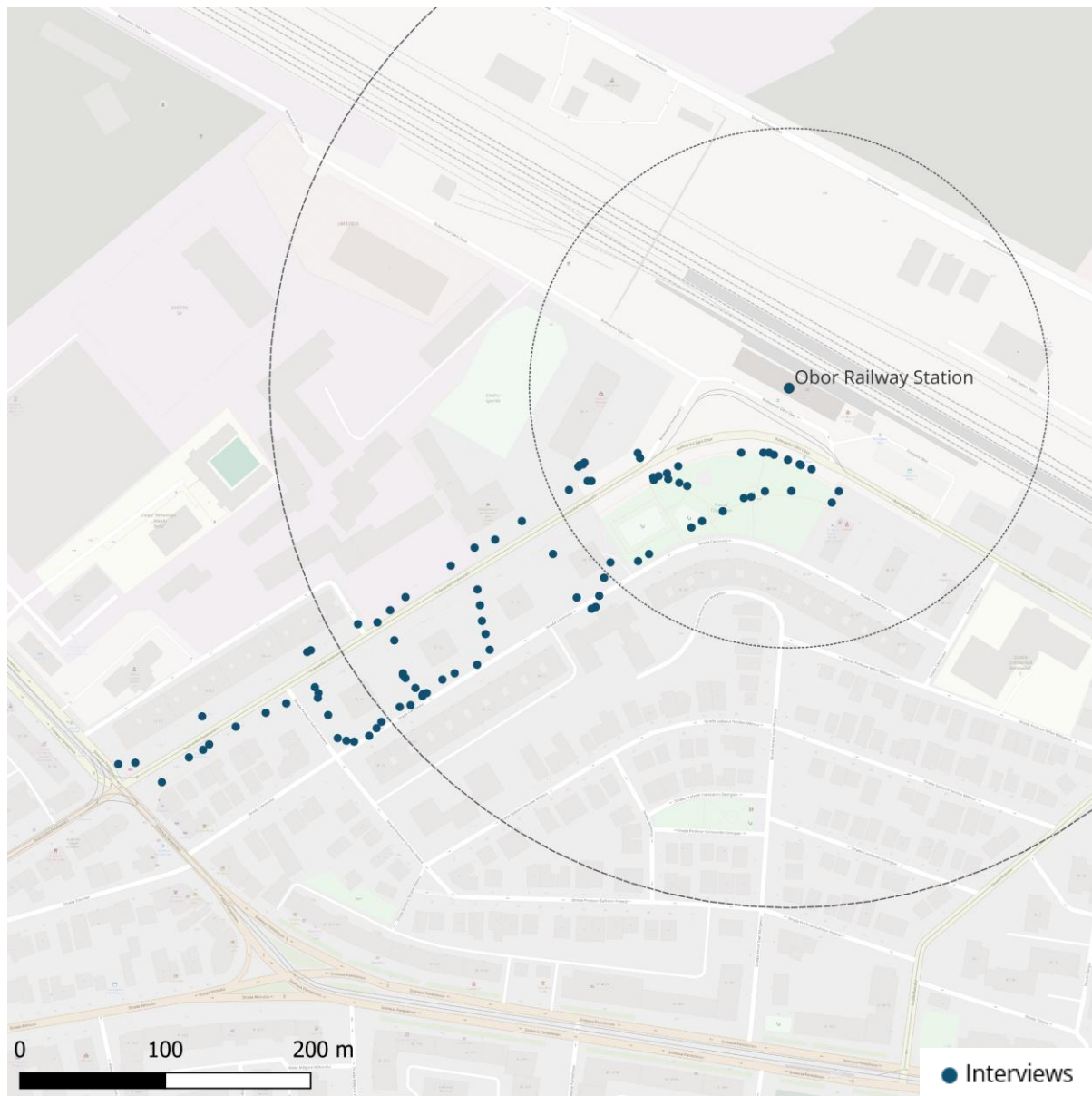
3.5.1. Location of study area and observations

Figure 48. Observations from interviews and audits in *Obor Railway Station*.

3.5.2. Data collected

Period	13/01/2025
Timeframe	09:51-12:25
Interviews	Participants 92
	Experiences 92
	Determinants 165

Table 57. Data collected in Obor Railway Station.

3.5.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=92
AGE	Children (<18)	1	1.1		
	Adults (18-65)	88	95.7		
	Older people (>65)	3	3.3		
GENDER	Man	48	52.2		
	Woman	44	47.8		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	88	95.7		
	Mild or moderate	4	4.4		
	Severe or extrerme	0	0		
ACTIVITY (mins/day)	Less than 10 min	11	12		
	10 - 60 mins	81	88		
	More than 60 min	0	0		

Table 58. Pedestrian profile in Obor Railway Station.

3.5.4. Walk context

Variable	Category	N	%	Distribution	N=92
DECISION	Choice	11	12		
	Necessity	81	88		
	Other	0	0		
PURPOSE	Transport	81	88		
	Leisure	11	12		
	Other	0	0		
COMPANY	Alone	85	92.4		
	Accompanied	7	7.6		
	Other	0	0		
FAMILIARITY	Local	92	100		
	Visitor	0	0		
	Other	0	0		

Table 59. Walk context in Obor Railway Station.

3.5.5. Walking experiences

EXPERIENCE	N	%
Very positive	43	46.7
Positive	22	23.9
Neutral	6	6.5
Negative	14	15.2
Very negative	7	7.6
TOTAL	92	100

TOP-5 determinants related to experience

Negative	Positive
Obstacles	Footpath
Footpath	Environmental quality
Environmental quality	Furniture
-	Greenery
-	Crossing
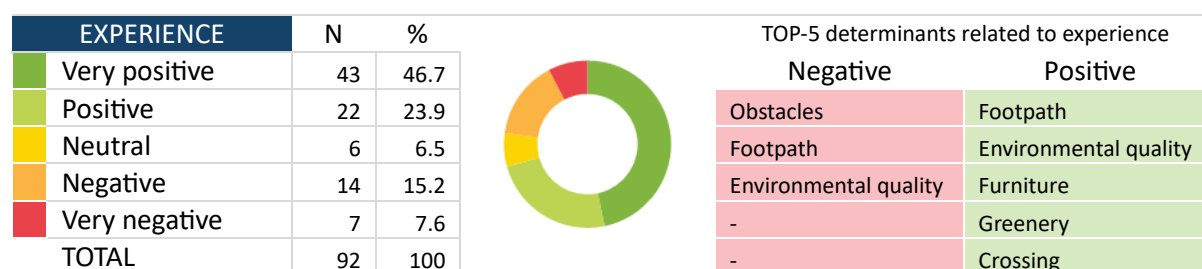
Table 60. Walking experiences and top 5 determinants related to them, in Obor Railway Station.

SAFETY	N	%
Very safe	5	33.3
Safe	7	46.7
Neutral	0	0
Unsafe	3	20
Very unsafe	0	0
TOTAL	15	100

TOP-5 determinants related to safety

Unsafe	Safe
Footpath	Footpath
Obstacles	Crossing
-	Environmental quality
-	Greenery
-	Obstacles
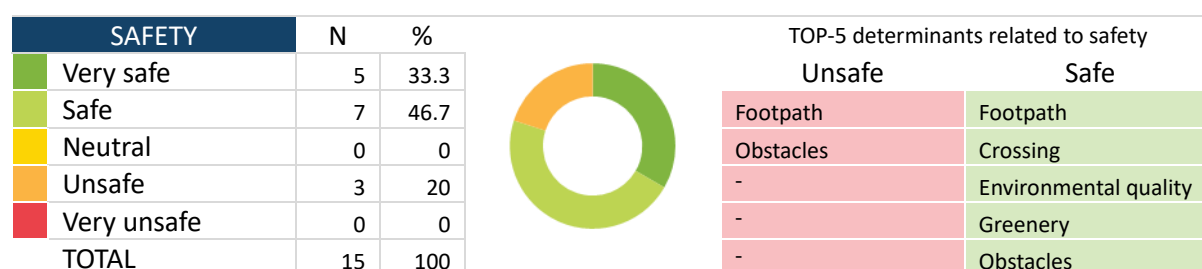
Table 61. Safety and top 5 determinants related to them, in Obor Railway Station.

COMFORT	N	%
Very comfortable	28	37.8
Comfortable	19	25.7
Neutral	6	8.1
Uncomfortable	14	18.9
Very uncomfortable	7	9.5
TOTAL	74	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Obstacles	Footpath
Footpath	Environmental quality
Environmental quality	Furniture
-	Greenery
-	People
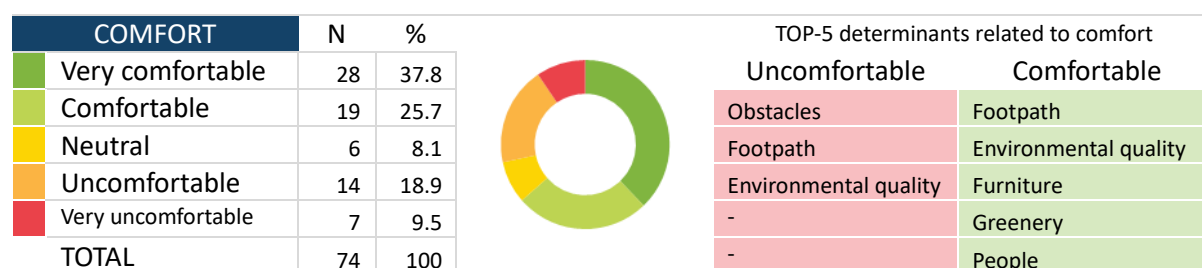
Table 62. Comforts and top 5 determinants related to them, in Obor Railway Station.

ENJOYMENT	N	%
Very enjoyable	24	63.2
Enjoyable	3	7.9
Neutral	0	0
Unenjoyable	6	15.8
Very unenjoyable	5	13.2
TOTAL	38	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
Obstacles	Environmental quality
Footpath	Furniture
Environmental quality	Greenery
-	Footpath
-	Interest
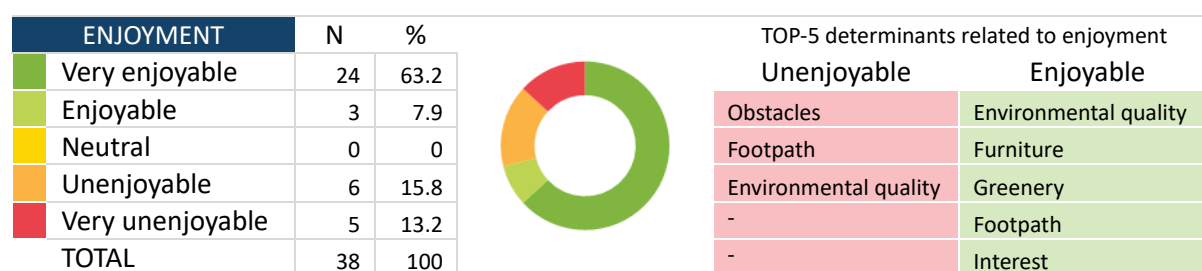
Table 63. Enjoyment and top 5 determinants related to them, in Obor Railway Station.
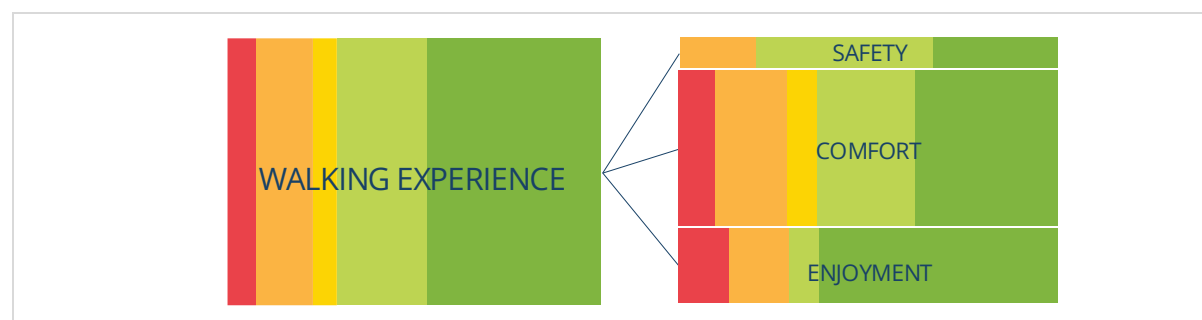
Figure 49. Share of positive and negative experiences and most frequent types, in Obor Railway Station.

3.5.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=165
Very Positive	Environmental quality	27	16.4		
	Furniture	24	14.5		
	Footpath	18	10.9		
	Greenery	18	10.9		
	People	3	1.8		
	Interest	3	1.8		
	Crossing	2	1.2		
	Weather protection	2	1.2		
	Obstacles	1	0.6		
	Traffic	0	0		
	Inclusion	0	0		
	Other	0	0		
Postive	Footpath	16	9.7		
	Environmental quality	6	3.6		
	Greenery	5	3		
	Crossing	4	2.4		
	Furniture	3	1.8		
	Interest	1	0.6		
	Obstacles	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Inclusion	0	0		
	Other	0	0		
Neutral	Obstacles	5	3		
	Footpath	4	2.4		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	Obstacles	9	5.5		
	Footpath	6	3.6		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Very negative	Obstacles	7	4.2		
	Environmental quality	1	0.6		
	Footpath	0	0		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		

Table 64. Most frequent determinants by type of experience, in Obor Railway Station.

3.5.7. Positive and negative experiences by determinant
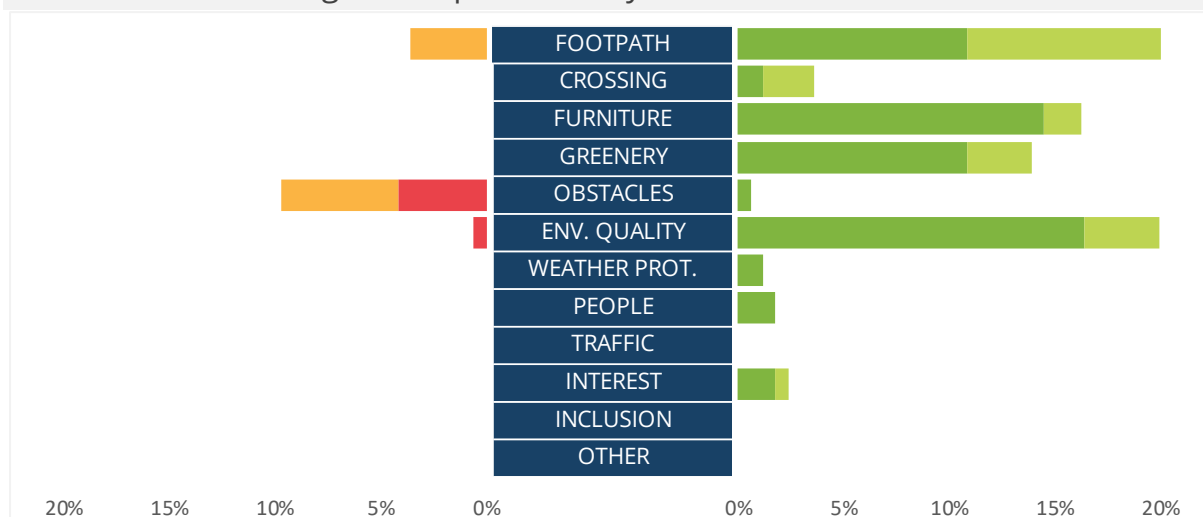
Figure 50. Positive and negative experiences by determinant, in Obor Railway Station.

3.5.8. Determinants by frequency and negative-positive experiences
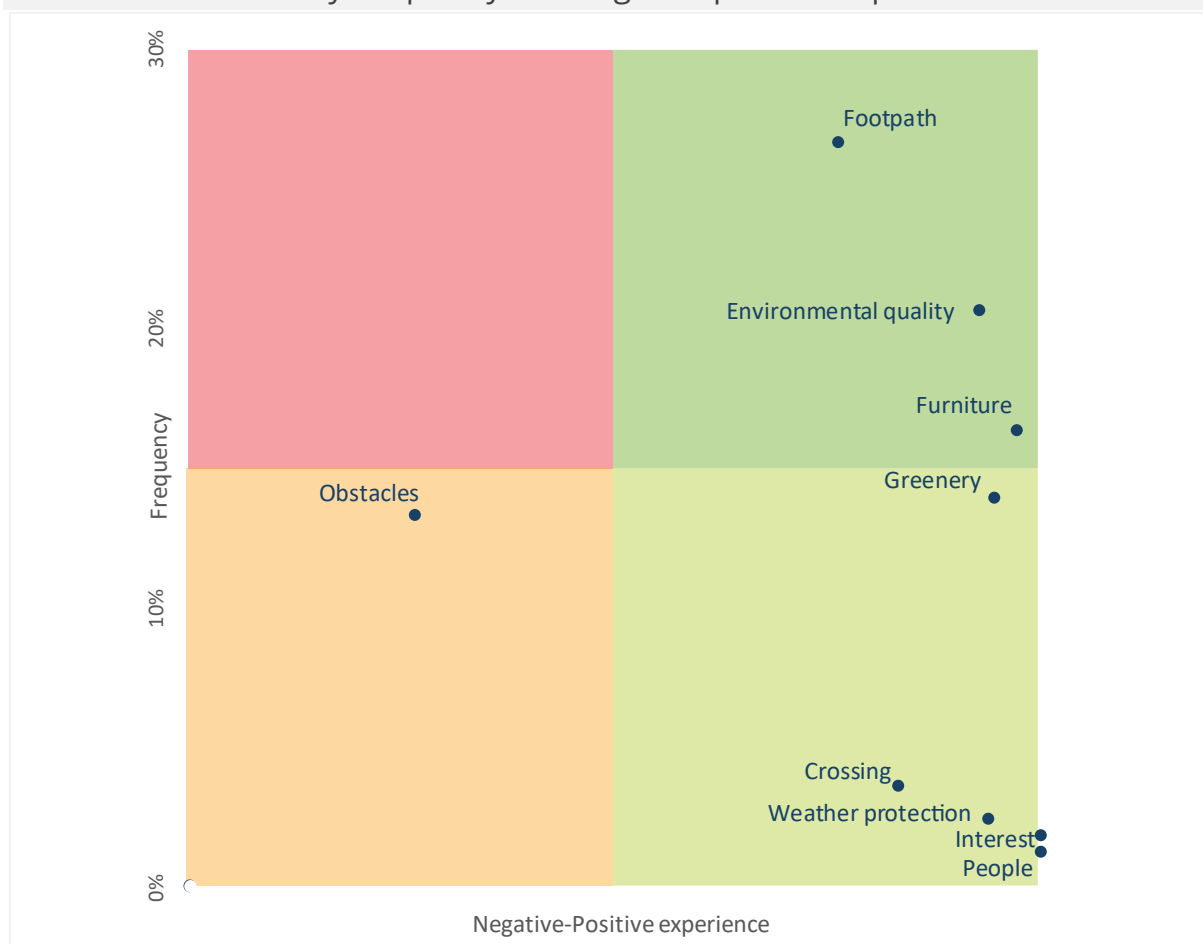
Figure 51. Determinants by frequency and negative-positive experiences, in Obor Railway Station.

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 Obor Railway Station.

WEATHER PROT.

No data

| Shade |
| Shelter |
| Drainage |
| Presence |
| Absence |
| Other |

(n=1)

50% 40% 30% 20% 10% 0%   0% 10% 20% 30% 40% 50%

PEOPLE

No data

| Amount |
| Behaviour |
| Interaction |
| Presence |
| Absence |
| Other |

(n=3)

50% 40% 30% 20% 10% 0%   0% 10% 20% 30% 40% 50%

TRAFFIC

No data

| Volume |
| Speed |
| Behaviour |
| Presence |
| Absence |
| Other |

No data

(n=0)

50% 40% 30% 20% 10% 0%   0% 10% 20% 30% 40% 50%

INTEREST

No data

| Ambiance |
| Scenery |
| Destinations |
| Presence |
| Absence |
| Other |

(n=4)

50% 40% 30% 20% 10% 0%   0% 10% 20% 30% 40% 50%

INCLUSION

No data

| Mobility |
| Visual or hearing |
| Mental |
| Presence |
| Absence |
| Other |

No data

(n=0)

50% 40% 30% 20% 10% 0%   0% 10% 20% 30% 40% 50%

Figure 53. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Obor Railway Station.

3.5.10. Location of walking experiences

All observations (n=92)
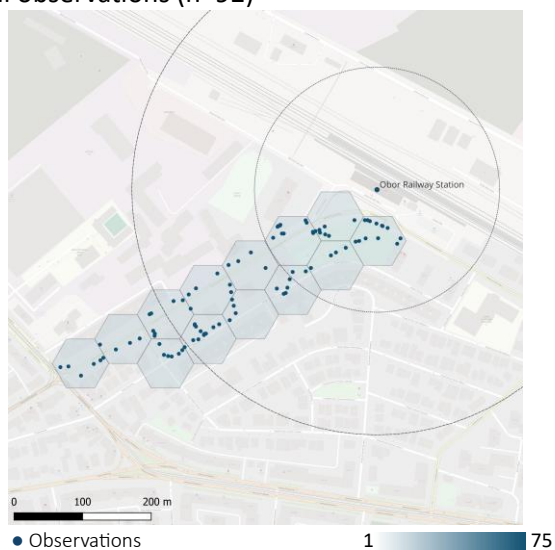
Very positive experiences (n=43)
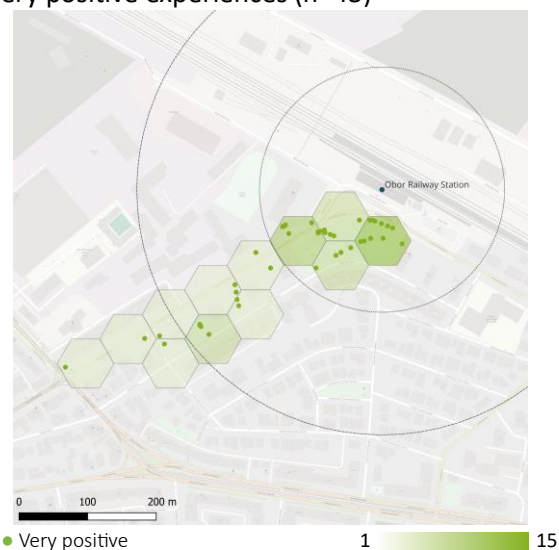
Positive experiences (n=22)
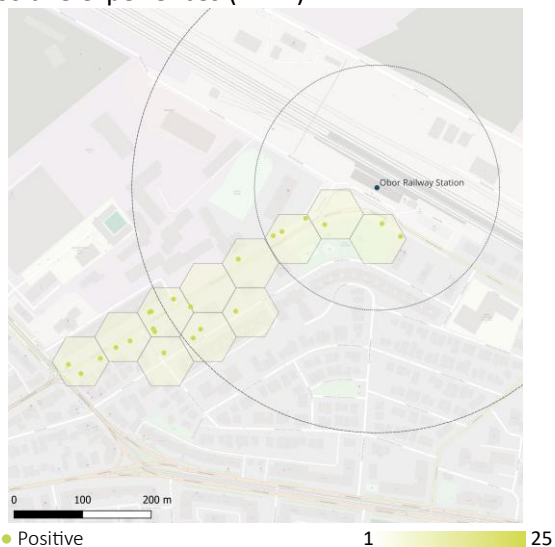
Neutral experiences (n=6)
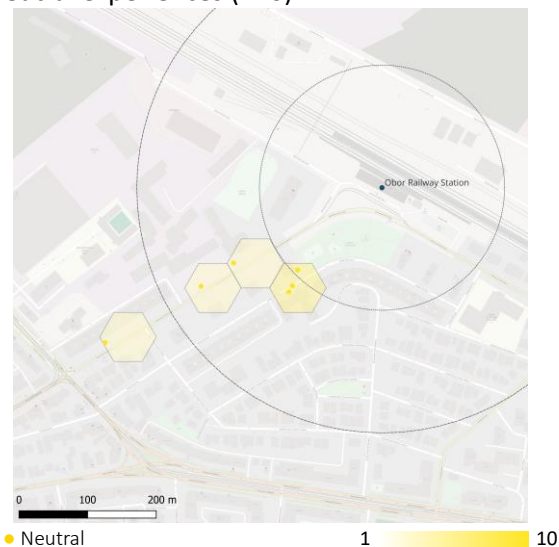
Negative experiences (n=14)
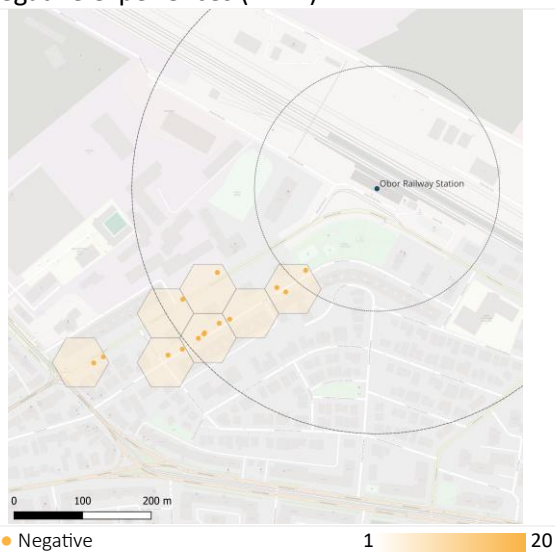
Very negative experiences (n=7)
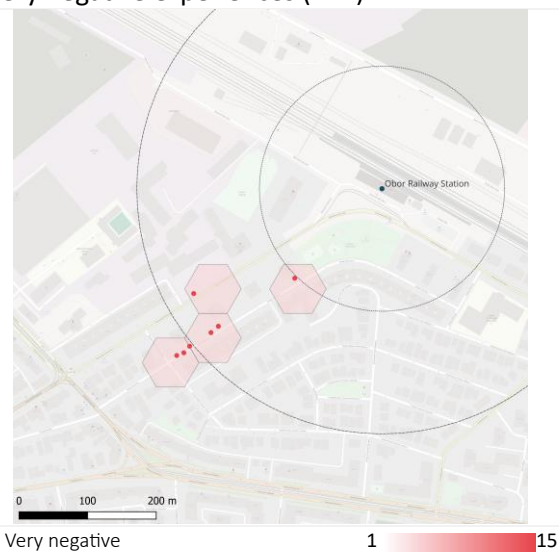
Figure 54. Location of observations and different experiences, in Obor Railway Station

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

Very negative   Very Positive
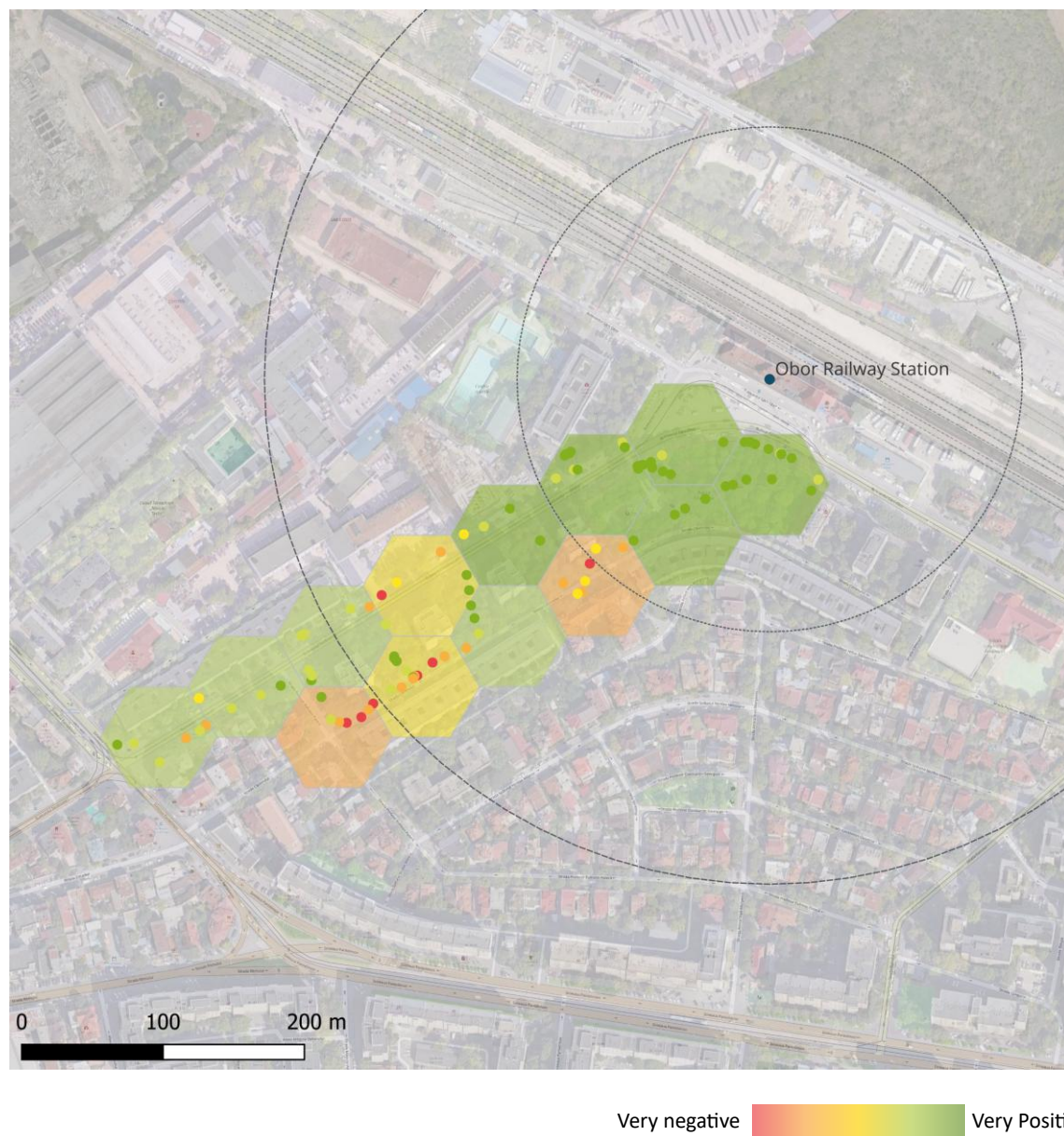
Figure 55. Location of all types of experiences and overall perceived walkability, in Obor Railway Station.

3.5.11. Images and comments from participants

Very positive. Comfortable	Negative. Uncomfortable and unenjoyable
Good footpath and clean	*Narrow footpath*
Man, 36	Woman, 39, mild difficulty to walk
Positive. Safe and comfortable	Very negative. Uncomfortable and unenjoyable
Crossing	*"Obstacles and poor environmental quality*
Man, 30	Man, 47

Figure 56. Images from the study area with comments from participants, in Obor Railway Station.

Annex A: App use and Glossary

1. PEDESTRIAN PROFILE

Information about the people under study.
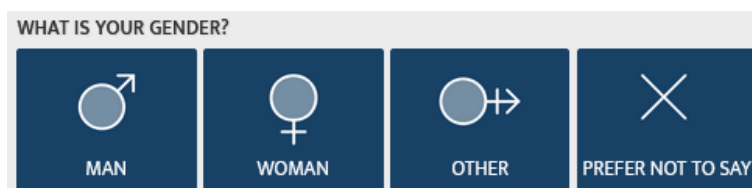
1.1. AGE The length of time that a person has lived[1].
Ask the participant: *"How old are you?" and add the value accordingly.*
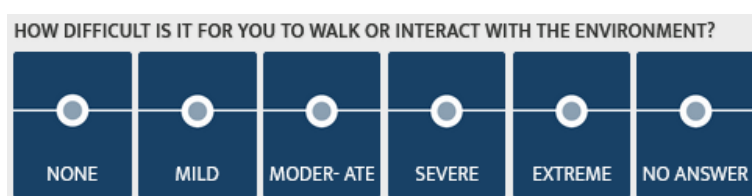
1.2. GENDER The collective attributes or traits associated with a particular sex, or determined as a result of one's sex. The state of being male or female as expressed by social or cultural distinctions and differences[2].
Ask the participant: *"What is your gender?" and select the icon accordingly.*

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