



Walkability study in Serbia. Active2Public Transport needs assessment

Walking catchment areas around Public Transport Stations and Stops.

May 2025

**Interreg
Danube Region**



**Co-funded by
the European Union**

dcc danube
competence
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PLACEMAKING
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Active2Public Transport

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About Active To Public Transport (A2PT) Project

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

About Danube Competence Center

The [Danube Competence Center](#) (DCC), based in Belgrade, is a Danube focused association of tourism actors for a sustainable and competitive destination Danube. The association's main task is to build and support networks of tourism stakeholders by enhancing transnational cooperation through various tourism development and promotional activities while implementing and promoting a unique tourism brand for a competitive European Danube region.

About Placemaking Western Balkans

[Placemaking Western Balkans](#) creates integral visions for shared and sustainable public spaces that stimulate positive growth and transformation of public infrastructure: our streets, squares, neighbourhoods and waterfronts. We help accelerate the area (re)development with placemaking and place-branding concepts, supporting wide stakeholders participation.

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 Danube Competence Center. The research in the Belgrade area (DCC) was conducted in collaboration with Placemaking Western Balkans, with the study led by Dr. Milena Vukmirović and Milana Mijatović.

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 Serbia. Active2Public Transport needs assessment. Walkability App Reports, (<https://walk21.com/resources/walkability-app/>).

List of contents

1. Executive Summary	6
2. Overall analysis for all study areas	10
2.1. Location of study areas	10
2.2. Data collected	11
2.3. Pedestrian profile	11
2.4. Walk context	11
2.5. Walking experiences	12
2.6. Most frequent determinants by experience	13
2.7. Positive and negative experiences by determinant	14
2.8. Determinants by frequency and negative-positive experiences.....	14
2.9. Positive and negative experiences by subcategory of determinants	15
2.10. Experiences by type of pedestrians and walk context	17
3. Analysis of individual study areas	25
3.1. Novi Beograd Railway Station	26
3.1.1. Location of study area and observations	28
3.1.2. Data collected	29
3.1.3 Pedestrian profile	29
3.1.4. Walk context	29
3.1.5. Walking experiences	30
3.1.6. Most frequent determinants by experience	31
3.1.7. Positive and negative experiences by determinant	32
3.1.8. Determinants by frequency and negative-positive experiences.....	32
3.1.9. Positive and negative experiences by subcategory of determinants	33
3.1.10. Location of walking experiences	35
3.1.11. Images and comments from participants	37
3.2. Belgrade Centre Railway Station (Prokop)	38
3.2.1. Location of study area and observations	40
3.2.2. Data collected	41
3.2.3. Pedestrian profile	41
3.2.4. Walk context	41
3.2.5. Walking experiences	42
3.2.6. Most frequent determinants by experience	43
3.2.7. Positive and negative experiences by determinant	44
3.2.8. Determinants by frequency and negative-positive experiences.....	44

3.2.9. Positive and negative experiences by subcategory of determinants	45
3.2.10. Location of walking experiences	47
3.2.11. Images and comments from participants	49
3.3. New Belgrade (Ušće Area)	50
3.3.1. Location of study area and observations	52
3.3.2. Data collected	53
3.3.3. Pedestrian profile	53
3.3.4. Walk context	53
3.3.5. Walking experiences	54
3.3.6. Most frequent determinants by experience	55
3.3.7. Positive and negative experiences by determinant	56
3.3.8. Determinants by frequency and negative-positive experiences.....	56
3.3.9. Positive and negative experiences by subcategory of determinants	57
3.3.10. Location of walking experiences	59
3.3.11. Images and comments from participants	61
3.4 Pančevo Main Railway Station	62
3.4.1. Location of study area and observations	64
3.4.2. Data collected	65
3.4.3. Pedestrian profile	65
3.4.4. Walk context	65
3.4.5. Walking experiences	66
3.4.6. Most frequent determinants by experience	67
3.4.7. Positive and negative experiences by determinant	68
3.4.8. Determinants by frequency and negative-positive experiences.....	68
3.4.9. Positive and negative experiences by subcategory of determinants	69
3.4.10. Location of walking experiences	71
3.4.11. Images and comments from participants	73
Annex A: App use and Glossary	74

1. Executive Summary

1.1. Aim of the project

As part of the [Active2Public Transport project \(A2PT\)](#), [Danube Competence Centre](#) and [Placemaking Western Balkans](#) conducted a participatory study on walkability around five public transport hubs and stations in the Danube region of Serbia. 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 Danube Office 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 15/12/2024 and 04/05/2025 in four study areas: Novi Beograd Railway Station, Belgrade Centre Railway Station (Prokop), New Belgrade (Ušće Area) and Pančevo Main 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 480 interviewed participants shared 480 walking experiences related to 1,136 environmental determinants, amongst the four study areas.

1.3. What we found

Who walks, why and how?

From the **480 pedestrians interviewed**, most were adults (82.9%), followed by older adults (16%) and children (1%). In addition, 52.7% were women and 47.3% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (73.5%), while some had mild or moderate difficulty (23.4%) and a few had severe or extreme difficulty (3.1%). Finally, most participants were active pedestrians (61.3%) followed by very active (36.6%) and a small proportion of inactive ones (2.1%).

Based on **their walk context**, 60.8% of participants were walking by choice while 39.2% did it out of necessity. With regards to the walk purpose, 64.6% participants walked for transport, while 35.4% for leisure. Most participants were walking on their own (64%) compared to those walking with others (36%). Finally, most participants were familiar with the place (68.8%), while others were not (31.3%). See tables and graphs about this on page 11.

Which were the main walking experiences?

From the **480 walking experiences** collected from interviews and audits, most experiences were positive (55.4%), followed by neutral (16%), negative (15.6%), positive (10.8%) and very negative (2.1%). Overall positive and very positive experiences (66.2%) outnumbered negative and very negative ones (17.7%). When participants were asked to highlight one or more types of experiences, most referred to walking **safety** (43.1%) with more safe and very safe experiences (67.1%) than unsafe and very unsafe ones (18.3%). Secondly, 42.1% of experiences were related to walking **enjoyment**, with many more enjoyable and very enjoyable experiences (70.8%) than unenjoyable or very unenjoyable ones (18.8%). Finally, walking **comfort** was the least frequent type of experience shared by participants (40.6%), with more comfortable and very comfortable experiences (57.9%) than uncomfortable and very uncomfortable ones (25.1%). See tables and graphs about this on page 12.

What influenced walking experiences?

From the **1,136 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 21.1% of all observations, followed by greenery (15.8%), environmental quality (11.1%), interest (10.2%) and people (9.9%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, almost all determinants were related to more positive experiences, especially greenery and interest. With the exception of inclusion, which was related to more negative experiences. Finally, obstacles, weather protection and traffic were related to as many positive as negative ones. The most relevant determinants related to positive and very positive experiences were good footpaths (15.8%), greenery (13.8%) and interest (8.7%), while most negative and very negative experiences were related to poor environmental quality (2.6%), poor weather protection (2.2%), bad footpath (2.2%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpaths (17.9%), greenery (10.7%) and good crossings (7.8%), while most unsafe and very unsafe experiences were related to bad footpath (3%), poor environmental quality (2.9%), and obstacles (1.9%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (15.4%), greenery (13.9%) and environmental quality (7.3%), while most uncomfortable and very uncomfortable experiences were related to obstacles (4%), poor environmental quality (3.8%) and poor weather protection (3.6%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were interest (15.1%), greenery (14%) and good footpath (13.4%), while most unenjoyable and very unenjoyable experiences were related to poor environmental quality (3.1%), poor weather protection (2.7%) and people (2.1%).

After identifying the main determinants that influenced their walking experiences, participants could include more information about **specific characteristic or subcategories of determinants**. In the case of footpaths, participants highlighted the importance of presence of wide pavements, while they raised concerns about lack of continuous footpath and bad pavement surface. Participants mostly shared positive experiences related to greenery, especially the presence of parks. Interest and people were also mainly related to positive experiences, related to the presence of key destinations and friendly interaction with other people in the public space. On the other hand, most negative experiences about poor weather protection were mainly related to lack of shelter and drainage to rain and snow. Participants also shared negative experiences related to specific obstacles, mainly vehicles blocking the footpath and crossings, and traffic related to high volume and speed, as well as bad driving behaviour. Finally, most negative experiences related to poor environmental quality highlighted air and

noise pollution, while most positive experiences were related to clean and quiet areas. See tables and graphs about this on pages 13 to 16.

Do different people have different experiences for different reasons?

Regarding the **walking experience**, this study did not find any major differences between **people** with different ages, gender, ability or activity. However, older adults shared more negative and very negative experiences (29.9%) than adults (15.6%), men shared slightly more negative and very negative experiences (18.1%) than women (17.4%), people with mild or moderate difficulty to move shared more negative and very negative experiences (24.1%) than people with no difficulties (14.7%).

However, the sample size of some categories of pedestrians in this study does not provide enough information to generalise outcomes, such as children (n=5), pedestrians with severe or extreme difficulty to walk (n=14) or inactive pedestrians (n=10).

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

Were there any differences between study areas?

This project included five study areas, which presented slightly different outcomes. New Belgrade (Ušće Area) was the study area with more positive and very positive walking experiences (87.4%) and fewer negative and very negative ones (5.9%). Followed by Novi Beograd Railway Station and Belgrade Centre Railway Station (Prokop), with 68.6% and 67.5% of positive and very positive experiences respectively. Although Novi Beograd Railway Station had a few more negative and very negative experiences (13.4%) than Belgrade Centre Railway Station (Prokop), with 10.5%. Finally, Pančevo Main Railway Station

Similarly, most study areas differed in the main determinants related to walking experiences. Greenery was the most frequent determinant related to positive experiences in Belgrade Centre Railway Station (Prokop) and New Belgrade (Ušće Area), while good footpath was the most relevant in Novi Beograd Railway Station and interest in Pančevo Main Railway Station. On the other hand, the most frequent influence of negative experiences was different in the four study areas, with bad footpath in Novi Beograd Railway Station, obstacles in Belgrade Centre Railway Station (Prokop), bad crossings in New Belgrade (Ušće Area) and poor environmental quality in Pančevo Main Railway Station. Even within each study area, there were different parts considered more or less pedestrians friendly based on experiences shared by the volunteered participants and expert surveyors. See Section 3 for a more detailed analysis of each study area.

1.4. What we recommend

What to fix, improve and expand

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There 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 (55.4%) or very positive

experiences (10.8%), mainly related to good footpaths, greenery, interest, people in the streets and good environmental quality. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants also shared a relevant amount of negative (15.6%) and very negative experiences (2.1%), mainly related to poor environmental quality, no weather protection, bad footpath, obstacles and traffic. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (16%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpaths, crossings and environmental quality may enable more positive and very positive experiences.

Consider the needs and concerns of specific target populations

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

Future studies and projects

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

2. Overall analysis for all study areas

2.1. Location of study areas



Figure 1. Location of study areas.

2.2. Data collected

Period	15/12/2024 - 04/05/2025	
Timeframe	07:38 – 22:08	
Interviews	Participants	480
	Experiences	480
	Determinants	1,136

Table 1. Data collected in all study areas.

2.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=480
AGE	Children (<18)	5	1		
	Adults (18-65)	398	82.9		
	Older people (>65)	77	16		
GENDER	Man	227	47.3		
	Woman	253	52.7		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	353	73.5		
	Mild or moderate	112	23.4		
	Severe or extreme	15	3.1		
ACTIVITY (mins/day)	Less than 10 min	10	2.1		
	10 - 60 mins	294	61.3		
	More than 60 min	176	36.6		

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

2.4. Walk context

Variable	Category	N	%	Distribution	N=480
DECISION	Choice	291	60.8		
	Necessity	188	39.2		
	Other	0	0		
PURPOSE	Transport	310	64.6		
	Leisure	170	35.4		
	Other	0	0		
COMPANY	Alone	307	64		
	Accompanied	173	36		
	Other	0	0		
FAMILIARITY	Local	330	68.8		
	Visitor	150	31.3		
	Other	0	0		

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

2.5. Walking experiences

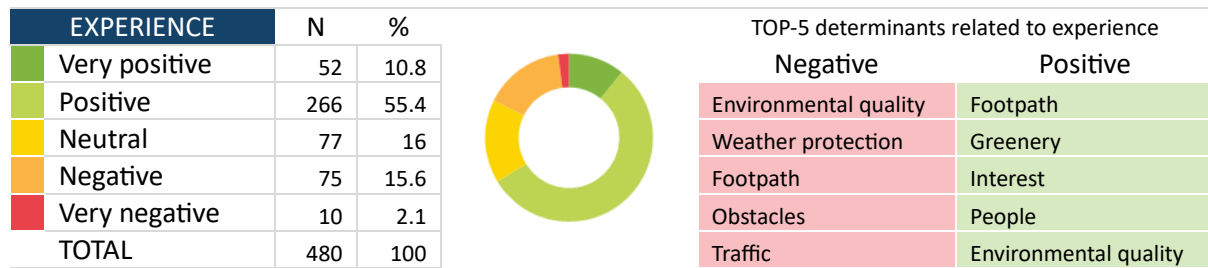


Table 4. Walking experiences and top 5 determinants related to them, in all study areas.

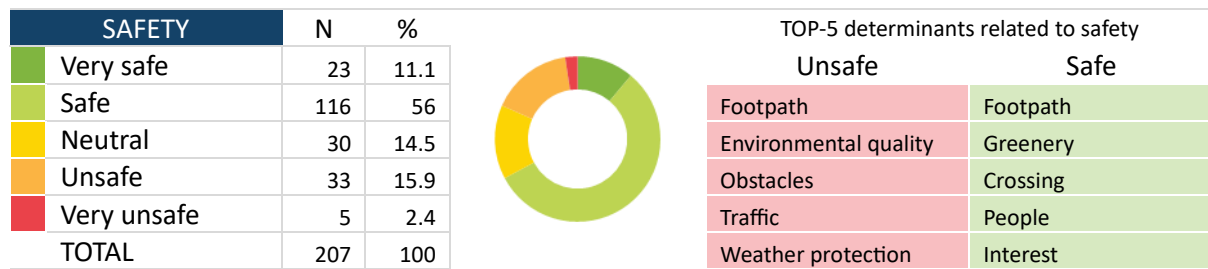


Table 5. Safety and top 5 determinants, in all study areas.

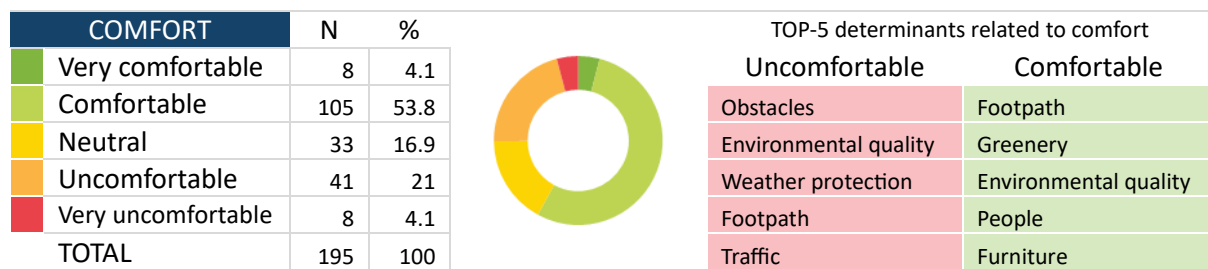


Table 6. Comfort and top 5 determinants, in all study areas.

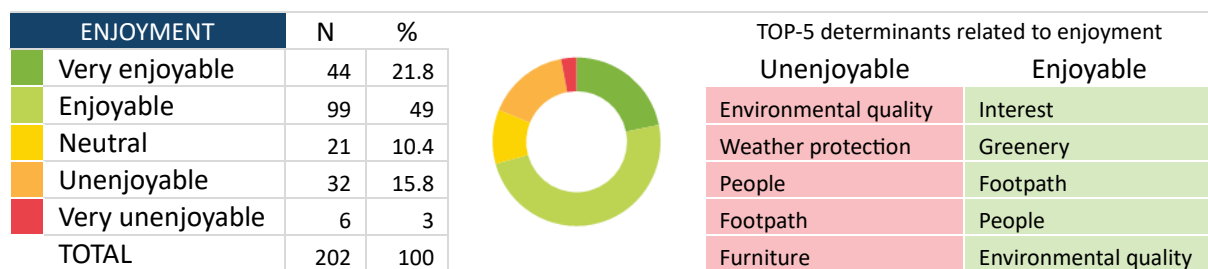


Table 7. Enjoyment and top 5 determinants, in all study areas.

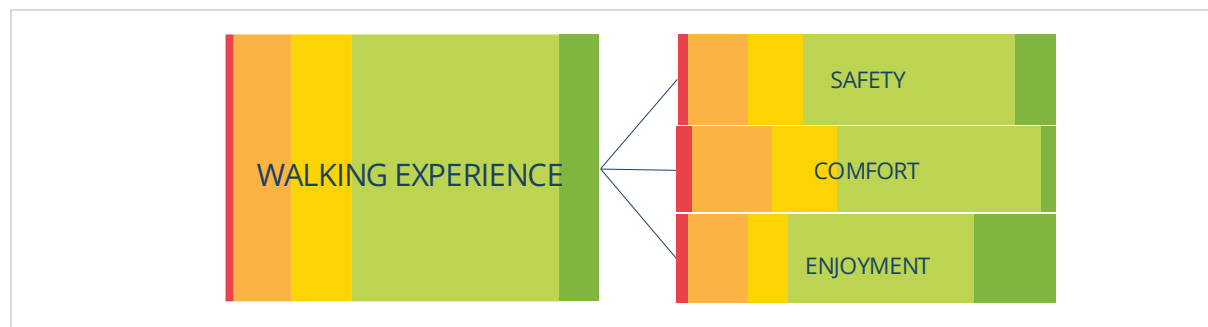


Figure 2. Share of positive and negative experiences and most frequent types, in all study areas.

2.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=1,136
Very Positive	Interest	29	2.6		
	Greenery	28	2.5		
	Footpath	21	1.8		
	People	19	1.7		
	Crossing	9	0.8		
	Weather protection	6	0.5		
	Furniture	5	0.4		
	Environmental quality	5	0.4		
	Traffic	3	0.3		
	Obstacles	1	0.1		
	Inclusion	0	0		
	Other	0	0		
Positive	Footpath	159	14		
	Greenery	128	11.3		
	People	73	6.4		
	Environmental quality	70	6.2		
	Interest	69	6.1		
	Furniture	47	4.1		
	Crossing	46	4		
	Obstacles	26	2.3		
	Traffic	26	2.3		
	Weather protection	25	2.2		
	Inclusion	2	0.2		
	Other	0	0		
Neutral	Footpath	35	3.1		
	Environmental quality	22	1.9		
	Crossing	19	1.7		
	Greenery	18	1.6		
	Obstacles	14	1.2		
	Furniture	12	1.1		
	Traffic	10	0.9		
	Weather protection	9	0.8		
	Interest	7	0.6		
	People	4	0.4		
	Inclusion	1	0.1		
	Other	0	0		
Negative	Environmental quality	24	2.1		
	Footpath	22	1.9		
	Obstacles	20	1.8		
	Weather protection	20	1.8		
	Traffic	17	1.5		
	People	16	1.4		
	Crossing	14	1.2		
	Furniture	13	1.1		
	Interest	9	0.8		
	Greenery	4	0.4		
	Inclusion	4	0.4		
	Other	0	0		
Very negative	Environmental quality	6	0.5		
	Weather protection	4	0.4		
	Footpath	3	0.3		
	Furniture	3	0.3		
	Obstacles	3	0.3		
	Crossing	2	0.2		
	Traffic	2	0.2		
	Interest	1	0.1		
	Inclusion	1	0.1		
	Greenery	0	0		
	People	0	0		
	Other	0	0		

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

2.7. Positive and negative experiences by determinant

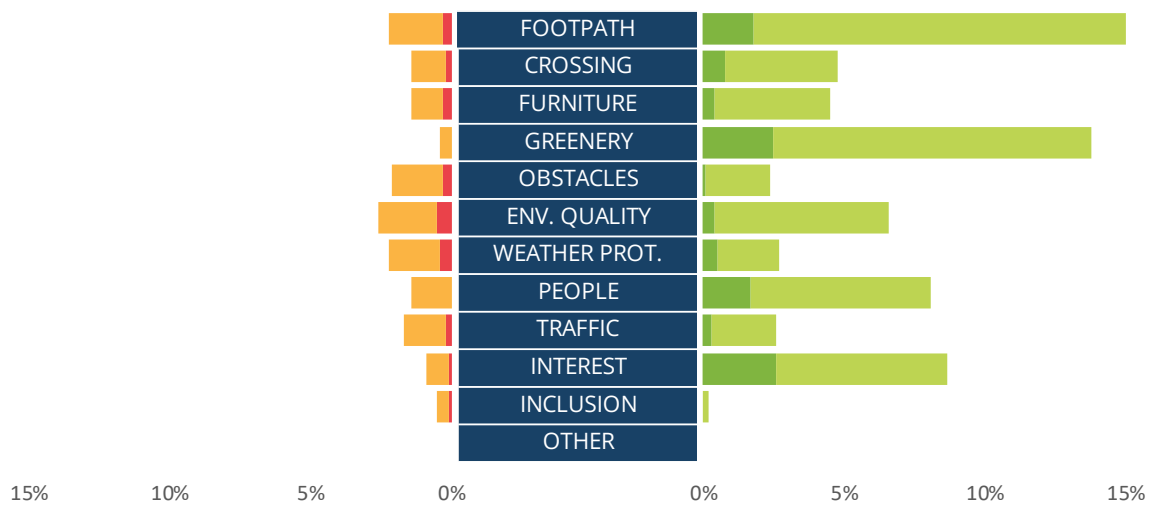


Figure 3. Positive and negative experiences by determinant, in all study areas.

2.8. Determinants by frequency and negative-positive experiences

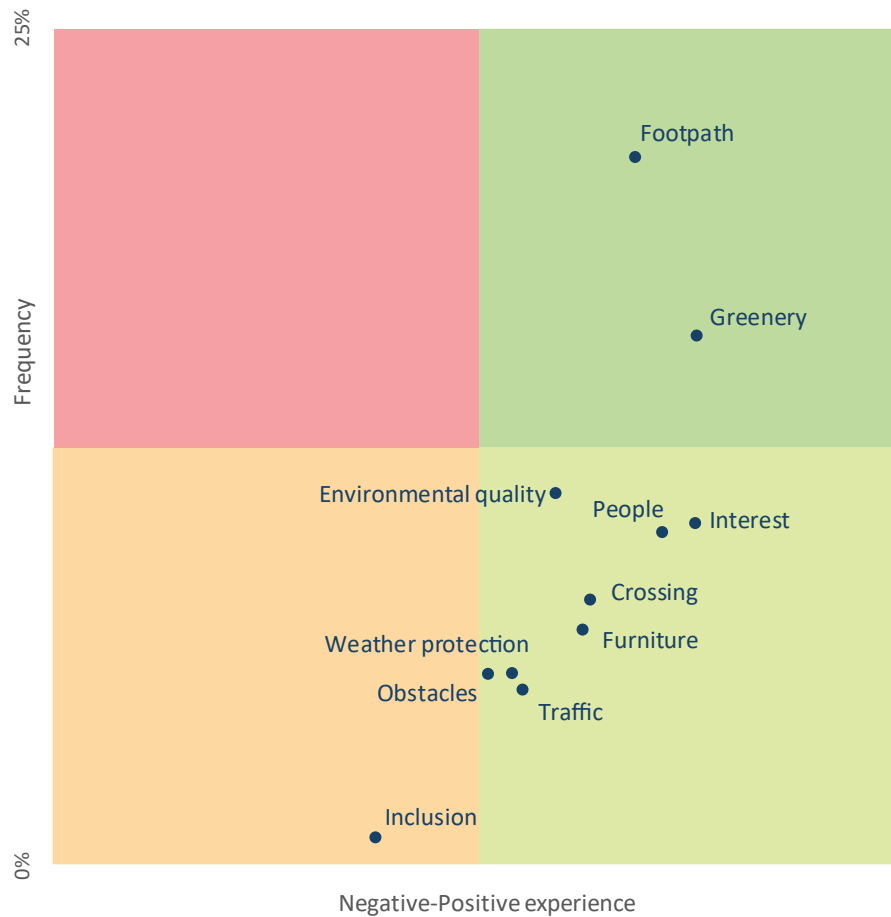


Figure 4. Determinants by frequency and negative-positive experiences, in all study areas.

2.9. Positive and negative experiences by subcategory of determinants

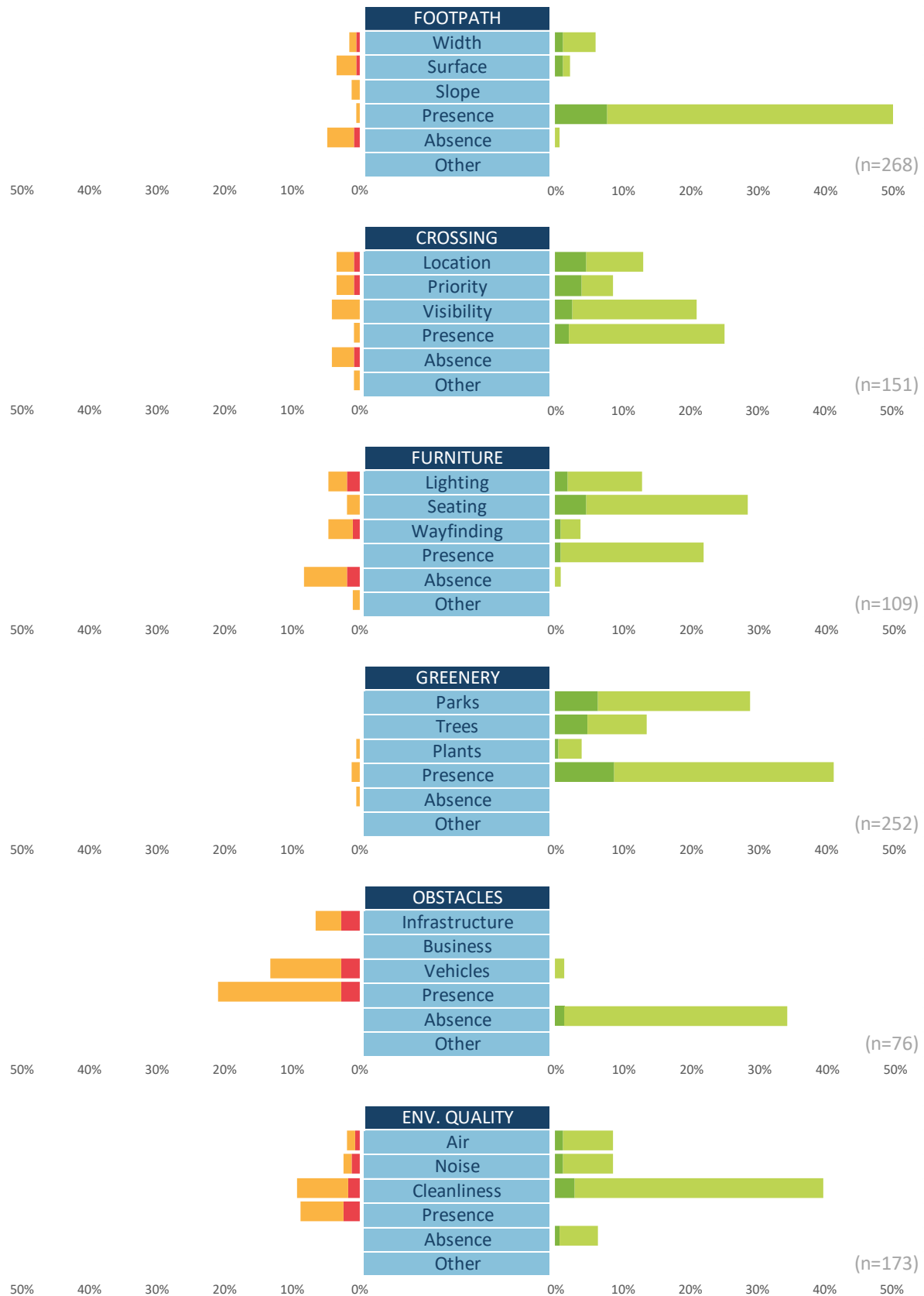


Figure 5. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in all study areas.

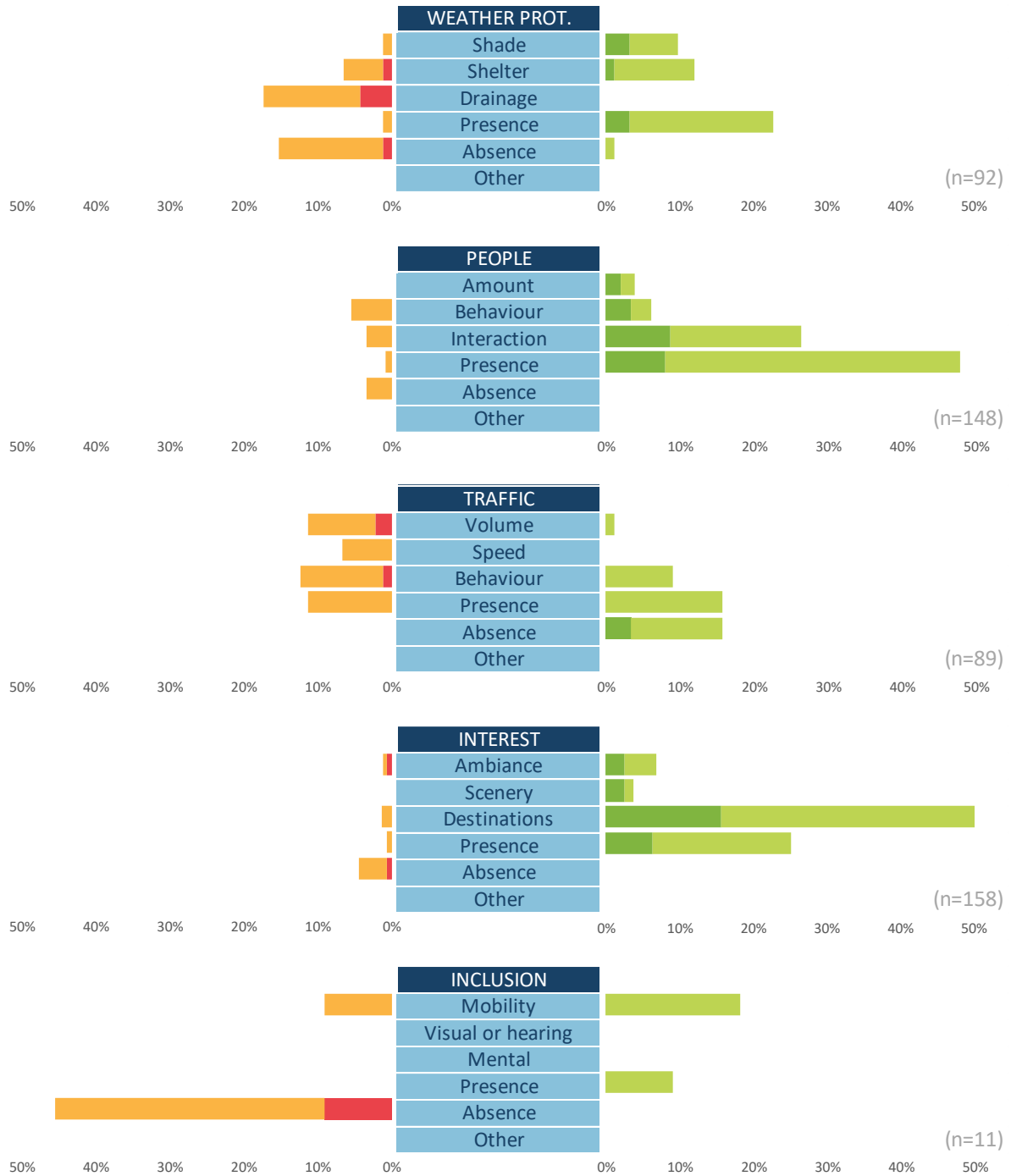


Figure 6. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in all study areas.

2.10. Experiences by type of pedestrians and walk context

WALKING EXPERIENCE							N	Distribution	
ALL PARTICIPANTS		2.1	15.6	16	55.4	10.8	480		
PEDESTRIAN PROFILE	AGE	Children	0	0	0	80	20	5	
		Adults	1.8	13.8	15.6	57.5	11.3	398	
		Seniors	3.9	26	19.5	42.9	7.8	77	
	GENDER	Men	2.2	15.9	16.3	56.8	8.8	227	
		Women	2	15.4	15.8	54.2	12.6	253	
	ABILITY	None	1.4	13.3	14.4	59.8	11	353	
		Moderate	3.6	20.5	18.8	45.5	11.6	112	
		Severe	7.1	35.7	35.7	21.4	0	14	
	ACTIVITY	< 10'	0	0	50	50	0	10	
10' - 60'		3.4	19.4	16.3	50.3	10.5	294		
+ 60'		0	10.2	13.6	64.2	11.9	176		
WALK CONTEXT	DECISION	Choice	0.3	8.6	12.4	64.6	14.1	291	
		Necessity	4.8	26.6	21.8	41	5.9	188	
	PURPOSE	Transport	2.9	17.7	20.3	52.3	6.8	310	
		Leisure	0.6	11.8	8.2	61.2	18.2	170	
	COMPANY	Alone	3.3	16	19.9	52.8	8.1	307	
		With others	0	15	9.2	60.1	15.6	173	
FAMILIARITY	Local	1.5	16.1	14.2	58.5	9.7	330		
	Visitor	3.3	14.7	20	48.7	13.3	150		

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

SAFETY							N	Distribution	
ALL PARTICIPANTS		2.4	15.9	14.5	56	11.1	207		
PEDESTRIAN PROFILE	AGE	Children	0	0	0	100	0	2	
		Adults	1.7	15.3	14.7	56.5	11.9	177	
		Seniors	7.1	21.4	14.3	50	7.1	28	
	GENDER	Men	2.4	16.5	18.8	50.6	11.8	85	
		Women	2.5	15.6	11.5	59.8	10.7	122	
	ABILITY	None	0	14	14	60.5	11.5	157	
		Moderate	8.9	20	15.6	44.4	11.1	45	
		Severe	20	40	20	20	0	5	
	ACTIVITY	< 10'	0	0	60	40	0	5	
10' - 60'		4.2	19.5	12.7	50	13.6	118		
+ 60'		0	11.9	14.3	65.5	8.3	84		
WALK CONTEXT	DECISION	Choice	0	10.2	14.2	60.6	15	127	
		Necessity	6.3	25	15	48.8	5	80	
	PURPOSE	Transport	3.6	15.7	16.4	57.9	6.4	140	
		Leisure	0	16.4	10.4	52.2	20.9	67	
	COMPANY	Alone	3.6	15	18.6	52.9	10	140	
		With others	0	17.9	6	62.7	13.4	67	
FAMILIARITY	Local	1.4	16.9	14.9	57.4	9.5	148		
	Visitor	5.1	13.6	13.6	52.5	15.3	59		

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

COMFORT							N	Distribution	
ALL PARTICIPANTS		4.5	22.9	14	54.2	4.5	179		
PEDESTRIAN PROFILE	AGE	Children	0	0	0	100	0	2	
		Adults	3.3	18	14	61.3	3.3	150	
		Seniors	8.6	40	11.4	31.4	8.6	35	
	GENDER	Men	3.1	18.6	13.4	61.9	3.1	97	
		Women	5.6	25.6	13.3	50	5.6	90	
	ABILITY	None	2.3	18.5	11.5	63.8	3.8	130	
		Moderate	6.7	20	35	33.3	5	60	
		Severe	10	50	20	20	0	10	
	ACTIVITY	< 10'	0	0	25	75	0	4	
10' - 60'		6.7	26.9	16.8	44.5	5	119		
+ 60'		0	14.1	6.3	76.6	3.1	64		
WALK CONTEXT	DECISION	Choice	1	9.8	5.9	77.5	5.9	102	
		Necessity	8.3	36.9	22.6	29.8	2.4	84	
	PURPOSE	Transport	5.7	25.4	18.9	47.5	2.5	122	
		Leisure	1.5	15.4	3.1	72.3	7.7	65	
	COMPANY	Alone	6.6	23.8	15.6	50.8	3.3	122	
		With others	0	18.5	9.2	66.2	6.2	65	
	FAMILIARITY	Local	2.9	22.5	10.1	60.1	4.3	138	
		Visitor	8.2	20.4	22.4	44.9	4.1	49	

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

ENJOYMENT							N	Distribution	
ALL PARTICIPANTS		3.8	20.3	13.3	34.8	27.8	158		
PEDESTRIAN PROFILE	AGE	Children	0	0	0	66.7	33.3	3	
		Adults	2.4	15.7	9.6	49.4	22.9	166	
		Seniors	6.1	18.2	15.2	45.5	15.2	33	
	GENDER	Men	3.2	19.4	10.8	48.4	18.3	93	
		Women	2.8	12.8	10.1	49.5	24.8	109	
	ABILITY	None	2.8	16	9.7	49.3	22.2	144	
		Moderate	1.9	15.4	11.5	48.1	23.1	52	
		Severe	16.7	16.7	16.7	50	0	6	
	ACTIVITY	< 10'	0	0	66.7	33.3	0	3	
10' - 60'		4.8	17.6	8	50.4	19.2	125		
+ 60'		0	13.5	12.2	47.3	27	74		
WALK CONTEXT	DECISION	Choice	0	7	7.8	57.4	27.9	129	
		Necessity	8.2	31.5	15.1	34.2	11	73	
	PURPOSE	Transport	5.3	22.1	13.3	44.2	15	113	
		Leisure	0	7.9	6.7	55.1	30.3	89	
	COMPANY	Alone	5	16.8	10.9	49.6	17.6	119	
		With others	0	14.5	9.6	48.2	27.7	83	
	FAMILIARITY	Local	2.4	16.8	7.2	52.8	20.8	125	
		Visitor	3.9	14.3	15.6	42.9	23.4	77	

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

FOOTPATH							N	Distribution	
ALL PARTICIPANTS		1.3	9.2	14.6	66.3	8.8	240		
PEDESTRIAN PROFILE	AGE	Children	0	0	0	100	0	2	
		Adults	1	8.1	14.4	67.5	9.1	209	
		Seniors	3.4	17.2	17.2	55.2	6.9	29	
	GENDER	Men	0	9.6	14	65.8	10.5	114	
		Women	2.4	8.7	15.1	66.7	7.1	126	
	ABILITY	None	1	7.2	13.8	69.2	8.7	195	
		Moderate	2.5	15	17.5	55	10	40	
		Severe	0	40	20	40	0	5	
	ACTIVITY	< 10'	0	0	33.3	66.7	0	6	
10' - 60'		2.3	10.9	13.3	64.1	9.4	128		
+ 60'		0	7.5	15.1	68.9	8.5	106		
WALK CONTEXT	DECISION	Choice	0.6	3.7	12.3	72.8	10.5	162	
		Necessity	2.6	20.5	19.2	52.6	5.1	78	
	PURPOSE	Transport	1.3	9.1	18.2	64.9	6.5	154	
		Leisure	1.2	9.3	8.1	68.6	12.8	86	
	COMPANY	Alone	1.9	8.1	17.4	63.4	9.3	161	
		With others	0	11.4	8.9	72.2	7.6	79	
	FAMILIARITY	Local	1.6	8.6	13.4	69.5	7	187	
		Visitor	0	11.3	18.9	54.7	15.1	53	

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

CROSSING							N	Distribution	
ALL PARTICIPANTS		2.2	15.6	21.1	51.1	10	90		
PEDESTRIAN PROFILE	AGE	Children	0	0	0	100	0	1	
		Adults	1.3	10.3	21.8	55.1	11.5	78	
		Seniors	9.1	54.5	18.2	18.2	0	11	
	GENDER	Men	2.6	13.2	21.1	52.6	10.5	38	
		Women	1.9	17.3	21.2	50	9.6	52	
	ABILITY	None	3.3	6.7	18.3	61.7	10	60	
		Moderate	0	31	27.6	31	10.3	29	
		Severe	0	100	0	0	0	1	
	ACTIVITY	< 10'	0	0	50	50	0	2	
10' - 60'		3.6	16.4	20	52.7	7.3	55		
+ 60'		0	15.2	21.2	48.5	15.2	33		
WALK CONTEXT	DECISION	Choice	0	2.1	20.8	58.3	18.8	48	
		Necessity	4.8	31	21.4	42.9	0	42	
	PURPOSE	Transport	2.7	16.2	21.6	52.7	6.8	74	
		Leisure	0	12.5	18.8	43.8	25	16	
	COMPANY	Alone	2.9	17.1	22.9	50	7.1	70	
		With others	0	10	15	55	20	20	
	FAMILIARITY	Local	1.7	15.3	20.3	54.2	8.5	59	
		Visitor	3.2	16.1	22.6	45.2	12.9	31	

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

FURNITURE							N	Distribution
ALL PARTICIPANTS		3.8	16.3	15	58.8	6.3	80	
PEDESTRIAN PROFILE	AGE							
	Children	0	0	0	100	0	1	
	Adults	3.3	16.7	16.7	58.3	5	60	
	Seniors	5.3	15.8	10.5	57.9	10.5	19	
	GENDER							
	Men	5.1	23.1	7.7	59	5.1	39	
	Women	2.4	9.8	22	58.5	7.3	41	
	ABILITY							
	None	1.7	18.6	15.3	61	3.4	59	
Moderate	11.8	11.8	11.8	47.1	17.6	17		
Severe	0	0	25	75	0	4		
ACTIVITY								
< 10'	0	0	0	100	0	1		
10' - 60'	7	23.3	11.6	51.2	7	43		
+ 60'	0	8.3	19.4	66.7	5.6	36		
WALK CONTEXT	DECISION							
	Choice	0	12	12	68	8	50	
	Necessity	10	23.3	20	43.3	3.3	30	
	PURPOSE							
	Transport	5.9	17.6	19.6	54.9	2	51	
	Leisure	0	13.8	6.9	65.5	13.8	29	
	COMPANY							
	Alone	6.1	14.3	18.4	55.1	6.1	49	
With others	0	19.4	9.7	64.5	6.5	31		
FAMILIARITY								
Local	2	7.8	13.7	68.6	7.8	51		
Visitor	6.9	31	17.2	41.4	3.4	29		

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

GREENERY							N	Distribution
ALL PARTICIPANTS		0	2.2	10.1	71.9	15.7	178	
PEDESTRIAN PROFILE	AGE							
	Children	0	0	0	100	0	2	
	Adults	0	2.6	10.3	71.8	15.4	156	
	Seniors	0	0	10	70	20	20	
	GENDER							
	Men	0	2.5	7.4	77.8	12.3	81	
	Women	0	2.1	12.4	67	18.6	97	
	ABILITY							
	None	0	2.9	11.4	73.6	12.1	140	
Moderate	0	0	2.9	65.7	31.4	35		
Severe	0	0	33.3	66.7	0	3		
ACTIVITY								
< 10'	0	0	33.3	66.7	0	3		
10' - 60'	0	2.2	6.7	71.9	19.1	89		
+ 60'	0	2.3	12.8	72.1	12.8	86		
WALK CONTEXT	DECISION							
	Choice	0	0.7	8.6	73.4	17.3	139	
	Necessity	0	7.9	15.8	65.8	10.5	38	
	PURPOSE							
	Transport	0	3.8	12.8	73.1	10.3	78	
	Leisure	0	1	8	71	20	100	
	COMPANY							
	Alone	0	3.3	12.4	71.1	13.2	121	
With others	0	0	5.3	73.7	21.1	57		
FAMILIARITY								
Local	0	2	9.8	73.2	15	153		
Visitor	0	4	12	64	20	25		

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

OBSTACLES							N	Distribution	
ALL PARTICIPANTS		4.7	31.3	21.9	40.6	1.6	64		
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0	0	
		Adults	5.7	22.6	22.6	47.2	1.9	53	
		Seniors	0	72.7	18.2	9.1	0	11	
	GENDER	Men	6.5	16.1	19.4	54.8	3.2	31	
		Women	3	45.5	24.2	27.3	0	33	
	ABILITY	None	4.7	23.3	18.6	51.2	2.3	43	
		Moderate	5.6	38.9	33.3	22.2	0	18	
		Severe	0	100	0	0	0	3	
	ACTIVITY	< 10'	0	0	100	0	0	2	
10' - 60'		7.7	33.3	20.5	35.9	2.6	39		
+ 60'		0	30.4	17.4	52.2	0	23		
WALK CONTEXT	DECISION	Choice	2.9	17.6	20.6	55.9	2.9	34	
		Necessity	6.7	46.7	23.3	23.3	0	30	
	PURPOSE	Transport	4.3	28.3	26.1	41.3	0	46	
		Leisure	5.6	38.9	11.1	38.9	5.6	18	
	COMPANY	Alone	6.8	36.4	22.7	31.8	2.3	44	
		With others	0	20	20	60	0	20	
	FAMILIARITY	Local	4	36	12	46	2	50	
		Visitor	7.1	14.3	57.1	21.4	0	14	

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

ENV. QUALITY							N	Distribution	
ALL PARTICIPANTS		4.7	18.9	17.3	55.1	3.9	127		
PEDESTRIAN PROFILE	AGE	Children	0	0	0	100	0	1	
		Adults	3.8	17.3	18.3	58.7	1.9	104	
		Seniors	9.1	27.3	13.6	36.4	13.6	22	
	GENDER	Men	4.5	20.9	13.4	58.2	3	67	
		Women	5	16.7	21.7	51.7	5	60	
	ABILITY	None	1	18	17	61	3	100	
		Moderate	16	24	20	32	8	25	
		Severe	50	0	0	50	0	2	
	ACTIVITY	< 10'	0	0	100	0	0	1	
10' - 60'		8.6	31.4	17.1	38.6	4.3	70		
+ 60'		0	3.6	16.1	76.8	3.6	56		
WALK CONTEXT	DECISION	Choice	0	10.6	14.1	70.6	4.7	85	
		Necessity	14.6	36.6	24.4	22	2.4	41	
	PURPOSE	Transport	7.8	20.8	20.8	49.4	1.3	77	
		Leisure	0	16	12	64	8	50	
	COMPANY	Alone	6.7	17.8	18.9	54.4	2.2	90	
		With others	0	21.6	13.5	56.8	8.1	37	
	FAMILIARITY	Local	3	18	14	61	4	100	
		Visitor	11.1	22.2	29.6	33.3	3.7	27	

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

WEATHER PROT.							N	Distribution		
ALL PARTICIPANTS		6.3	31.3	14.1	39.1	9.4	64			
PEDESTRIAN PROFILE	AGE	Children		0	0	0	0	0		
	AGE	Adults		6.1	26.5	14.3	40.8	12.2	49	
		Seniors		6.7	46.7	13.3	33.3	0	15	
		GENDER	Men	6.7	33.3	13.3	40	6.7	30	
	Women		5.9	29.4	14.7	38.2	11.8	34		
	ABILITY	None	2.4	31.7	12.2	41.5	12.2	41		
		Moderate	9.5	33.3	14.3	38.1	4.8	21		
		Severe	50	0	50	0	0	2		
	ACTIVITY	< 10'	0	0	0	0	0	0		
10' - 60'		8.5	34	19.1	34	4.3	47			
+ 60'		0	23.5	0	52.9	23.5	17			
WALK CONTEXT	DECISION	Choice	0	27.3	9.1	45.5	18.2	22		
		Necessity	9.5	33.3	16.7	35.7	4.8	42		
	PURPOSE	Transport	7.8	31.4	15.7	37.3	7.8	51		
		Leisure	0	30.8	7.7	46.2	15.4	13		
	COMPANY	Alone	10.5	31.6	15.8	36.8	5.3	38		
		With others	0	30.8	11.5	42.3	15.4	26		
	FAMILIARITY	Local	2.5	35	15	37.5	10	40		
		Visitor	12.5	25	12.5	41.7	8.3	24		

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

PEOPLE							N	Distribution		
ALL PARTICIPANTS		0	14.3	3.6	65.2	17	112			
PEDESTRIAN PROFILE	AGE	Children		0	0	0	50	50	2	
	AGE	Adults		0	14.4	4.1	68	13.4	97	
		Seniors		0	15.4	0	46.2	38.5	13	
		GENDER	Men	0	17.8	6.7	62.2	13.3	45	
	Women		0	11.9	1.5	67.2	19.4	67		
	ABILITY	None	0	13.2	4.4	68.1	14.3	91		
		Moderate	0	20	0	50	30	20		
		Severe	0	0	0	100	0	1		
	ACTIVITY	< 10'	0	0	0	0	0	0		
10' - 60'		0	21.4	1.8	57.1	19.6	56			
+ 60'		0	7.1	5.4	73.2	14.3	56			
WALK CONTEXT	DECISION	Choice	0	4.1	4.1	71.6	20.3	74		
		Necessity	0	34.2	2.6	52.6	10.5	38		
	PURPOSE	Transport	0	19	4.8	65.1	11.1	63		
		Leisure	0	8.2	2	65.3	24.5	49		
	COMPANY	Alone	0	17.5	4.8	63.5	14.3	63		
		With others	0	10.2	2	67.3	20.4	49		
	FAMILIARITY	Local	0	16	2.5	67.9	13.6	81		
		Visitor	0	9.7	6.5	58.1	25.8	31		

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

TRAFFIC							N	Distribution
ALL PARTICIPANTS		3.4	29.3	17.2	44.8	5.2	58	
PEDESTRIAN PROFILE	AGE							
	Children	0	0	0	100	0	2	
	Adults	2.2	26.7	15.6	51.1	4.4	45	
	Seniors	9.1	45.5	27.3	9.1	9.1	11	
	GENDER							
	Men	3.6	17.9	21.4	46.4	10.7	28	
	Women	3.3	40	13.3	43.3	0	30	
	ABILITY							
	None	4.8	21.4	9.5	59.5	4.8	42	
Moderate	0	46.2	38.5	7.7	7.7	13		
Severe	0	66.7	33.3	0	0	3		
WALK CONTEXT	ACTIVITY							
	< 10'	0	0	50	50	0	2	
	10' - 60'	5.7	31.4	22.9	31.4	8.6	35	
	+ 60'	0	28.6	4.8	66.7	0	21	
	DECISION							
	Choice	0	14.7	11.8	67.6	5.9	34	
	Necessity	8.3	50	25	12.5	4.2	24	
	PURPOSE							
	Transport	5.1	35.9	17.9	35.9	5.1	39	
Leisure	0	15.8	15.8	63.2	5.3	19		
COMPANY								
Alone	4.2	29.2	16.7	43.8	6.3	48		
With others	0	30	20	50	0	10		
FAMILIARITY								
Local	2.4	34.1	14.6	43.9	4.9	41		
Visitor	5.9	17.6	23.5	47.1	5.9	17		

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

INTEREST							N	Distribution
ALL PARTICIPANTS		0.9	7.8	6.1	60	25.2	115	
PEDESTRIAN PROFILE	AGE							
	Children	0	0	0	100	0	1	
	Adults	1	9.4	6.3	56.3	27.1	96	
	Seniors	0	0	5.6	77.8	16.7	18	
	GENDER							
	Men	2.1	8.3	6.3	64.6	18.8	48	
	Women	0	7.5	6	56.7	29.9	67	
	ABILITY							
	None	1.3	7.9	5.3	55.3	30.3	76	
Moderate	0	8.3	8.3	66.7	16.7	36		
Severe	0	0	0	100	0	3		
WALK CONTEXT	ACTIVITY							
	< 10'	0	0	33.3	66.7	0	3	
	10' - 60'	1.3	6.7	5.3	64	22.7	75	
	+ 60'	0	10.8	5.4	51.4	32.4	37	
	DECISION							
	Choice	0	4.2	4.2	59.2	32.4	71	
	Necessity	2.3	13.6	9.1	61.4	13.6	44	
	PURPOSE							
	Transport	1.3	10.5	9.2	60.5	18.4	76	
Leisure	0	2.6	0	59	38.5	39		
COMPANY								
Alone	1.8	10.7	7.1	60.7	19.6	56		
With others	0	5.1	5.1	59.3	30.5	59		
FAMILIARITY								
Local	1.8	10.5	7	59.6	21.1	57		
Visitor	0	5.2	5.2	60.3	29.3	58		

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

INCLUSION							N	Distribution
ALL PARTICIPANTS		12.5	50	12.5	25	0	8	
PEDESTRIAN PROFILE	AGE							
	Children	0	0	0	0	0	0	
	Adults	0	66.7	0	33.3	0	3	
	Seniors	20	40	20	20	0	5	
	GENDER							
	Men	0	25	25	50	0	4	
	Women	25	75	0	0	0	4	
	ABILITY							
	None	0	0	0	0	0	0	
Moderate	20	40	0	40	0	5		
Severe	0	66.7	33.3	0	0	3		
ACTIVITY								
< 10'	0	0	0	0	0	0		
10' - 60'	16.7	33.3	16.7	33.3	0	6		
+ 60'	0	100	0	0	0	2		
WALK CONTEXT	DECISION							
	Choice	0	0	0	0	0	0	
	Necessity	12.5	50	12.5	25	0	8	
	PURPOSE							
	Transport	16.7	33.3	16.7	33.3	0	6	
	Leisure	0	100	0	0	0	2	
	COMPANY							
Alone	12.5	50	12.5	25	0	8		
With others	0	0	0	0	0	0		
FAMILIARITY								
Local	0	57.1	14.3	28.6	0	7		
Visitor	100	0	0	0	0	1		

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
Novi Beograd Railway Station		Footpath	Footpath
		Traffic	Greenery
		Obstacles	Environmental quality
Belgrade Centre Railway Station (Prokop)		Obstacles	Greenery
		Footpath	Footpath
		Environmental quality	People
New Belgrade (Ušće Area)		Crossing	Greenery
		Obstacles	Footpath
		Footpath	People
Pančevo Main Railway Station		Environmental quality	Interest
		Weather protection	People
		Furniture	Weather protection

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

3.1. Novi Beograd Railway Station



Figure 7. Novi Beograd Railway Station. Source Wikipedia.

Data was collected between 16/04/2025 and 23/04/2025 at Novi Beograd Railway Station. A total of 134 interviewed participants shared 134 walking experiences related to 350 environmental determinants.

Who walks, why and how?

From the **134 pedestrians interviewed**, most were adults (89.6%), followed by older adults (9%) and children (1.5%). In addition, 53% were men and 47% women. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (79.9%), while some had mild or moderate difficulty (18.7%) and a few had severe or extreme difficulty (1.4%). Finally, most participants were active pedestrians (64.2%) followed by very active (32%) and a small proportion of inactive ones (3.7%).

Based on their **walk context**, 59.7% of participants were walking by choice while 40.3% did it out of necessity. With regards to the walk purpose, 69.4% participants walked for transport, while 30.6% for leisure. Most participants were walking on their own (75.4%) compared to those walking with others (24.6%). Finally, most participants were familiar with the place (66.4%), while others were not (33.6%).

Which were the main walking experiences?

From the **134 walking experiences**, most were positive (58.2%), followed by neutral (17.9%), negative (11.9%), very positive (10.4%) and very negative (1.5%). Overall, positive and very positive experiences (68.6%) outnumbered negative and very negative ones (13.4%). When participants were asked to highlight one or more types of experiences, most referred to walking **safety** (50%), with many more safe and very safe experiences (73.1%) than unsafe ones (11.9%). Secondly, 38.8% of experiences were related to **comfort**, with more comfortable and very safe comfortable (69.3%) than uncomfortable and very uncomfortable ones (17.3%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (38%), with many more enjoyable and very enjoyable (68.6%) than unenjoyable and very unenjoyable ones (9.8%).

What influenced walking experiences?

From the **350 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 29.1% of all observations, followed by environmental quality (10.9%), greenery (10.9%), interest (9.1%) and crossings (8.8%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**.

Overall, most determinants were related to more positive experiences, especially interest and greenery. The most relevant determinants related to positive and very positive experiences were good footpaths (21.7%), greenery (7.4%) and environmental quality (6.9%), while most negative and very negative experiences were related to bad footpaths (1.7%), traffic (1.7%) and obstacles (1.4%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpaths (22.4%), good crossings (9.6%) and no or low traffic (6.7%), while most unsafe experiences were related to bad footpath (2.2%), followed by traffic (1.7%) and bad crossings (1.1%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (21.5%), interest (7%) and greenery (6.9%), while most uncomfortable and very uncomfortable experiences were related to obstacles (2.8%), traffic (2.8%) and bad crossings (2.1%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good footpath (20.5%), greenery (10.2%) and no or low traffic (9.5%), while most unenjoyable and very unenjoyable experiences were related to lack of interest (2.2%), people (1.5%) and poor environmental quality (1.4%).

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There are positive, neutral and negative experiences all across the study area, which implies that it presents a mix of good, adequate and bad walkability, often related to common determinants. Positive (58.2%) and very positive (10.4%) experiences were mainly related to good footpaths, greenery, good environmental quality, interest 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 shared negative (11.9%) and very negative (1.5%) experiences related to bad footpaths, traffic, obstacles, lack of interest 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 (17.9%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpaths, environmental quality and greenery may enable more positive and very positive experiences.

3.1.1. Location of study area and observations

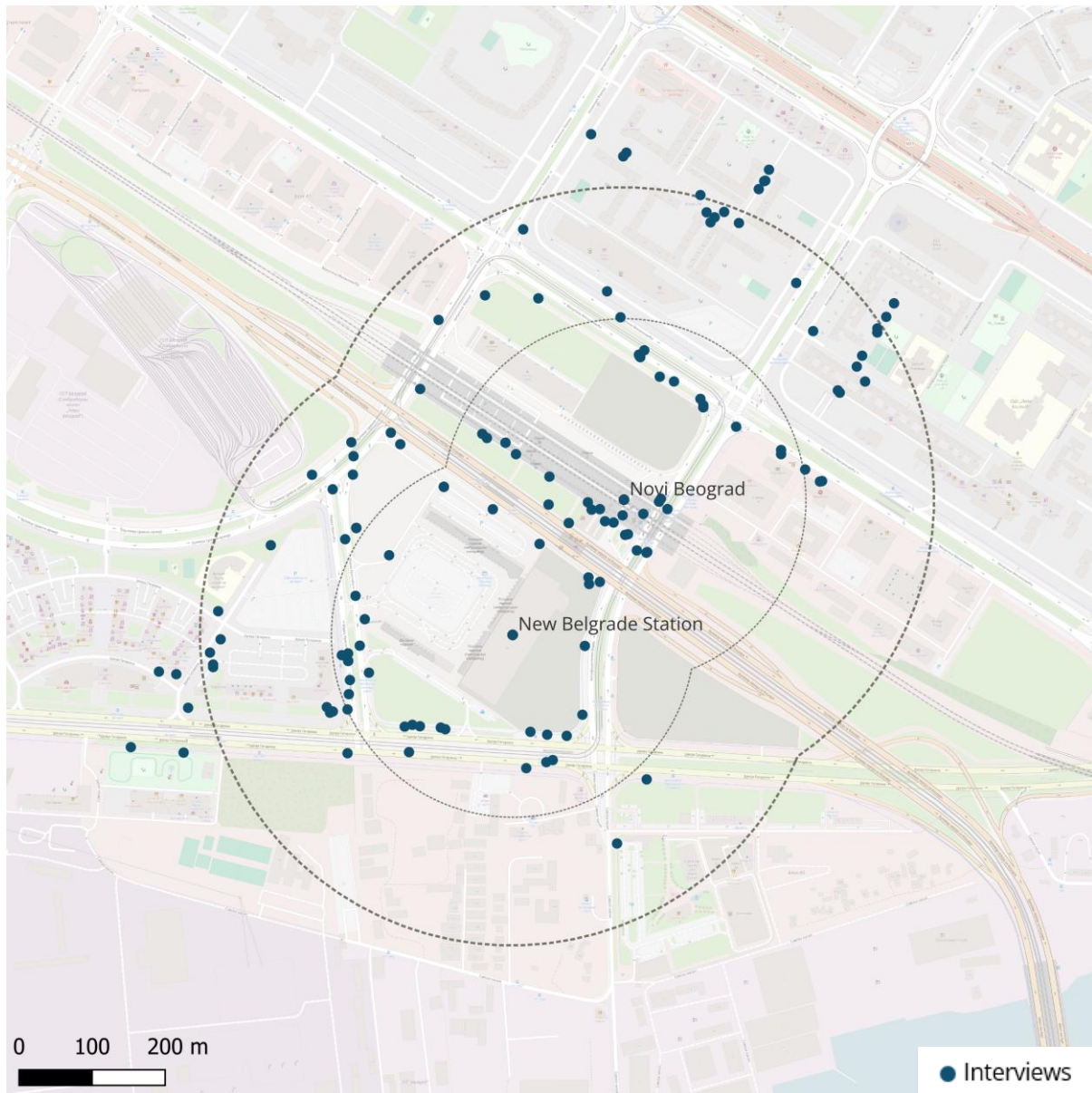


Figure 8. Observations from interviews and audits in Novi Beograd Railway Station.

3.1.2. Data collected

Period	16/04/2025 – 23/04/2025	
Timeframe	10:02 - 22:08	
Interviews	Participants	134
	Experiences	134
	Determinants	350

Table 25. Data collected in Novi Beograd Railway Station.

3.1.3 Pedestrian profile

Variable	Category	N	%	Distribution	N=134
AGE	Children (<18)	2	1.5		
	Adults (18-65)	120	89.6		
	Older people (>65)	12	9		
GENDER	Man	71	53		
	Woman	63	47		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	107	79.9		
	Mild or moderate	25	18.7		
	Severe or extreme	2	1.4		
ACTIVITY (mins/day)	Less than 10 min	5	3.7		
	10 - 60 mins	86	64.2		
	More than 60 min	43	32		

Table 26. Pedestrian profile in Novi Beograd Railway Station.

3.1.4. Walk context

Variable	Category	N	%	Distribution	N=134
DECISION	Choice	80	59.7		
	Necessity	54	40.3		
	Other	0	0		
PURPOSE	Transport	93	69.4		
	Leisure	41	30.6		
	Other	0	0		
COMPANY	Alone	101	75.4		
	Accompanied	33	24.6		
	Other	0	0		
FAMILIARITY	Local	89	66.4		
	Visitor	45	33.6		
	Other	0	0		

Table 27. Walk context in Novi Beograd Railway Station.

3.1.5. Walking experiences

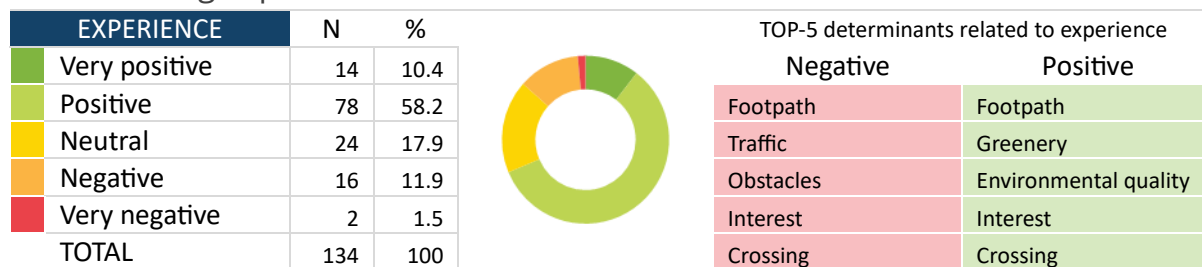


Table 28. Walking experiences and top 5 determinants related to them, in Novi Beograd Railway Station.

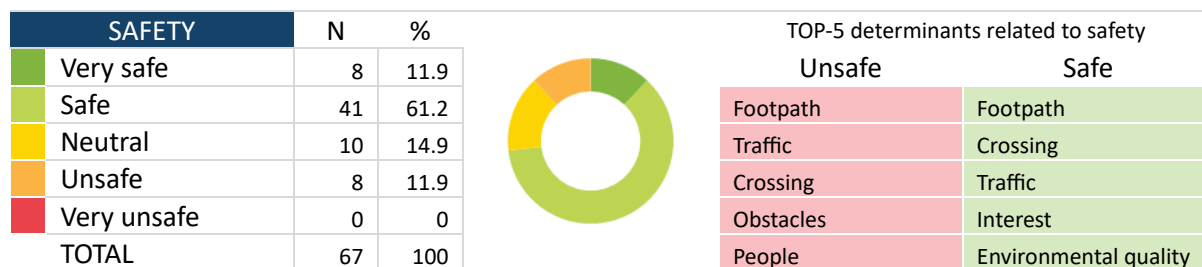


Table 29. Safety experiences and top 5 determinants, in Novi Beograd Railway Station.

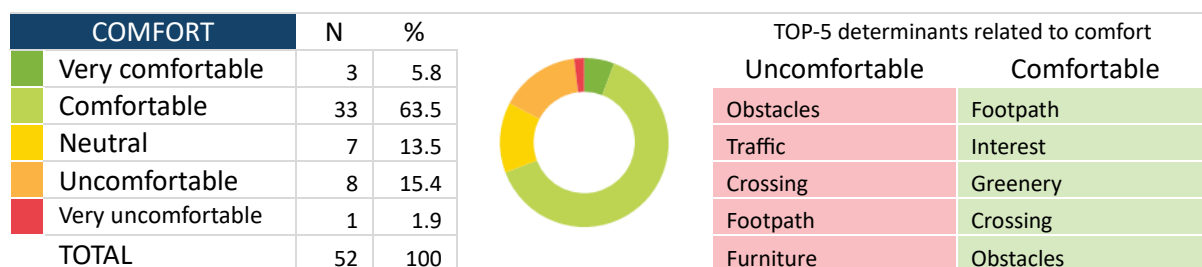


Table 30. Comfort experiences and top 5 determinants, in Novi Beograd Railway Station.

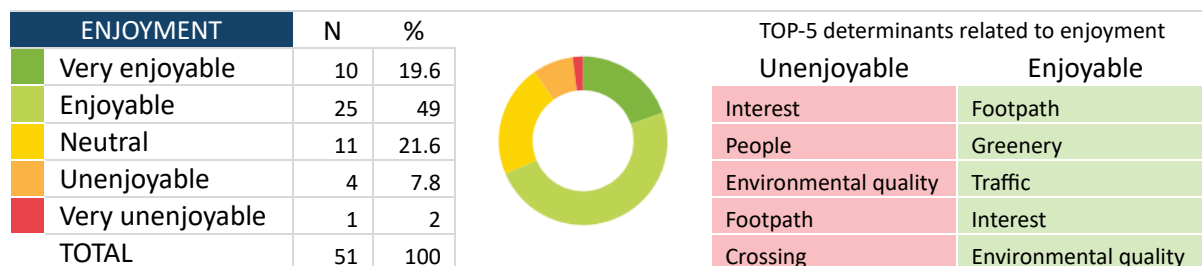


Table 31. Enjoyment experiences and top 5 determinants, in Novi Beograd Railway Station.

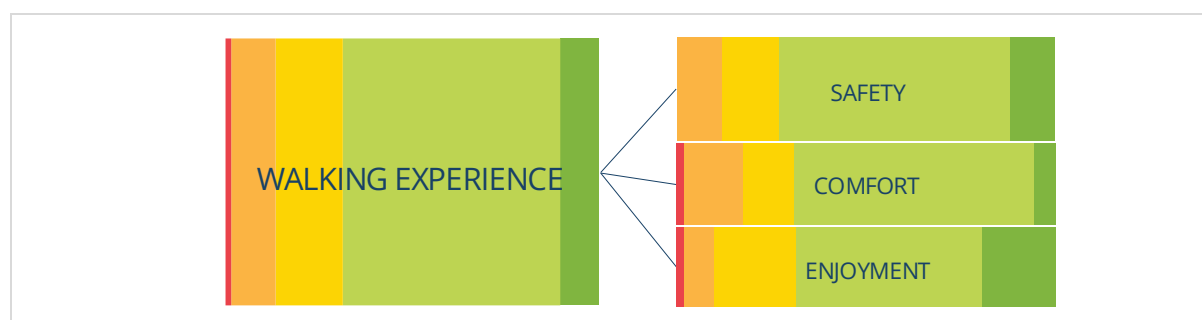


Figure 9. Share of positive and negative experiences and most frequent types, in Novi Beograd Railway Station.

3.1.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=350
Very Positive	Footpath	11	3.1		
	Interest	8	2.3		
	Greenery	4	1.1		
	People	3	0.9		
	Environmental quality	2	0.6		
	Weather protection	2	0.6		
	Traffic	2	0.6		
	Crossing	1	0.3		
	Furniture	1	0.3		
	Obstacles	1	0.3		
	Inclusion	0	0		
	Other	0	0		
Positive	Footpath	65	18.6		
	Greenery	22	6.3		
	Environmental quality	22	6.3		
	Crossing	21	6		
	Traffic	19	5.4		
	Obstacles	16	4.6		
	Interest	15	4.3		
	Furniture	13	3.7		
	Weather protection	11	3.1		
	People	6	1.7		
	Inclusion	1	0.3		
	Other	0	0		
Neutral	Footpath	20	5.7		
	Environmental quality	11	3.1		
	Greenery	9	2.6		
	Furniture	6	1.7		
	Crossing	5	1.4		
	Interest	4	1.1		
	Weather protection	3	0.9		
	People	3	0.9		
	Obstacles	1	0.3		
	Traffic	1	0.3		
	Inclusion	0	0		
	Other	0	0		
Negative	Traffic	6	1.7		
	Footpath	5	1.4		
	Crossing	4	1.1		
	Obstacles	4	1.1		
	Interest	4	1.1		
	Greenery	3	0.9		
	Weather protection	3	0.9		
	People	3	0.9		
	Furniture	2	0.6		
	Environmental quality	2	0.6		
	Inclusion	1	0.3		
	Other	0	0		
Very negative	Footpath	1	0.3		
	Obstacles	1	0.3		
	Environmental quality	1	0.3		
	Interest	1	0.3		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Inclusion	0	0		
	Other	0	0		

Table 32. Most frequent determinants by type of experience, in Novi Beograd Railway Station.

3.1.7. Positive and negative experiences by determinant

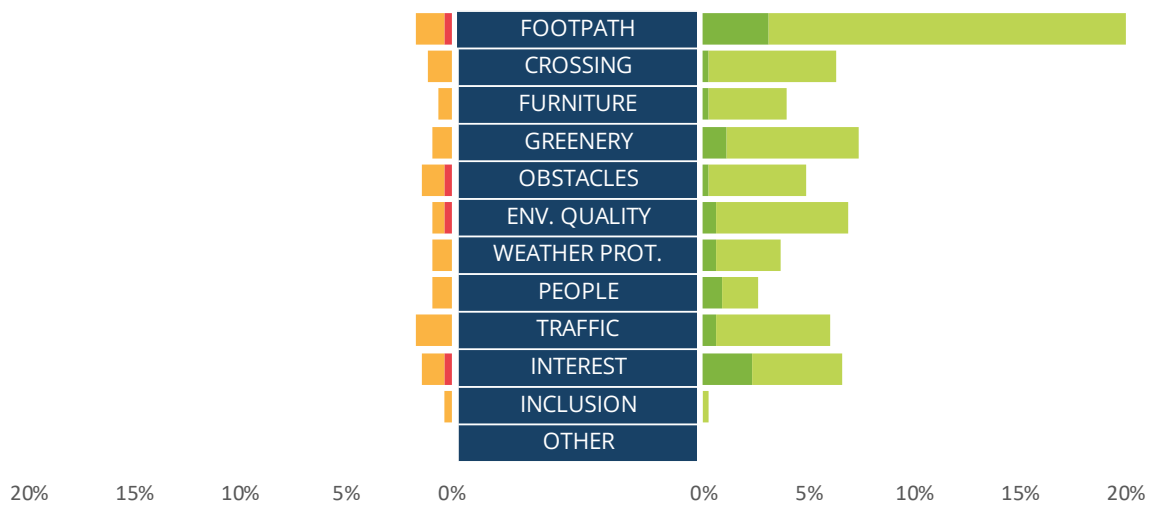


Figure 10. Positive and negative experiences by determinant, in Novi Beograd Railway Station.

3.1.8. Determinants by frequency and negative-positive experiences

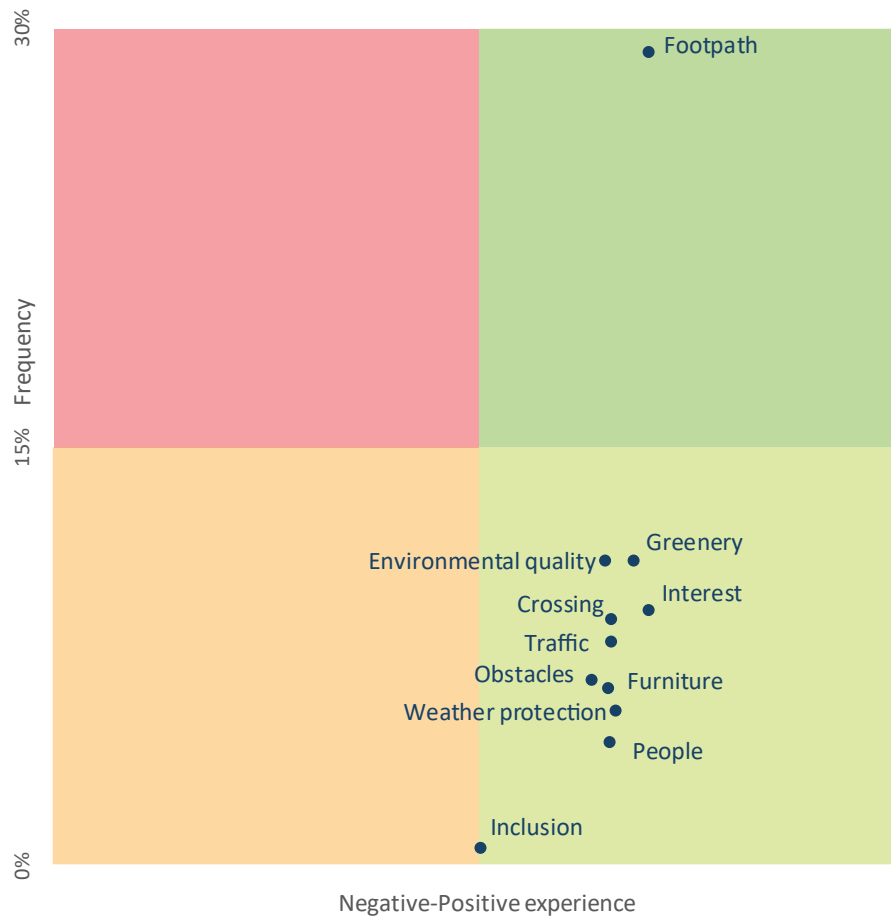


Figure 11. Determinants by frequency and negative-positive experiences, in Novi Beograd Railway Station.

3.1.9. Positive and negative experiences by subcategory of determinants

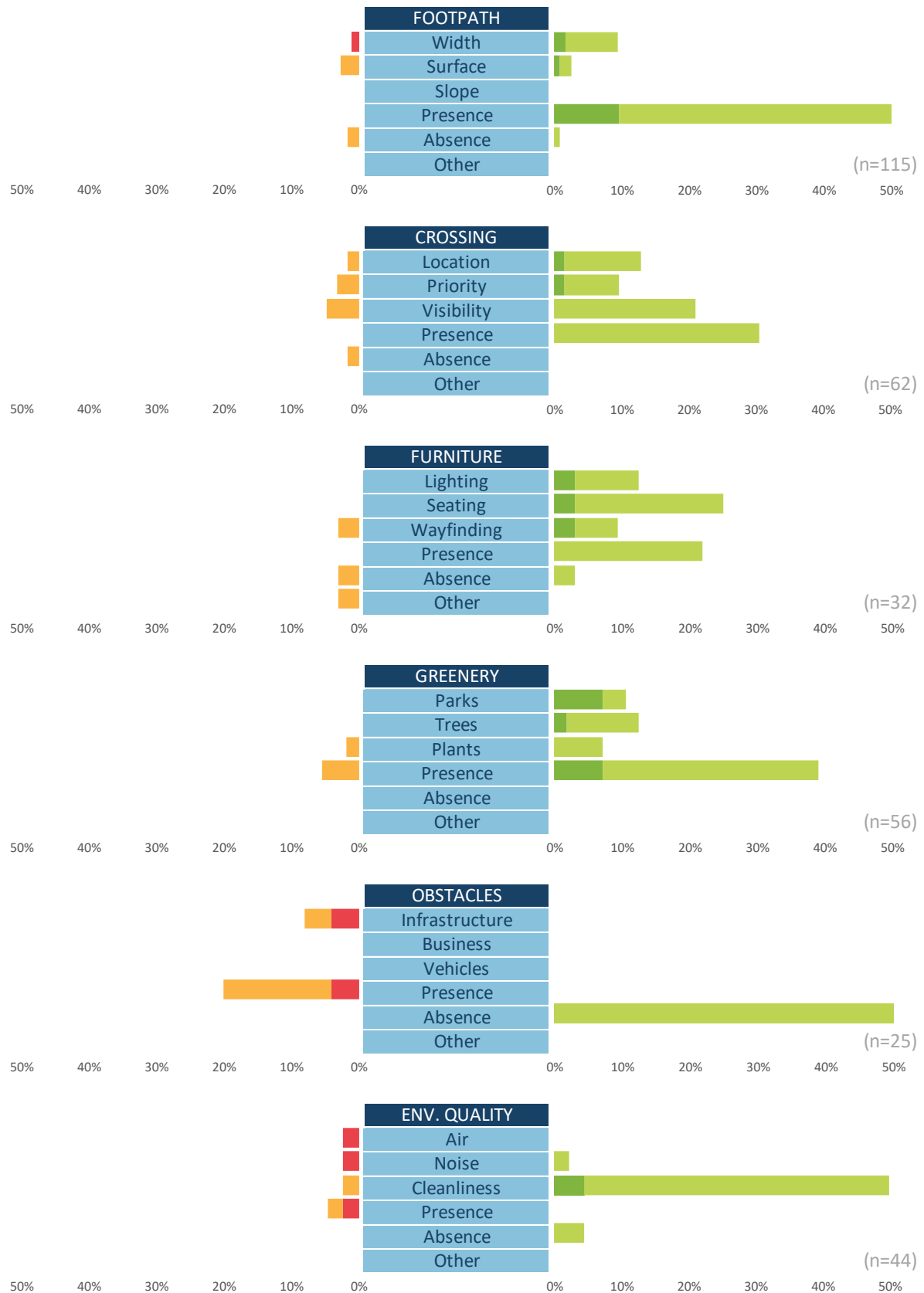


Figure 12. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Novi Beograd Railway Station.

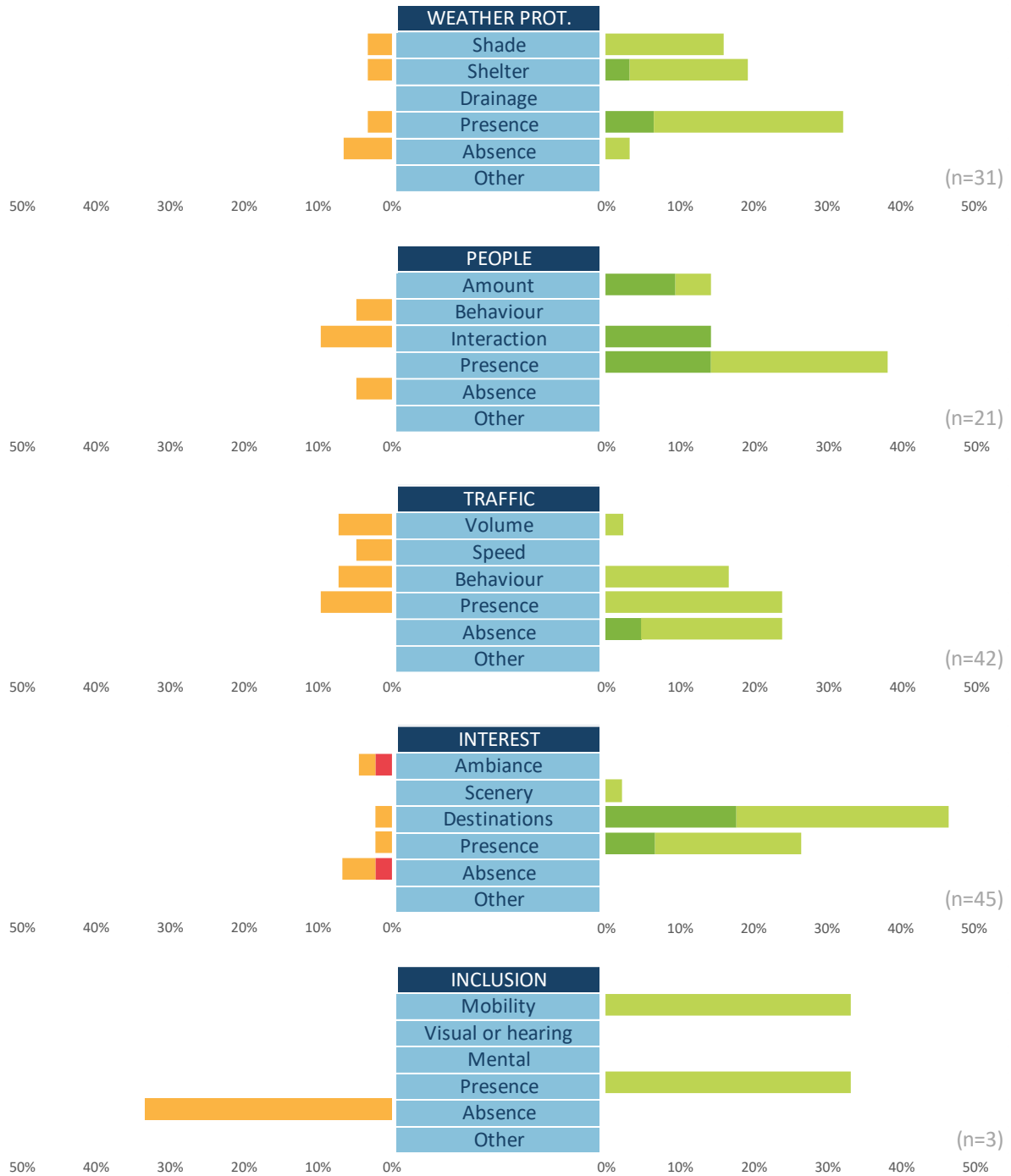
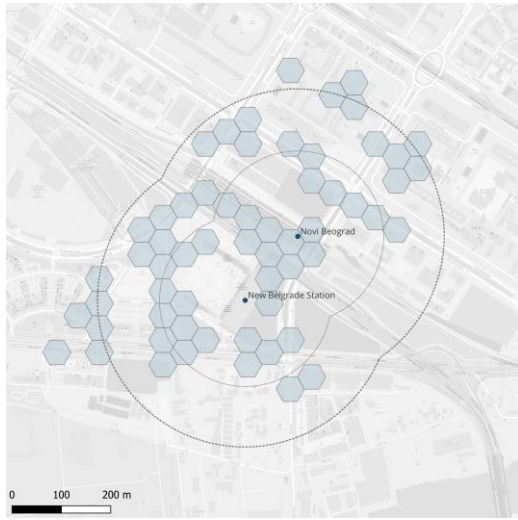


Figure 13. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Novi Beograd Railway Station.

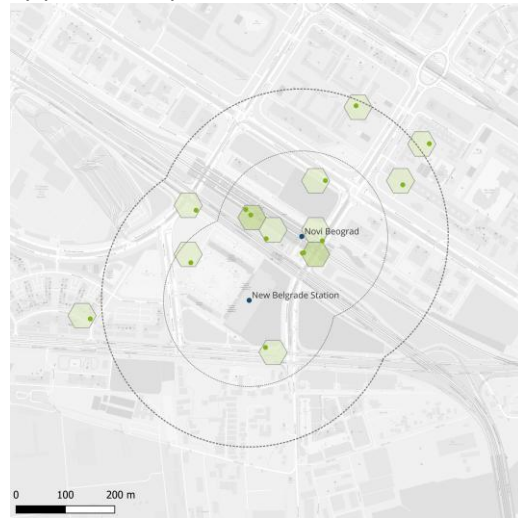
3.1.10. Location of walking experiences

All observations (n=134)



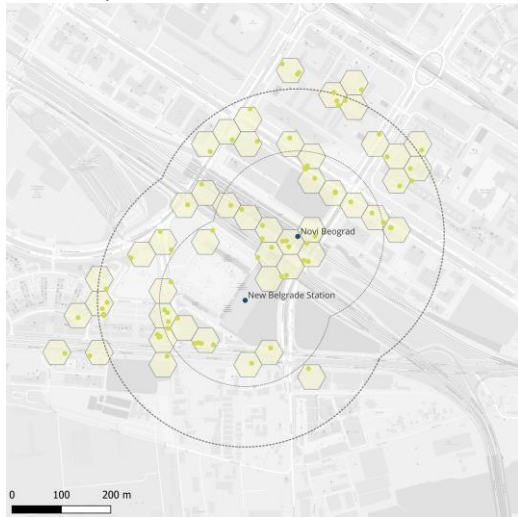
● Observations 1 45

Very positive experiences (n=14)



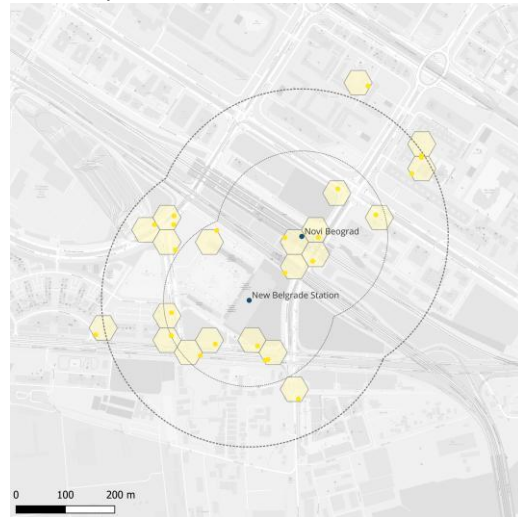
● Very positive 1 5

Positive experiences (n=78)



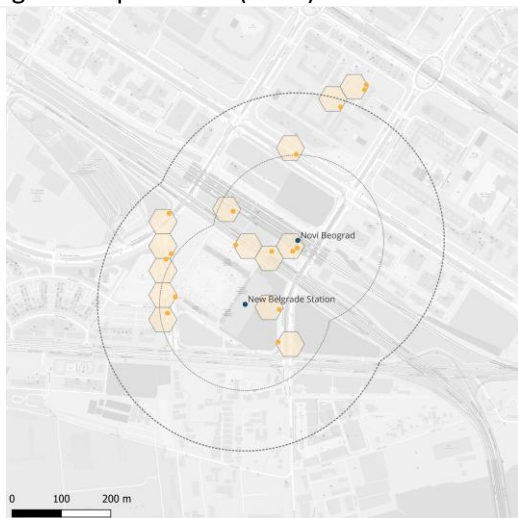
● Positive 1 16

Neutral experiences (n=24)



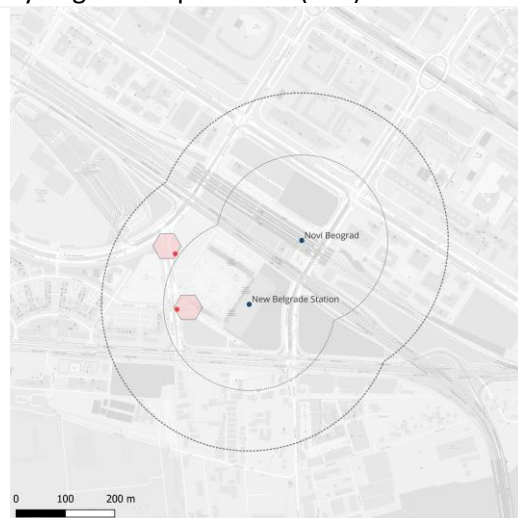
● Neutral 1 8

Negative experiences (n=16)



● Negative 1 15

Very negative experiences (n=2)



● Very negative 1 5

Figure 14. Location of observations and different experiences, in Novi Beograd Railway Station.

Location of all types of experiences (n=134) and overall perceived walkability.



Figure 15. Location of all types of experiences and overall perceived walkability, in Novi Beograd Railway Station.

3.1.11. Images and comments from participants

<p>Very Positive. Safe and comfortable <i>Footpath and greenery</i></p>  <p>Man, 47</p>	<p>Negative. Unsafe and uncomfortable <i>No footpath, no crossing, obstacles</i></p>  <p>Woman, 55</p>
<p>Positive. Enjoyable <i>Street furniture and environmental quality</i></p>  <p>Woman, 24</p>	<p>Very negative. Unenjoyable <i>Air and noise pollution. No interest</i></p>  <p>Woman, 41</p>

Figure 16. Images from the study area with comments from participants, in Novi Beograd Railway Station.

3.2. Belgrade Centre Railway Station (Prokop)

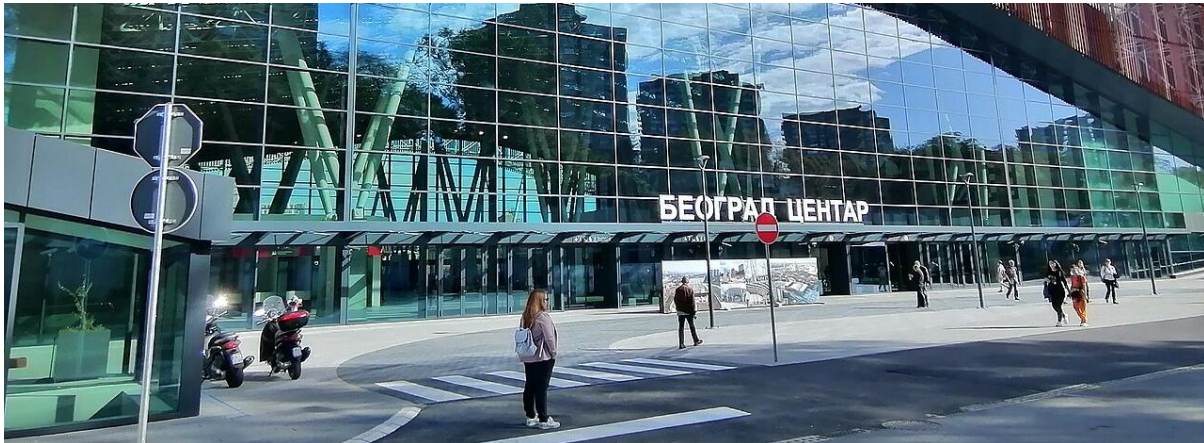


Figure 17. Belgrade Centre Railway Station (Prokop). Source: Wikipedia.

Data was collected between 22/04/2025 and 29/04/2025 at Belgrade Centre Railway Station (Prokop). A total of 114 interviewed participants shared 114 walking experiences related to 300 environmental determinants.

Who walks, why and how?

From the **114 pedestrians interviewed**, most were adults (78.9%), followed by older adults (21.1%). In addition, 57.9% were women and 42.1% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (65.8%), while some had mild or moderate difficulty (28.9%) and a few had severe or extreme difficulty (5.3%). Finally, most participants were active pedestrians (55.3%) followed by very active (42.1%) and a small proportion of inactive ones (2.6%).

Based on their **walk context**, 70.2% of participants were walking by choice while 29.8% did it out of necessity. With regards to the walk purpose, 60.5% participants walked for transport, while 39.5% for leisure. Most participants were walking on their own (69.3%) compared to those walking with others (30.7%). Finally, most participants were familiar with the place (78.9%), while others were not (21.1%).

Which were the main walking experiences?

From the **114 walking experiences** collected from interviews and audits, most experiences were positive (57%), followed by neutral (21.9%), very positive (10.5%), negative (9.6%) and very negative (0.9%). Overall, positive and very positive experiences (67.5%) outnumbered negative and very negative ones (10.5%). When participants were asked to highlight one or more types of experiences, most referred to walking **safety** (56.1%), with more safe and very safe experiences (64%) than unsafe and very unsafe ones (14.1%). Secondly, 50.9% of experiences were related to **comfort**, with more comfortable and very comfortable experiences (60.3%) than uncomfortable and very uncomfortable ones (15.5%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (28.9%), with many more enjoyable and very enjoyable (81.8%) than unenjoyable ones (6.1%).

What influenced walking experiences?

From the **300 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 20.8% of all observations, followed by greenery (18.4%), environmental quality (10.6%), crossings (10.3%), people (10%) and street furniture (7.9%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, most determinants were related to more positive experiences, especially interest and people. With the exception of obstacles and inclusion, which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were greenery (15.7%), good footpaths (15.4%) and people (9.3%), while most negative and very negative experiences were related to obstacles (2.7%), bad footpath (1.7%) and poor environmental quality (1.3%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were inclusion (13.2%), good footpaths (9.9%) and good crossings (8.2%), while most unsafe and very unsafe experiences were related to bad footpath (8.2%), followed by bad crossings, obstacles, traffic and people (all with 4.9%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpaths (14.5%), greenery (10.2%) and people (8.6%), while most uncomfortable and very uncomfortable experiences were related to bad footpaths (2.7%), obstacles (2.7%) and bad crossings (1.6%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were greenery (15.1%), good footpath (14.4%) and environmental quality (8.8%), while most unenjoyable and very unenjoyable experiences were related to obstacles (4.4%), bad footpath (2.5%) and 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 (57%) and very positive (10.5%) experiences were mainly related to greenery, good footpaths, people, street furniture and good environmental quality. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared some negative (9.6%) and very negative (0.9%) experiences related to obstacles, bad footpaths, poor environmental quality, bad crossings and people. 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 (21.9%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpaths, crossings and minor obstacles may enable more positive and very positive experiences.

3.2.1. Location of study area and observations

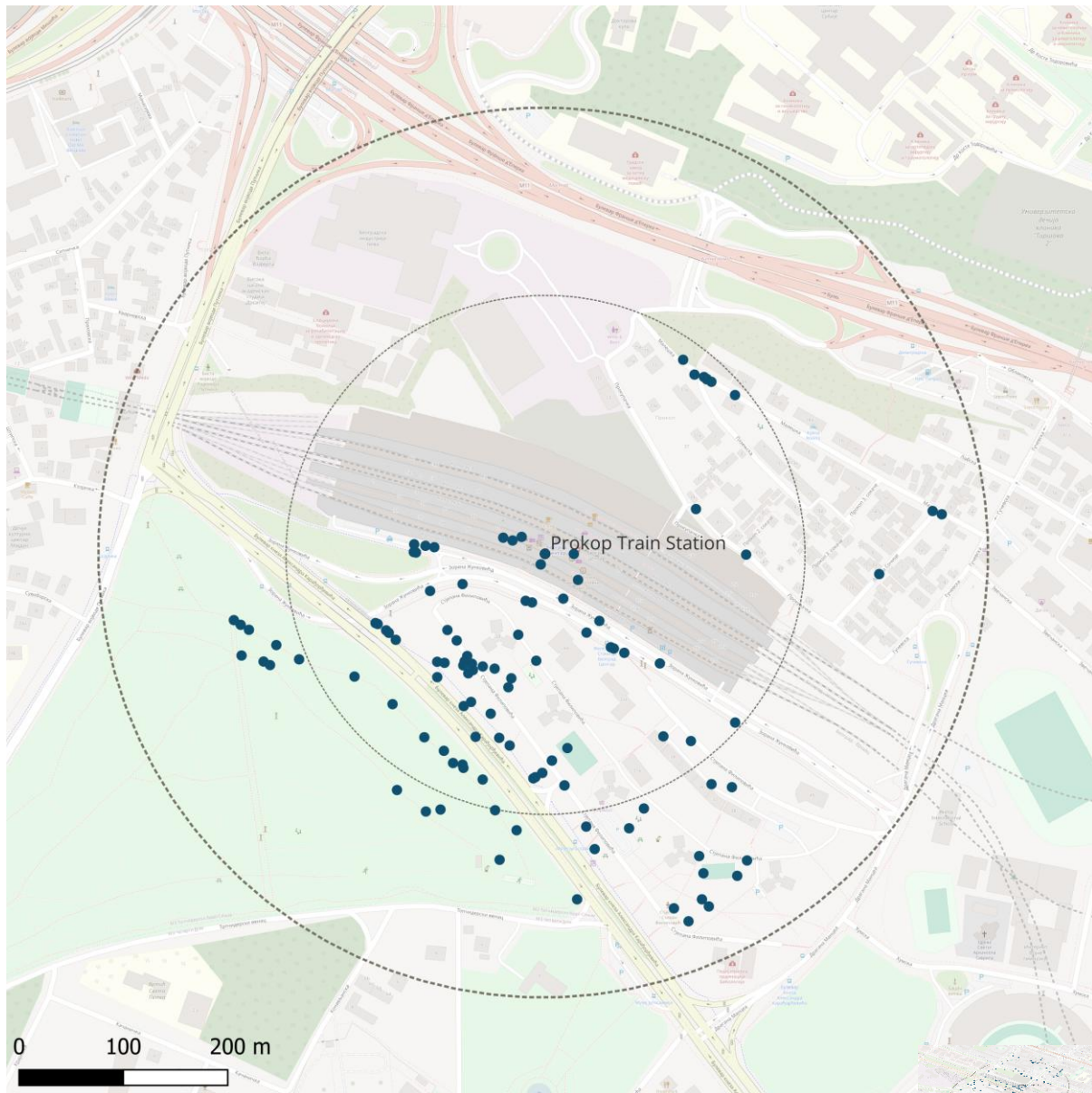


Figure 18. Observations from interviews and audits in Belgrade Centre Railway Station (Prokop).

3.2.2. Data collected

Period	22/04/2025 – 29/04/2025	
Timeframe	11:30 - 17:46	
Interviews	Participants	114
	Experiences	114
	Determinants	300

Table 33. Data collected in Belgrade Centre Railway Station (Prokop).

3.2.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=114
AGE	Children (<18)	0	0		
	Adults (18-65)	90	78.9		
	Older people (>65)	24	21.1		
GENDER	Man	48	42.1		
	Woman	66	57.9		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	75	65.8		
	Mild or moderate	33	28.9		
	Severe or extreme	6	5.3		
ACTIVITY (mins/day)	Less than 10 min	3	2.6		
	10 - 60 mins	63	55.3		
	More than 60 min	48	42.1		

Table 34. Pedestrian profile in Belgrade Centre Railway Station (Prokop).

3.2.4. Walk context

Variable	Category	N	%	Distribution	N=114
DECISION	Choice	80	70.2		
	Necessity	34	29.8		
	Other	0	0		
PURPOSE	Transport	69	60.5		
	Leisure	45	39.5		
	Other	0	0		
COMPANY	Alone	79	69.3		
	Accompanied	35	30.7		
	Other	0	0		
FAMILIARITY	Local	90	78.9		
	Visitor	24	21.1		
	Other	0	0		

Table 35. Walk context in Belgrade Centre Railway Station (Prokop).

3.2.5. Walking experiences

EXPERIENCE	N	%	TOP-5 determinants related to experience	
			Negative	Positive
Very positive	12	10.5		Greenery
Positive	65	57	Obstacles	Footpath
Neutral	25	21.9	Footpath	People
Negative	11	9.6	Environmental quality	Environmental quality
Very negative	1	0.9	Crossing	Furniture
TOTAL	114	100	People	

Table 36. Walking experiences and top 5 determinants related to them, in Belgrade Centre Railway Station (Prokop).

SAFETY	N	%	TOP-5 determinants related to safety	
			Unsafe	Safe
Very safe	7	10.9		Footpath
Safe	34	53.1	Footpath	Greenery
Neutral	14	21.9	Obstacles	People
Unsafe	8	12.5	Crossing	Environmental quality
Very unsafe	1	1.6	Environmental quality	Crossing
TOTAL	64	100	People	Interest

Table 37. Safety and top 5 determinants related to them, in Belgrade Centre Railway Station (Prokop).

COMFORT	N	%	TOP-5 determinants related to comfort	
			Uncomfortable	Comfortable
Very comfortable	4	6.9		Greenery
Comfortable	31	53.4	Obstacles	Footpath
Neutral	14	24.1	Footpath	Environmental quality
Uncomfortable	8	13.8	Environmental quality	People
Very uncomfortable	1	1.7	Crossing	Furniture
TOTAL	58	100	Traffic	

Table 38. Comforts and top 5 determinants related to them, in Belgrade Centre Railway Station (Prokop).

ENJOYMENT	N	%	TOP-5 determinants related to enjoyment	
			Unenjoyable	Enjoyable
Very enjoyable	9	27.3		Greenery
Enjoyable	18	54.5	Obstacles	Footpath
Neutral	4	12.1	Footpath	Environmental quality
Unenjoyable	2	6.1	Crossing	People
Very unenjoyable	0	0	Traffic	Furniture
TOTAL	33	100	-	

Table 39. Enjoyment and top 5 determinants related to them, in Belgrade Centre Railway Station (Prokop).

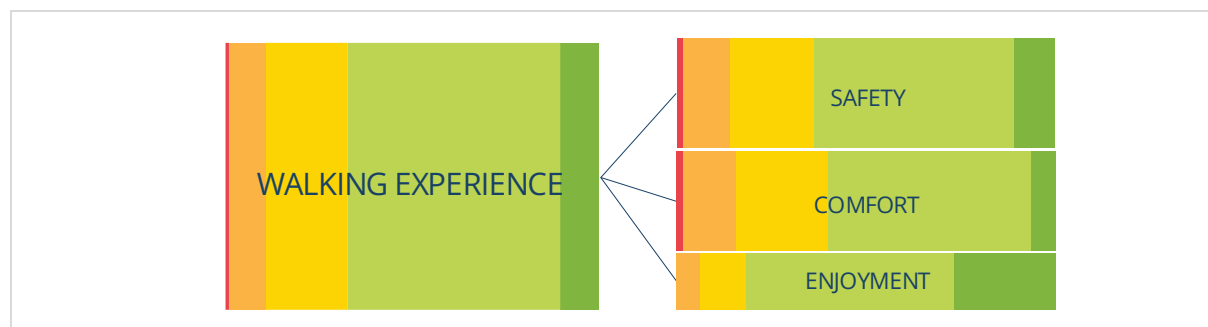


Figure 19. Share of positive and negative experiences and most frequent types, in Belgrade Centre Railway Station (Prokop).

3.2.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=300
Very Positive	Greenery	11	3.7		
	People	7	2.3		
	Furniture	4	1.3		
	Interest	4	1.3		
	Crossing	3	1		
	Footpath	2	0.7		
	Environmental quality	2	0.7		
	Weather protection	1	0.3		
	Traffic	1	0.3		
	Obstacles	0	0		
	Inclusion	0	0		
	Other	0	0		
Positive	Footpath	44	14.7		
	Greenery	36	12		
	Environmental quality	22	7.3		
	People	21	7		
	Furniture	15	5		
	Interest	14	4.7		
	Crossing	13	4.3		
	Traffic	6	2		
	Weather protection	5	1.7		
	Obstacles	3	1		
	Inclusion	1	0.3		
	Other	0	0		
Neutral	Crossing	12	4		
	Obstacles	12	4		
	Footpath	11	3.7		
	Greenery	8	2.7		
	Environmental quality	4	1.3		
	Traffic	4	1.3		
	Furniture	3	1		
	Interest	1	0.3		
	Inclusion	1	0.3		
	Weather protection	0	0		
	People	0	0		
	Other	0	0		
Negative	Obstacles	8	2.7		
	Footpath	5	1.7		
	Crossing	3	1		
	Environmental quality	3	1		
	People	2	0.7		
	Traffic	2	0.7		
	Furniture	1	0.3		
	Interest	1	0.3		
	Inclusion	1	0.3		
	Greenery	0	0		
	Weather protection	0	0		
	Other	0	0		
Very negative	Furniture	1	0.3		
	Environmental quality	1	0.3		
	Inclusion	1	0.3		
	Footpath	0	0		
	Crossing	0	0		
	Greenery	0	0		
	Obstacles	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Other	0	0		

Table 40. Most frequent determinants by type of experience, in Belgrade Centre Railway Station (Prokop).

3.2.7. Positive and negative experiences by determinant

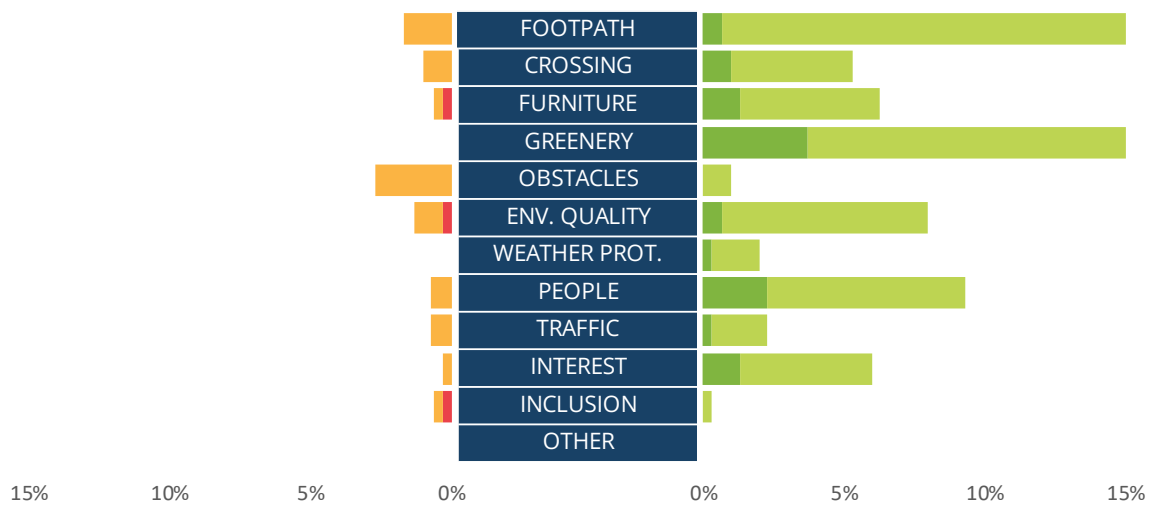


Figure 20. Positive and negative experiences by determinant, in Neu-Ulm & Central Bus Stop.

3.2.8. Determinants by frequency and negative-positive experiences

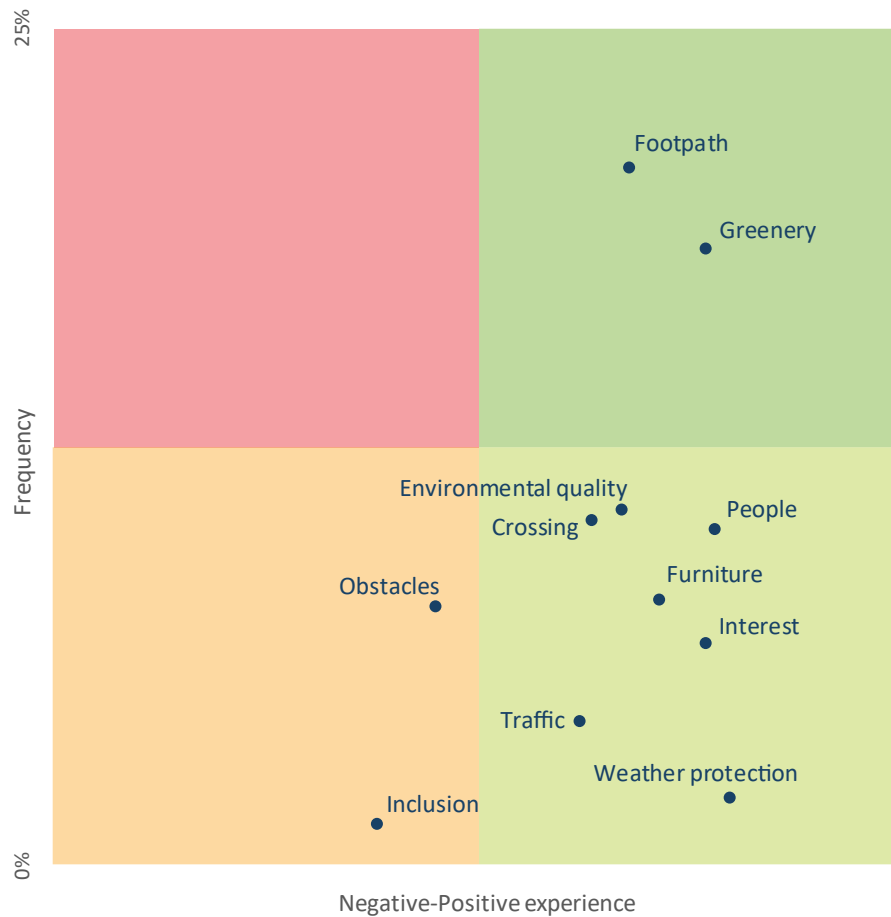


Figure 21. Determinants by frequency and negative-positive experiences, in Neu-Ulm & Central Bus Stop.

3.2.9. Positive and negative experiences by subcategory of determinants

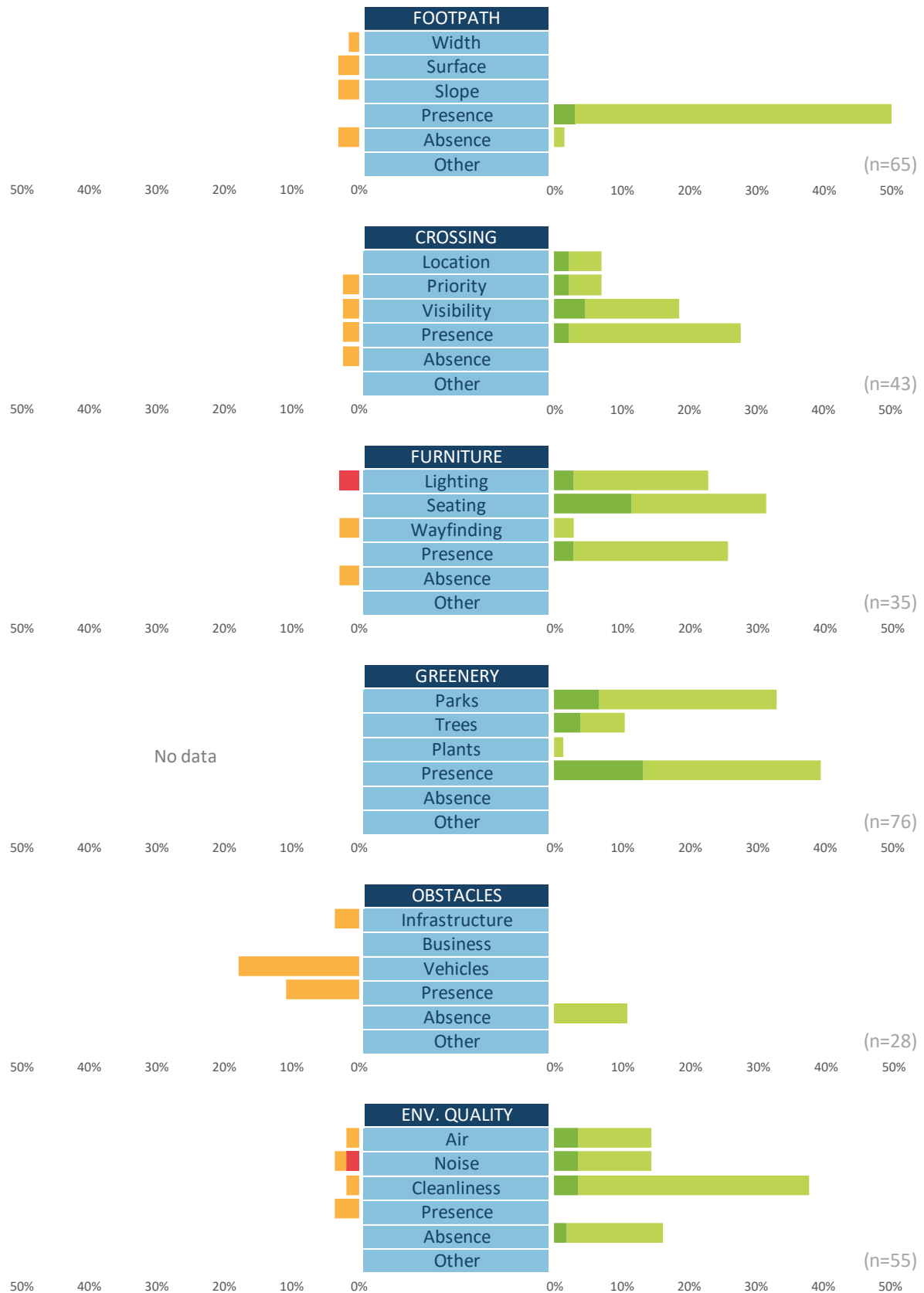


Figure 22. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Neu-Ulm & Central Bus Stop.

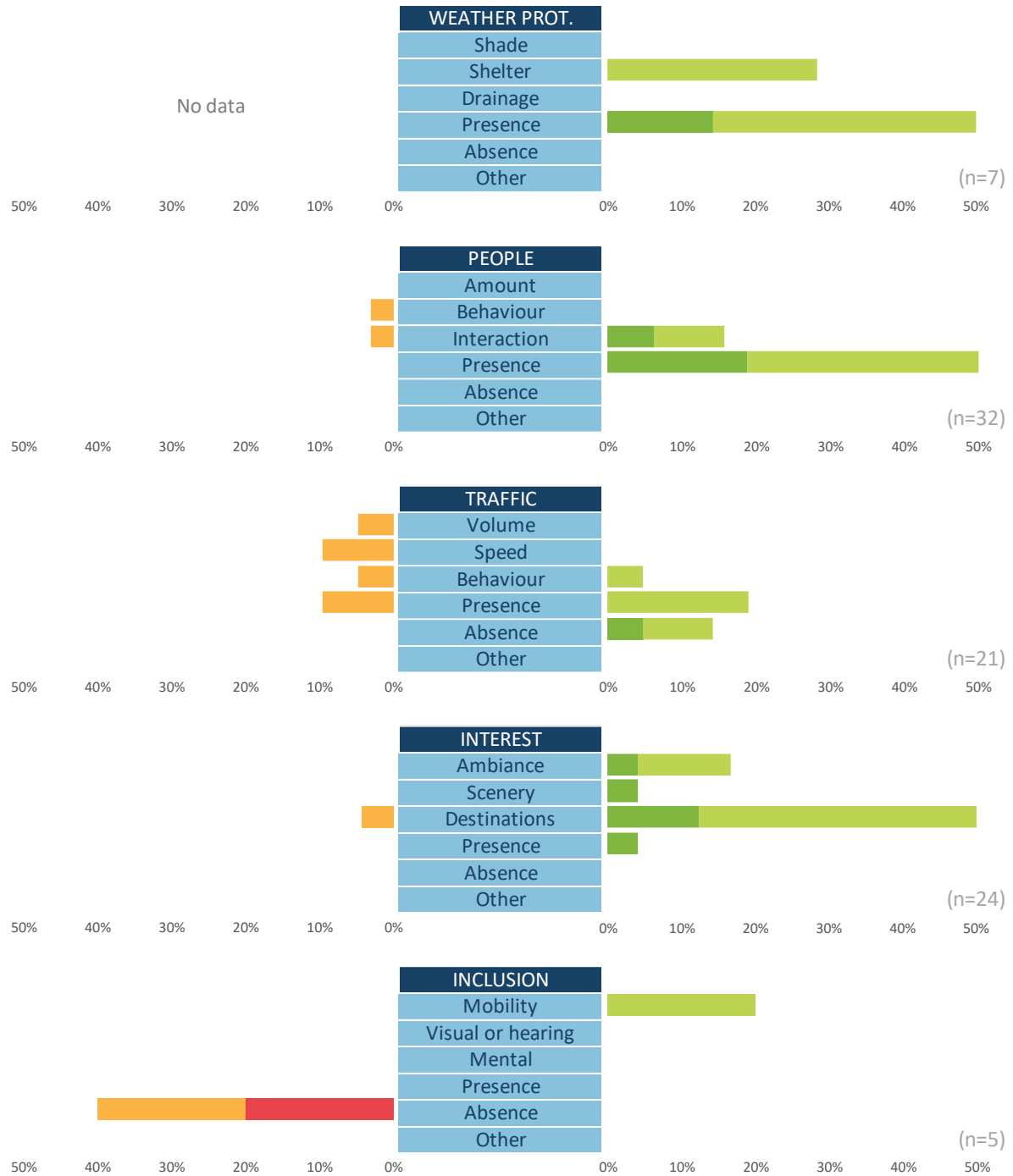
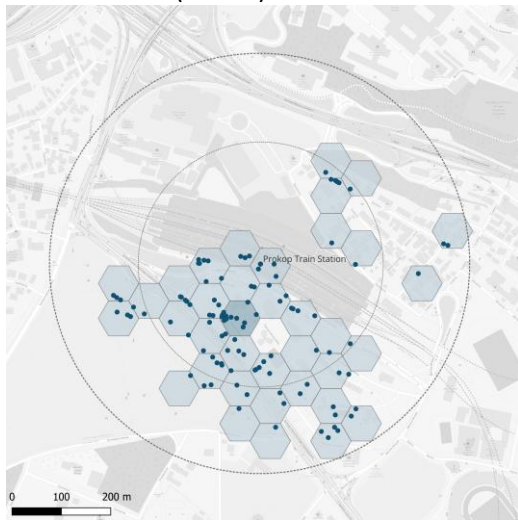


Figure 23. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Neu-Ulm & Central Bus Stop.

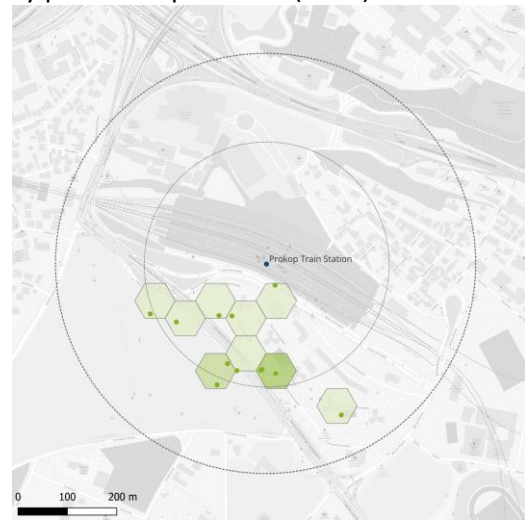
3.2.10. Location of walking experiences

All observations (n=114)



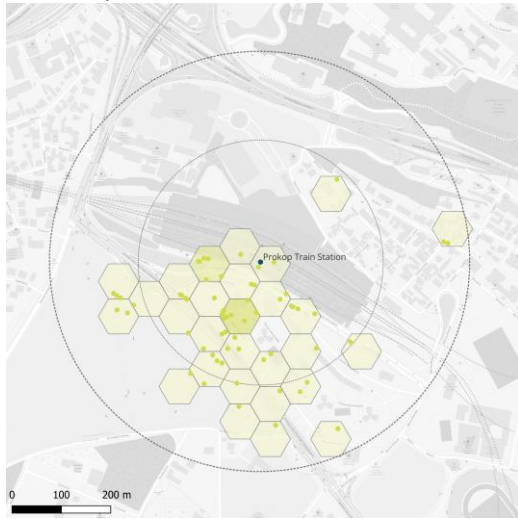
● Observations 1 45

Very positive experiences (n=12)



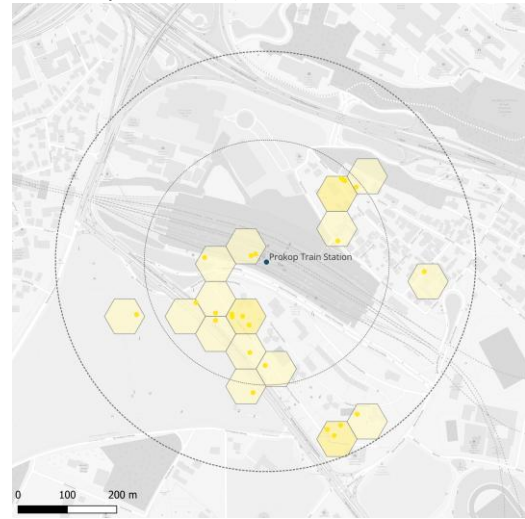
● Very positive 1 5

Positive experiences (n=65)



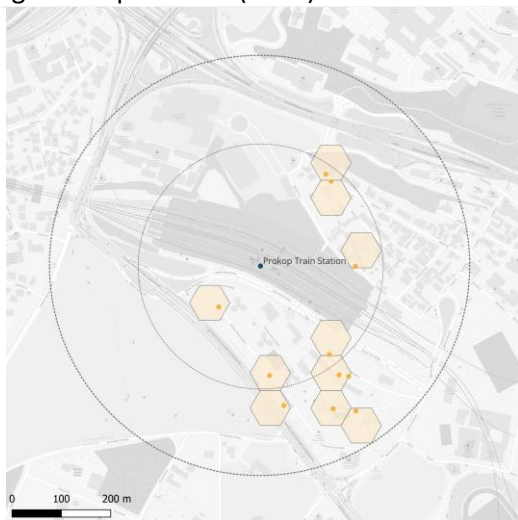
● Positive 1 16

Neutral experiences (n=25)



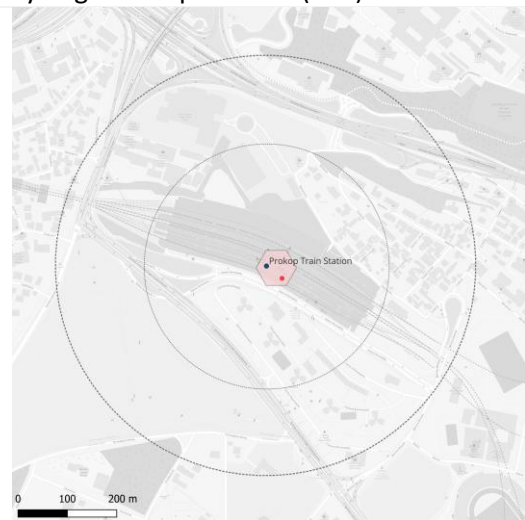
● Neutral 1 8

Negative experiences (n=11)



● Negative 1 15

Very negative experiences (n=1)



● Very negative 1 5

Figure 24. Location of observations and different experiences, in Belgrade Centre Railway Station (Prokop).

Location of all types of experiences (n=114) and overall perceived walkability.

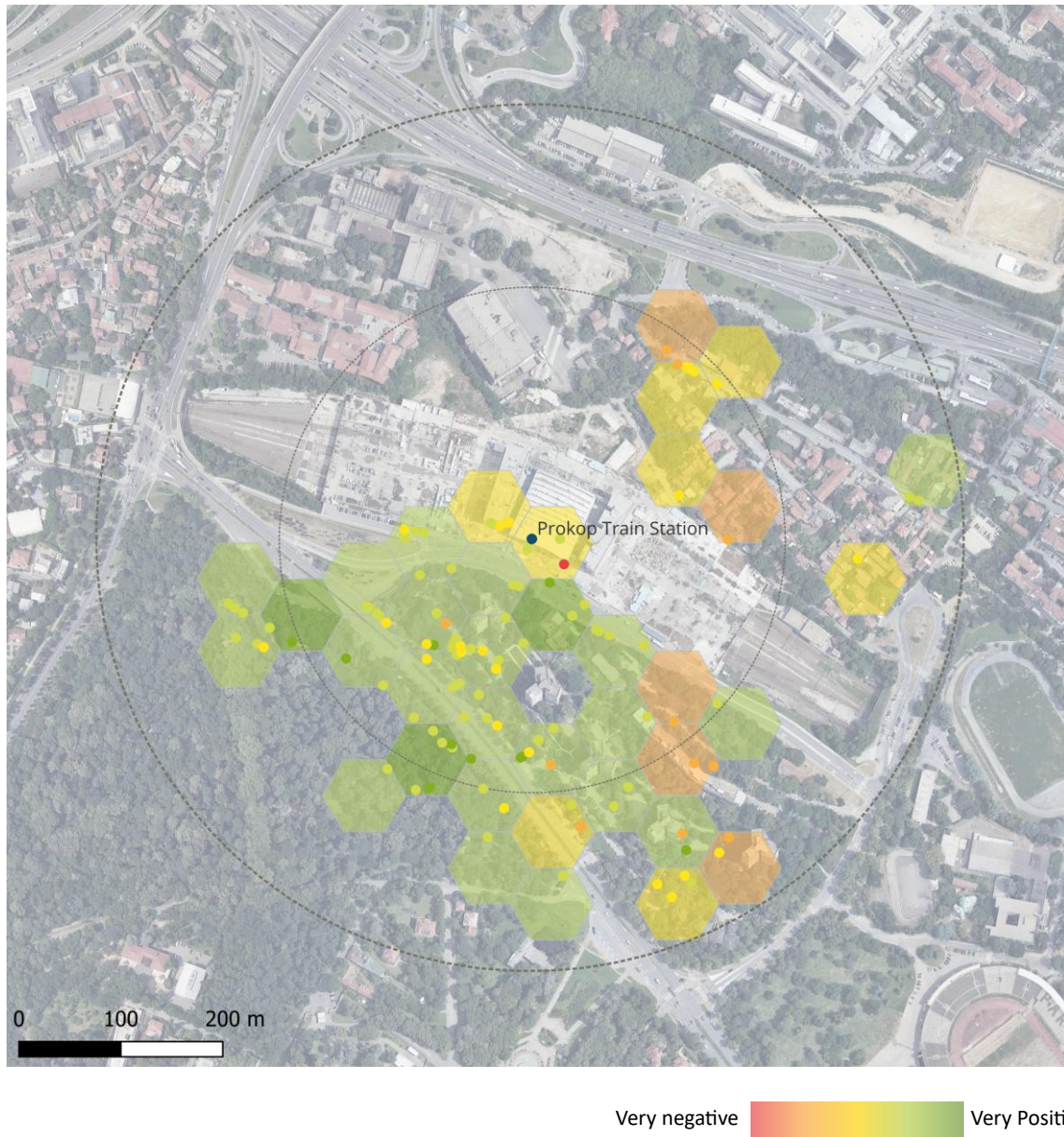


Figure 25. Location of all types of experiences and overall perceived walkability, in Belgrade Centre Railway Station (Prokop).

3.2.11. Images and comments from participants

<p>Very positive. Safe and enjoyable <i>Good crossing, weather protection and interest</i></p>  <p>Woman, 43</p>	<p>Negative. Unsafe <i>Broken footpath and obstacles</i></p>  <p>Woman, 37</p>
<p>Positive. Safe <i>Good footpath, crossing, environmental quality and people</i></p>  <p>Woman, 28</p>	<p>Negative. Uncomfortable <i>Cars parked on the footpath</i></p>  <p>Woman, 72</p>

Figure 26. Images from the study area with comments from participants, in Belgrade Centre Railway Station (Prokop).

3.3. New Belgrade (Ušće Area)



Figure 27. New Belgrade (Ušće Area). Source: Google Maps.

Data was collected between 29/04/2024 and 04/05/2024 at New Belgrade (Ušće Area). A total of 119 interviewed participants shared 119 walking experiences related to 295 environmental determinants.

Who walks, why and how?

From the **119 pedestrians interviewed**, most were adults (92.4%), followed by older adults (6.7%) and children (0.8%). In addition, 50.4% were women and 49.6% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (80.7%), while some had mild or moderate difficulty (19.3%). Finally, most participants were very active pedestrians (50.4%) followed by active (48.7%) and a small proportion of inactive ones (0.8%).

Based on their **walk context**, 72% of participants were walking by choice while 28% did it out of necessity. With regards to the walk purpose, 52.1% participants walked for transport, while 47.9% for leisure. Most participants were walking on their own (53.8%) compared to those walking with others (46.2%). Finally, most participants were familiar with the place (79%), while others were not (21%).

Which were the main walking experiences?

From the **119 walking experiences**, most were positive (71.4%), followed by very positive (16%), neutral (6.7%), negative (5.9%) and no very negative experiences. Overall, positive and very positive experiences (87.4%) clearly outnumbered negative ones (5.9%). When participants were asked to highlight one or more types of experiences, most referred to walking **enjoyment** (42%), with many more enjoyable and very enjoyable experiences (496%) than unenjoyable ones (4%). Secondly, 40.3% of experiences were related to **comfort**, with many more comfortable and very comfortable experiences (81.3%) than uncomfortable ones (8.3%). Finally, walking **safety** was the least frequent type of experience shared by participants (37%), with more safe and very safe (84.1%) than unsafe ones (6.8%).

What influenced walking experiences?

From the **295 environmental determinants** that influenced **walking experiences** in this study, the most frequent was greenery, included in 28.7% of all observations, followed by footpath (20.3%), people (11.5%), environmental quality (10.5%) and interest (8.7%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, most determinants were related to more positive experiences, especially interest and weather protection. With the exception of traffic, which was related to more negative experiences. The most relevant

determinants related to positive and very positive experiences were greenery (28.1%), good footpaths (18.6%), and people (11.5%), while most negative and very negative experiences were related to bad crossings (1.4%), obstacles (1.4%) and bad footpath (1%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were greenery (27.5%), good footpaths (24.8%) and people (13.3%), while most unsafe and very unsafe experiences were related to bad footpath (1.8%), bad crossings (1.8%) and lack of greenery (0.9%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were greenery (29.3%), good footpaths (18.7%) and environmental quality (11.4%), while most uncomfortable and very uncomfortable experiences were related obstacles (2.4%), bad footpath and crossings (both with 1.6%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were greenery (25%), interest (18.7%) and good footpath (16.5%), while most unenjoyable and very unenjoyable experiences were related to bad crossings (1.6%), bad footpath (0.8%) 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 (71.4%) and very positive (16%) experiences were mainly related to greenery, good footpaths, people, good environmental quality 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 some negative experiences (5.9%) related to bad crossings, obstacles, bad footpath, poor environmental quality and traffic. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (6.7%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpaths, environmental quality and traffic may enable more positive and very positive experiences.

3.3.1. Location of study area and observations

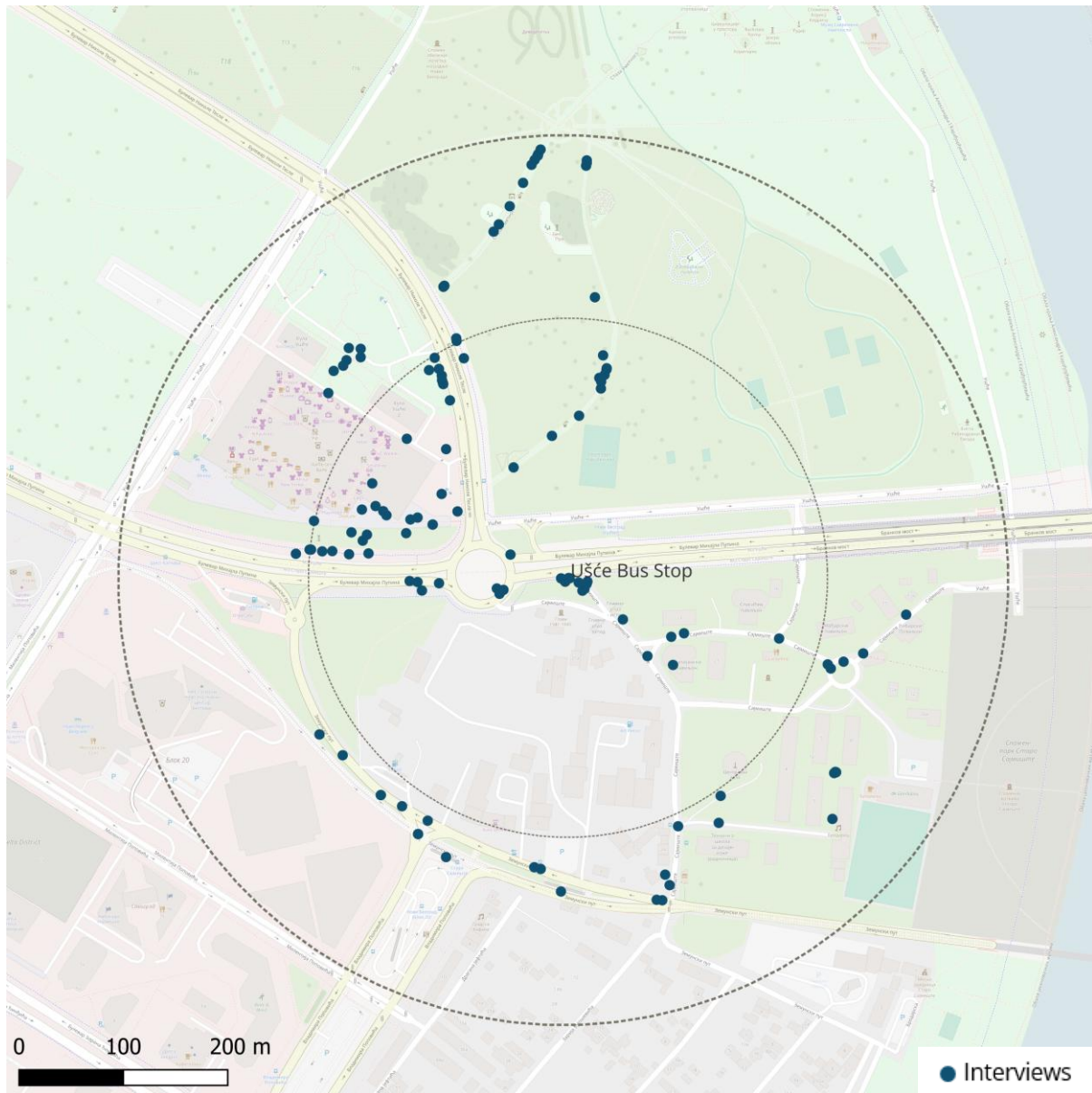


Figure 28. Observations from interviews and audits in New Belgrade (Ušće Area).

3.3.2. Data collected

Period	29/04/2025 – 04/05/2025	
Timeframe	09:20 – 16:14	
Interviews	Participants	119
	Experiences	119
	Determinants	295

Table 41. Data collected in New Belgrade (Ušće Area).

3.3.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=119
AGE	Children (16-17)	1	0.8		
	Adults (18-65)	110	92.4		
	Older people (>65)	8	6.7		
GENDER	Man	59	49.6		
	Woman	60	50.4		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	96	80.7		
	Mild or moderate	23	19.3		
	Severe or extreme	0	0		
ACTIVITY (mins/day)	Less than 10 min	1	0.8		
	10 - 60 mins	58	48.7		
	More than 60 min	60	50.4		

Table 42. Pedestrian profile in New Belgrade (Ušće Area).

3.3.4. Walk context

Variable	Category	N	%	Distribution	N=119
DECISION	Choice	85	72		
	Necessity	33	28		
	Other	0	0		
PURPOSE	Transport	62	52.1		
	Leisure	57	47.9		
	Other	0	0		
COMPANY	Alone	64	53.8		
	Accompanied	55	46.2		
	Other	0	0		
FAMILIARITY	Local	94	79		
	Visitor	25	21		
	Other	0	0		

Table 43. Walk context in New Belgrade (Ušće Area).

3.3.5. Walking experiences

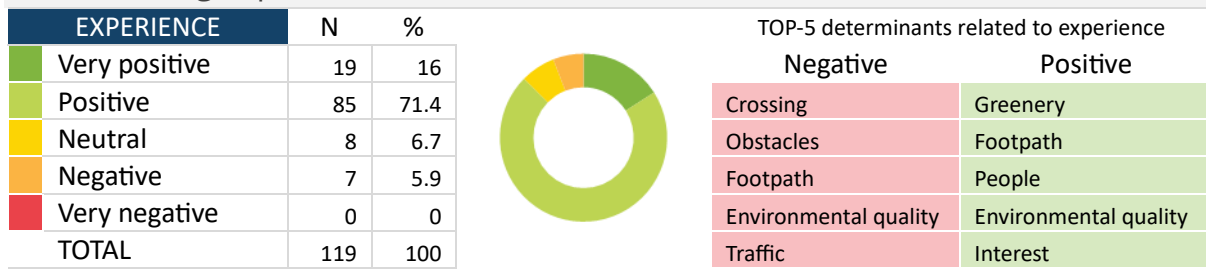


Table 44. Walking experiences and top 5 determinants related to them, in New Belgrade (Ušće Area).

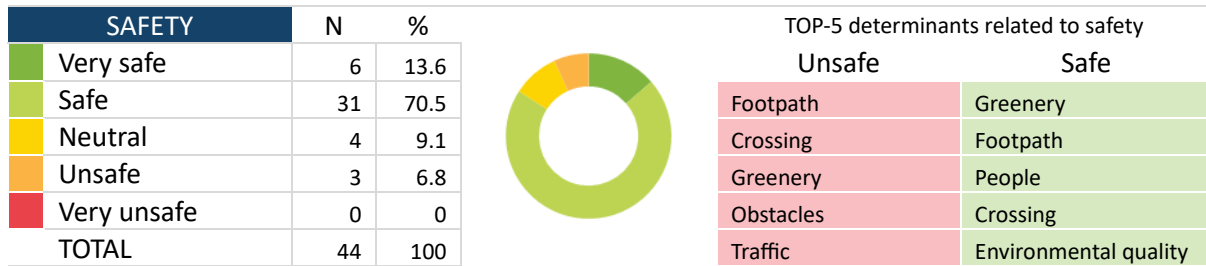


Table 45. Safety and top 5 determinants related to them, in New Belgrade (Ušće Area).

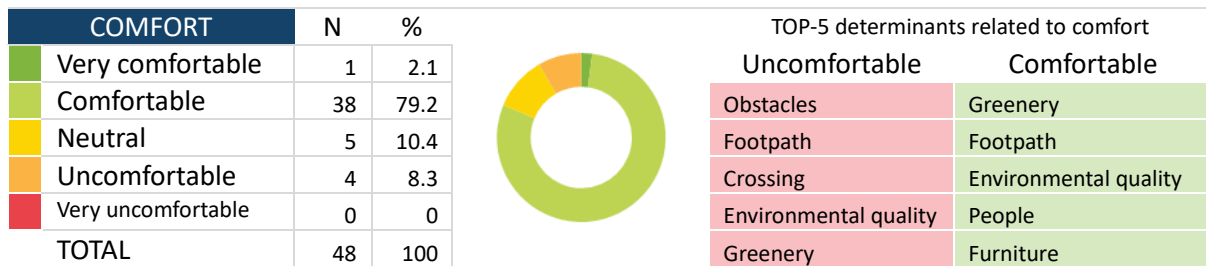


Table 46. Comforts and top 5 determinants related to them, in New Belgrade (Ušće Area).

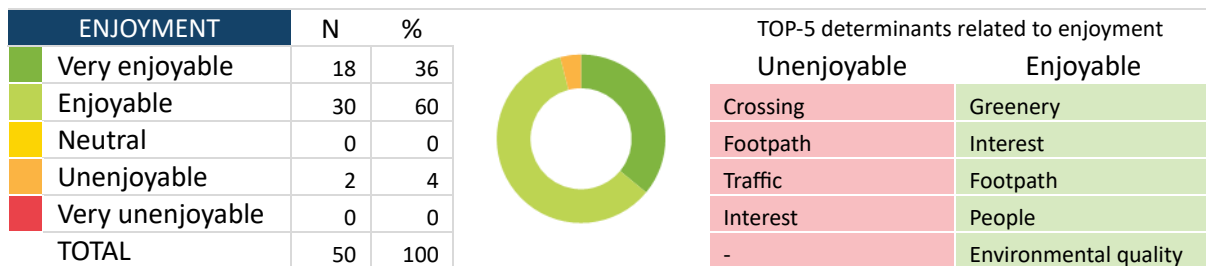


Table 47. Enjoyment and top 5 determinants related to them, in New Belgrade (Ušće Area).

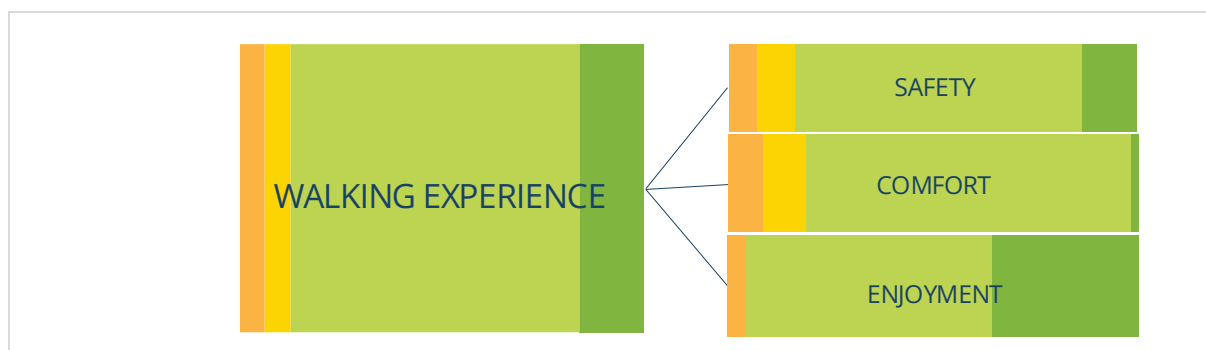


Figure 29. Share of positive and negative experiences and most frequent types, in New Belgrade (Ušće Area).

3.3.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=295
Very Positive	Greenery	13	4.4		
	Interest	11	3.7		
	Footpath	8	2.7		
	Crossing	5	1.7		
	Weather protection	3	1		
	People	3	1		
	Environmental quality	1	0.3		
	Furniture	0	0		
	Obstacles	0	0		
	Traffic	0	0		
	Inclusion	0	0		
	Other	0	0		
	Positive	Greenery	70	23.7	
Footpath		47	15.9		
People		31	10.5		
Environmental quality		25	8.5		
Furniture		14	4.7		
Interest		14	4.7		
Crossing		12	4.1		
Obstacles		7	2.4		
Weather protection		1	0.3		
Traffic		0	0		
Inclusion		0	0		
Other		0	0		
Neutral		Traffic	4	1.4	
	Environmental quality	3	1		
	Footpath	2	0.7		
	Crossing	2	0.7		
	Greenery	1	0.3		
	Obstacles	1	0.3		
	Furniture	0	0		
	Weather protection	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
	Negative	Crossing	4	1.4	
Obstacles		4	1.4		
Footpath		3	1		
Environmental quality		2	0.7		
Traffic		2	0.7		
Greenery		1	0.3		
Interest		1	0.3		
Furniture		0	0		
Weather protection		0	0		
People		0	0		
Inclusion		0	0		
Other		0	0		
Very negative		Footpath	0	0	
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Obstacles	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		

Table 48. Most frequent determinants by type of experience, in New Belgrade (Ušće Area).

3.3.7. Positive and negative experiences by determinant

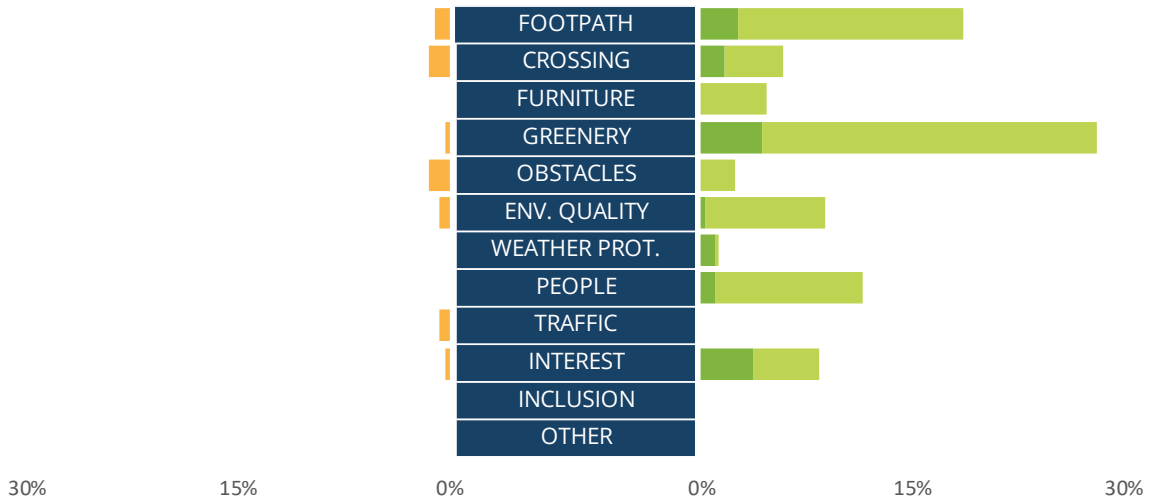


Figure 30. Positive and negative experiences by determinant, in New Belgrade (Ušće Area).

3.3.8. Determinants by frequency and negative-positive experiences

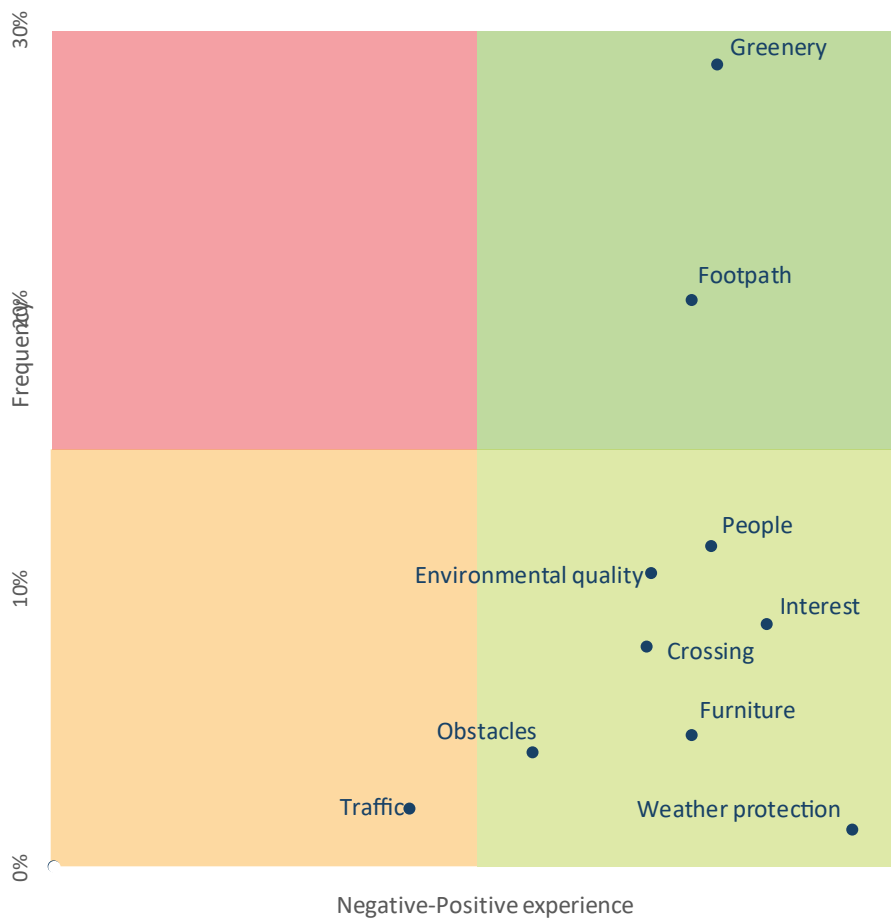


Figure 31. Determinants by frequency and negative-positive experiences, in New Belgrade (Ušće Area).

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 New Belgrade (Ušće Area).

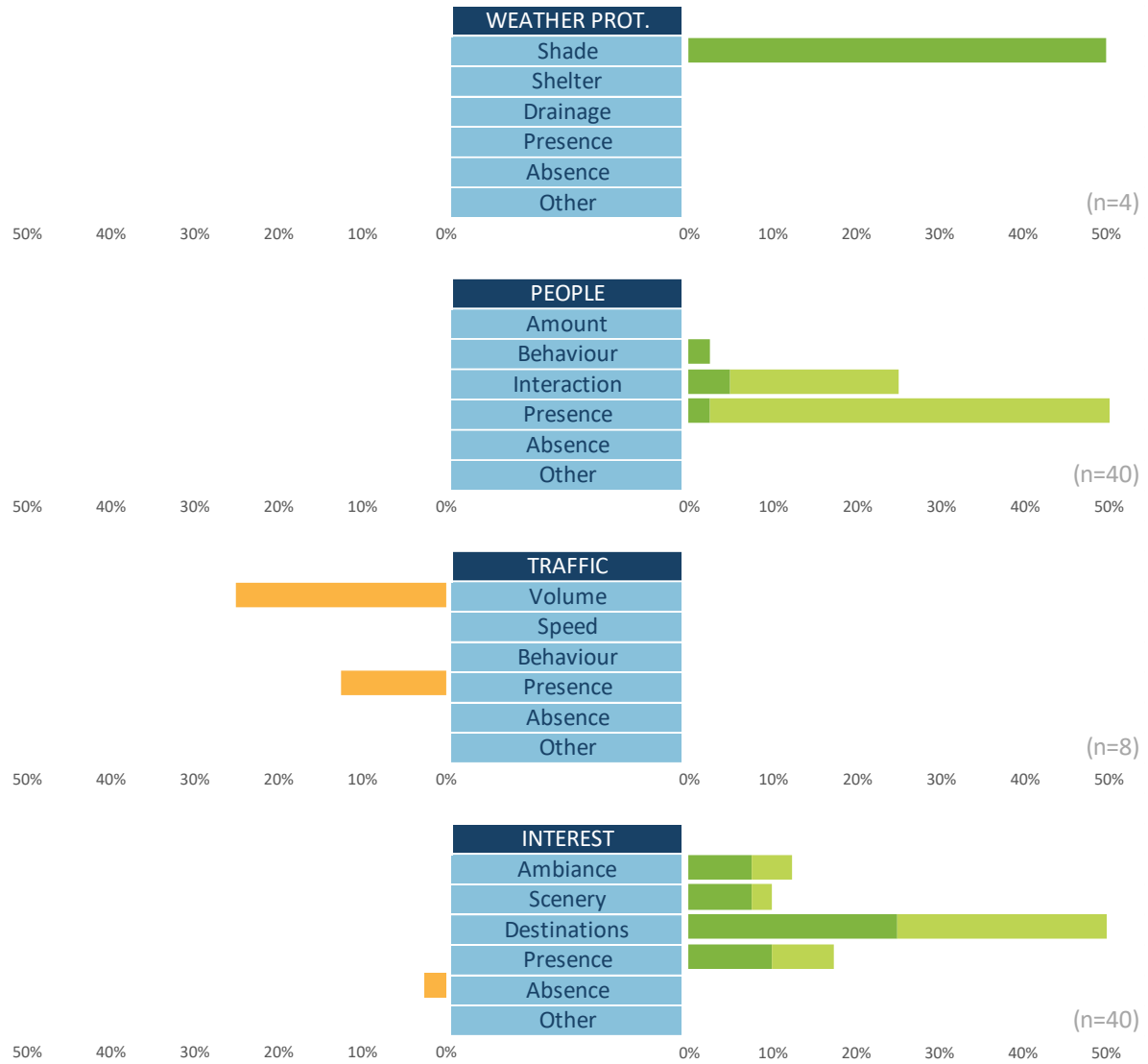
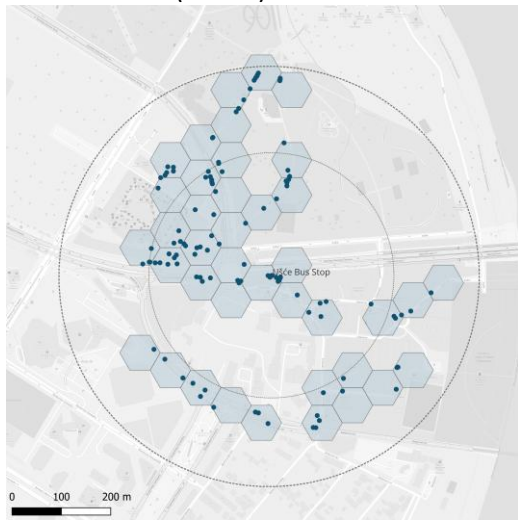


Figure 33. Positive and negative experiences related to subcategories of weather protection, people, traffic, and interest (no data on inclusion), in New Belgrade (Ušće Area).

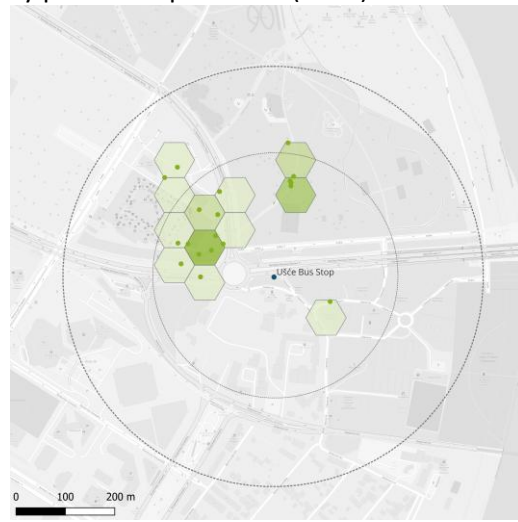
3.3.10. Location of walking experiences

All observations (n=119)



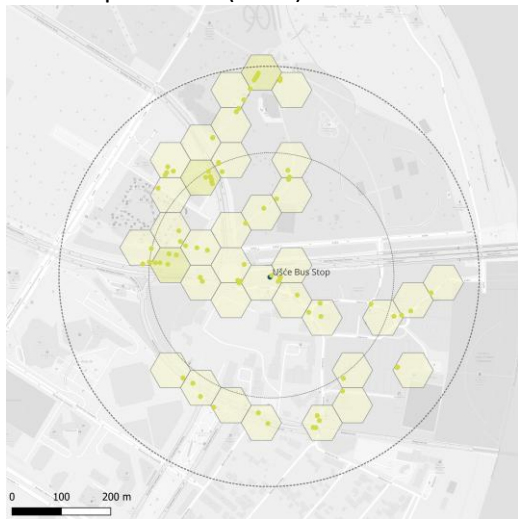
● Observations 1 45

Very positive experiences (n=19)



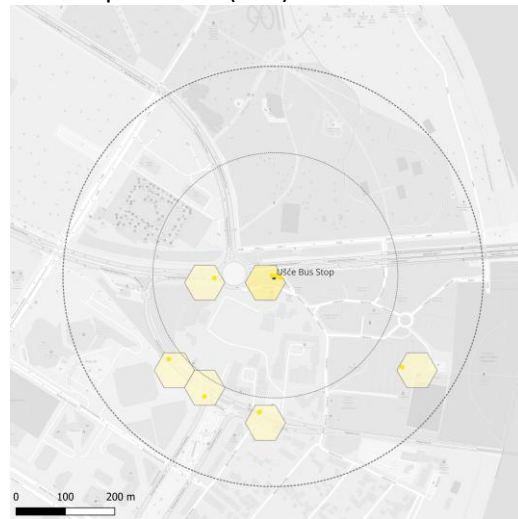
● Very positive 1 5

Positive experiences (n=85)



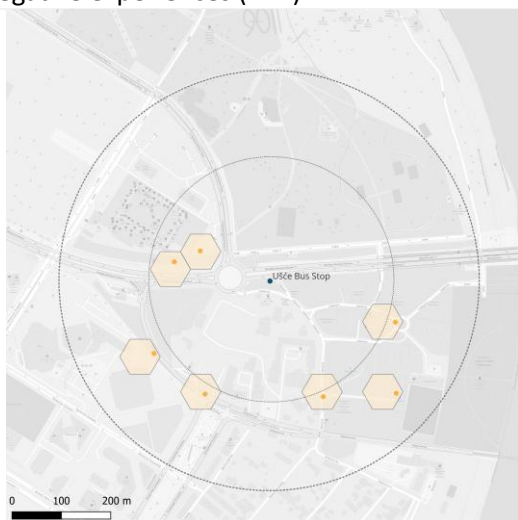
● Positive 1 16

Neutral experiences (n=8)



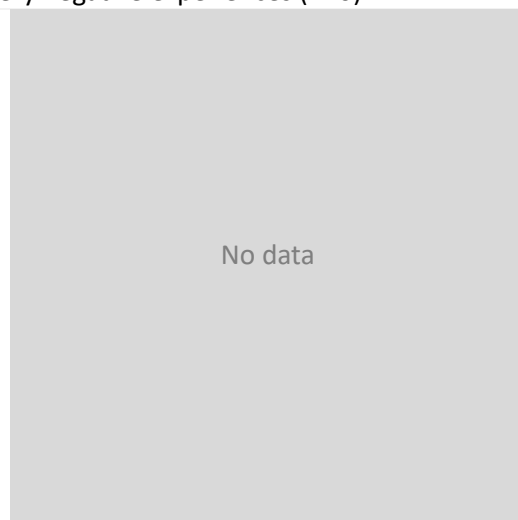
● Neutral 1 8

Negative experiences (n=7)



● Negative 1 15

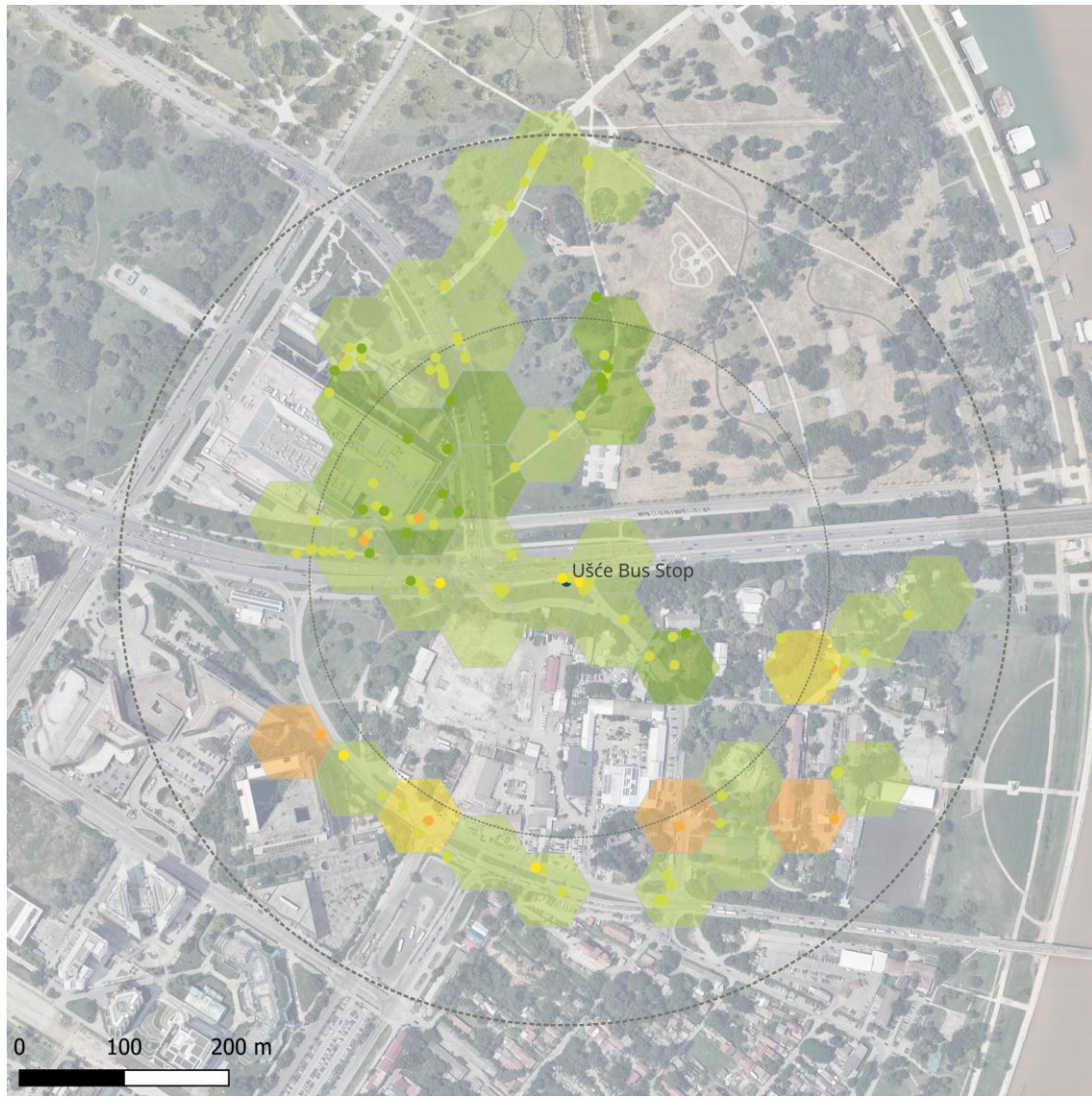
Very negative experiences (n=0)



● Very negative 1 5

Figure 34. Location of observations and different experiences, in New Belgrade (Ušće Area).

Location of all types of experiences (n=119) and overall perceived walkability.



Very negative Very Positive

Figure 35. Location of all types of experiences and overall perceived walkability, in New Belgrade (Ušće Area).

3.3.11. Images and comments from participants


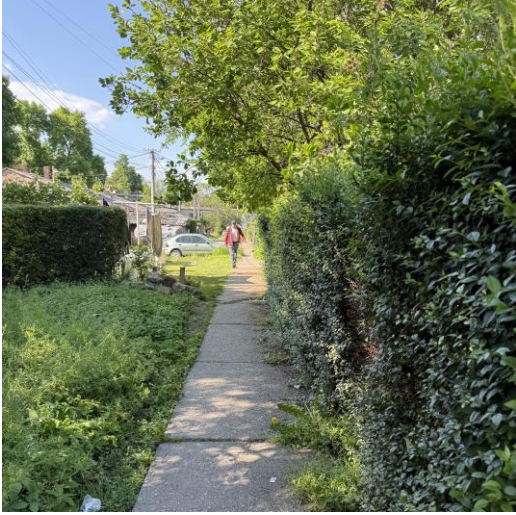


<p>Very positive. Safe and enjoyable <i>Footpath, crossing, greenery and protection from weather</i></p>  <p>Man, 32</p>	<p>Negative. Uncomfortable <i>Obstacles and noise</i></p>  <p>Woman, 42</p>
<p>Positive. Safe <i>Good footpath, greenery and people</i></p>  <p>Woman, 36</p>	<p>Negative. Unsafe and uncomfortable <i>No footpath, no crossing, traffic</i></p>  <p>Man, 46</p>

Figure 36. Images from the study area with comments from participants, in New Belgrade (Ušće Area).

3.4 Pančevo Main Railway Station



Figure 37. Pančevo Main Railway Station.

Data was collected between 15/12/2024 and 25/12/2024 at Pančevo Main Railway Station. A total of 113 interviewed participants shared 113 walking experiences related to 191 environmental determinants.

Who walks, why and how?

From the **113 pedestrians interviewed**, most were adults (69%), followed by older adults (29.2%) and teenagers (1.8%). In addition, 56.6% were women and 43.4% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (66.4%), while some had mild or moderate difficulty (27.5%) and a few had severe or extreme difficulty (6.2%). Finally, most participants were active pedestrians (77%) followed by very active (22.1%) and a small proportion of inactive ones (0.9%).

Based on their **walk context**, 59.3% of participants were walking out of necessity, while 40.7% did it y choice. With regards to the walk purpose, 76.1% participants walked for transport, while 23.9% for leisure. Most participants were walking on their own (55.8%) compared to those walking with others (44.2%). Finally, most participants were familiar with the place (50.4%), while others were not (49.6%).

Which were the main walking experiences?

From the **113 walking experiences**, most were negative (36.3%), followed by positive (33.6%), neutral (17.7%), very positive (6.2%) and very negative (6.2%). Overall, negative and very negative experiences (42.5%) slightly outnumbered positive and very positive ones (39.8%). When participants were asked to highlight one or more types of experiences, most referred to walking **enjoyment** (60.2%), with slightly more enjoyable and very enjoyable experiences (48.5%) than unenjoyable and very unenjoyable ones (42.7%). Secondly, 32.7% of experiences were related to **comfort**, with many more uncomfortable and very uncomfortable experiences (73%) than comfortable ones (8.1%). Finally, walking **safety** was the least frequent type of experience shared by participants (28.3%), with more unsafe and very unsafe (56.3%) than safe and very safe ones (37.6%).

What influenced walking experiences?

From the **191 environmental determinants** that influenced **walking experiences** in this study, the most frequent was interest, included in 19.3% of all observations, followed by weather protection (18.3%), people (17.3%), environmental quality (13.6%) and street furniture (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 negative experiences, especially crossings and obstacles. With the exception of interest and people, which were related to more positive experiences. The most relevant determinants related to positive and very positive experiences were interest

(16.7%), people (11%) and weather protection (4.2%), while most negative and very negative experiences were related to poor environmental quality (11%), no weather protection (11%) and no street furniture (6.2%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were interest (10.8%), good weather protection (9.2%) and people (7.7%), while most unsafe and very unsafe experiences were related to poor environmental quality (18.5%), no weather protection (10.8%) and bad footpath (8.2%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good weather protection (2.5%), good footpath (1.3%) and street furniture (1.3%), while most uncomfortable and very uncomfortable experiences were related to no weather protection (20.3%), poor environmental quality (16.5%) and bad footpaths (8.8%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were interest (23.6%), people (13.8%) and good footpath (1.6%), while most unenjoyable and very unenjoyable experiences were related to poor environmental quality (10.5%), no weather protection (10.5%) and no street furniture (7.3%).

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 (33.6%) and very positive (6.2%) experiences were mainly related interest, people, weather protection, street furniture and footpath. 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 (36.3%) and very negative (6.2%) experiences related poor environmental quality, no weather protection, no street furniture, people and bad footpath. 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 (17.7%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as street furniture, environmental quality and weather protection may enable more positive and very positive experiences.

3.4.1. Location of study area and observations

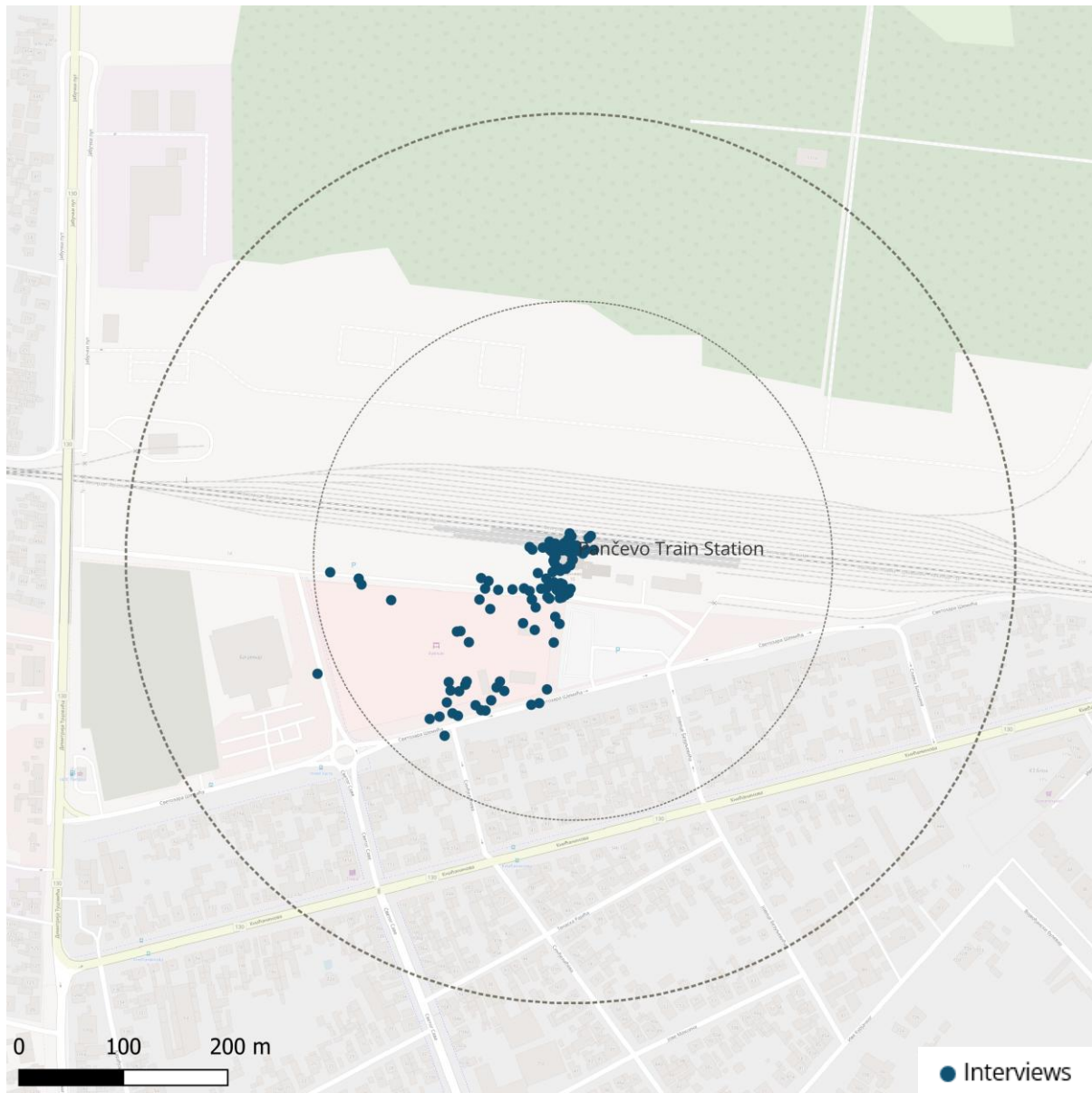


Figure 38. Observations from interviews and audits in Pančevo Main Railway Station.

3.4.2. Data collected

Period	15/12/2024 – 25/12/2024	
Timeframe	07:38 - 14:46	
Interviews	Participants	113
	Experiences	113
	Determinants	191

Table 49. Data collected in Pančevo Main Railway Station.

3.4.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=113
AGE	Children (<18)	2	1.8		
	Adults (18-65)	78	69		
	Older people (>65)	33	29.2		
GENDER	Man	49	43.4		
	Woman	64	56.6		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	75	66.4		
	Mild or moderate	31	27.5		
	Severe or extreme	7	6.2		
ACTIVITY (mins/day)	Less than 10 min	1	0.9		
	10 - 60 mins	87	77		
	More than 60 min	25	22.1		

Table 50. Pedestrian profile in Pančevo Main Railway Station.

3.4.4. Walk context

Variable	Category	N	%	Distribution	N=113
DECISION	Choice	46	40.7		
	Necessity	67	59.3		
	Other	0	0		
PURPOSE	Transport	86	76.1		
	Leisure	27	23.9		
	Other	0	0		
COMPANY	Alone	63	55.8		
	Accompanied	50	44.2		
	Other	0	0		
FAMILIARITY	Local	57	50.4		
	Visitor	56	49.6		
	Other	0	0		

Table 51. Walk context in Pančevo Main Railway Station.

3.4.5. Walking experiences

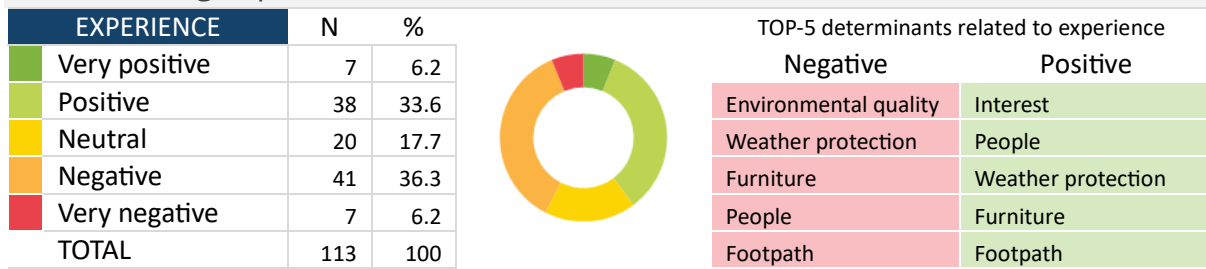


Table 52. Walking experiences and top 5 determinants, in Pančevo Main Railway Station.

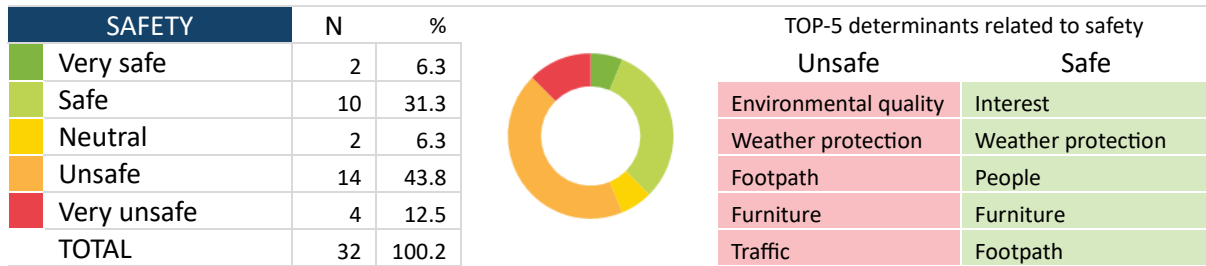


Table 53. Safety and top 5 determinants, in Pančevo Main Railway Station.

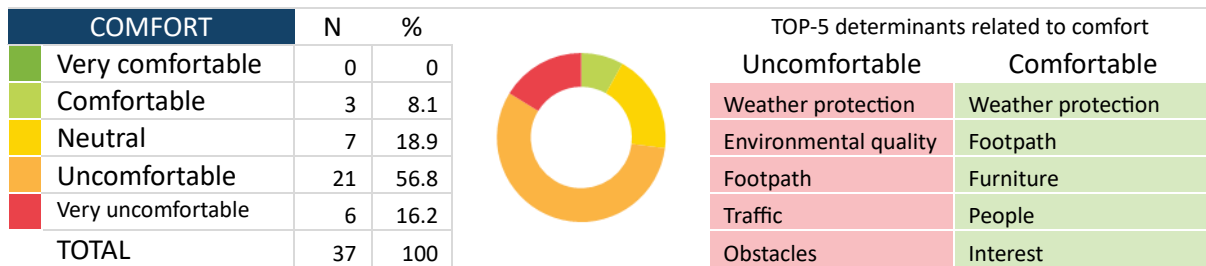


Table 54. Comforts and top 5 determinants, in Pančevo Main Railway Station.

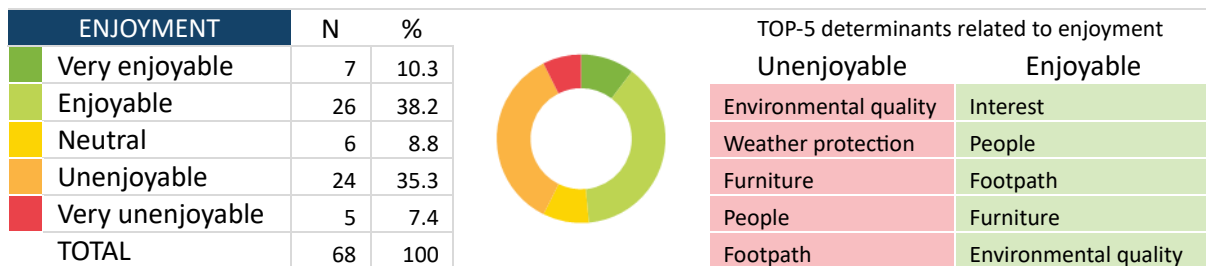


Table 55. Enjoyment and top 5 determinants, in Pančevo Main Railway Station.

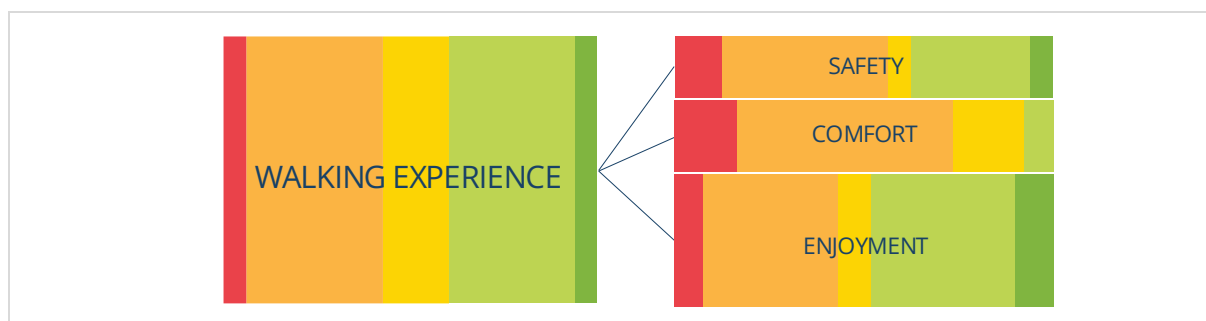


Figure 39. Share of positive and negative experiences and most frequent types, in Pančevo Main Railway Station.

3.4.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=191
Very Positive	People	6	3.1		
	Interest	6	3.1		
	Footpath	0	0		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Obstacles	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	Traffic	0	0		
	Inclusion	0	0		
	Other	0	0		
Positive	Interest	26	13.6		
	People	15	7.9		
	Weather protection	8	4.2		
	Furniture	5	2.6		
	Footpath	3	1.6		
	Environmental quality	1	0.5		
	Traffic	1	0.5		
	Crossing	0	0		
	Greenery	0	0		
	Obstacles	0	0		
	Inclusion	0	0		
	Other	0	0		
	Neutral	Weather protection	6	3.1	
Environmental quality		4	2.1		
Furniture		3	1.6		
Footpath		2	1		
Interest		2	1		
People		1	0.5		
Traffic		1	0.5		
Crossing		0	0		
Greenery		0	0		
Obstacles		0	0		
Inclusion		0	0		
Other		0	0		
Negative		Environmental quality	17	8.9	
	Weather protection	17	8.9		
	People	11	5.8		
	Furniture	10	5.2		
	Footpath	9	4.7		
	Traffic	7	3.7		
	Obstacles	4	2.1		
	Crossing	3	1.6		
	Interest	3	1.6		
	Inclusion	2	1		
	Greenery	0	0		
	Other	0	0		
	Very negative	Environmental quality	4	2.1	
Weather protection		4	2.1		
Footpath		2	1		
Crossing		2	1		
Furniture		2	1		
Obstacles		2	1		
Traffic		2	1		
Greenery		0	0		
People		0	0		
Interest		0	0		
Inclusion		0	0		
Other		0	0		

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

3.4.7. Positive and negative experiences by determinant

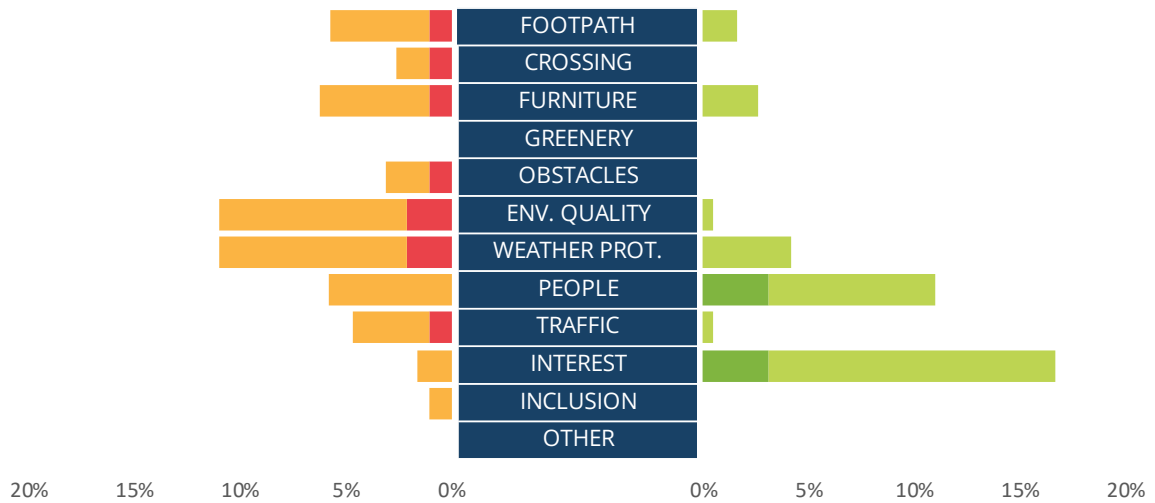


Figure 40. Positive and negative experiences by determinant, in Pančevo Main Railway Station.

3.4.8. Determinants by frequency and negative-positive experiences

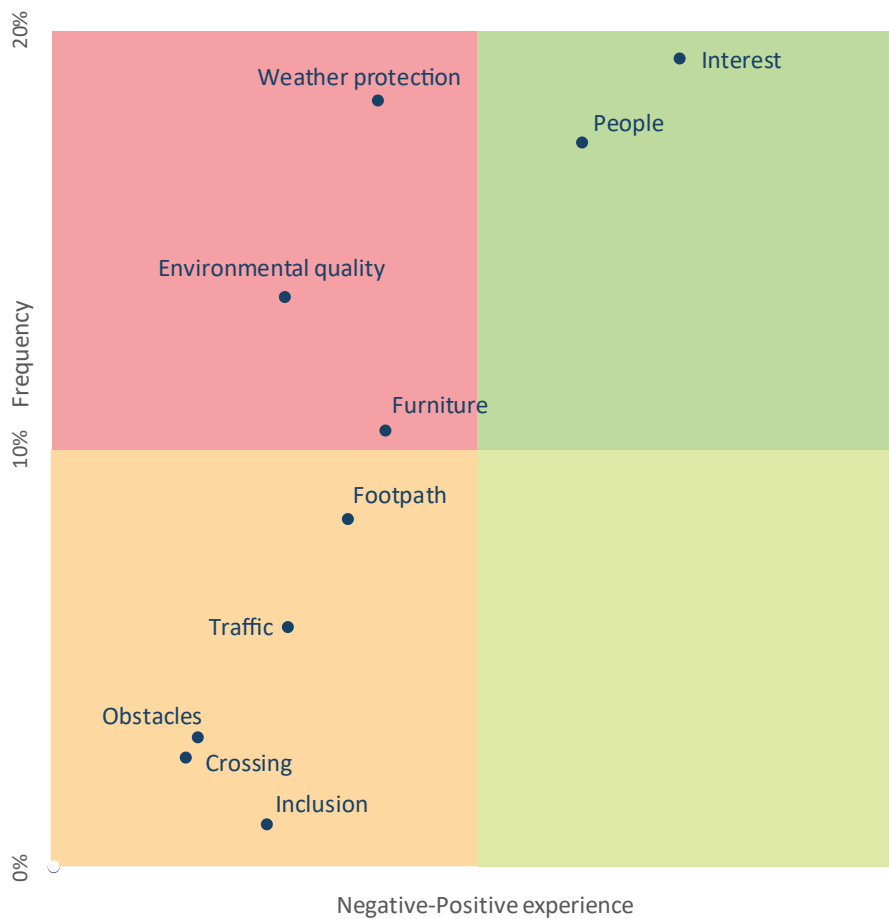


Figure 41. Determinants by frequency and negative-positive experiences, in Pančevo Main Railway Station.

3.4.9. Positive and negative experiences by subcategory of determinants

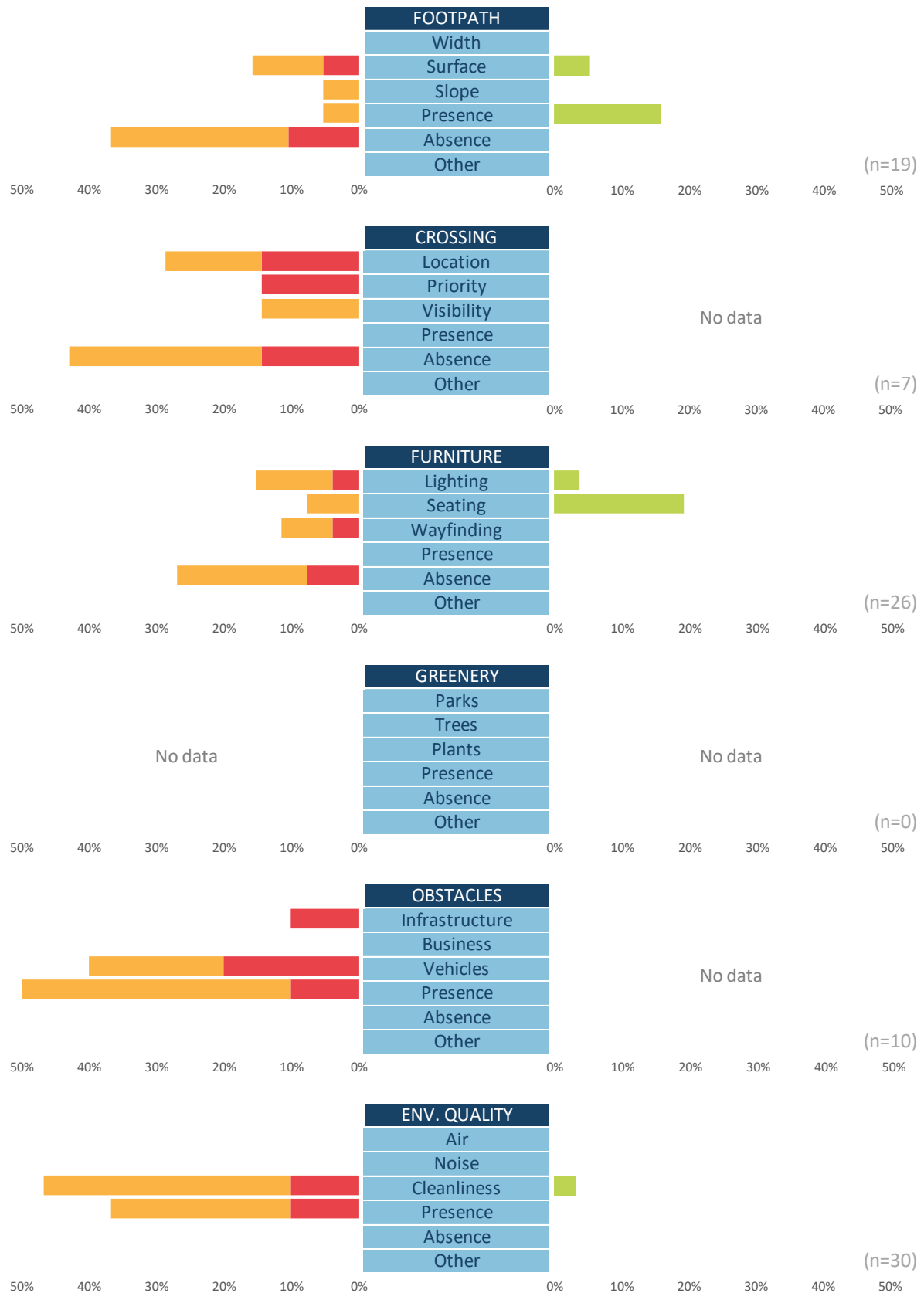


Figure 42. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Pančevo Main Railway Station.

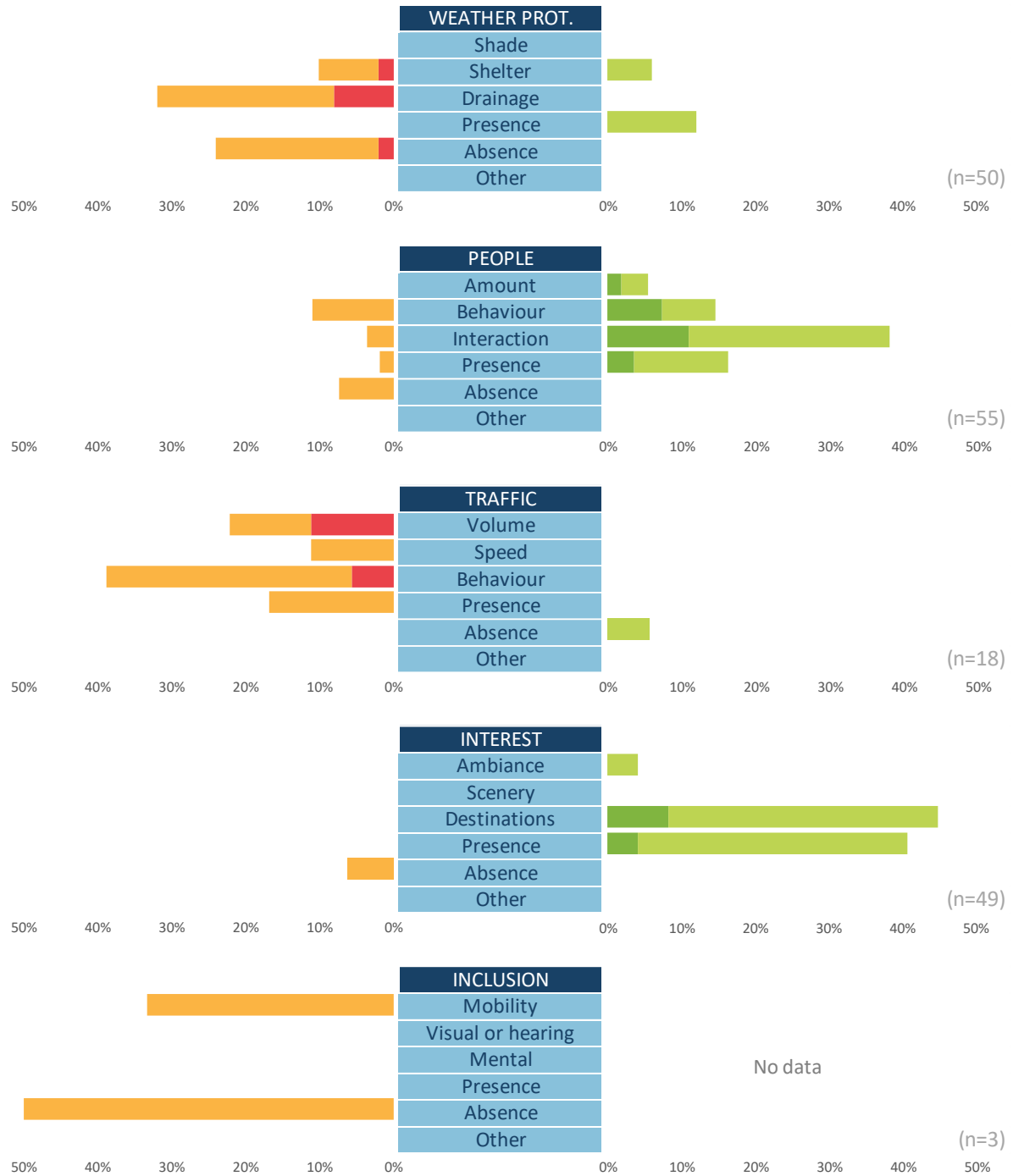
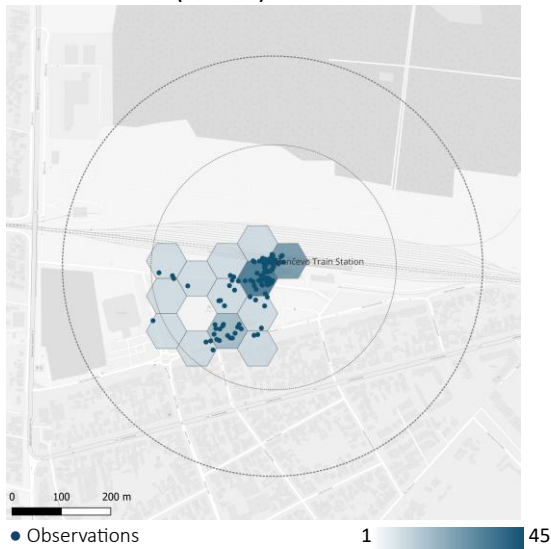


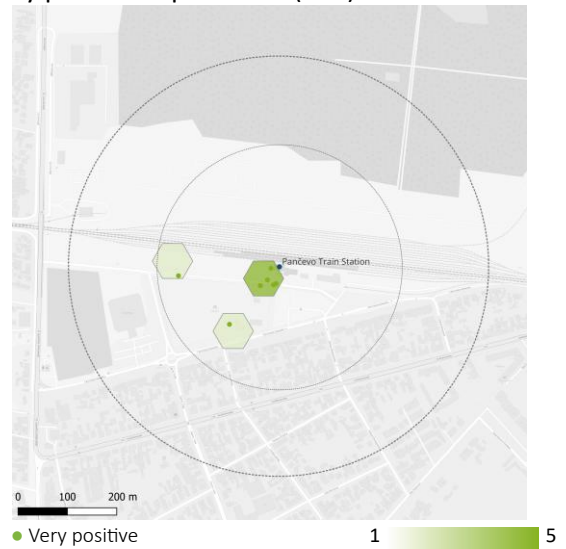
Figure 43. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Pančevo Main Railway Station.

3.4.10. Location of walking experiences

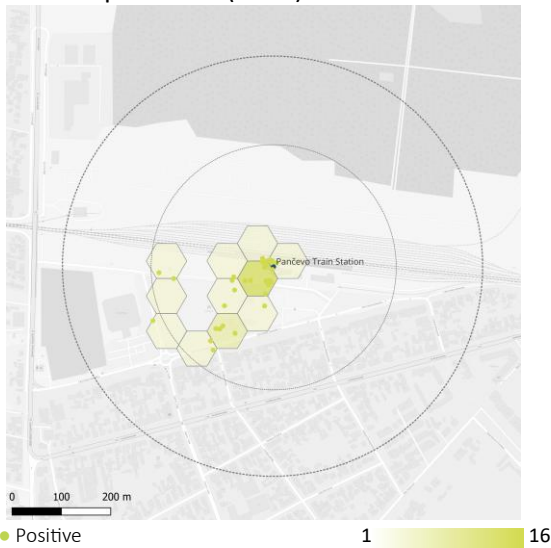
All observations (n=113)



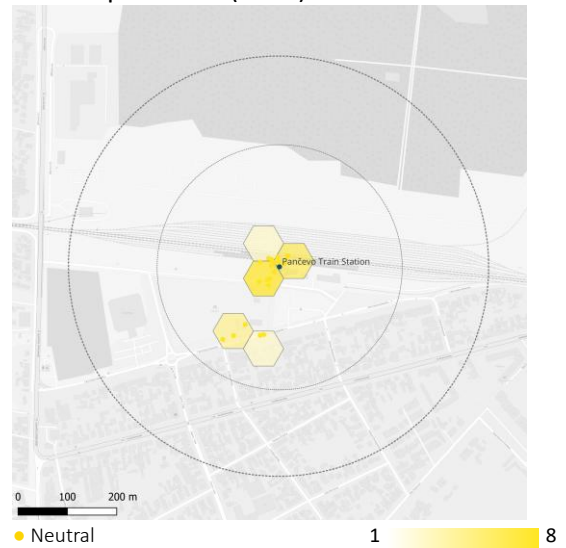
Very positive experiences (n=7)



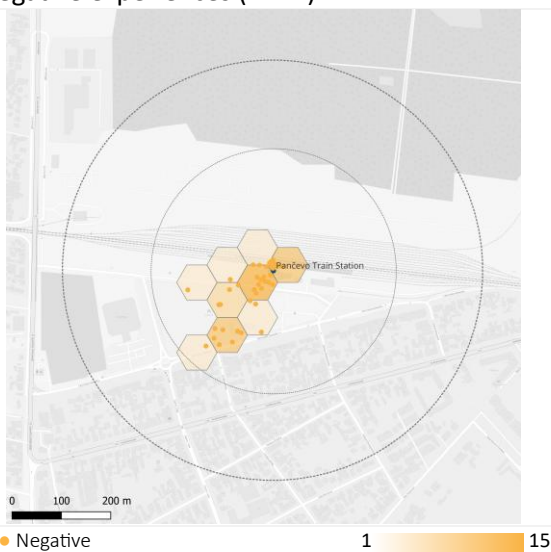
Positive experiences (n=38)



Neutral experiences (n=20)



Negative experiences (n=41)



Very negative experiences (n=7)

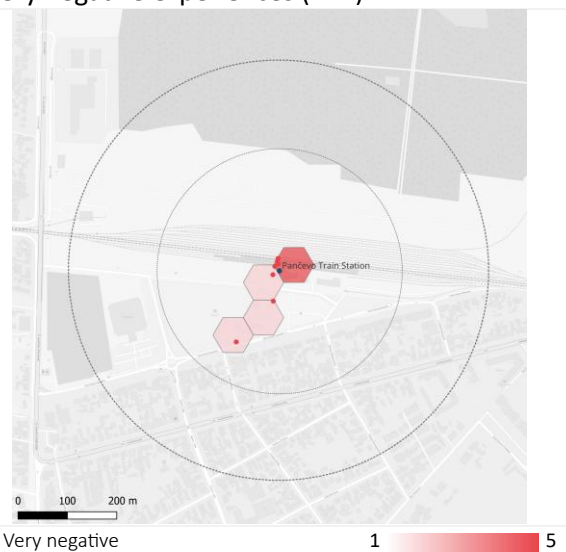


Figure 44. Location of observations and different experiences, in Pančevo Main Railway Station.

Location of all types of experiences (n=113) and overall perceived walkability.

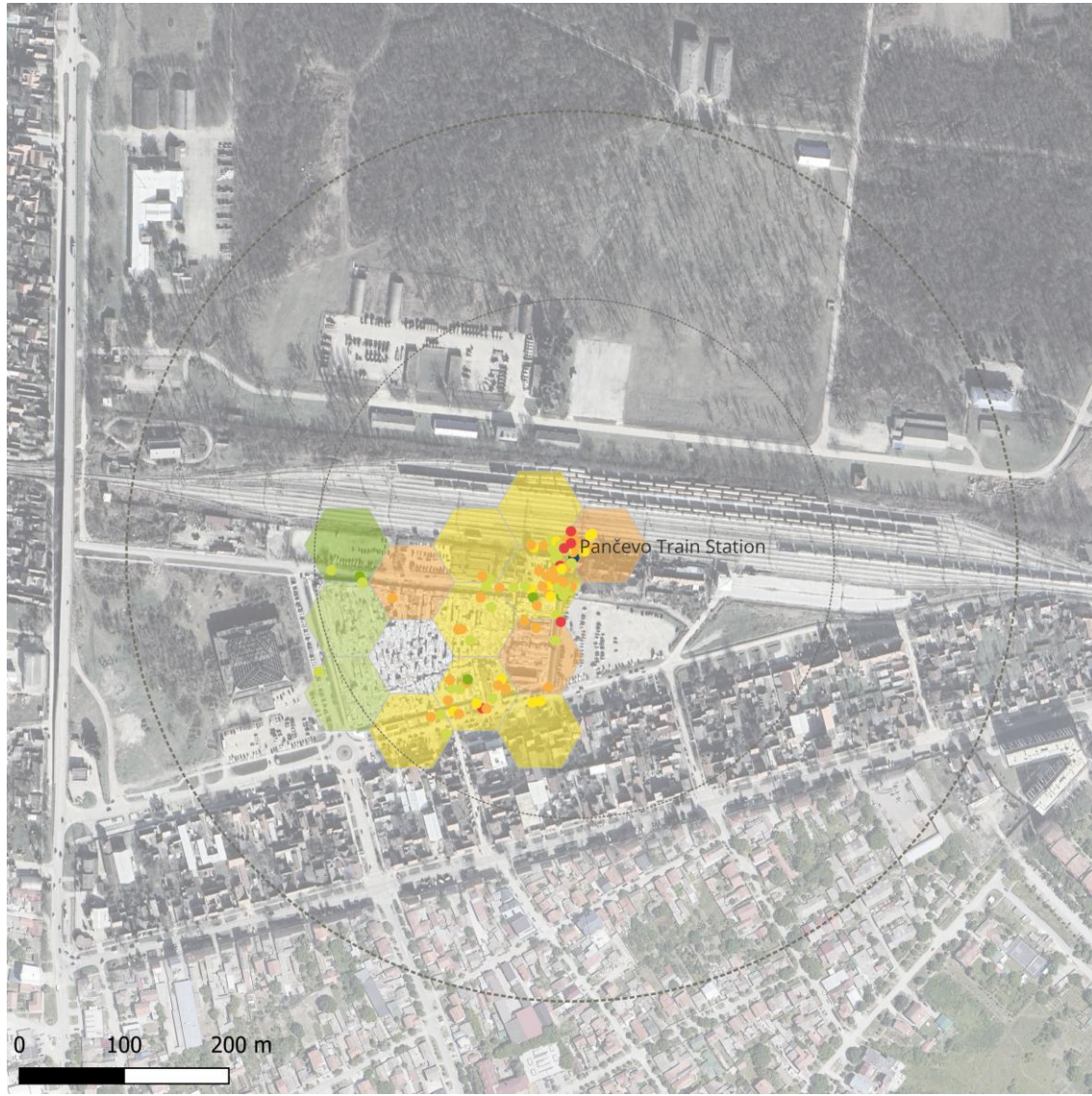


Figure 45. Location of all types of experiences and overall perceived walkability, in Pančevo Main Railway Station.

3.4.11. Images and comments from participants

<p>Very positive. Enjoyable <i>Interest and people</i></p>  <p>Woman, 17</p>	<p>Negative. Unsafe and uncomfortable <i>No footpath and traffic</i></p>  <p>Gender, age</p>
<p>Positive. Comfortable <i>Street furniture and weather protection</i></p>  <p>Man, 77</p>	<p>Very negative. Uncomfortable and unenjoyable <i>No crossing, no weather protection. Traffic, obstacles and poor environmental quality</i></p>  <p>Man, 47</p>

Figure 46. Images from the study area with comments from participants, in Pančevo Main 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 lived¹.

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 differences².

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 activity³.

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.

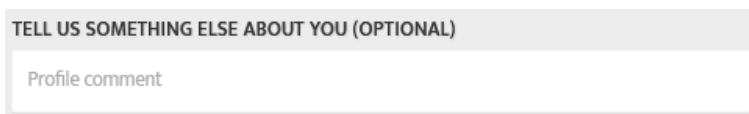
Ask the participant: *“How many minutes do you normally walk on a typical day? and select the icon accordingly.*

“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.*

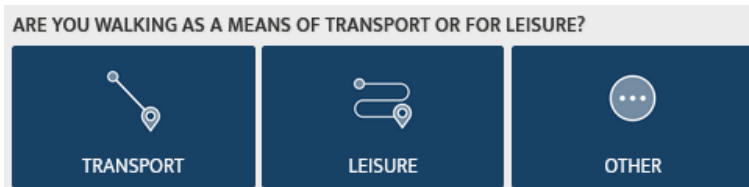


2.2. PURPOSE Indicates whether participants walk for transport or leisure.

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	<i>Public space exclusively dedicated to pedestrians</i>
CROSSING	<i>Specific part of the road where pedestrians have the right of way to cross</i>
FURNITURE	<i>Public equipment provided to support pedestrians in the street</i>
GREENERY	<i>Vegetation in public space</i>
OBSTACLES	<i>The presence (or absence) of physical barriers on the footpath or crossings, which hinder, discourage or make it impossible to walk</i>
ENVIRONMENTAL QUALITY	<i>The presence or absence of pollution in public space</i>
WEATHER PROTECTION	<i>Equipment provided to mitigate adverse weather conditions in public space</i>
PEOPLE	<i>The presence (or absence) of other people in public space and the way they interact and behave</i>
TRAFFIC	<i>The presence (or absence) of traffic in public space and the way the behave</i>
INTEREST	<i>The presence (or absence) of interesting things to access, see or experience in public space</i>
INCLUSION	<i>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</i>


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	<i>E.g. Design, maintenance, etc.</i>


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	<i>E.g. Raised crossings, pedestrian island, etc.</i>


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	<i>E.g. Public fountain, public toilets, bins, etc.</i>


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	<i>E.g. Vertical gardens, roof gardens, etc.</i>


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	<i>E.g. Bulky waste, building protrusions, etc.</i>


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	<i>E.g. Bad odour, construction dust, etc.</i>

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	<i>E.g. Misting systems, air conditioner, etc.</i>

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	<i>E.g. E-scooters, etc.</i>

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	<i>E.g. Live street music, street art, etc.</i>

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 supporting aids