Walkability study in Slovakia
Active2Public Transport Needs Assessment

Walking catchment areas around Public Transport Stations and Stops
Bratislava Hlavná Stanica, Bratislava Most SNP, Miloslavov, Pezinok, and Senec.

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Interreg Danube Region
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BRATISLAVSKÁ INTEGROVANÁ DOPRAVA
WALK21 LEADING THE WALKING MOVEMENT
Active2Public Transport

About Active to Public Transport (A2PT)

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

About Bratislavská integrovaná doprava, a.s.

The company Bratislavská integrovaná doprava, a.s. aims to introduce and operate a full-fledged integrated transport system in the Bratislava region under the name Integrated Transport System in the Bratislava Region (IDS BK). To make travel easier and more comfortable at a reasonable price and to make public passenger transport more attractive so that passengers travel less in their private cars and save the environment.

About Walk21

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

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

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

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

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

Authors & Acknowledgments

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1. Executive Summary

1.1. Aim of the project

As part of the Active to Public Transport project (A2PT), the Bratislavská integrovaná doprava, a.s. conducted a participatory study on walkability around five public transport hubs and stations, in the Danube region of Bratislava, Slovakia. This project is in line with the policy brief Integrating Walking and Public Transport, which highlights the need and potential to considering walking as a key part of a public transport journey.

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

1.2. What we did

Two members of the Braislavská Integrovaná Doprava 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 03/12/2024 and 17/12/2024, in five study areas: 1 - Bratislava Hlavná stanica; 2 – Miloslavov; 3 - Bratislava Most SNP; 4 – Pezinok; and 5 - Senec. 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 608 interviewed participants shared 608 walking experiences related to 2,250 environmental determinants.

1.3. What we found

Who walks, why and how?

From the **608 pedestrians interviewed**, most were adults (70.9%), followed by children (20.2%) and older adults (8.9%). In addition, 51% were women and 49% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (84.5%), while some had mild or moderate difficulty (14%) and a few had severe or extreme difficulty (1.5%). Finally, most participants were active pedestrians (54.4%) followed by very active (44.8%) and a small proportion of inactive ones (0.7%).

Based on their **walk context**, 61.5% of participants were walking by choice while 38.5% did it out of necessity. With regards to the walk purpose, 58.4 participants walked for transport, while 41.6 for leisure. Most participants were walking in company (55.8%) compared to those walking on their own (44.2%). Finally, most participants were familiar with the place (77.3%), while others were not (22.7%).
See tables and graphs about this on page 12.

Which were the main walking experiences?

From the **608 walking experiences** collected from interviews and audits, most experiences were positive (49.7%), followed by positive (25.3%), neutral (21.1%), negative (2.6%) and very negative (1.3%). Overall positive and very positive experiences (75%) clearly outnumbered negative ad very negative ones (3.9%). When participants were asked to highlight one or more type of experiences, most referred to walking **comfort** (76.3%) with more comfortable and very comfortable experiences (73.9%) than uncomfortable and very uncomfortable ones (3.9%). Secondly, 70.7% of experiences were related to **safety**, with more safe and very safe experiences (81.6%) than unsafe and very unsafe ones (4.2%). Finally, enjoyment was the least frequent type of experience shared by participants (38.3%), with 92.3% of enjoyable and very enjoyable experiences and no negative ones. See tables and graphs about this on page 13.

What influenced walking experiences?

From the **838 environmental determinants** that influenced **walking experiences** in this study, the most frequent was street furniture (19.3%), footpath (16.9%), crossings (12.2%), greenery (10.6%) and interest (10.4%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, all determinants were mostly related to more positive than negative experiences, due to good street furniture, footpath, crossings, greenery and interest of the public space. The most frequent determinants related to negative experiences were people misbehaving in public space, poor environmental quality, obstacles, bad footpath and crossing. Nevertheless, these same determinants were also related to many more positive experiences were they presented good quality.

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good street furniture (16%), footpath (15.6%) and crossings (10.9%), while most unsafe and very unsafe experiences were related to people (0.8%), poor environmental quality (0.6%) and bad footpath (0.4%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (14.7%), street furniture (14.2%) and crossings (9.7%), while most uncomfortable and very uncomfortable experiences were related to people (0.6%), bad footpath (0.5%) and street furniture (0.4%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good street furniture (16.5%), footpath (15.8%) and interest (14.3%), with no participants sharing any unenjoyable and very unenjoyable experiences.

After identifying the main determinants that influenced their walking experiences, participants could include more information about **specific characteristic or subcategories of determinants**. In the case of *footpath*, participants highlighted the importance of their width, surface, presence. The most relevant aspects of *street furniture* were public lighting and seating. Most experiences related to *environmental quality* identified cleanliness as relevant, followed by absence of noise and air quality. In the case of *crossings*, the most relevant aspects were their location and visibility. The most frequent aspect of *greenery* was the presence of trees. Finally, some of the determinants related to more negative experiences, the most common types of *obstacles* were vehicles blocking the pavement or crossings. From *traffic* was volume and for *people* was social behaviour. See tables and graphs about this on pages 14 to 17.

Do different people have different experiences for different reasons?

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

Regarding the **walking experience**, this study did not find any mayor differences between **people** with different ages, gender, ability or activity. However, older adults shared slightly more negative and very negative experiences (5.6%) than adults (3.5%), women shared more negative and very negative experiences (4.5%) than men (3.3%), people with mild or moderate difficulty to move shared slightly more negative and very negative experiences (5.9%) than people with no difficulties (3.1%), and active pedestrians shared more negative and very negative experiences (4.8%) than very active ones (2.5%). Based on the **walk context**, people walking by choice, for leisure, with others and as locals 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**.

The sample size of some categories of pedestrians from the 608 interviews does not provide enough information to generalise outcomes, such as people with severe or extreme difficulty to walk (n=9) and inactive pedestrians who walk less than 10 minutes per day (n=4).

Were there any differences between study areas?

This project included five study areas, which presented slightly different outcomes. There were three study areas with no negative or very negative experiences shared by participants, from which Miloslavov had 89.3% of positive and very positive experiences, Pezinok had 81% and Senec 74%. The station Bratislava Most SNP had some negative and very negative experiences (4.4%) with many more positive and very positive ones (85.3%). However, Bratislava Hlavná stanica was the study area with more negative and very negative experiences (14.1%) and fewer positive and very positive ones (46.9%).

Similarly, most study areas slightly differed in the main determinants related to walking experiences. Overall, good footpath, crossings and street furniture were the most frequent determinant related to positive experiences in all study areas, but in different rankings. Other determinants related to study areas with different degrees of relevance were greedy, interest and weather protection. In the case of the two study areas with negative experiences, bad footpath, crossings and street furniture were the most relevant in Bratislava Most SNP, while people, poor environmental quality and street furniture were the most frequent in Bratislava Hlavná stanica. 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. Overall, the study areas were very positively perceived by the participants, with three areas not including any negative or very negative experiences. In the other two areas there were positive, neutral and negative experiences, which implies that they present a mix of good, adequate and bad walkability, often related to common determinants. Most experiences were related to positive or very positive experiences, mainly related to good street furniture, footpath crossings, greenery 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 also shared some negative and very negative experiences, mainly related to people misbehaving, poor environmental quality 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 (21.1%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as street furniture, footpath and crossings 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 or less positive experience to older adults, women and people with difficulty to move and interact with the environment, especially with unsafe and uncomfortable experiences related to bad footpath 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 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	03/12/2024 – 17/12/2024		
Timeframe	07:14-18:12		
Interviews	Participants	608	
	Experiences	608	
	Determinants	2250	

Table 1. Data collected in all study areas.

2.3. Pedestrian profile

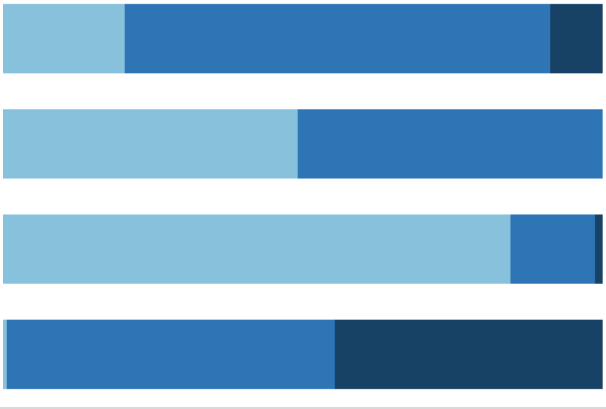
Variable	Category	N	%	Distribution	N=608
AGE	Children (<18)	123	20.2		
	Adults (18-65)	431	70.9		
	Older people (>65)	54	8.9		
GENDER	Man	298	49		
	Woman	310	51		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	514	84.5		
	Mild or moderate	85	14		
	Severe or extreme	9	1.5		
ACTIVITY (mins/day)	Less than 10 min	4	0.7		
	10 - 60 mins	331	54.4		
	More than 60 min	272	44.8		

Table 2. Pedestrian profile in all study areas.

2.4. Walk context

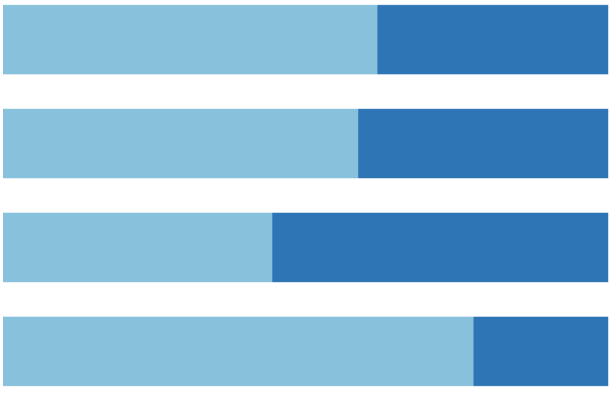
Variable	Category	N	%	Distribution	N= 608
DECISION	Choice	374	61.5		
	Necessity	234	38.5		
	Other	0	0		
PURPOSE	Transport	355	58.4		
	Leisure	253	41.6		
	Other	0	0		
COMPANY	Alone	269	44.2		
	Accompanied	339	55.8		
	Other	0	0		
FAMILIARITY	Local	470	77.3		
	Visitor	138	22.7		
	Other	0	0		

Table 3. Walk context in all study areas.

2.5. Walking experiences

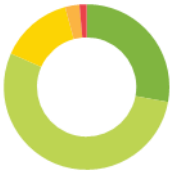
EXPERIENCE	N	%
Very positive	154	25.3
Positive	302	49.7
Neutral	128	21.1
Negative	16	2.6
Very negative	8	1.3
TOTAL	608	100

TOP-5 determinants related to experience

Negative	Positive
People	Furniture
Footpath	Footpath
Environmental quality	Greenery
Furniture	Crossing
Crossing	Interest

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

SAFETY	N	%
Very safe	120	27.9
Safe	231	53.7
Neutral	61	14.2
Unsafe	12	2.8
Very unsafe	6	1.4
TOTAL	430	100

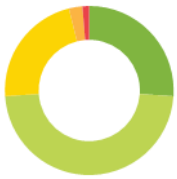


TOP-5 determinants related to safety

Unsafe	Safe
People	Furniture
Environmental quality	Footpath
Footpath	Crossing
Crossing	Greenery
Furniture	Interest

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

COMFORT	N	%
Very comfortable	121	26.1
Comfortable	222	47.8
Neutral	103	22.2
Uncomfortable	12	2.6
Very uncomfortable	6	1.3
TOTAL	464	100



TOP-5 determinants related to comfort

Uncomfortable	Comfortable
People	Footpath
Footpath	Furniture
Furniture	Crossing
Environmental quality	Greenery
Crossing	Interest

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

ENJOYMENT	N	%
Very enjoyable	107	45.9
Enjoyable	108	46.4
Neutral	18	7.7
Unenjoyable	0	0
Very unenjoyable	0	0
TOTAL	233	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
-	Furniture
-	Footpath
-	Interest
-	Greenery
-	Crossing

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

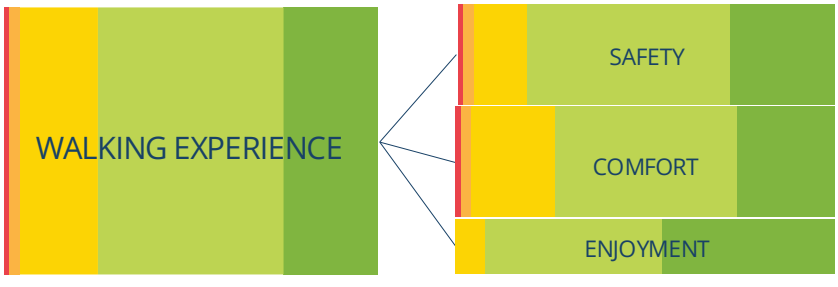


Figure 2. Share of positive and negative experiences and most frequent types, in all study areas.

2.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=2250
Very Positive	Furniture	118	5.2		
	Footpath	117	5.2		
	Greenery	88	3.9		
	Interest	85	3.8		
	Crossing	67	3		
	Weather protection	62	2.8		
	Environmental quality	52	2.3		
	People	39	1.7		
	Traffic	22	1		
	Inclusion	10	0.4		
	Obstacles	0	0		
	Other	0	0		
Postive	Furniture	222	9.9		
	Footpath	196	8.7		
	Crossing	147	6.5		
	Greenery	130	5.8		
	Interest	124	5.5		
	Weather protection	96	4.3		
	Environmental quality	76	3.4		
	People	58	2.6		
	Traffic	56	2.5		
	Inclusion	26	1.2		
	Obstacles	5	0.2		
	Other	0	0		
Neutral	Furniture	88	3.9		
	Footpath	59	2.6		
	Crossing	58	2.6		
	Traffic	39	1.7		
	Weather protection	33	1.5		
	Environmental quality	25	1.1		
	People	25	1.1		
	Interest	22	1		
	Inclusion	20	0.9		
	Greenery	17	0.8		
	Obstacles	8	0.4		
	Other	1	0		
Negative	People	8	0.4		
	Environmental quality	7	0.3		
	Footpath	5	0.2		
	Furniture	5	0.2		
	Crossing	3	0.1		
	Greenery	3	0.1		
	Traffic	2	0.1		
	Inclusion	2	0.1		
	Weather protection	1	0		
	Interest	1	0		
	Obstacles	0	0		
	Other	0	0		
Very negative	People	7	0.3		
	Footpath	4	0.2		
	Furniture	3	0.1		
	Environmental quality	3	0.1		
	Obstacles	2	0.1		
	Interest	2	0.1		
	Crossing	1	0		
	Greenery	0	0		
	Weather protection	0	0		
	Traffic	0	0		
	Inclusion	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

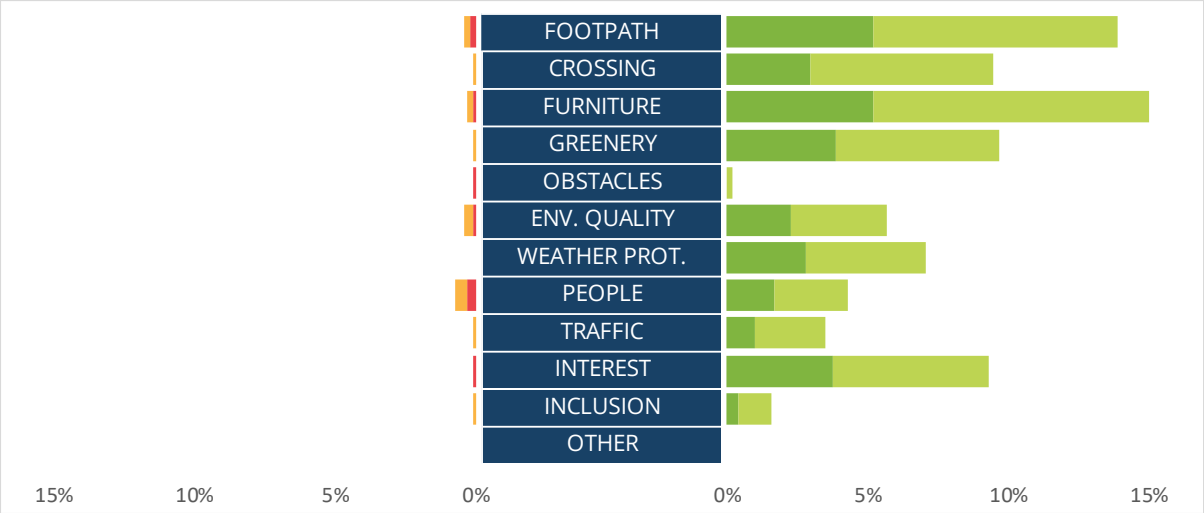


Figure 3. Positive and negative experiences by determinant, in all study areas.

2.8. Determinants by frequency and negative-positive experiences

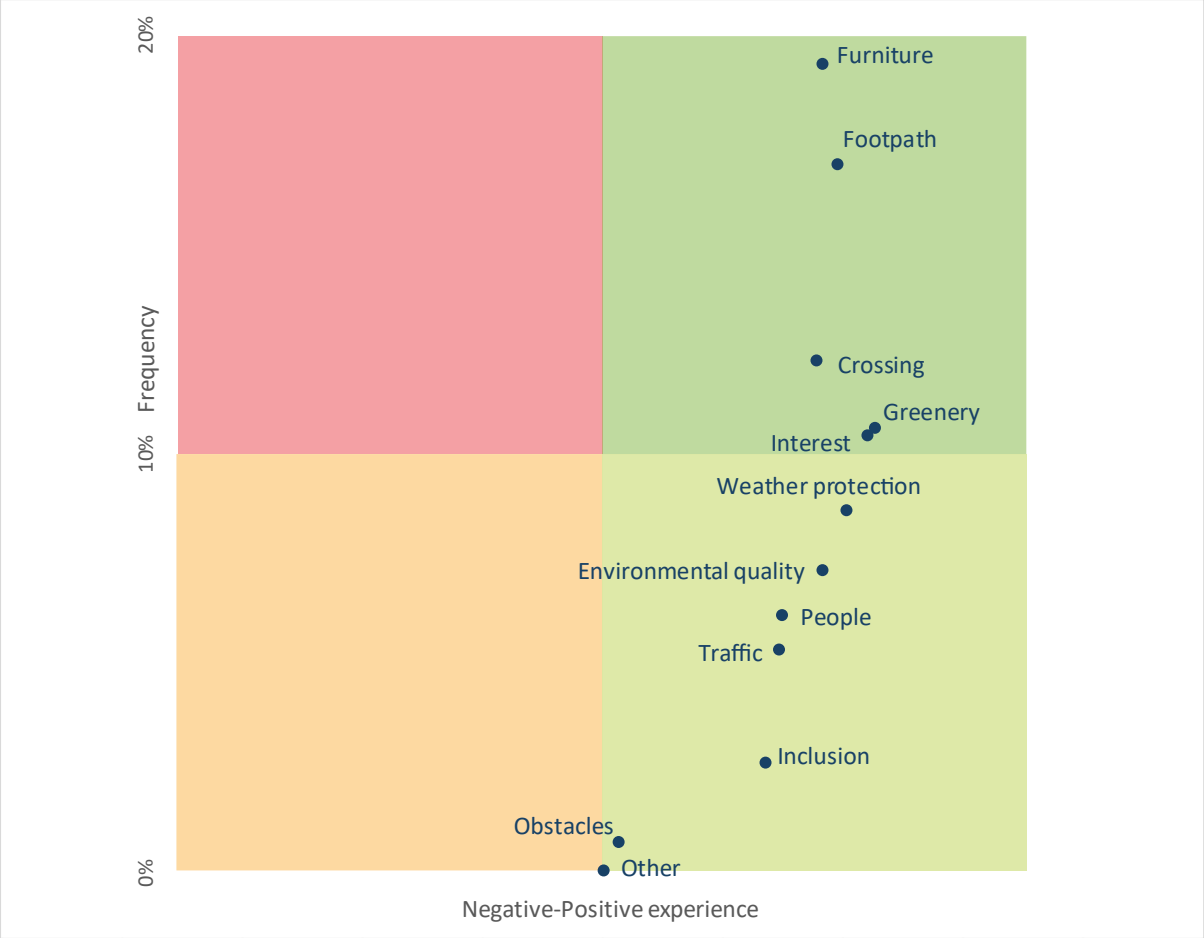


Figure 4. Determinants by frequency and negative-positive experiences, in all study areas.

2.9. Positive and negative experiences by subcategory of determinants

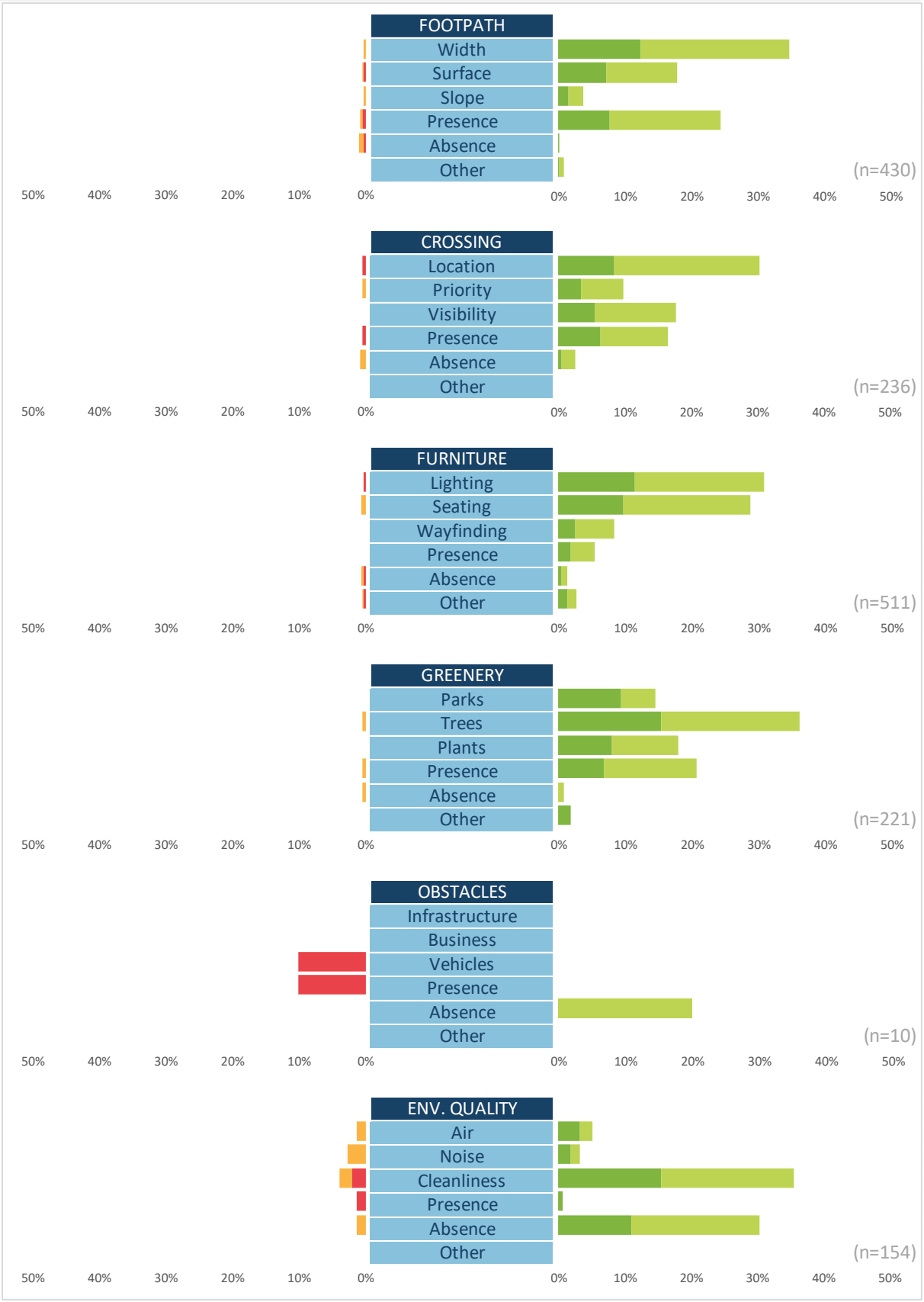


Figure 5. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in all study areas.

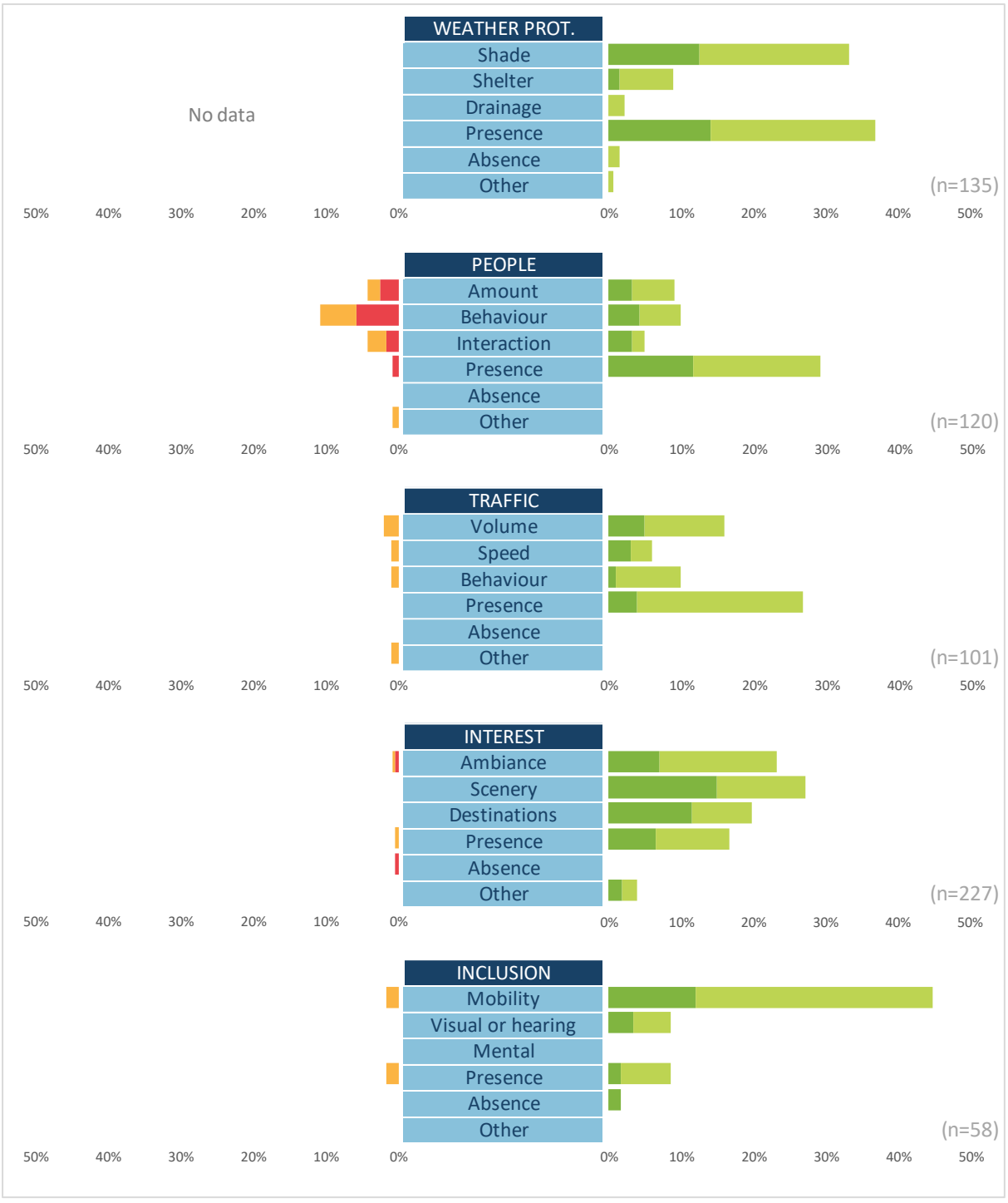


Figure 6. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in all study areas.

2.10. Experiences by type of pedestrians and walk context

WALKING EXPERIENCE									N	Distribution
ALL PARTICIPANTS			1.3	2.6	21.1	49.7	25.3	608	
PEDESTRIAN PROFILE	AGE	Children	0.8	4.1	20.3	47.2	27.6	123	
		Adults	1.4	2.1	20.4	49.4	26.7	431	
		Seniors	1.9	3.7	27.8	57.4	9.3	54	
	GENDER	Men	1	2.3	23.2	49.7	23.8	298	
		Women	1.6	2.9	19	49.7	26.8	310	
	ABILITY	None	0.8	2.3	19.5	50.2	27.2	514	
		Moderate	3.5	2.4	30.6	48.2	15.3	85	
		Severe	0	25	25	37.5	12.5	8	
	ACTIVITY	< 10'	25	0	75	0	0	4	
		10' - 60'	1.5	3.3	25.4	53.2	16.6	331	
		+ 60'	0.7	1.8	15.1	46	36.4	272	
WALK CONTEXT	DECISION	Choice	0.8	1.1	10.2	54	34	374	
		Necessity	2.1	5.1	38.5	42.7	11.5	234	
	PURPOSE	Transport	2	4.5	31.8	49	12.7	355	
		Leisure	0.4	0	5.9	50.6	43.1	253	
	COMPANY	Alone	2.2	3.7	21.9	52.8	19.3	269	
		With others	0.6	1.8	20.4	47.2	30.1	339	
	FAMILIARITY	Local	1.1	1.7	17.2	51.9	28.1	470	
		Visitor	2.2	5.8	34.1	42	15.9	138	

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

SAFETY									N	Distribution
ALL PARTICIPANTS			1.4	2.8	14.2	53.7	27.9	430	
PEDESTRIAN PROFILE	AGE	Children	1	6.1	9.1	61.6	22.2	99	
		Adults	1	2.1	11.2	63	22.7	419	
		Seniors	2.6	7.9	13.2	68.4	7.9	38	
	GENDER	Men	0.5	2.9	16.1	53.2	27.3	205	
		Women	2.2	2.7	12.4	54.2	28.4	225	
	ABILITY	None	0.8	2.5	12.8	54.8	29.2	367	
		Moderate	3.5	1.8	24.6	49.1	21.1	57	
		Severe	16.7	33.3	0	33.3	16.7	6	
	ACTIVITY	< 10'	50	0	50	0	0	2	
		10' - 60'	1.6	3.3	17.5	57.7	19.9	246	
		+ 60'	0.6	2.2	9.4	48.6	39.2	181	
WALK CONTEXT	DECISION	Choice	1.1	1.1	6	54.8	37.1	283	
		Necessity	2	6.1	29.9	51.7	10.2	147	
	PURPOSE	Transport	2	4.9	22.7	54.7	15.8	247	
		Leisure	0.5	0	2.7	52.5	44.3	183	
	COMPANY	Alone	2	2.9	16.2	57.4	21.6	204	
		With others	0.9	2.7	12.4	50.4	33.6	226	
	FAMILIARITY	Local	1.2	2	12.5	54.5	29.9	345	
		Visitor	2.4	5.9	21.2	50.6	20	85	

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

COMFORT			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			1.3	2.6	22.2	47.8	26.1	464	
PEDESTRIAN PROFILE	AGE	Children	0	6.3	14.1	48.4	31.3	64	
		Adults	1.6	2.2	11	53.9	31.2	317	
		Seniors	3.1	3.1	25	62.5	6.3	32	
	GENDER	Men	1.5	3	13.5	56	26	200	
		Women	1.4	2.8	11.7	51.6	32.4	213	
	ABILITY	None	0.6	2.6	11.7	53.9	31.2	349	
		Moderate	4.5	3	28.8	47	16.7	66	
		Severe	12.5	12.5	25	37.5	12.5	8	
	ACTIVITY	< 10'	33.3	0	66.7	0	0	3	
		10' - 60'	1.7	3.4	14.3	59.2	21.4	238	
		+ 60'	0.6	2.3	9.3	47.1	40.7	172	
WALK CONTEXT	DECISION	Choice	0.4	0.8	6.1	52.5	40.3	263	
		Necessity	3.3	6.7	24	56	10	150	
	PURPOSE	Transport	2.5	5.1	19	56.5	16.9	237	
		Leisure	0	0	4	50	46	176	
	COMPANY	Alone	2.6	3.6	12	59.4	22.4	192	
		With others	0.5	2.3	13.1	48.9	35.3	221	
	FAMILIARITY	Local	1.3	1.6	10.1	55	32.1	318	
		Visitor	2.1	7.4	21.1	49.5	20	95	

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

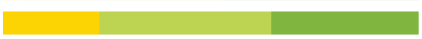
ENJOYMENT			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	0	7.7	46.4	45.9	233	
PEDESTRIAN PROFILE	AGE	Children	0	0	13	38.9	48.1	54	
		Adults	0	0	5.1	46.2	48.7	156	
		Seniors	0	0	13	65.2	21.7	23	
	GENDER	Men	0	0	9.3	43.9	46.7	107	
		Women	0	0	6.3	48.4	45.2	126	
	ABILITY	None	0	0	6	43.7	50.3	199	
		Moderate	0	0	18.8	59.4	21.9	32	
		Severe	0	0	0	100	0	2	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	0	8.4	56.8	34.7	95	
		+ 60'	0	0	7.3	38.7	54	137	
WALK CONTEXT	DECISION	Choice	0	0	2.3	46.6	51.1	174	
		Necessity	0	0	23.7	45.8	30.5	59	
	PURPOSE	Transport	0	0	19.5	50	30.5	82	
		Leisure	0	0	1.3	44.4	54.3	151	
	COMPANY	Alone	0	0	2.9	55.9	41.2	68	
		With others	0	0	9.7	42.4	47.9	165	
	FAMILIARITY	Local	0	0	4.6	47.4	47.9	194	
		Visitor	0	0	23.1	41	35.9	39	

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

FOOTPATH			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			1	1.3	15.5	51.4	30.7	381	
PEDESTRIAN PROFILE	AGE	Children	0	1.5	17.9	52.2	28.4	67	
		Adults	1	1.4	14.7	49.7	33.2	286	
		Seniors	3.6	0	17.9	67.9	10.7	28	
	GENDER	Men	1	1	17.6	50.8	29.5	193	
		Women	1.1	1.6	13.3	52.1	31.9	188	
	ABILITY	None	0.3	1.2	13.8	52.3	32.3	325	
		Moderate	4	2	24	48	22	50	
		Severe	16.7	0	33.3	33.3	16.7	6	
	ACTIVITY	< 10'	50	0	50	0	0	2	
		10' - 60'	1.4	1.9	17.5	55.9	23.2	211	
		+ 60'	0	0.6	12.5	46.4	40.5	168	
WALK CONTEXT	DECISION	Choice	0.4	0	7.7	51.2	40.7	248	
		Necessity	2.3	3.8	30.1	51.9	12	133	
	PURPOSE	Transport	1.8	2.2	23	54.9	18.1	226	
		Leisure	0	0	4.5	46.5	49	155	
	COMPANY	Alone	1.7	1.7	15.6	55.6	25.6	180	
		With others	0.5	1	15.4	47.8	35.3	201	
	FAMILIARITY	Local	1	1	13	50.5	34.4	299	
		Visitor	1.2	2.4	24.4	54.9	17.1	82	

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

CROSSING			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0.4	1.1	21	53.3	24.3	276	
PEDESTRIAN PROFILE	AGE	Children	0	0	19.6	54.9	25.5	51	
		Adults	0.5	1	20.6	52	26	204	
		Seniors	0	4.8	28.6	61.9	4.8	21	
	GENDER	Men	0	0.7	24.1	53.3	21.9	137	
		Women	0.7	1.4	18	53.2	26.6	139	
	ABILITY	None	0	0.8	18.8	53.5	26.9	245	
		Moderate	3.7	0	40.7	51.9	3.7	27	
		Severe	0	25	25	50	0	4	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0.7	2	24.3	57.2	15.8	152	
		+ 60'	0	0	16.9	48.4	34.7	124	
WALK CONTEXT	DECISION	Choice	0	0	11.5	56	32.5	191	
		Necessity	1.2	3.5	42.4	47.1	5.9	85	
	PURPOSE	Transport	0.7	2	34.7	51.3	11.3	150	
		Leisure	0	0	4.8	55.6	39.7	126	
	COMPANY	Alone	0.8	1.6	22.8	58.5	16.3	123	
		With others	0	0.7	19.6	49	30.7	153	
	FAMILIARITY	Local	0	1.3	17.8	55.7	25.2	230	
		Visitor	2.2	0	37	41.3	19.6	46	

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

FURNITURE			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0.7	1.1	20.2	50.9	27.1	436	
PEDESTRIAN PROFILE	AGE	Children	1.3	1.3	18.8	48.8	30	80	
		Adults	0.6	0.9	19.6	50.5	28.4	317	
		Seniors	0	2.6	28.2	59	10.3	39	
	GENDER	Men	0.5	1.4	20.6	51.4	26.2	214	
		Women	0.9	0.9	19.8	50.5	27.9	222	
	ABILITY	None	0.5	1.1	18.1	51.9	28.5	376	
		Moderate	1.9	0	35.2	44.4	18.5	54	
		Severe	0	16.7	16.7	50	16.7	6	
	ACTIVITY	< 10'	0	0	100	0	0	3	
		10' - 60'	0.4	1.3	23.4	57	17.9	235	
		+ 60'	1	1	15.2	44.2	38.6	197	
WALK CONTEXT	DECISION	Choice	0.4	0.4	8.6	55.1	35.6	267	
		Necessity	1.2	2.4	38.5	44.4	13.6	169	
	PURPOSE	Transport	1.2	2	31.3	51.2	14.5	256	
		Leisure	0	0	4.4	50.6	45	180	
	COMPANY	Alone	1	2	20.8	56.3	19.8	197	
		With others	0.4	0.4	19.7	46.4	33.1	239	
	FAMILIARITY	Local	0.3	0.9	16.5	52.1	30.3	340	
		Visitor	2.1	2.1	33.3	46.9	15.6	96	

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

GREENERY			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	1.3	7.1	54.6	37	238	
PEDESTRIAN PROFILE	AGE	Children	0	2.3	0	50	47.7	44	
		Adults	0	1.2	8.1	54.9	35.8	173	
		Seniors	0	0	14.3	61.9	23.8	21	
	GENDER	Men	0	0.8	6.8	54.2	38.1	118	
		Women	0	1.7	7.5	55	35.8	120	
	ABILITY	None	0	1.5	4.9	53.7	40	205	
		Moderate	0	0	21.2	60.6	18.2	33	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	1.7	10.1	64.7	23.5	119	
		+ 60'	0	0.8	4.2	44.5	50.4	119	
WALK CONTEXT	DECISION	Choice	0	0	4	54.5	41.5	176	
		Necessity	0	4.8	16.1	54.8	24.2	62	
	PURPOSE	Transport	0	3.7	17.1	61	18.3	82	
		Leisure	0	0	1.9	51.3	46.8	156	
	COMPANY	Alone	0	1.1	10.3	60.9	27.6	87	
		With others	0	1.3	5.3	51	42.4	151	
	FAMILIARITY	Local	0	1	6.3	55.3	37.4	206	
		Visitor	0	3.1	12.5	50	34.4	32	

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

OBSTACLES								N	Distribution
ALL PARTICIPANTS			13.3	0	53.3	33.3	0	15	
PEDESTRIAN PROFILE	AGE	Children	0	0	66.7	33.3	0	3	
		Adults	12.5	0	75	12.5	0	8	
		Seniors	25	0	0	75	0	4	
	GENDER	Men	25	0	50	25	0	8	
		Women	0	0	57.1	42.9	0	7	
	ABILITY	None	0	0	63.6	36.4	0	11	
		Moderate	33.3	0	33.3	33.3	0	3	
		Severe	100	0	0	0	0	1	
	ACTIVITY	< 10'	100	0	0	0	0	1	
		10' - 60'	16.7	0	66.7	16.7	0	6	
		+ 60'	0	0	50	50	0	8	
WALK CONTEXT	DECISION	Choice	0	0	60	40	0	5	
		Necessity	20	0	50	30	0	10	
	PURPOSE	Transport	15.4	0	53.8	30.8	0	13	
		Leisure	0	0	50	50	0	2	
	COMPANY	Alone	40	0	20	40	0	5	
		With others	0	0	70	30	0	10	
	FAMILIARITY	Local	22.2	0	33.3	44.4	0	9	
		Visitor	0	0	83.3	16.7	0	6	

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

ENV. QUALITY								N	Distribution
ALL PARTICIPANTS			1.8	4.3	15.3	46.6	31.9	163	
PEDESTRIAN PROFILE	AGE	Children	0	6.9	20.7	41.4	31	29	
		Adults	1.7	2.5	14.3	47.9	33.6	119	
		Seniors	6.7	13.3	13.3	46.7	20	15	
	GENDER	Men	1.4	2.9	23.2	42	30.4	69	
		Women	2.1	5.3	9.6	50	33	94	
	ABILITY	None	0.8	2.3	13.5	49.6	33.8	133	
		Moderate	3.7	7.4	25.9	37	25.9	27	
		Severe	33.3	66.7	0	0	0	3	
	ACTIVITY	< 10'	100	0	0	0	0	1	
		10' - 60'	2.2	6.7	21.1	47.8	22.2	90	
		+ 60'	0	1.4	8.3	45.8	44.4	72	
WALK CONTEXT	DECISION	Choice	1	2.1	6.2	46.4	44.3	97	
		Necessity	3	7.6	28.8	47	13.6	66	
	PURPOSE	Transport	3.2	7.4	23.4	46.8	19.1	94	
		Leisure	0	0	4.3	46.4	49.3	69	
	COMPANY	Alone	2.5	7.4	17.3	49.4	23.5	81	
		With others	1.2	1.2	13.4	43.9	40.2	82	
	FAMILIARITY	Local	2.4	4	12.8	47.2	33.6	125	
		Visitor	0	5.3	23.7	44.7	26.3	38	

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

WEATHER PROT.			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	0.5	17.2	50	32.3	192	
PEDESTRIAN PROFILE	AGE	Children	0	0	21.6	48.6	29.7	37	
		Adults	0	0	16.2	48.6	35.2	142	
		Seniors	0	7.7	15.4	69.2	7.7	13	
	GENDER	Men	0	0	20.5	49.4	30.1	83	
		Women	0	0.9	14.7	50.5	33.9	109	
	ABILITY	None	0	0	16.1	50.6	33.3	168	
		Moderate	0	0	28.6	47.6	23.8	21	
		Severe	0	33.3	0	33.3	33.3	3	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	0.8	22.9	55.9	20.3	118	
		+ 60'	0	0	8.1	40.5	51.4	74	
WALK CONTEXT	DECISION	Choice	0	0	4.7	50.9	44.3	106	
		Necessity	0	1.2	32.6	48.8	17.4	86	
	PURPOSE	Transport	0	0.7	23.9	53.7	21.6	134	
		Leisure	0	0	1.7	41.4	56.9	58	
	COMPANY	Alone	0	1.1	22.2	52.2	24.4	90	
		With others	0	0	12.7	48	39.2	102	
	FAMILIARITY	Local	0	0.6	15.9	49	34.4	157	
		Visitor	0	0	22.9	54.3	22.9	35	

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

PEOPLE			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			5.1	5.8	18.2	42.3	28.5	137	
PEDESTRIAN PROFILE	AGE	Children	3	9.1	24.2	45.5	18.2	33	
		Adults	5.4	4.3	16.3	38	35.9	92	
		Seniors	8.3	8.3	16.7	66.7	0	12	
	GENDER	Men	3.7	5.6	24.1	48.1	18.5	54	
		Women	6	6	14.5	38.6	34.9	83	
	ABILITY	None	3.4	6	20.5	41	29.1	117	
		Moderate	11.1	0	5.6	55.6	27.8	18	
		Severe	50	50	0	0	0	2	
	ACTIVITY	< 10'	33.3	0	66.7	0	0	3	
		10' - 60'	6.7	6.7	20	46.7	20	60	
		+ 60'	2.7	5.4	14.9	40.5	36.5	74	
WALK CONTEXT	DECISION	Choice	3.4	4.5	3.4	48.3	40.4	89	
		Necessity	8.3	8.3	45.8	31.3	6.3	48	
	PURPOSE	Transport	8.2	11	31.5	38.4	11	73	
		Leisure	1.6	0	3.1	46.9	48.4	64	
	COMPANY	Alone	13.2	10.5	21.1	39.5	15.8	38	
		With others	2	4	17.2	43.4	33.3	99	
	FAMILIARITY	Local	4.2	2.1	9.4	51	33.3	96	
		Visitor	7.3	14.6	39	22	17.1	41	

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

TRAFFIC								N	Distribution
ALL PARTICIPANTS			0	1.7	32.8	47.1	18.5	119	
PEDESTRIAN PROFILE	AGE	Children	0	0	29.6	51.9	18.5	27	
		Adults	0	1.2	31	47.6	20.2	84	
		Seniors	0	12.5	62.5	25	0	8	
	GENDER	Men	0	1.6	31.7	50.8	15.9	63	
		Women	0	1.8	33.9	42.9	21.4	56	
	ABILITY	None	0	0.9	32.1	47.7	19.3	109	
		Moderate	0	0	44.4	44.4	11.1	9	
		Severe	0	100	0	0	0	1	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	3.3	37.7	45.9	13.1	61	
		+ 60'	0	0	28.1	47.4	24.6	57	
WALK CONTEXT	DECISION	Choice	0	0	21.1	50	28.9	76	
		Necessity	0	4.7	53.5	41.9	0	43	
	PURPOSE	Transport	0	2.5	42	48.1	7.4	81	
		Leisure	0	0	13.2	44.7	42.1	38	
	COMPANY	Alone	0	3.6	33.9	53.6	8.9	56	
		With others	0	0	31.7	41.3	27	63	
	FAMILIARITY	Local	0	2.2	24.2	52.7	20.9	91	
		Visitor	0	0	60.7	28.6	10.7	28	

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

INTEREST								N	Distribution
ALL PARTICIPANTS			0.9	0.4	9.4	53	36.3	234	
PEDESTRIAN PROFILE	AGE	Children	0	2.6	10.5	52.6	34.2	38	
		Adults	1.1	0	9.7	50.6	38.6	176	
		Seniors	0	0	5	75	20	20	
	GENDER	Men	1.8	0.9	8.8	57	31.6	114	
		Women	0	0	10	49.2	40.8	120	
	ABILITY	None	0.5	0	9.7	51	38.8	196	
		Moderate	2.7	2.7	8.1	62.2	24.3	37	
		Severe	0	0	0	100	0	1	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0.8	0.8	11	61	26.3	118	
		+ 60'	0.9	0	7.8	44.3	47	115	
WALK CONTEXT	DECISION	Choice	0	0	5.8	52.4	41.8	189	
		Necessity	4.4	2.2	24.4	55.6	13.3	45	
	PURPOSE	Transport	2.4	1.2	22.6	57.1	16.7	84	
		Leisure	0	0	2	50.7	47.3	150	
	COMPANY	Alone	2.2	1.1	13.2	56	27.5	91	
		With others	0	0	7	51	42	143	
	FAMILIARITY	Local	0.5	0.5	8.7	52.8	37.4	195	
		Visitor	2.6	0	12.8	53.8	30.8	39	

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

INCLUSION			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	3.4	34.5	44.8	17.2	58	
PEDESTRIAN PROFILE	AGE	Children	0	28.6	28.6	28.6	14.3	7	
		Adults	0	0	28.9	47.4	23.7	38	
		Seniors	0	0	53.8	46.2	0	13	
	GENDER	Men	0	7.1	28.6	50	14.3	28	
		Women	0	0	40	40	20	30	
	ABILITY	None	0	5	30	45	20	40	
		Moderate	0	0	50	42.9	7.1	14	
		Severe	0	0	25	50	25	4	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	0	37.1	48.6	14.3	35	
		+ 60'	0	8.7	30.4	39.1	21.7	23	
WALK CONTEXT	DECISION	Choice	0	4.5	18.2	40.9	36.4	22	
		Necessity	0	2.8	44.4	47.2	5.6	36	
	PURPOSE	Transport	0	3.9	37.3	47.1	11.8	51	
		Leisure	0	0	14.3	28.6	57.1	7	
	COMPANY	Alone	0	0	40.7	44.4	14.8	27	
		With others	0	6.5	29	45.2	19.4	31	
	FAMILIARITY	Local	0	0	33.3	43.6	23.1	39	
		Visitor	0	10.5	36.8	47.4	5.3	19	

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
Bratislava Hlavná stanica		People	Footpath
		Environmental quality	Furniture
		Furniture	Greenery
Bratislava Most SNP		Footpath	Interest
		Crossing	Footpath
		Furniture	Furniture
Miloslavov		-	Furniture
		-	Crossing
		-	Greenery
Pezinok		-	Footpath
		-	Furniture
		-	Weather protection
Senec		-	Furniture
		-	Footpath
		-	Greenery

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

3.1. Bratislava Hlavná stanica

Figure 7. . Bratislava Hlavná stanica. Source: Wikipedia

Data was collected between 05/12/2024 and 17/12/2024 around Bratislava Hlavná stanica. A total of 128 interviewed participants shared 128 walking experiences related to 360 environmental determinants.

Who walks, why and how?

From the **128 pedestrians interviewed**, most were adults (53.1%), followed by children (36.7%) and older adults (10.2%). In addition, 50% were women and 50% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (86.7%), while some had mild or moderate difficulty (8.6%) and a few had severe or extreme difficulty (4.7%). Finally, most participants were very active pedestrians (56.3%) followed by active (39.9%) and a small proportion of inactive ones (3.1%).

Based on **their walk context**, 58.6% of participants were walking out of necessity while 41.4% did it by choice. With regards to the walk purpose, 78.1% participants walked for transport, while 21.9% for leisure. Most participants were walking with others (71.1%) compared to those walking alone (28.9%). Finally, most participants were familiar with the place (54.7%), while others were not (45.3%).

Which were the main walking experiences?

From the **128 walking experiences** collected from interviews, most experiences were neutral (39.1%), followed by positive (33.6%), very positive (13.3%), negative (8.6%) and very negative (5.5%).Overall, positive and very positive experiences (46.9%) outnumbered negative and very negative ones (14.1%). When participants were asked to highlight one or more types of experiences, most referred to walking

comfort (68.8%), with more comfortable and very comfortable experiences (39.8%) than uncomfortable and very uncomfortable ones (14.8%). Secondly, 35.2% of experiences were related to **safety**, with slightly more safe and very safe experiences (35.5%) than unsafe and very unsafe ones (31.1%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (32.8%), with only enjoyable and very enjoyable experiences (77.9%) and some neutral ones (19%).

What influenced walking experiences?

From the **360 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath and street furniture, both included in 17.5% of all observations, followed by people (14.2%), traffic (10.6%), and greenery (8.9%).Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, most determinants were related to more positive experiences, especially greenery and interest. With the exception of environmental quality which was related to more negative experiences. Finally, obstacles and people were related to as many positive as negative ones. The most relevant determinants related to positive and very positive experiences were good footpath (10%), street furniture (7.8%) and greenery (7.5%), while most negative and very negative experiences were related to people (4.1%), poor environmental quality (2.2%), and bad street furniture (1.6%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (9.6%), no or low traffic (5.2%) and interest (5.2%), while most unsafe and very unsafe experiences were related to people (8.8%), followed by poor environmental quality (5.2), and bad street furniture (3%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (11.8%), good street furniture (5.3%) and greenery (5%), while most uncomfortable and very uncomfortable experiences were related to people (3.8%), bad footpath, street furniture and environmental quality (all with 1.9%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were greenery (15.5%), street furniture (14.8 %) and good footpath (13.9%). There were no unenjoyable experiences shared.

Do different people have different experiences for different reasons?

Generally, not all participants shared the same type of experience or identified the same determinants in the same place. For this reason, the overall main types of experiences and their most relevant determinants can be filtered and re-analysed by type of pedestrians or walk contexts. The outcomes on how different people and walk contexts resulted in different experiences and relevant environmental determinants was calculated using all observations from the five study areas to maintain a representative sample. This information is included in Section 2. Overall analysis for all study areas.

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 mostly positive and neutral, but also 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 (13.3%) experiences were mainly related to good footpath, street furniture, greenery, interest and people. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared some negative (8.6%) and very negative (5.5%) experiences related to people, poor environmental quality, lack of street furniture, bad footpath and 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, many places with neutral experiences (39.1%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as street furniture, footpath and exposure to traffic may enable more positive and very positive experiences.

3.1.1. Location of study area and observations

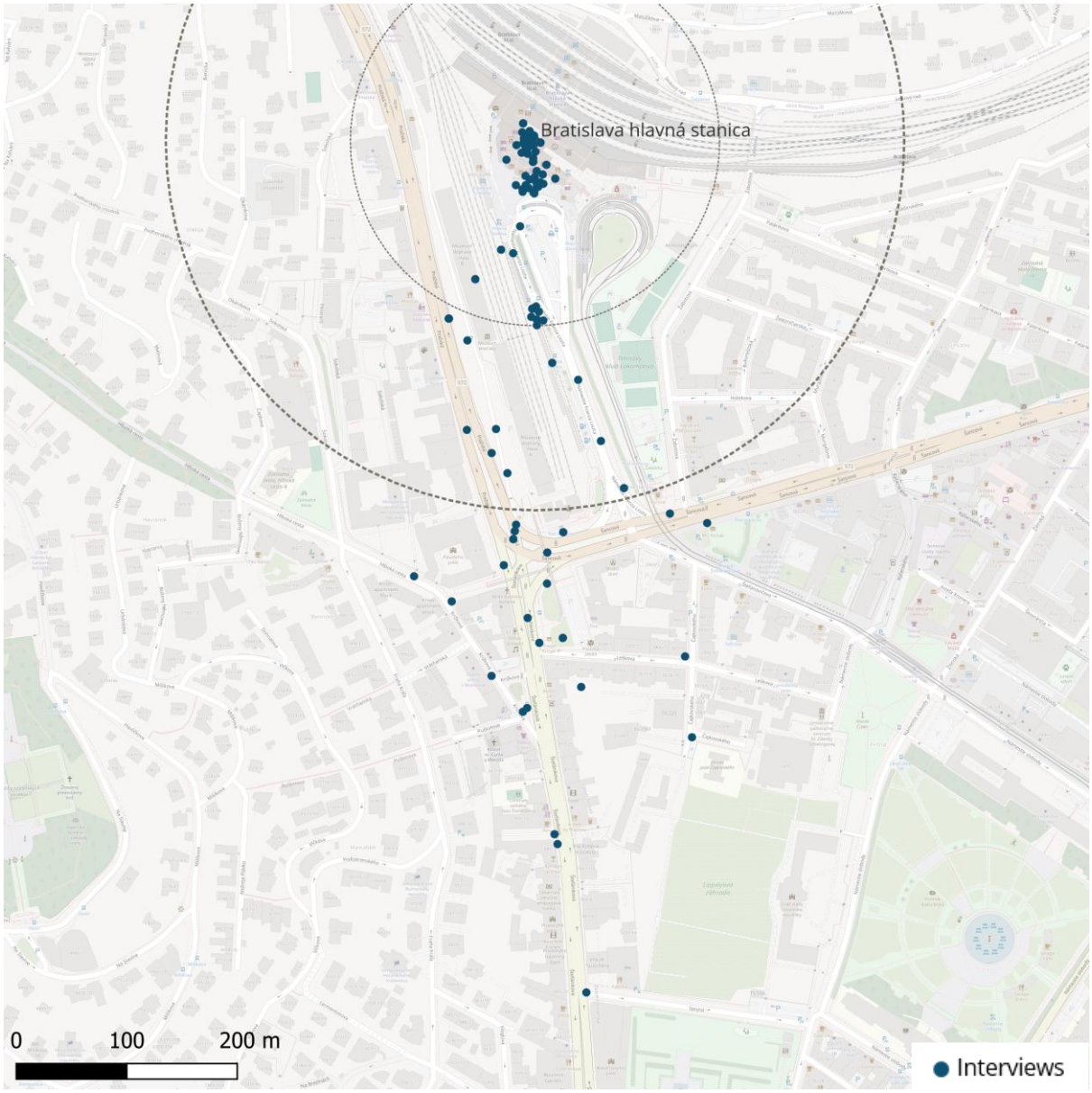


Figure 8. Observations from interviews and audits in *Bratislava Hlavná stanica.*

3.1.2. Data collected

Period	05/12/2024 – 17/12/2024	
Timeframe	07:14-15:10	
Interviews	Participants	128
	Experiences	128
	Determinants	360

Table 25. Data collected in Bratislava Hlavná stanica.

3.1.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=128
AGE	Children <18	47	36.7		
	Adults (18-65)	68	53.1		
	Older people (>65)	13	10.2		
GENDER	Man	64	50		
	Woman	64	50		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	111	86.7		
	Mild or moderate	11	8.6		
	Severe or extrerme	6	4.7		
ACTIVITY (mins/day)	Less than 10 min	4	3.1		
	10 - 60 mins	51	39.9		
	More than 60 min	72	56.3		

Table 26. Pedestrian profile in Bratislava Hlavná stanica.

3.1.4. Walk context

Variable	Category	N	%	Distribution	N=128
DECISION	Choice	53	41.4		
	Necessity	75	58.6		
	Other	0	0		
PURPOSE	Transport	100	78.1		
	Leisure	28	21.9		
	Other	0	0		
COMPANY	Alone	37	28.9		
	Accompanied	91	71.1		
	Other	0	0		
FAMILIARITY	Local	70	54.7		
	Visitor	58	45.3		
	Other	0	0		

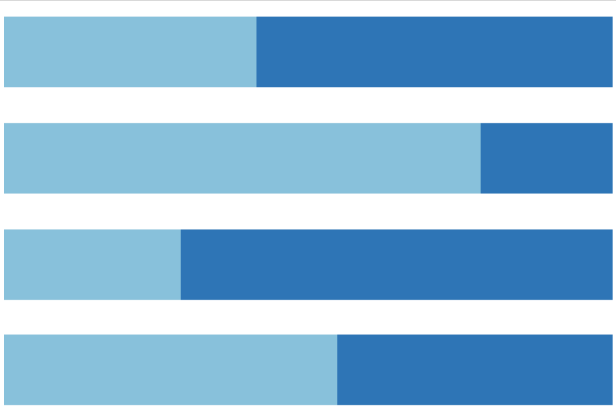


Table 27. Walk context in Bratislava Hlavná stanica.

3.1.5. Walking experiences

EXPERIENCE	N	%
Very positive	17	13.3
Positive	43	33.6
Neutral	50	39.1
Negative	11	8.6
Very negative	7	5.5
TOTAL	128	100

TOP-5 determinants related to experience

Negative	Positive
People	Footpath
Environmental quality	Furniture
Furniture	Greenery
Footpath	Interest
Crossing	People

Table 28. Walking experiences and top 5 determinants related to them, in Bratislava Hlavná stanica.

SAFETY	N	%
Very safe	2	4.4
Safe	14	31.1
Neutral	15	33.3
Unsafe	8	17.8
Very unsafe	6	13.3
TOTAL	45	100

TOP-5 determinants related to safety

Unsafe	Safe
People	Footpath
Environmental quality	Traffic
Furniture	Interest
Footpath	Furniture
Inclusion	People

Table 29. Safety experiences and top 5 determinants, in Bratislava Hlavná stanica.

COMFORT	N	%
Very comfortable	2	2.3
Comfortable	33	37.5
Neutral	40	45.5
Uncomfortable	8	9.1
Very uncomfortable	5	5.7
TOTAL	88	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
People	Footpath
Footpath	Furniture
Furniture	Greenery
Environmental quality	Traffic
Inclusion	Interest

Table 30. Comfort experiences and top 5 determinants, in Bratislava Hlavná stanica.

ENJOYMENT	N	%
Very enjoyable	15	35.7
Enjoyable	19	45.2
Neutral	8	19
Unenjoyable	0	0
Very unenjoyable	0	0
TOTAL	42	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
-	Greenery
-	Furniture
-	Footpath
-	Interest
-	Traffic

Table 31. Enjoyment experiences and top 5 determinants, in Bratislava Hlavná stanica.

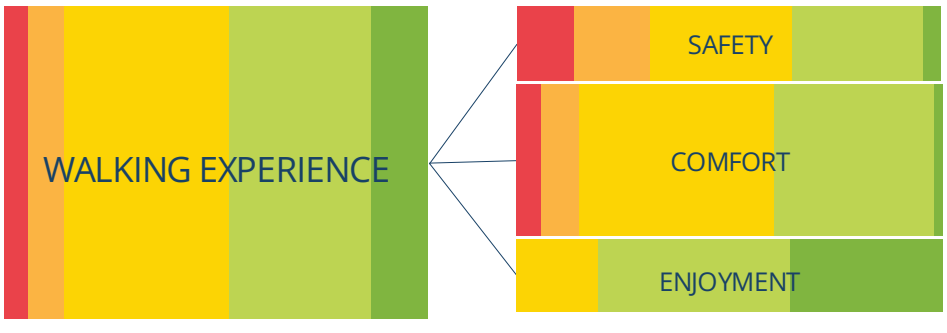


Figure 9. Share of positive and negative experiences and most frequent types, in Bratislava Hlavná stanica.

3.1.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=360
Very Positive	Furniture	13	3.6		
	Greenery	13	3.6		
	Interest	5	1.4		
	Footpath	4	1.1		
	Crossing	3	0.8		
	Weather protection	3	0.8		
	Traffic	3	0.8		
	People	2	0.6		
	Obstacles	0	0		
	Environmental quality	0	0		
	Inclusion	0	0		
	Other	0	0		
Postive	Footpath	32	8.9		
	Furniture	15	4.2		
	People	15	4.2		
	Greenery	14	3.9		
	Traffic	14	3.9		
	Interest	13	3.6		
	Crossing	10	2.8		
	Weather protection	6	1.7		
	Inclusion	5	1.4		
	Environmental quality	4	1.1		
	Obstacles	2	0.6		
	Other	0	0		
Neutral	Furniture	29	8.1		
	Footpath	22	6.1		
	Traffic	20	5.6		
	People	19	5.3		
	Crossing	14	3.9		
	Inclusion	9	2.5		
	Environmental quality	7	1.9		
	Obstacles	6	1.7		
	Weather protection	5	1.4		
	Interest	5	1.4		
	Greenery	4	1.1		
	Other	1	0.3		
Negative	People	8	2.2		
	Environmental quality	5	1.4		
	Furniture	3	0.8		
	Footpath	2	0.6		
	Inclusion	2	0.6		
	Crossing	1	0.3		
	Greenery	1	0.3		
	Weather protection	1	0.3		
	Traffic	1	0.3		
	Obstacles	0	0		
	Interest	0	0		
	Other	0	0		
Very negative	People	7	1.9		
	Footpath	3	0.8		
	Furniture	3	0.8		
	Environmental quality	3	0.8		
	Crossing	1	0.3		
	Obstacles	1	0.3		
	Interest	1	0.3		
	Greenery	0	0		
	Weather protection	0	0		
	Traffic	0	0		
	Inclusion	0	0		
	Other	0	0		

Table 32. Most frequent determinants by type of experience, in Bratislava Hlavná stanica.

3.1.7. Positive and negative experiences by determinant

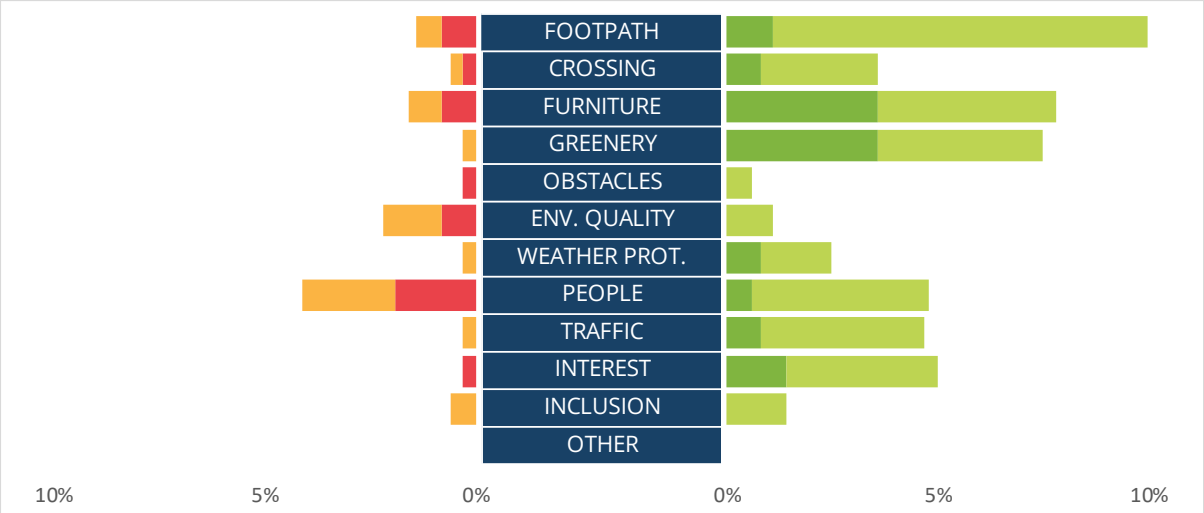


Figure 10. Positive and negative experiences by determinant, in Bratislava Hlavná stanica.

3.1.8. Determinants by frequency and negative-positive experiences

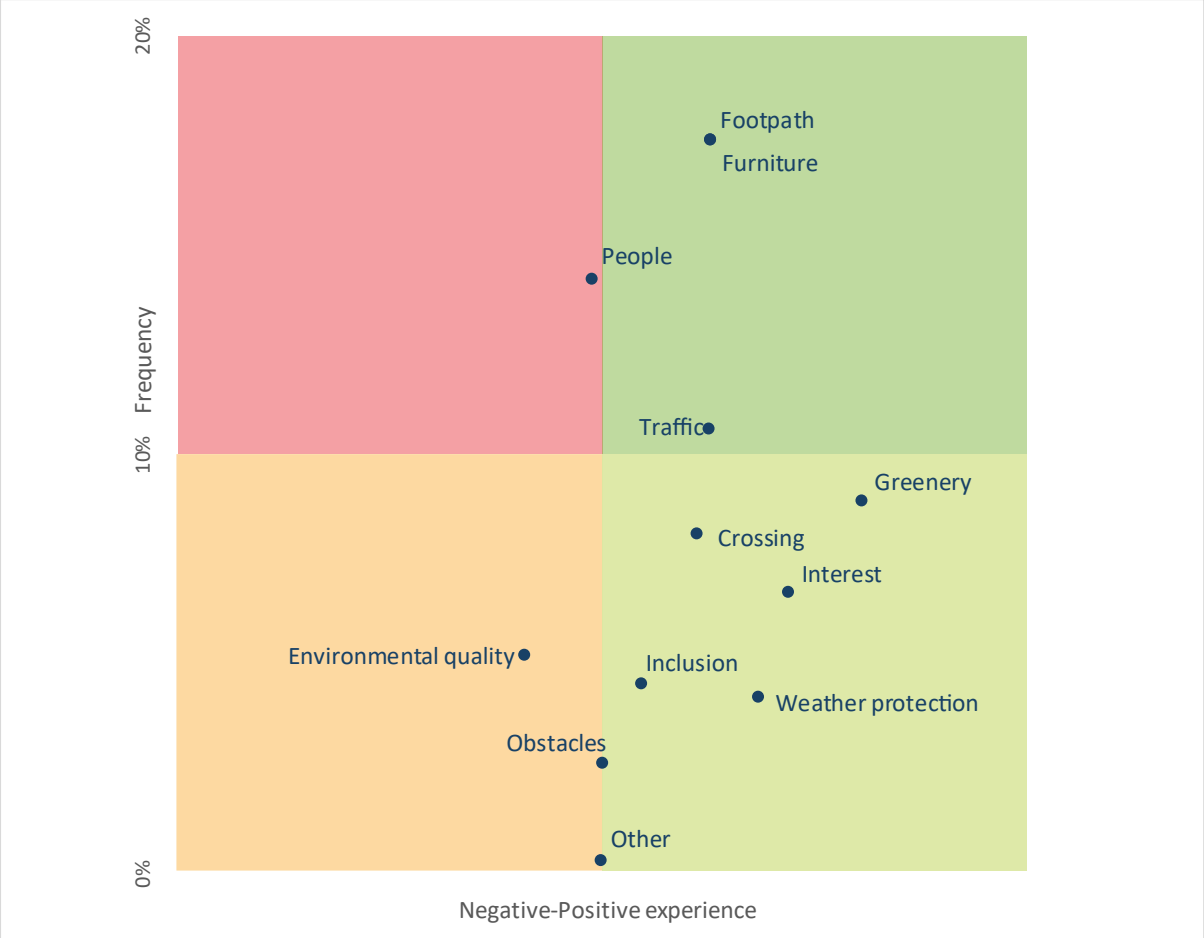


Figure 11. Determinants by frequency and negative-positive experiences, in Bratislava Hlavná stanica.

3.1.9. Positive and negative experiences by subcategory of determinants

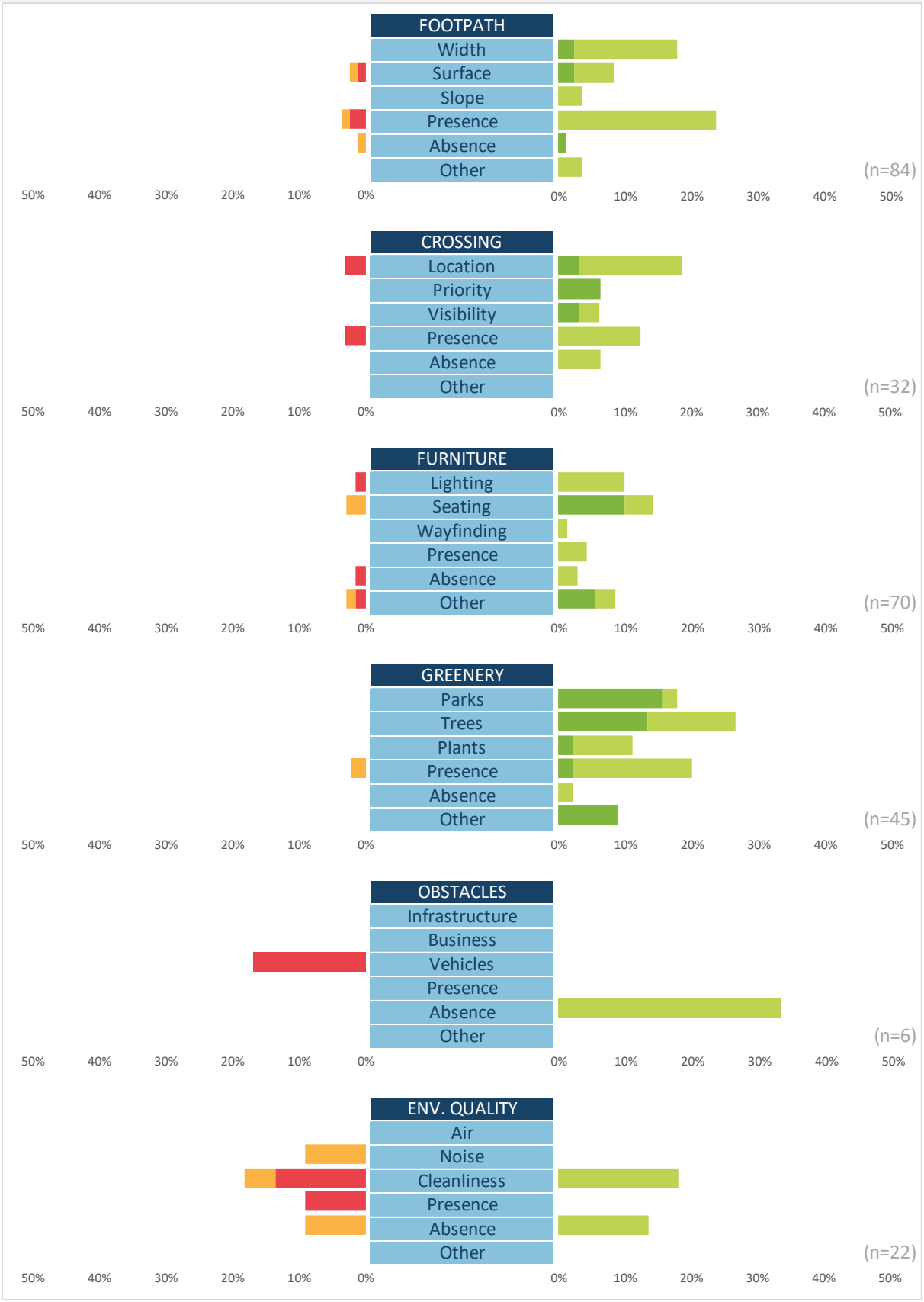


Figure 12. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Bratislava Hlavná stanica.

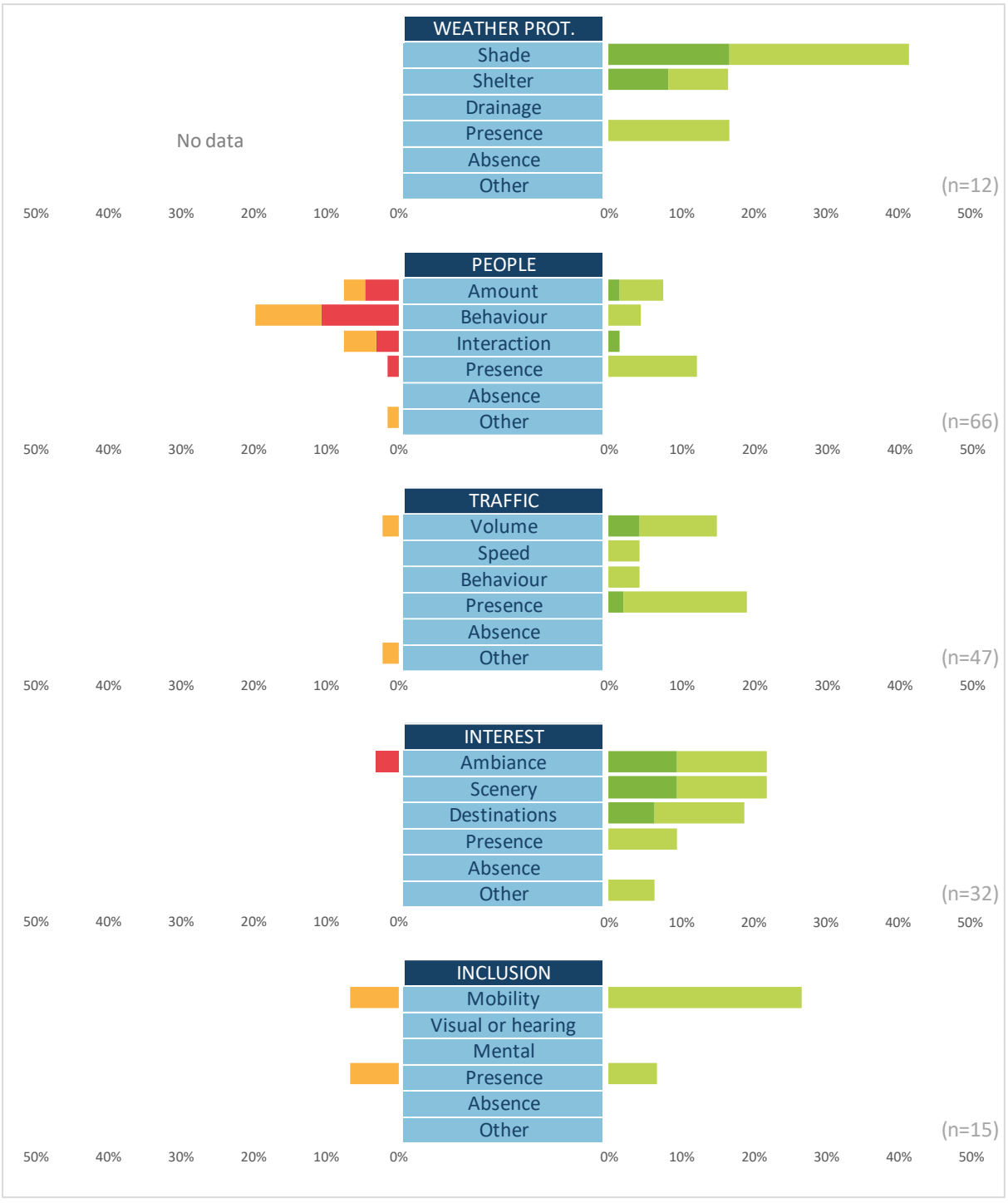


Figure 13. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Bratislava Hlavná stanica.

3.1.10. Location of walking experiences

Figure 14. Location of observations and different experiences, in Bratislava Hlavná stanica.

Location of all types of experiences (n=128) and overall perceived walkability.

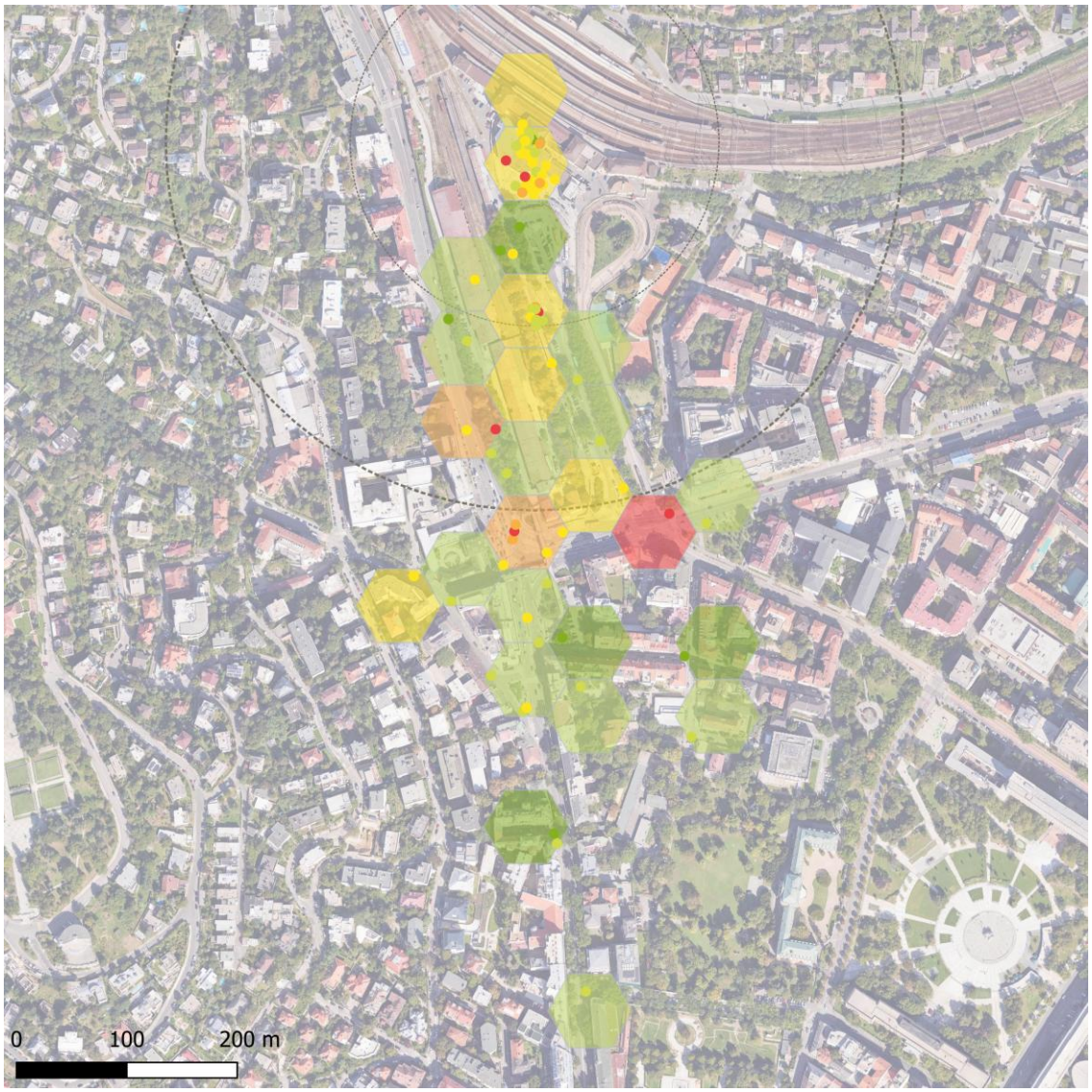


Figure 15. Location of all types of experiences and overall perceived walkability., in Bratislava Hlavná stanica.

3.1.11. Images from participants

Very positive. Safe and enjoyable	Negative. Unsafe and uncomfortable
Wide footpath, good crossing, interaction with people, low traffic, good ambience, scenery and destinations.  Woman, 29	*Absence of footpath.*  Man, 15
Positive. Comfortable and enjoyable	**Very negative. Unsafe and uncomfortable**
Good footpath and crossing, slow traffic, good ambience and scenery.  Woman, 39	*Bad footpath, litter and negative behaviour and interaction with people.*  Woman, 45

Figure 16. Images from the study area from participants, in Bratislava Hlavná stanica.

3.2. Bratislava Most SNP

Figure 17. Bratislava Most SNP.

Data was collected between 04/12/2024 and 12/12/2024 around Bratislava Most SNP. A total of 136 interviewed participants shared 136 walking experiences related to 500 environmental determinants.

Who walks, why and how?

From the **136 pedestrians interviewed**, most were adults (78.7%), followed by older adults (13.2%) and children (8.1%). In addition, 57.4% were women and 42.6% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (79.4%), while some had mild or moderate difficulty (19.9%) and severe or extreme difficulty (0.7%). Finally, most participants were active pedestrians (53%) followed by very active ones (47%).

Based on their **walk context**, 70.6% of participants were walking by choice while 29.4% did it out of necessity. With regards to the walk purpose, 56.6% participants walked for leisure, while 43.4% for transport. Most participants were walking with others (58.8%) compared to those walking alone (41.2%). Finally, most participants were familiar with the place (77.9%), while others were not (22.1%).

Which were the main walking experiences?

From the **136 walking experiences** collected from interviews, most experiences were positive (56.6%), followed by very positive (28.7%), neutral (10.3%), negative (3.7%) and very negative (0.7%).Overall, positive and very positive experiences (85.3%) significantly outnumbered negative and very negative

ones (4.4%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (70.6%), with more comfortable and very comfortable experiences (84.3%) than uncomfortable and very uncomfortable ones (5.2%). Secondly, .69.9% of experiences were related to **safety**, with more safe and very safe experiences (87.4%) than unsafe ones (4.2%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (63.2%), with only enjoyable and very enjoyable experiences (93%) and some neutral ones (7%).

What influenced walking experiences?

From the **500 environmental determinants** that influenced **walking experiences** in this study, the most frequent was interest, included in 17.8% of all observations, followed by footpath (16.6%), street furniture (16%), greenery (13%) and crossings (10%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, all determinants were related to more positive experiences, especially people, weather protection and greenery. With obstacles related to almost as many positive as negative ones. The most relevant determinants related to positive and very positive experiences were good interest (16.8%), good footpath (14.6%) and street furniture (14%), while most negative and very negative experiences were related to bad footpath (0.8%), crossings (0.4%), and obstacles (0.4%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (17.3%), interest (16.7%) and street furniture (13.3%), while most unsafe and very unsafe experiences were related to bad footpath, crossings and poor environmental quality (all with 0.6%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were interest (15.5%), good footpath (15.2%) and street furniture (12.7%), while most uncomfortable and very uncomfortable experiences were related to bad footpath (1.1%), lack of street furniture and greenery (both with 0.6%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were interest (20.7%), street furniture (15.6%) and good footpath (15.3%). There were no unenjoyable experiences shared.

Do different people have different experiences for different reasons?

Generally, not all participants shared the same type of experience or identified the same determinants in the same place. For this reason, the overall main types of experiences and their most relevant determinants can be filtered and re-analysed by type of pedestrians or walk contexts. The outcomes on how different people and walk contexts resulted in different experiences and relevant environmental determinants was calculated using all observations from the five study areas to maintain a representative sample. This information is included in Section 2. Overall analysis for all study areas.

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 mostly positive, but also neutral and a few negative experiences all across the study area, which implies that it presents a mix of mostly good, adequate and bad walkability, often related to common determinants. Positive (56.6%) and very positive (28.7%) experiences were mainly related to interest of the place, good footpath, street furniture, greenery and good crossings. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared a few negative (3.7%) and very negative (0.7%) experiences related to bad footpath, crossings, lack of street furniture or greenery and poor environmental quality. In order to reduce future negative experiences, these issues should be

prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, some places with neutral experiences (10.3%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as crossings, street furniture and exposure to traffic may enable more positive and very positive experiences.

3.2.1. Location of study area and observations

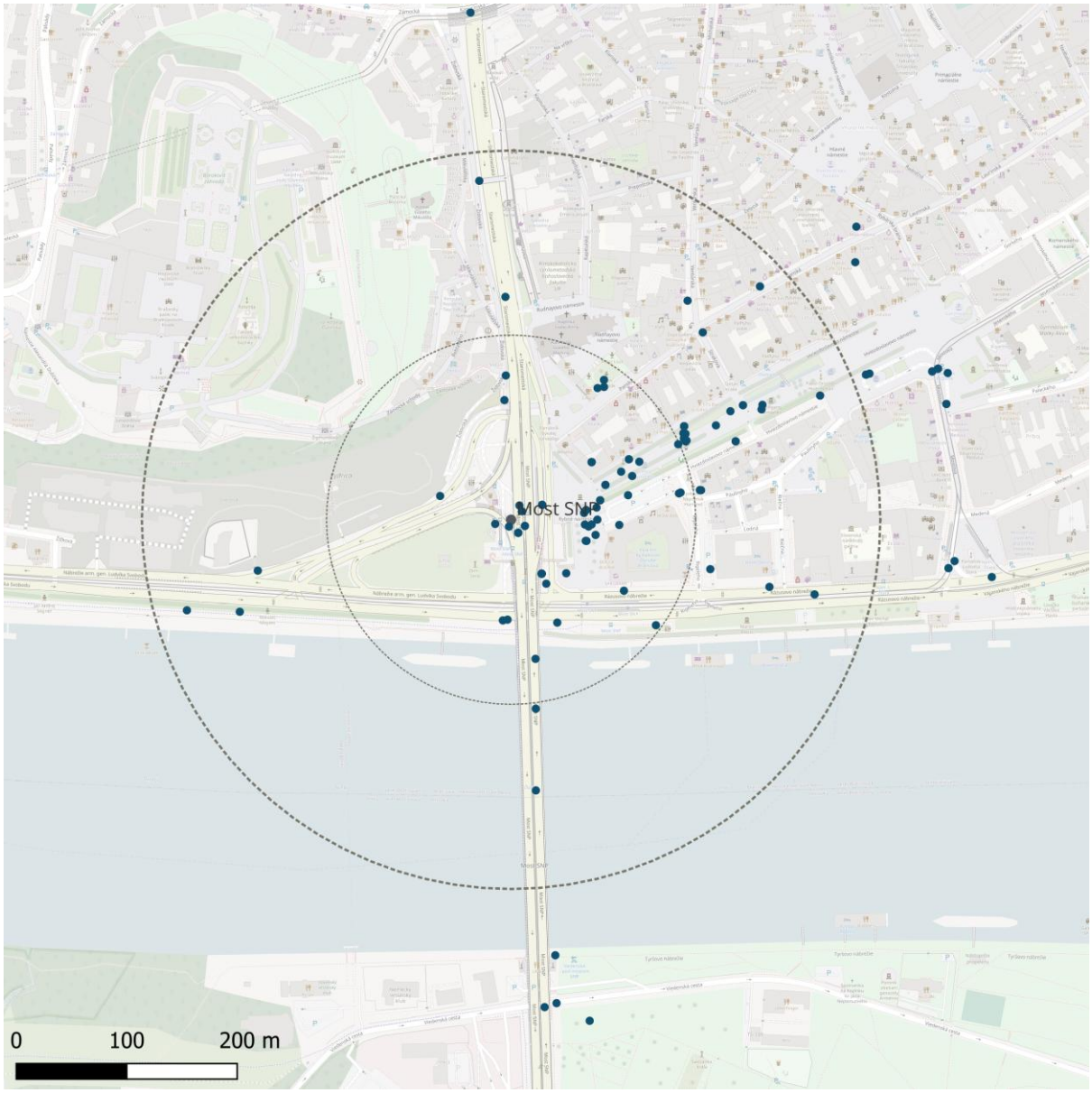


Figure 18. Observations from interviews and audits in Bratislava Most SNP.

3.2.2. Data collected

Period	03/12/2024 – 12/12/2024		
Timeframe	09:08 - 15:39		
Interviews	Participants	136	
	Experiences	136	
	Determinants	500	

Table 41. Data collected in Bratislava Most SNP.

3.2.3. Pedestrian profile

Variable	Category	N	%	Distribution N=136
AGE	Children (<18)	11	8.1	
	Adults (18-65)	107	78.7	
	Older people (>65)	18	13.2	
GENDER	Man	58	42.6	
	Woman	78	57.4	
	Other / No answer	0	0	
ABILITY (difficulty to move)	None	108	79.4	
	Mild or moderate	27	19.9	
	Severe or extreme	1	0.7	
ACTIVITY (mins/day)	Less than 10 min	0	0	
	10 - 60 mins	72	53	
	More than 60 min	64	47	

Table 42. Pedestrian profile in Bratislava Most SNP.

3.2.4. Walk context

Variable	Category	N	%	Distribution N=136
DECISION	Choice	96	70.6	
	Necessity	40	29.4	
	Other	0	0	
PURPOSE	Transport	59	43.4	
	Leisure	77	56.6	
	Other	0	0	
COMPANY	Alone	56	41.2	
	Accompanied	80	58.8	
	Other	0	0	
FAMILIARITY	Local	106	77.9	
	Visitor	30	22.1	
	Other	0	0	

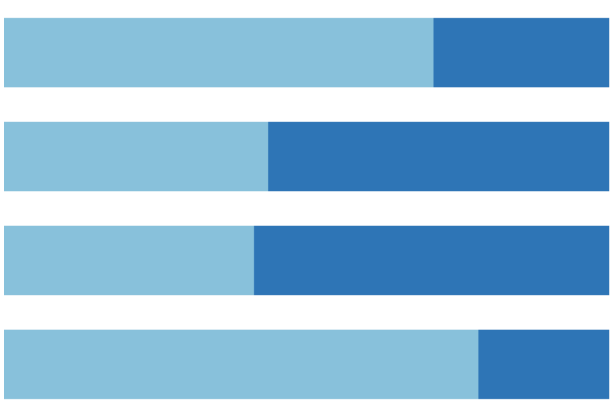
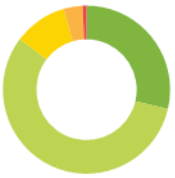


Table 43. Walk context in Bratislava Most SNP.

3.2.5. Walking experiences

EXPERIENCE	N	%
Very positive	39	28.7
Positive	77	56.6
Neutral	14	10.3
Negative	5	3.7
Very negative	1	0.7
TOTAL	136	100



TOP-5 determinants related to experience

Negative	Positive
Footpath	Interest
Crossing	Footpath
Furniture	Furniture
Greenery	Greenery
Environmental quality	Crossing

Table 44. Walking experiences and top 5 determinants related to them, in Bratislava Most SNP.

SAFETY	N	%
Very safe	28	29.5
Safe	55	57.9
Neutral	8	8.4
Unsafe	4	4.2
Very unsafe	0	0
TOTAL	95	100

TOP-5 determinants related to safety

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

Table 45. Safety and top 5 determinants related to them, in Bratislava Most SNP.

COMFORT	N	%
Very comfortable	32	33.3
Comfortable	49	51
Neutral	10	10.4
Uncomfortable	4	4.2
Very uncomfortable	1	1
TOTAL	96	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Footpath	Interest
Furniture	Footpath
Greenery	Furniture
Environmental quality	Greenery
Interest	Crossing

Table 46. Comforts and top 5 determinants related to them, in Bratislava Most SNP.

ENJOYMENT	N	%
Very enjoyable	32	37.2
Enjoyable	48	55.8
Neutral	6	7
Unenjoyable	0	0
Very unenjoyable	0	0
TOTAL	86	100

TOP-5 determinants related to enjoyment

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

Table 47. Enjoyment and top 5 determinants related to them, in Bratislava Most SNP.

Figure 19. Share of positive and negative experiences and most frequent types, in Bratislava Most SNP.

3.2.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=500
Very Positive	Interest	32	6.4		
	Footpath	28	5.6		
	Furniture	22	4.4		
	Greenery	21	4.2		
	Environmental quality	16	3.2		
	People	15	3		
	Crossing	11	2.2		
	Weather protection	10	2		
	Inclusion	4	0.8		
	Traffic	2	0.4		
	Obstacles	0	0		
	Other	0	0		
Postive	Interest	52	10.4		
	Furniture	48	9.6		
	Footpath	45	9		
	Greenery	40	8		
	Crossing	27	5.4		
	Environmental quality	19	3.8		
	People	15	3		
	Weather protection	12	2.4		
	Traffic	10	2		
	Inclusion	4	0.8		
	Obstacles	3	0.6		
	Other	0	0		
Neutral	Crossing	10	2		
	Furniture	8	1.6		
	Traffic	7	1.4		
	Footpath	6	1.2		
	Environmental quality	3	0.6		
	Interest	3	0.6		
	Inclusion	3	0.6		
	Greenery	2	0.4		
	Obstacles	2	0.4		
	Weather protection	2	0.4		
	People	2	0.4		
	Other	0	0		
Negative	Footpath	3	0.6		
	Crossing	2	0.4		
	Furniture	2	0.4		
	Greenery	2	0.4		
	Environmental quality	2	0.4		
	Traffic	1	0.2		
	Interest	1	0.2		
	Obstacles	0	0		
	Weather protection	0	0		
	People	0	0		
	Inclusion	0	0		
	Other	0	0		
Very negative	Footpath	1	0.2		
	Obstacles	1	0.2		
	Interest	1	0.2		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Inclusion	0	0		
	Other	0	0		

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

3.2.7. Positive and negative experiences by determinant

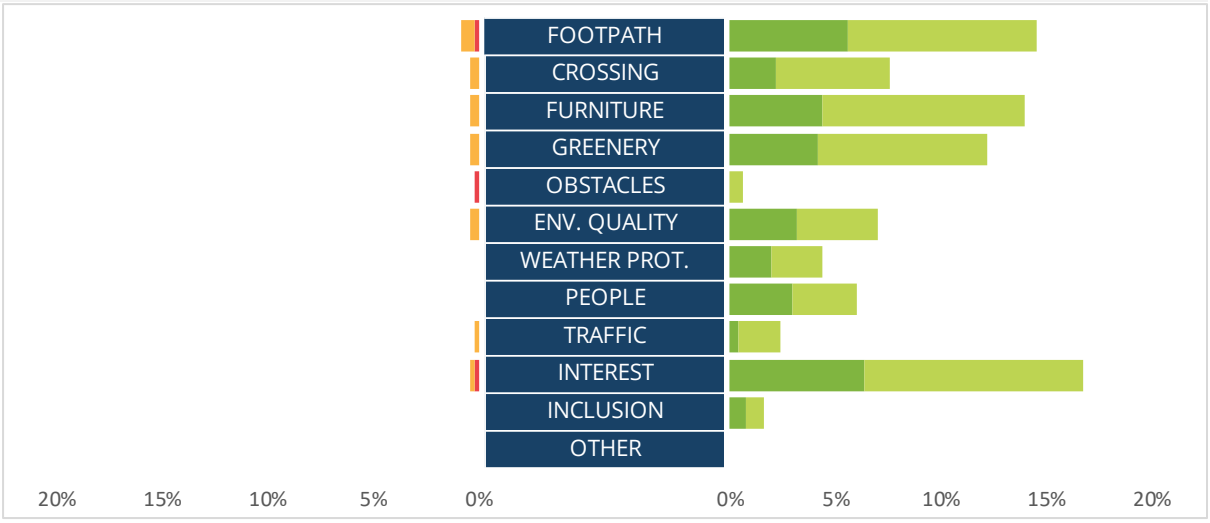


Figure 20. Positive and negative experiences by determinant, in Bratislava Most SNP.

3.2.8. Determinants by frequency and negative-positive experiences

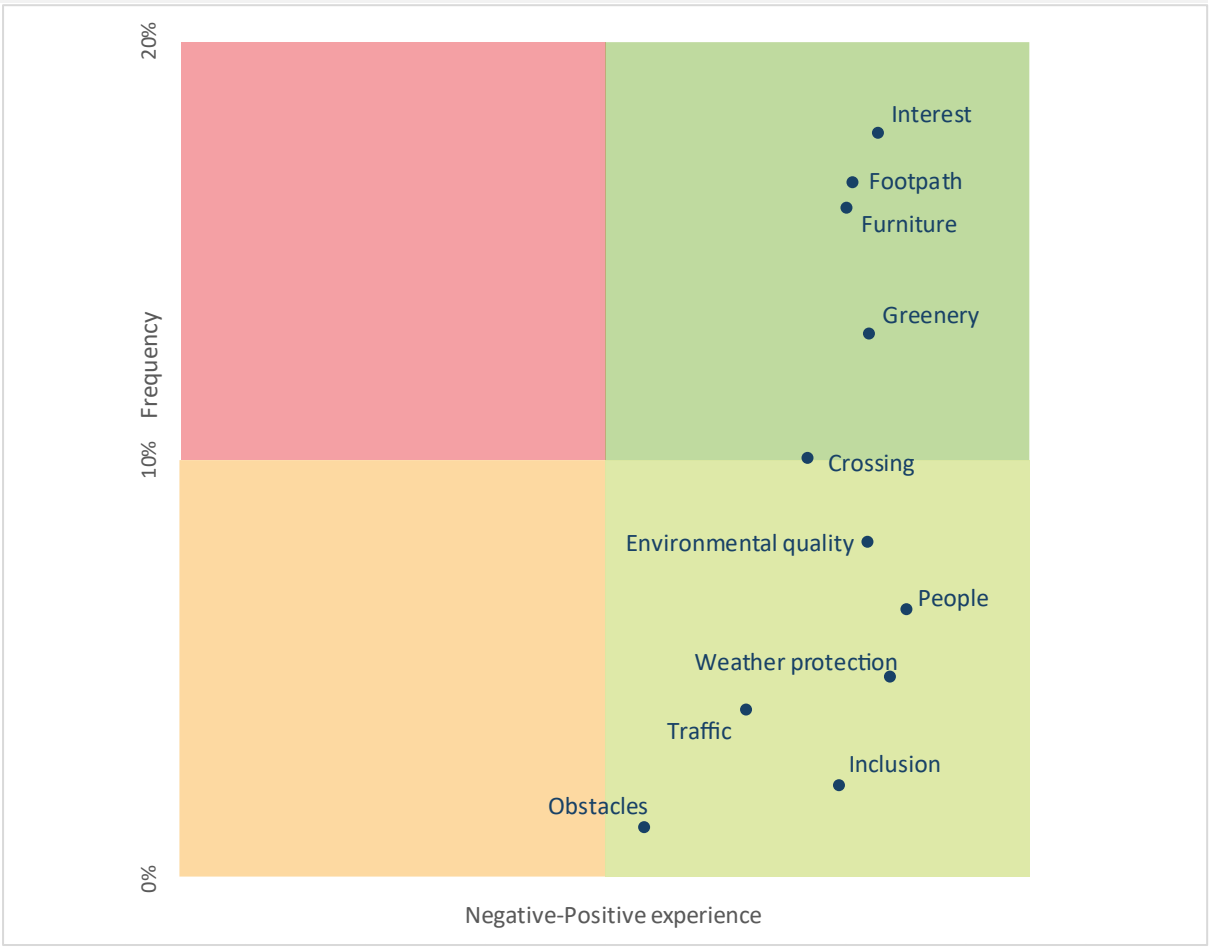


Figure 21. Determinants by frequency and negative-positive experiences, in Bratislava Most SNP.

3.2.9. Positive and negative experiences by subcategory of determinants

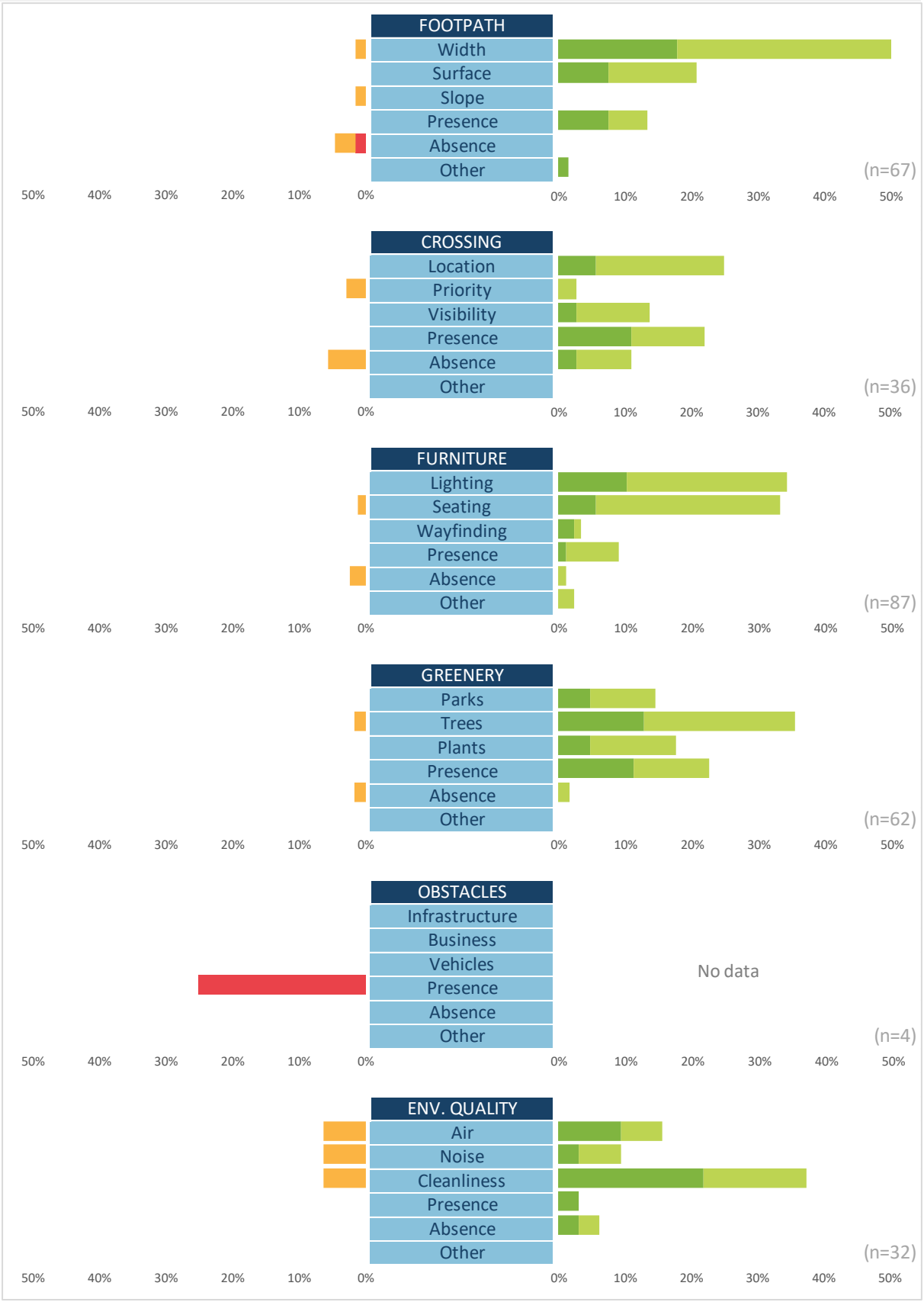


Figure 22. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Bratislava Most SNP.

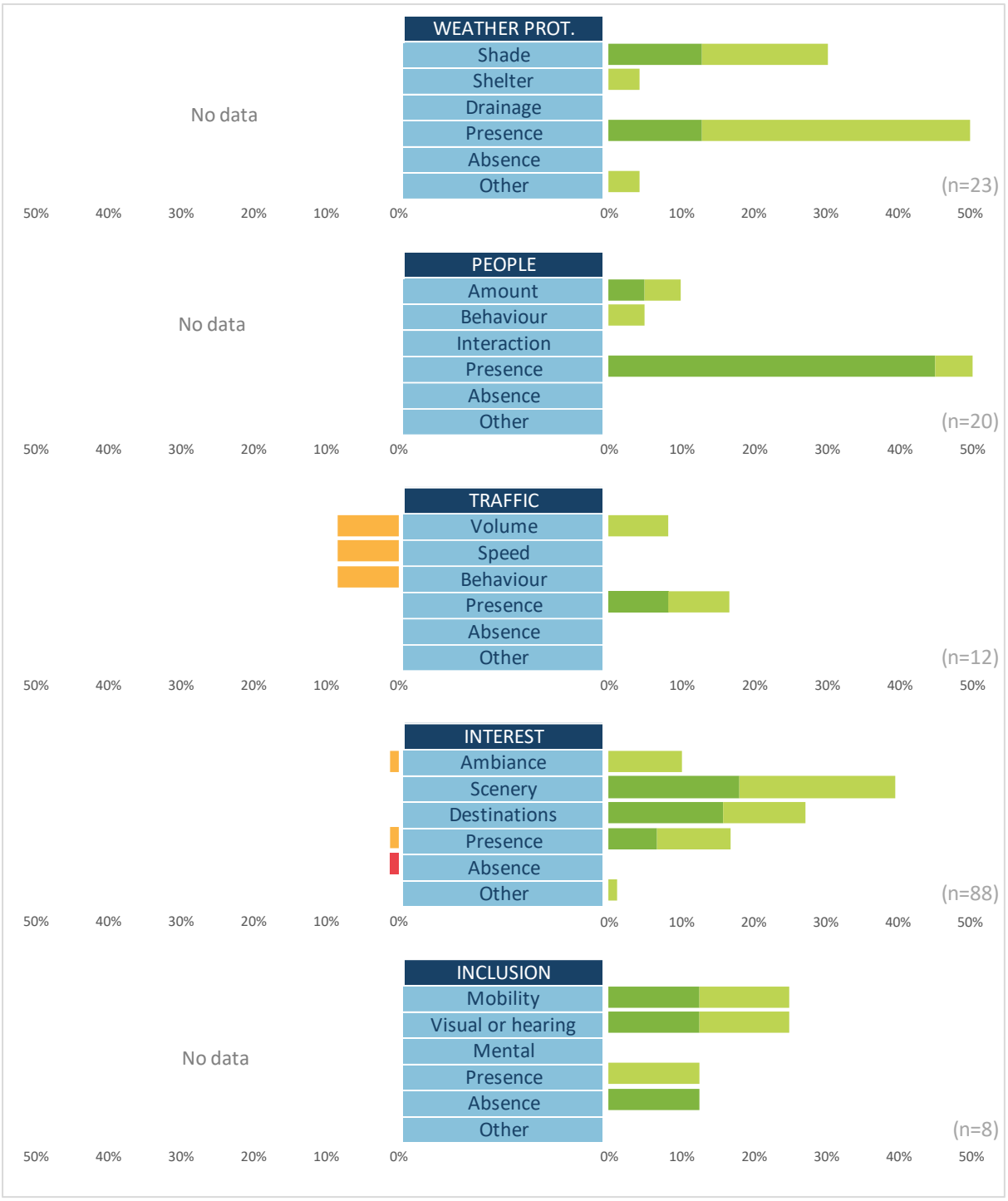
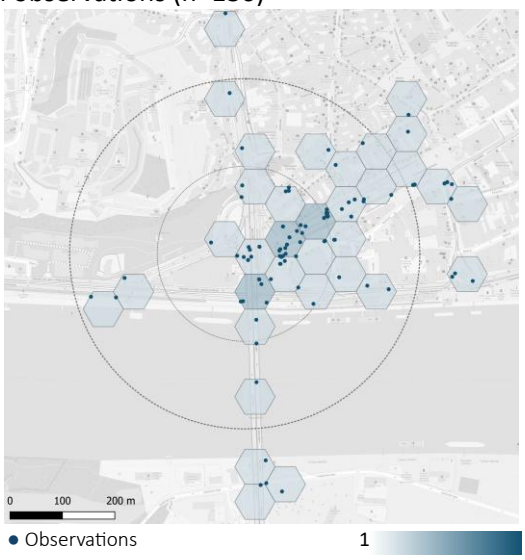


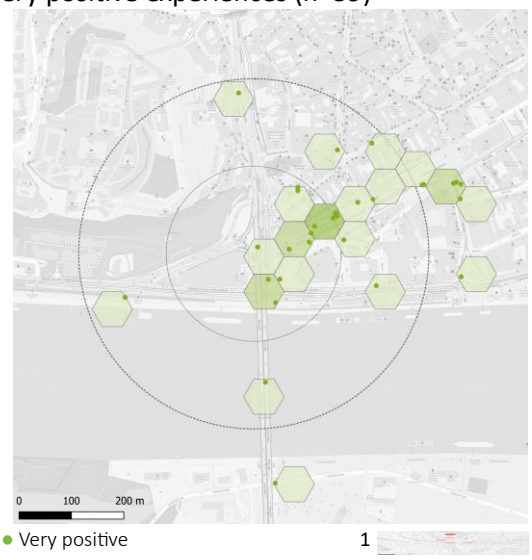
Figure 23. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Bratislava Most SNP.

3.2.10. Location of walking experiences

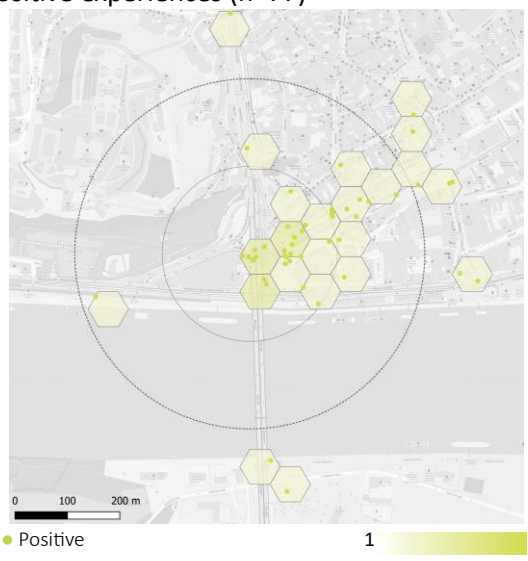
All observations (n=136)



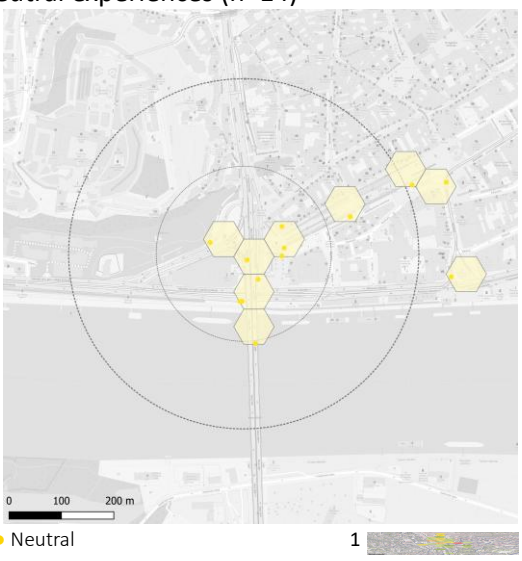
Very positive experiences (n=39)



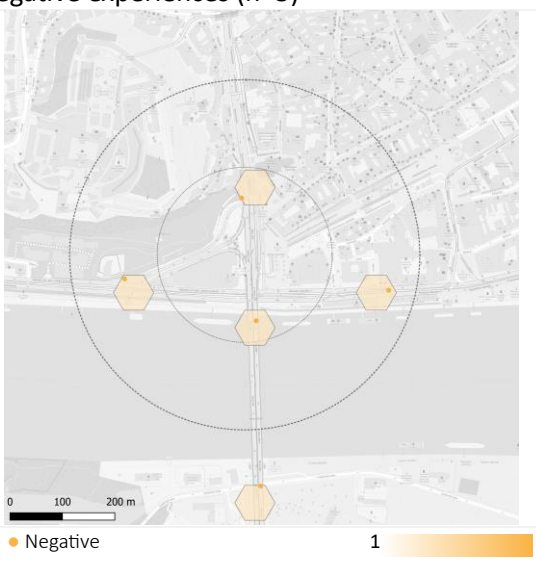
Positive experiences (n=77)



Neutral experiences (n=14)



Negative experiences (n=5)



Very negative experiences (n=1)

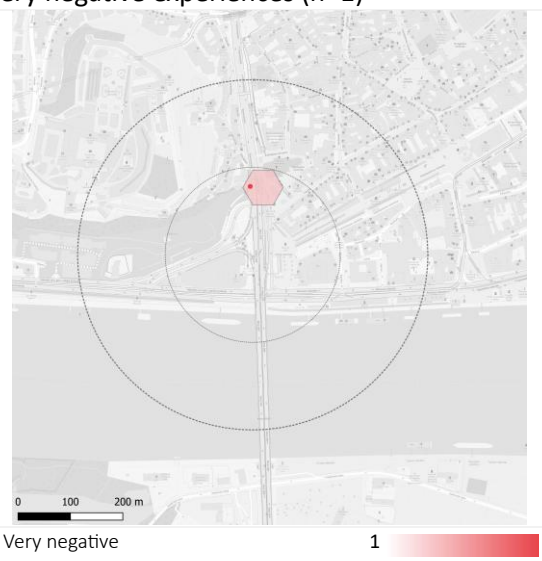


Figure 24. Location of observations and different experiences, in Bratislava Most SNP.

Location of all types of experiences (n=136) and overall perceived walkability.

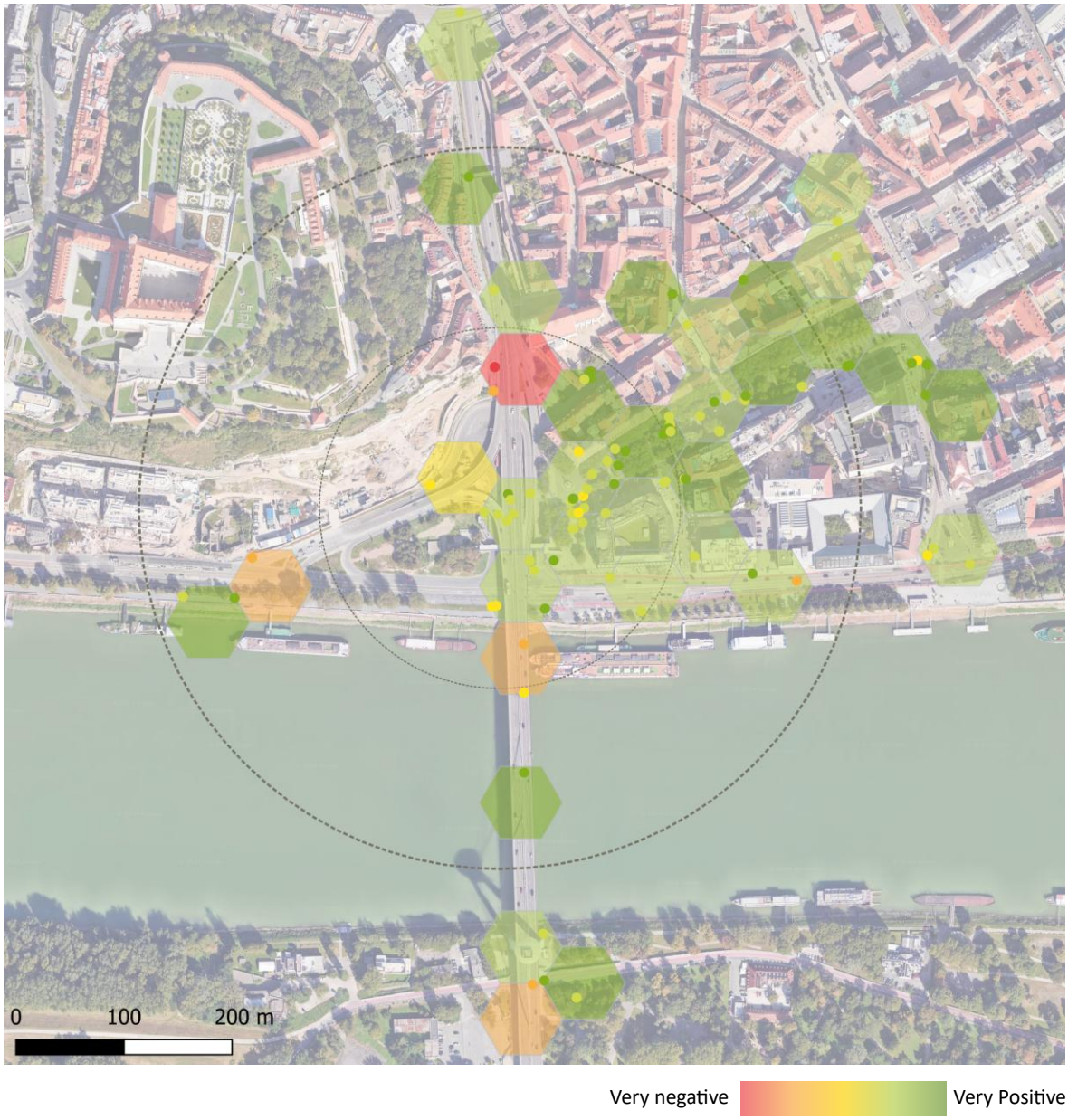


Figure 25. Location of all types of experiences and overall perceived walkability, in Bratislava Most SNP.

3.2.11. Images from participants

Very positive. Safe and comfortable	Negative. Uncomfortable
Good footpath, street furniture, presence of people and nice scenery.  Man, 32	*Absence of footpath, street furniture and greenery.*  Woman, 50
Positive. Safe and comfortable	**Very negative. Uncomfortable**
Street furniture and greenery.  Woman, 40	*Absence of footpath, obstacles and no interest.*  Man, 33

Figure 26. Images from the study area from participants, in Bratislava Most SNP.

3.3. Miloslavov

Figure 27. Miloslavov. Source: Wikipedia

Data was collected between 05/12/2024 and 17/12/2024 around Miloslavov. A total of 102 interviewed participants shared 102 walking experiences related to 454 environmental determinants.

Who walks, why and how?

From the **102 pedestrians interviewed**, most were adults (72.5%), followed by children (19.6%) and older adults (7.8%). In addition, 53.9% were women and 46.1% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (86.3%), while some had mild or moderate difficulty (13.7%). Finally, most participants were very active pedestrians (50.9%) followed by active ones (49.1%).

Based on their **walk context**, 86.3% of participants were walking by choice while 13.7% did it out of necessity. With regards to the walk purpose, 74.5% participants walked for leisure, while 25.5% for transport. Most participants were walking with others (69.6%) compared to those walking alone (30.4%). Finally, most participants were familiar with the place (97.1%), while others were not (2.9%).

Which were the main walking experiences?

From the **102 walking experiences** collected from interviews, most experiences were positive (56.9%), followed by very positive (34.2%), neutral (10.8%) and no negative or very negative experiences. When participants were asked to highlight one or more types of experiences, most referred to walking **safety**

(88.2%), followed by **comfort** (69.6%) and finally **enjoyment** (39.2%). All of them were linked to positive experiences and some neutral ones.

What influenced walking experiences?

From the **454 environmental determinants** that influenced **walking experiences** in this study, the most frequent was street furniture, included in 19.7% of all observations, followed by crossings (18.8%), greenery (15.8%), weather protection (13.4%) and footpath (9.3%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, all determinants were related to more positive experiences, especially people, weather protection and greenery. With obstacles related to almost as many positive as negative ones. The most relevant determinants related to positive and very positive experiences were good street furniture (17.9%), good crossings (17%) and greenery (14.9%), whereas there were no negative or very negative experiences.

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good furniture (18%), crossings (17%) and greenery (15.2%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good crossings (17.2%), street furniture (16.4%) and greenery (15%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were street furniture (16.9%), crossings (15.9%) and greenery (14.2%). There were no unsafe, uncomfortable or unenjoyable experiences shared.

Do different people have different experiences for different reasons?

Generally, not all participants shared the same type of experience or identified the same determinants in the same place. For this reason, the overall main types of experiences and their most relevant determinants can be filtered and re-analysed by type of pedestrians or walk contexts. The outcomes on how different people and walk contexts resulted in different experiences and relevant environmental determinants was calculated using all observations from the five study areas to maintain a representative sample. This information is included in Section 2. Overall analysis for all study areas.

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. In this study area, there were only positive and neutral experiences, which implies that all participants had an overall positive experience about the walkability of the place. Positive (56.9%) and very positive (32.4%) experiences were mainly related to street furniture, good crossings, greenery, weather protection and good 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. Finally, some places with neutral experiences (10.8%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as crossings, street furniture and protection from weather may enable more positive and very positive experiences.

3.3.1. Location of study area and observations

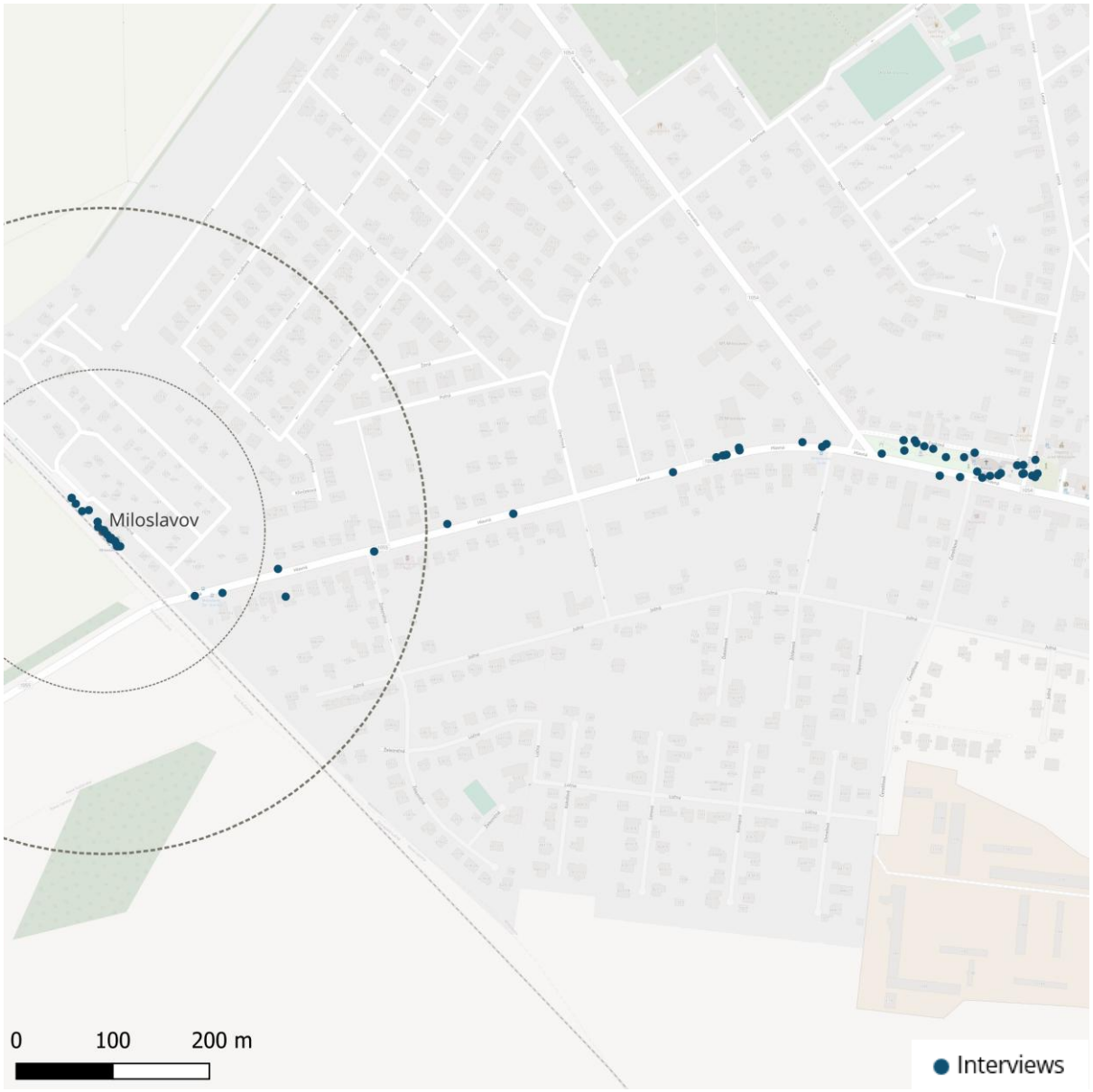


Figure 28. Observations from interviews and audits in *Miloslavov.*

3.3.2. Data collected

Period	05/12/2024 – 17/12/2024		
Timeframe	07:14-15:10		
Interviews	Participants	102	
	Experiences	102	
	Determinants	454	

Table 33. Data collected in Miloslavov.

3.3.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=102
AGE	Children (<18)	20	19.6		
	Adults (18-65)	74	72.5		
	Older people (>65)	8	7.8		
GENDER	Man	47	46.1		
	Woman	55	53.9		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	88	86.3		
	Mild or moderate	14	13.7		
	Severe or extreme	0	0		
ACTIVITY (mins/day)	Less than 10 min	0	0		
	10 - 60 mins	50	49.1		
	More than 60 min	52	50.9		

Table 34. Pedestrian profile in Miloslavov.

3.3.4. Walk context

Variable	Category	N	%	Distribution	N=102
DECISION	Choice	88	86.3		
	Necessity	14	13.7		
	Other	0	0		
PURPOSE	Transport	26	25.5		
	Leisure	76	74.5		
	Other	0	0		
COMPANY	Alone	31	30.4		
	Accompanied	71	69.6		
	Other	0	0		
FAMILIARITY	Local	99	97.1		
	Visitor	3	2.9		
	Other	0	0		

Table 35. Walk context in Miloslavov.

3.3.5. Walking experiences

EXPERIENCE	N	%
Very positive	33	32.4
Positive	58	56.9
Neutral	11	10.8
Negative	0	0
Very negative	0	0
TOTAL	102	100

TOP-5 determinants related to experience

Negative	Positive
-	Furniture
-	Crossing
-	Greenery
-	Weather protection
-	Footpath

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

SAFETY	N	%
Very safe	32	35.6
Safe	51	56.7
Neutral	7	7.8
Unsafe	0	0
Very unsafe	0	0
TOTAL	90	100.1

TOP-5 determinants related to safety

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

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

COMFORT	N	%
Very comfortable	30	42.3
Comfortable	34	47.9
Neutral	7	9.9
Uncomfortable	0	0
Very uncomfortable	0	0
TOTAL	71	100

TOP-5 determinants related to comfort

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

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

ENJOYMENT	N	%
Very enjoyable	25	62.5
Enjoyable	14	35
Neutral	1	2.5
Unenjoyable	0	0
Very unenjoyable	0	0
TOTAL	40	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
-	Furniture
-	Greenery
-	Crossing
-	Weather protection
-	People

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

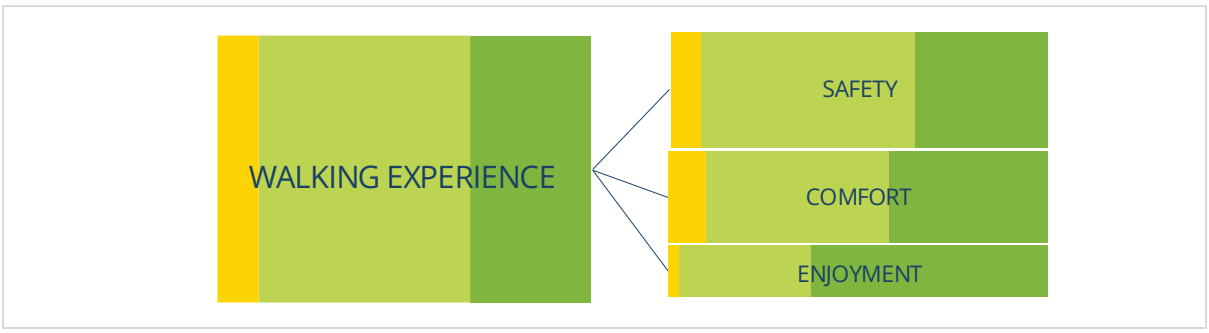


Figure 29. Share of positive and negative experiences and most frequent types, in Miloslavov.

3.3.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=454
Very Positive	Crossing	29	6.4		
	Furniture	29	6.4		
	Greenery	27	5.9		
	Weather protection	27	5.9		
	Footpath	23	5.1		
	Interest	18	4		
	People	16	3.5		
	Traffic	11	2.4		
	Environmental quality	7	1.5		
	Obstacles	0	0		
	Inclusion	0	0		
	Other	0	0		
Postive	Furniture	52	11.5		
	Crossing	48	10.6		
	Greenery	41	9		
	Weather protection	28	6.2		
	People	20	4.4		
	Interest	19	4.2		
	Footpath	18	4		
	Traffic	8	1.8		
	Environmental quality	2	0.4		
	Obstacles	0	0		
	Inclusion	0	0		
	Other	0	0		
Neutral	Crossing	8	1.8		
	Furniture	8	1.8		
	Weather protection	6	1.3		
	Greenery	4	0.9		
	Traffic	2	0.4		
	Interest	2	0.4		
	Footpath	1	0.2		
	Obstacles	0	0		
	Environmental quality	0	0		
	People	0	0		
	Inclusion	0	0		
	Other	0	0		
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		
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 40. Most frequent determinants by type of experience, in Miloslavov.

3.3.7. Positive and negative experiences by determinant

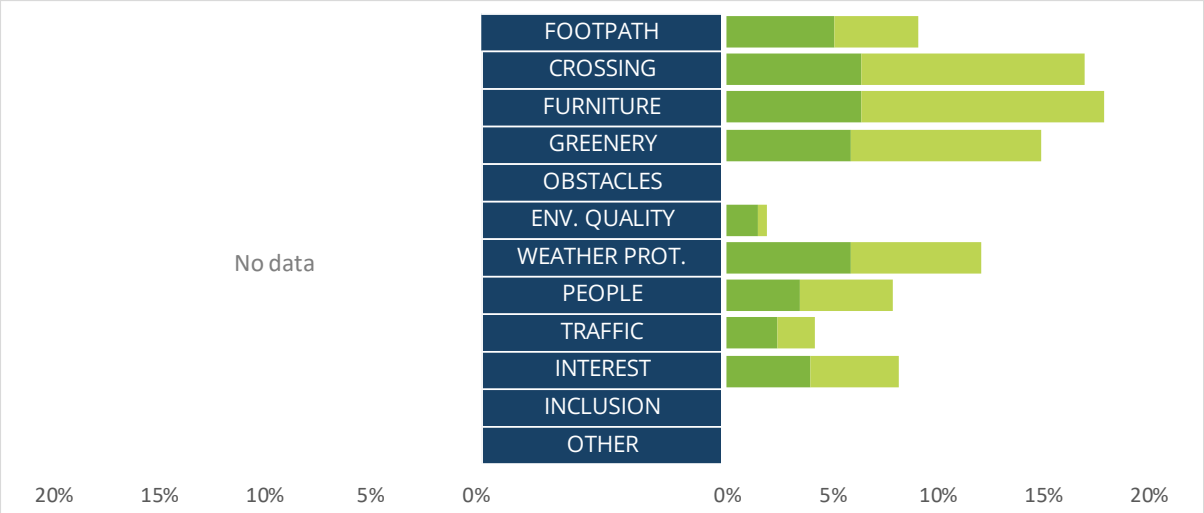


Figure 30. Positive and negative experiences by determinant, in Miloslavov.

3.3.8. Determinants by frequency and negative-positive experiences

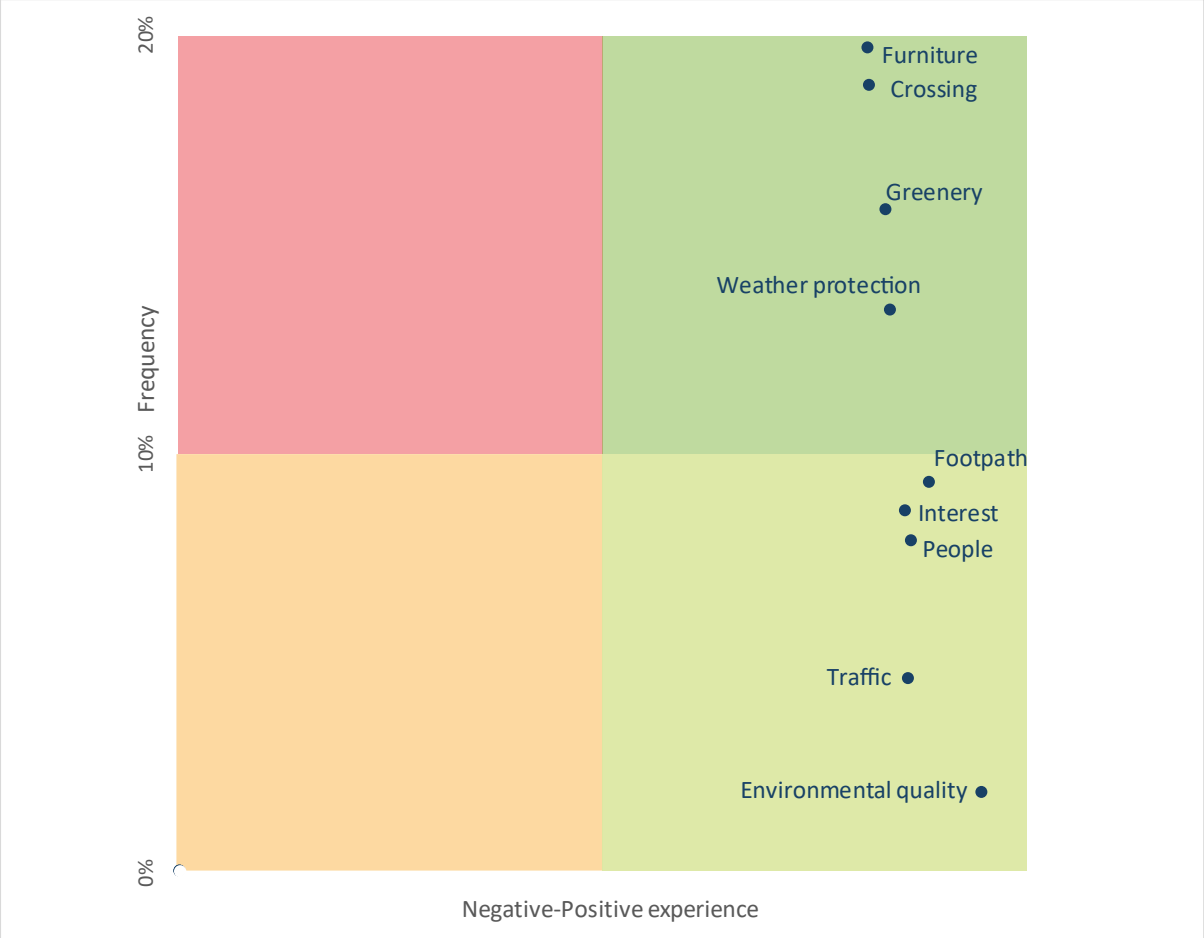


Figure 31. Determinants by frequency and negative-positive experiences, in Miloslavov.

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 Miloslavov.

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

3.3.10. Location of walking experiences

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

Location of all types of experiences (n=102) and overall perceived walkability.

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

3.3.11. Images from participants

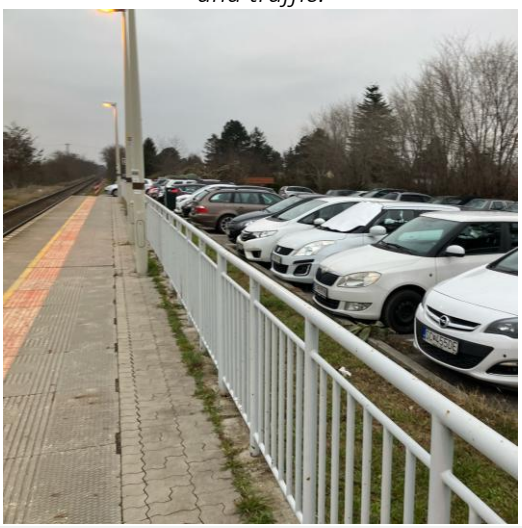
Very positive. Safe, comfortable and enjoyable	Positive. Safe and comfortable
Good footpath, crossing, greenery, weather protection, friendly people and nice ambience.  Woman, 62	*Good footpath, crossing, street lights, weather protection, low traffic, interest.*  Man, 67
Positive. Safe and comfortable	**Neutral. Safe and comfortable**
Good crossing, street furniture and protection from weather.  Man, 23	*Adequate street furniture, weather protection and traffic.*  Man, 35

Figure 36. Images from the study area from participants, in Miloslavov.

3.4 Pezinok

Figure 37. Pezinok. Source: Wikipedia

Data was collected between 10/12/2024 and 16/12/2024 around Pezinok. A total of 142 interviewed participants shared 142 walking experiences related to 532 environmental determinants.

Who walks, why and how?

From the **142 pedestrians** interviewed, most were adults (70.4%), followed by children (22.5%) and older adults (7%). In addition, 51.4% were women and 48.6% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (83.8%), while some had mild or moderate difficulty (14.8%) and severe or extreme (1.4). Finally, most participants were active pedestrians (64.7%), followed by very active ones (35.2%). Based on their **walk context**, 50.7% of participants were walking by choice while 49.3% did it out of necessity. With regards to the walk purpose, 80.3% participants walked for transport, while 19.7% for leisure. Most participants were walking alone (62%) compared to those walking with others (38%). Finally, most participants were familiar with the place (77.5%), while others were not (22.5%).

Which were the main walking experiences?

From the **142 walking experiences** collected from interviews, most experiences were positive (52.8%), followed by very positive (28.2%), neutral (19%) and no negative or very negative experiences. When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (88%), followed by **safety** (85.9%) and finally **enjoyment** (21.8%). All of them were linked to positive experiences and some neutral ones.

What influenced walking experiences?

From the **532 environmental determinants** that influenced **walking experiences** in this study, the most frequent was street furniture, included in 22.1% of all observations, followed by footpath (21.6%), weather protection (13.5%), crossings (11.3%) and environmental quality (10.9%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, all determinants were related to more positive experiences, especially greenery and intertest. The most relevant determinants related to positive and very positive experiences were good footpath (18.8%), good street furniture (18.2%) and weather protection (11.1%), whereas there were no negative or very negative experiences.

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (20%), street furniture (19.3%) and weather protection (11.5%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (19%), street furniture (18%) and weather protection (10.7%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good footpath (24.8%), street furniture (19%) and environmental quality (9.9%). There were no unsafe, uncomfortable or unenjoyable experiences shared.

Do different people have different experiences for different reasons?

Generally, not all participants shared the same type of experience or identified the same determinants in the same place. For this reason, the overall main types of experiences and their most relevant determinants can be filtered and re-analysed by type of pedestrians or walk contexts. The outcomes on how different people and walk contexts resulted in different experiences and relevant environmental determinants was calculated using all observations from the five study areas to maintain a representative sample. This information is included in Section 2. Overall analysis for all study areas.

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. In this study area, there were only positive and neutral experiences, which implies that all participants had an overall positive experience about the walkability of the place. Positive (52.8%) and very positive (28.2%) experiences were mainly related to good footpath, street furniture, weather protection, environmental quality 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. Finally, some places with neutral experiences (19%) 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, footpath and protection from weather may enable more positive and very positive experiences.

3.4.1. Location of study area and observations

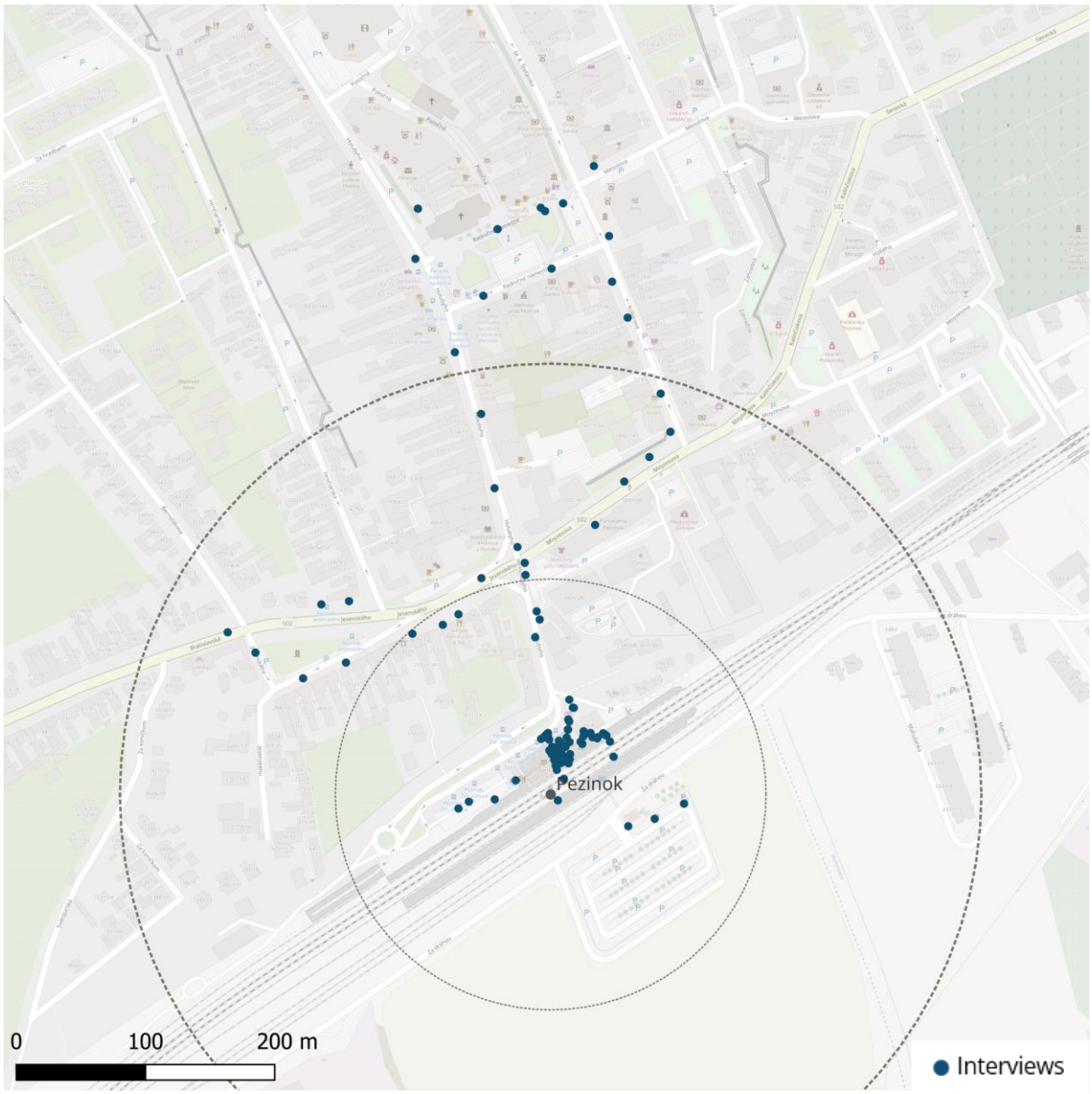


Figure 38. Observations from interviews and audits in *Pezinok.*

3.4.2. Data collected

Period	10/12/2024 – 16/12/2024		
Timeframe	13:01 - 18:12		
Interviews	Participants	142	
	Experiences	142	
	Determinants	532	

Table 49. Data collected in Pezinok.

3.4.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=142
AGE	Children (<18)	32	22.5		
	Adults (18-65)	100	70.4		
	Older people (>65)	10	7		
GENDER	Man	69	48.6		
	Woman	73	51.4		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	119	83.8		
	Mild or moderate	21	14.8		
	Severe or extreme	2	1.4		
ACTIVITY (mins/day)	Less than 10 min	0	0		
	10 - 60 mins	92	64.7		
	More than 60 min	50	35.2		

Table 50. Pedestrian profile in Pezinok.

3.4.4. Walk context

Variable	Category	N	%	Distribution	N=142
DECISION	Choice	72	50.7		
	Necessity	70	49.3		
	Other	0	0		
PURPOSE	Transport	114	80.3		
	Leisure	28	19.7		
	Other	0	0		
COMPANY	Alone	88	62		
	Accompanied	54	38		
	Other	0	0		
FAMILIARITY	Local	110	77.5		
	Visitor	32	22.5		
	Other	0	0		

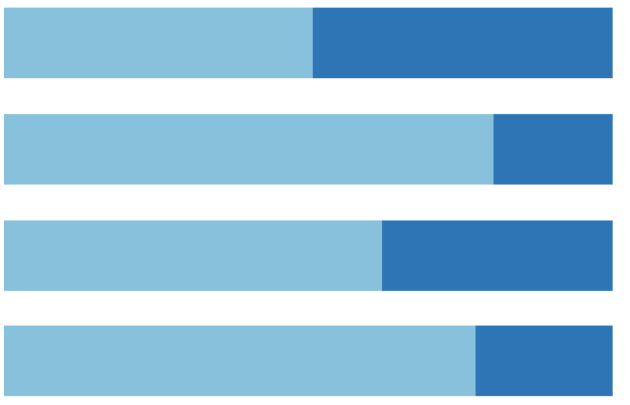


Table 51. Walk context in Pezinok.

3.4.5. Walking experiences

EXPERIENCE	N	%
Very positive	40	28.2
Positive	75	52.8
Neutral	27	19
Negative	0	0
Very negative	0	0
TOTAL	142	100

TOP-5 determinants related to experience

Negative	Positive
-	Footpath
-	Furniture
-	Weather protection
-	Environmental quality
-	Crossing

Table 52. Walking experiences and top 5 determinants related to them, in Pezinok.

SAFETY	N	%
Very safe	39	32
Safe	68	55.7
Neutral	15	12.3
Unsafe	0	0
Very unsafe	0	0
TOTAL	122	100

TOP-5 determinants related to safety

Unsafe	Safe
-	Footpath
-	Furniture
-	Weather protection
-	Environmental quality
-	Crossing

Table 53. Safety and top 5 determinants related to them, in Pezinok.

COMFORT	N	%
Very comfortable	38	30.4
Comfortable	64	51.2
Neutral	23	18.4
Uncomfortable	0	0
Very uncomfortable	0	0
TOTAL	125	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
-	Footpath
-	Furniture
-	Weather protection
-	Environmental quality
-	Crossing

Table 54. Comforts and top 5 determinants related to them, in Pezinok.

ENJOYMENT	N	%
Very enjoyable	18	58.1
Enjoyable	12	38.7
Neutral	1	3.2
Unenjoyable	0	0
Very unenjoyable	0	0
TOTAL	31	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
-	Footpath
-	Furniture
-	Environmental quality
-	Interest
-	Crossing

Table 55. Enjoyment and top 5 determinants related to them, in Pezinok.

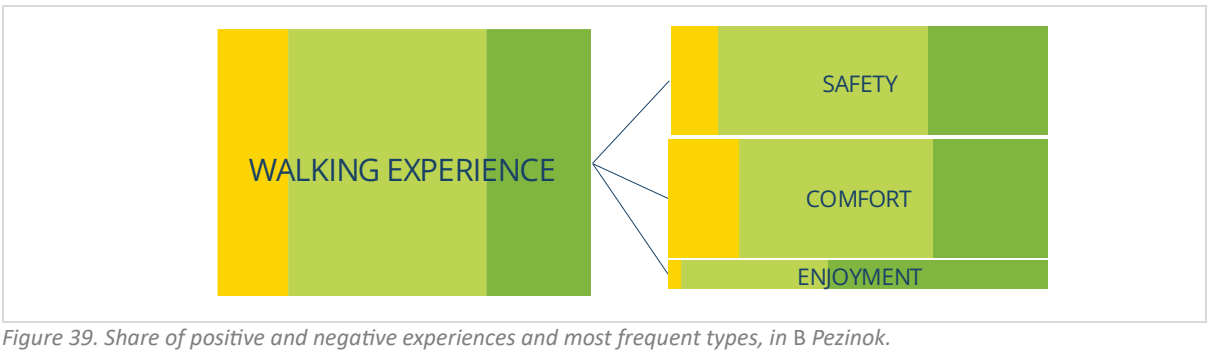


Figure 39. Share of positive and negative experiences and most frequent types, in B *Pezinok.*

3.4.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=532
Very Positive	Footpath	39	7.3		
	Furniture	31	5.8		
	Weather protection	20	3.8		
	Environmental quality	17	3.2		
	Crossing	16	3		
	Interest	13	2.4		
	Greenery	8	1.5		
	Inclusion	6	1.1		
	People	4	0.8		
	Traffic	2	0.4		
	Obstacles	0	0		
	Other	0	0		
Postive	Furniture	66	12.4		
	Footpath	61	11.5		
	Weather protection	39	7.3		
	Crossing	33	6.2		
	Environmental quality	33	6.2		
	Interest	17	3.2		
	Inclusion	16	3		
	Greenery	10	1.9		
	Traffic	8	1.5		
	People	7	1.3		
	Obstacles	0	0		
	Other	0	0		
Neutral	Furniture	21	3.9		
	Footpath	15	2.8		
	Weather protection	13	2.4		
	Crossing	11	2.1		
	Environmental quality	8	1.5		
	Inclusion	8	1.5		
	Traffic	4	0.8		
	Interest	3	0.6		
	People	2	0.4		
	Greenery	1	0.2		
	Obstacles	0	0		
	Other	0	0		
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		
Very negative	Footpath	0	0		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Obstacles	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	People	0	0		
	Traffic	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		

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

3.4.7. Positive and negative experiences by determinant

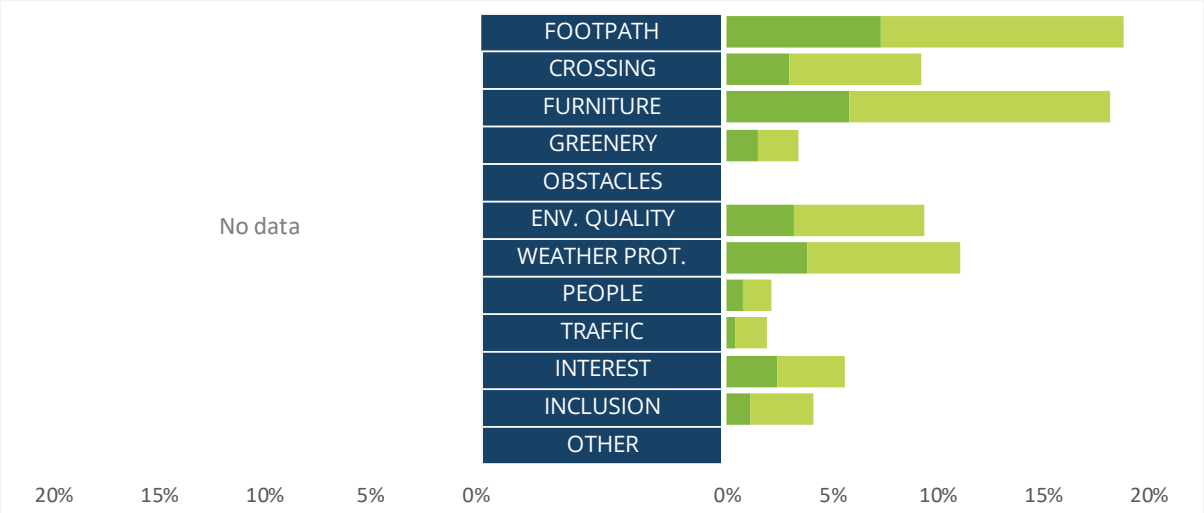


Figure 40. Positive and negative experiences by determinant, in Pezinok.

3.4.8. Determinants by frequency and negative-positive experiences

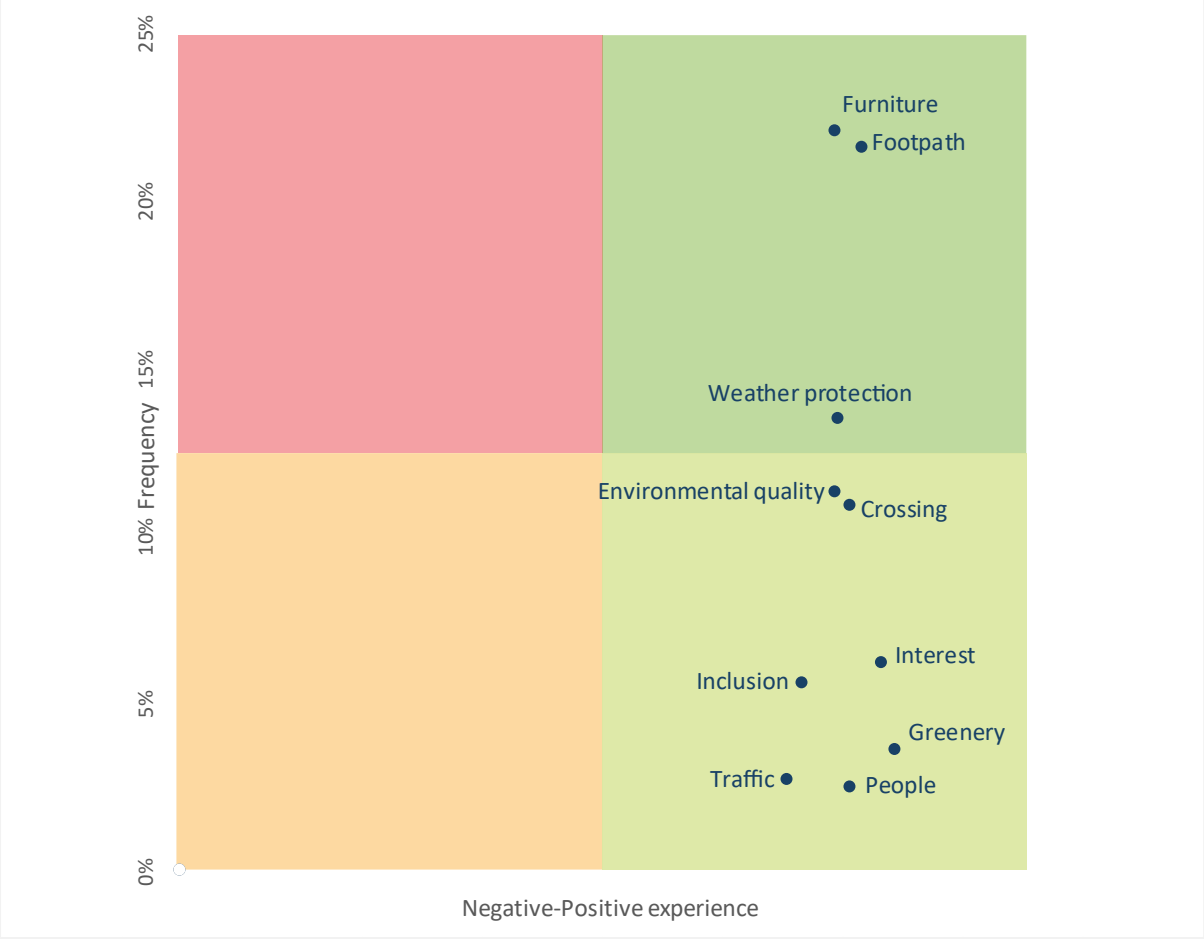


Figure 41. Determinants by frequency and negative-positive experiences, in Pezinok.

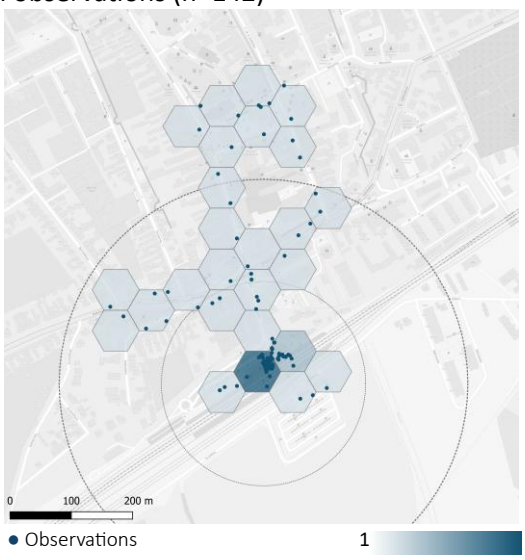
3.4.9. Positive and negative experiences by subcategory of determinants

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

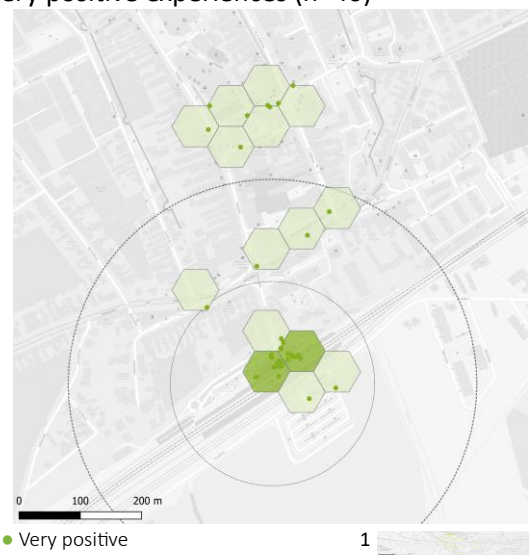
Figure 43. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Pezinok.

3.4.10. Location of walking experiences

All observations (n=142)

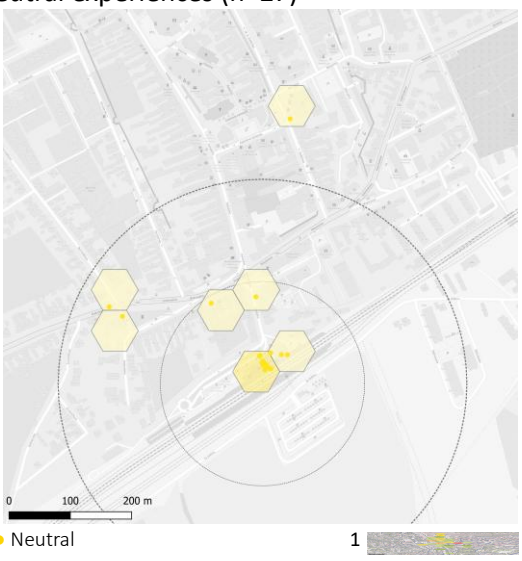


Very positive experiences (n=40)



Positive experiences (n=75)

Neutral experiences (n=27)



Negative experiences (n=0)

No data

Negative 1 6

Very negative experiences (n=0)

No data

Very negative 1 3

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

Location of all types of experiences (n=142) and overall perceived walkability.

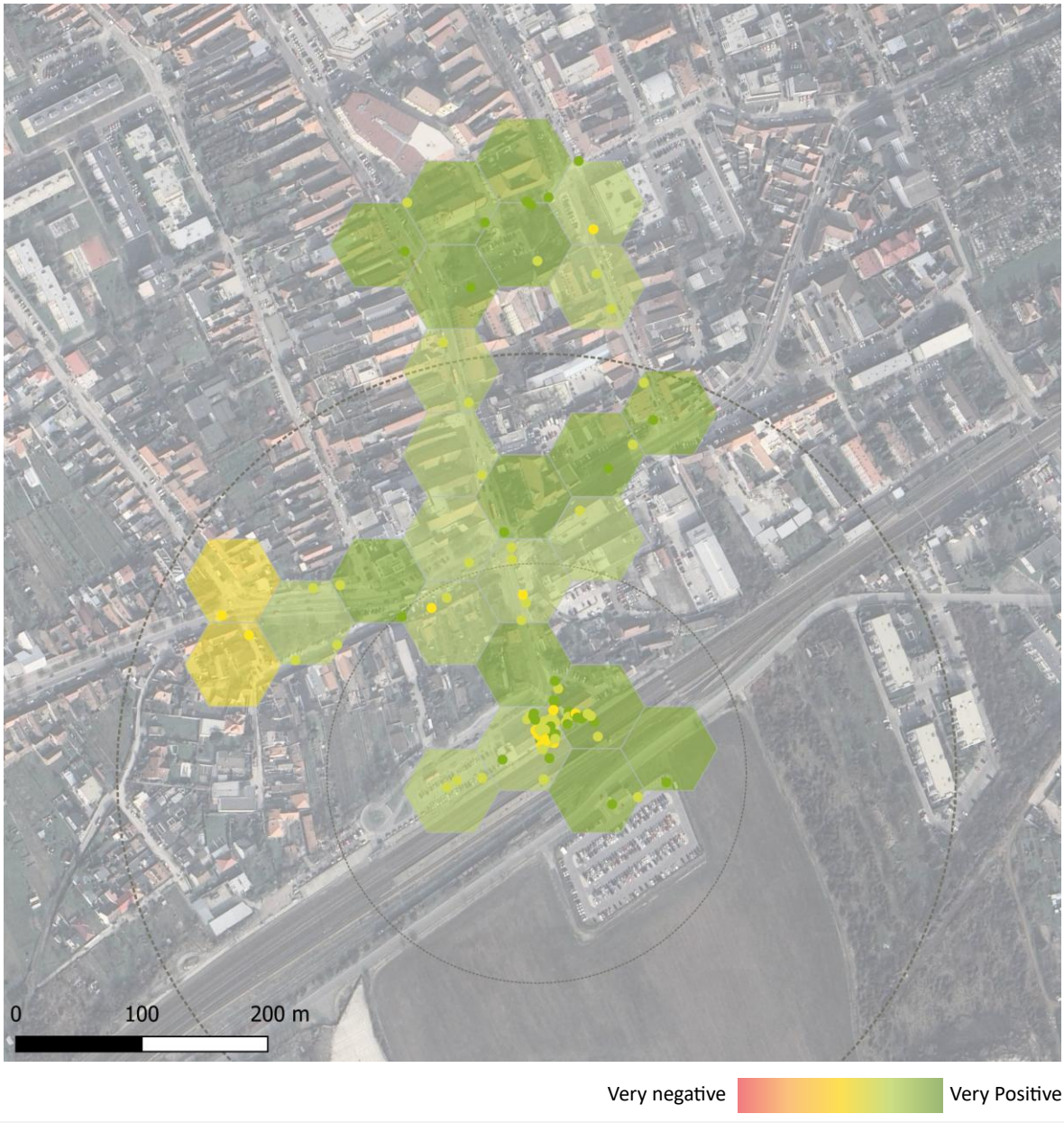


Figure 45. Location of all types of experiences and overall perceived walkability, in Pezinok.

3.4.11. Images from participants

Very positive. Safe, comfortable and enjoyable	Positive. Safe and comfortable
Good footpath and crossing, greenery and interest.	*Good crossing, street furniture and protection from weather.*
	
Woman, 21	Woman, 22
Neutral. Comfort	**Neutral. Safe and comfortable**
Adequate footpath, crossing, street furniture, traffic and environmental quality.	*Adequate footpath, traffic and interest.*
	
Woman, 15	Man, 28

Figure 46. Images from the study area from participants, in Pezinok.

3.5. Senec

Figure 47. Senec. Source: Wikipedia

Data was collected on the 10/12/2024 around Senec. A total of 100 interviewed participants shared 100 walking experiences related to 404 environmental determinants.

Who walks, why and how?

From the **100 pedestrians** interviewed, most were adults (82%), followed by children (13%) and older adults (5%). In addition, 60% were men and 40% women. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (88%), while some had mild or moderate difficulty (12%). Finally, most participants were active pedestrians (66%), followed by very active ones (34%). Based on their **walk context**, 65% of participants were walking by choice while 35% did it out of necessity. With regards to the walk purpose, 56% participants walked for transport, while 44% for leisure. Most participants were walking alone (57%) compared to those walking with others (43%). Finally, most participants were familiar with the place (85%), while others were not (15%).

Which were the main walking experiences?

From the **100 walking experiences** collected from interviews, most experiences were positive (49%), followed by neutral (26%), very positive (25%) and no negative or very negative experiences. When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (84%), followed by **safety** (78%) and finally **enjoyment** (34%). All of them were linked to positive experiences and some neutral ones.

What influenced walking experiences?

From the **404 environmental determinants** that influenced **walking experiences** in this study, the most frequent was street furniture, included in 21.2% of all observations, followed by footpath (19.3%), crossings (12.9%), greenery (12.4%) and interest (12.1%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, all determinants were related to more positive experiences. The most relevant determinants related to

positive and very positive experiences were street furniture (15.8%), good footpath (15.6%) and greenery (10.9%), whereas there were no negative or very negative experiences.

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (17.1%), street furniture (16.5%) and greenery (11.3%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (15.6%), street furniture (14.8%) and greenery (10.2%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good footpath (19.6%), street furniture (17.7%) and greenery (15%). There were no unsafe, uncomfortable or unenjoyable experiences shared.

Do different people have different experiences for different reasons?

Generally, not all participants shared the same type of experience or identified the same determinants in the same place. For this reason, the overall main types of experiences and their most relevant determinants can be filtered and re-analysed by type of pedestrians or walk contexts. The outcomes on how different people and walk contexts resulted in different experiences and relevant environmental determinants was calculated using all observations from the five study areas to maintain a representative sample. This information is included in Section 2. Overall analysis for all study areas.

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. In this study area, there were only positive and neutral experiences, which implies that all participants had an overall positive experience about the walkability of the place. Positive (49%) and very positive (25%) experiences were mainly related to good street furniture, footpath, greenery, 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. Finally, some places with neutral experiences (26%) 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, footpath and crossings may enable more positive and very positive experiences.

3.5.1. Location of study area and observations

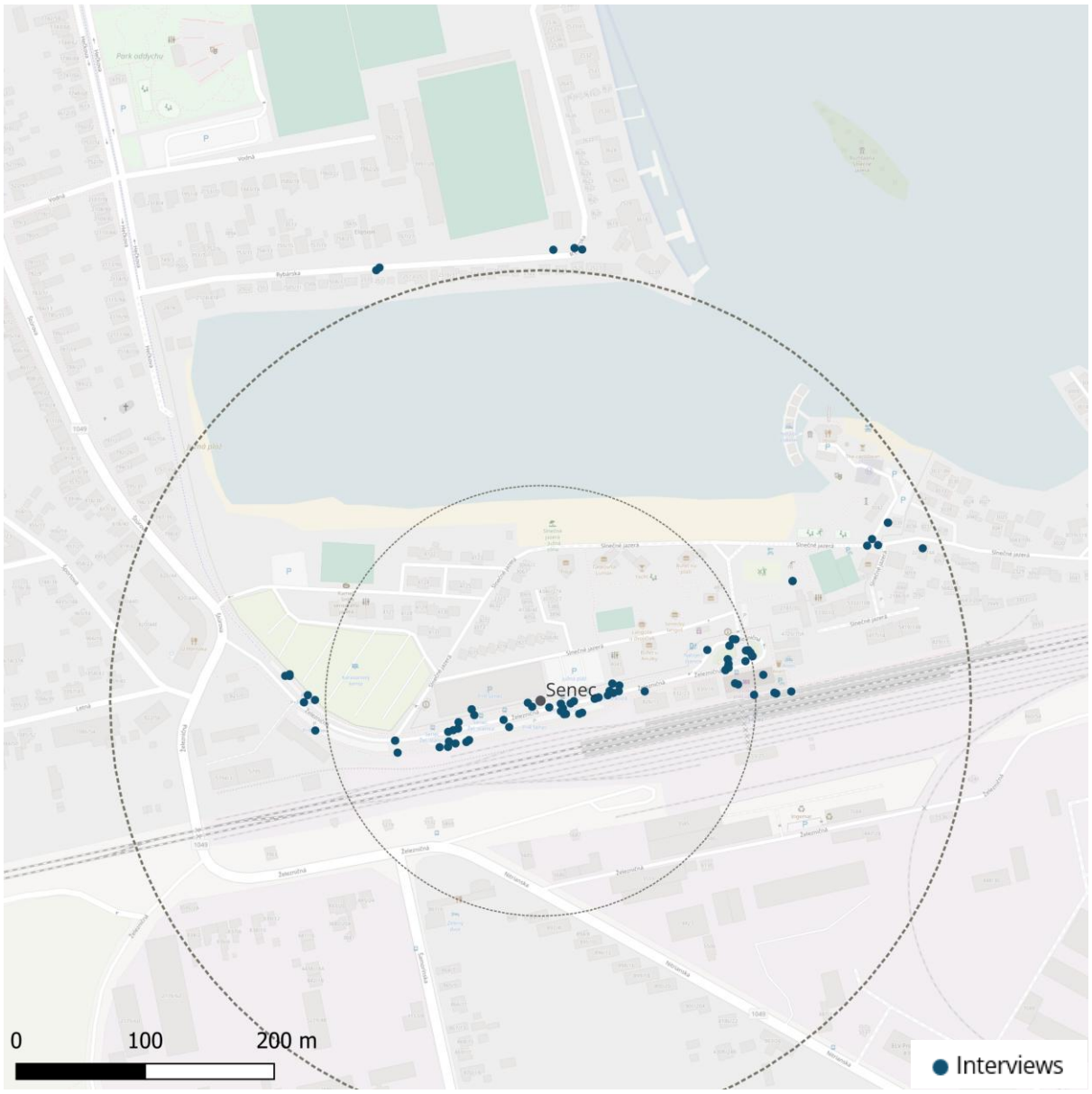


Figure 48. Observations from interviews and audits in *Senec.*

3.5.2. Data collected

Period	10/12/2024	
Timeframe	14:40 - 16:23	
Interviews	Participants	100
	Experiences	100
	Determinants	404

Table 57. Data collected in Senec.

3.5.3. Pedestrian profile

Variable	Category	N	%	Distribution N=100
AGE	Children (<18)	13	13	
	Adults (18-65)	82	82	
	Older people (>65)	5	5	
GENDER	Man	60	60	
	Woman	40	40	
	Other / No answer	0	0	
ABILITY (difficulty to move)	None	88	88	
	Mild or moderate	12	12	
	Severe or extreme	0	0	
ACTIVITY (mins/day)	Less than 10 min	0	0	
	10 - 60 mins	66	66	
	More than 60 min	34	34	

Table 58. Pedestrian profile in Senec.

3.5.4. Walk context

Variable	Category	N	%	Distribution N=100
DECISION	Choice	65	65	
	Necessity	35	35	
	Other	0	0	
PURPOSE	Transport	56	56	
	Leisure	44	44	
	Other	0	0	
COMPANY	Alone	57	57	
	Accompanied	43	43	
	Other	0	0	
FAMILIARITY	Local	85	85	
	Visitor	15	15	
	Other	0	0	

Table 59. Walk context in Senec.

3.5.5. Walking experiences

EXPERIENCE	N	%
Very positive	25	25
Positive	49	49
Neutral	26	26
Negative	0	0
Very negative	0	0
TOTAL	100	100

TOP-5 determinants related to experience

Negative	Positive
-	Furniture
-	Footpath
-	Greenery
-	Interest
-	Crossing

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

SAFETY	N	%
Very safe	19	24.4
Safe	43	55.1
Neutral	16	20.5
Unsafe	0	0
Very unsafe	0	0
TOTAL	78	100

TOP-5 determinants related to safety

Unsafe	Safe
-	Footpath
-	Furniture
-	Greenery
-	Crossing
-	Interest

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

COMFORT	N	%
Very comfortable	19	22.6
Comfortable	42	50
Neutral	23	27.4
Uncomfortable	0	0
Very uncomfortable	0	0
TOTAL	84	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
-	Footpath
-	Furniture
-	Greenery
-	Crossing
-	Interest

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

ENJOYMENT	N	%
Very enjoyable	17	50
Enjoyable	15	44.1
Neutral	2	5.9
Unenjoyable	0	0
Very unenjoyable	0	0
TOTAL	34	100

TOP-5 determinants related to enjoyment

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

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

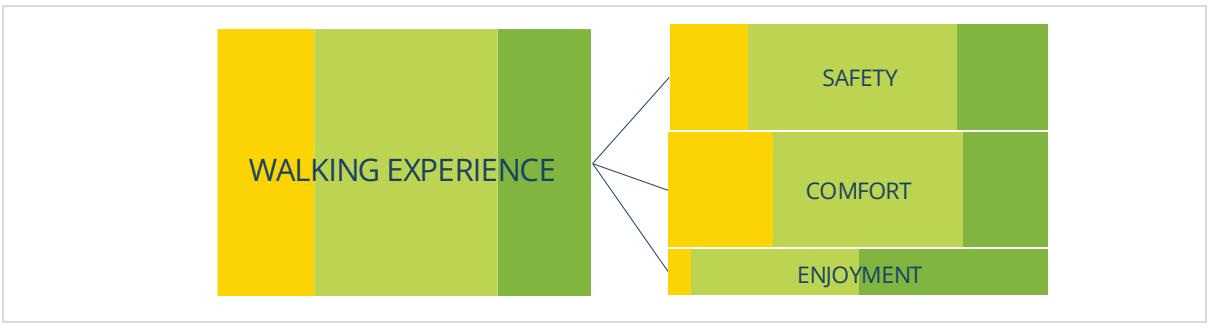


Figure 49. Share of positive and negative experiences and most frequent types, in Senec.

3.5.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=404
Very Positive	Footpath	23	5.7		
	Furniture	23	5.7		
	Greenery	19	4.7		
	Interest	17	4.2		
	Environmental quality	12	3		
	Crossing	8	2		
	Traffic	4	1		
	Weather protection	2	0.5		
	People	2	0.5		
	Obstacles	0	0		
	Inclusion	0	0		
	Other	0	0		
Postive	Furniture	41	10.1		
	Footpath	40	9.9		
	Crossing	29	7.2		
	Greenery	25	6.2		
	Interest	23	5.7		
	Environmental quality	18	4.5		
	Traffic	16	4		
	Weather protection	11	2.7		
	People	1	0.2		
	Inclusion	1	0.2		
	Obstacles	0	0		
	Other	0	0		
Neutral	Furniture	22	5.4		
	Footpath	15	3.7		
	Crossing	15	3.7		
	Interest	9	2.2		
	Environmental quality	7	1.7		
	Weather protection	7	1.7		
	Greenery	6	1.5		
	Traffic	6	1.5		
	People	2	0.5		
	Obstacles	0	0		
	Inclusion	0	0		
	Other	0	0		
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		
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 64. Most frequent determinants by type of experience, in Senec.

3.5.7. Positive and negative experiences by determinant

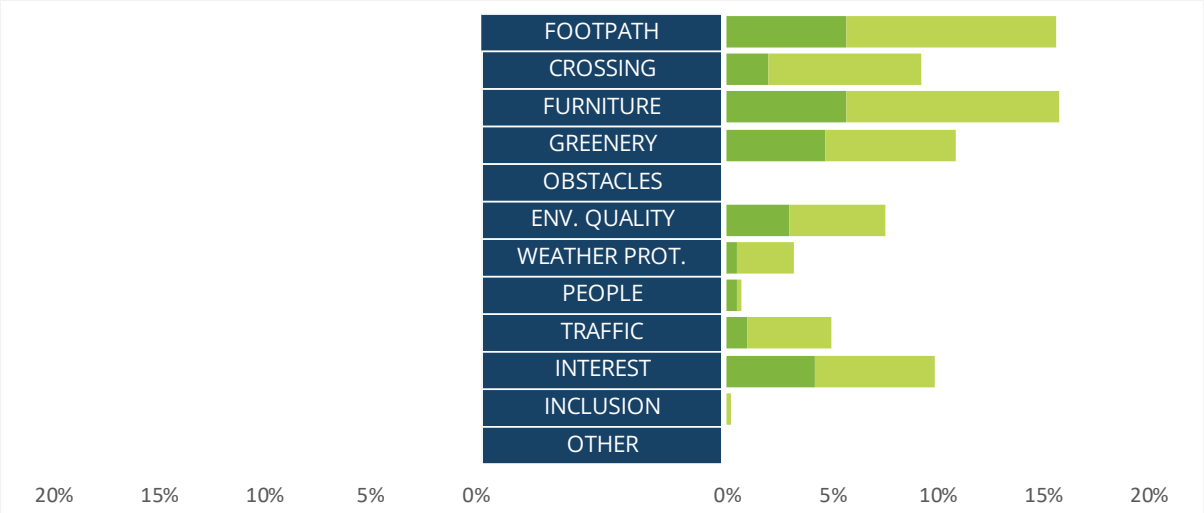


Figure 50. Positive and negative experiences by determinant, in Senec.

3.5.8. Determinants by frequency and negative-positive experiences

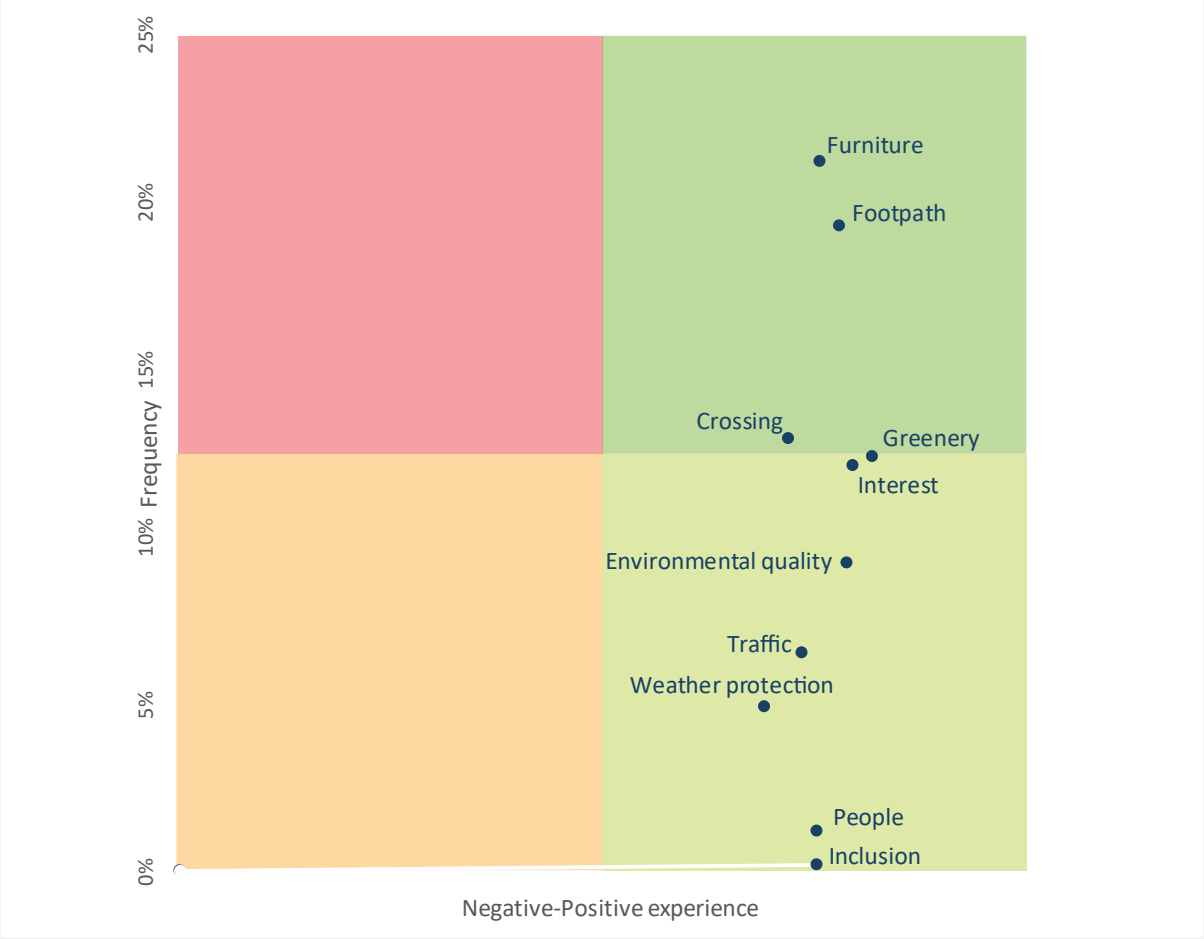


Figure 51. Determinants by frequency and negative-positive experiences, in Senec.

3.5.9. Positive and negative experiences by subcategory of determinants

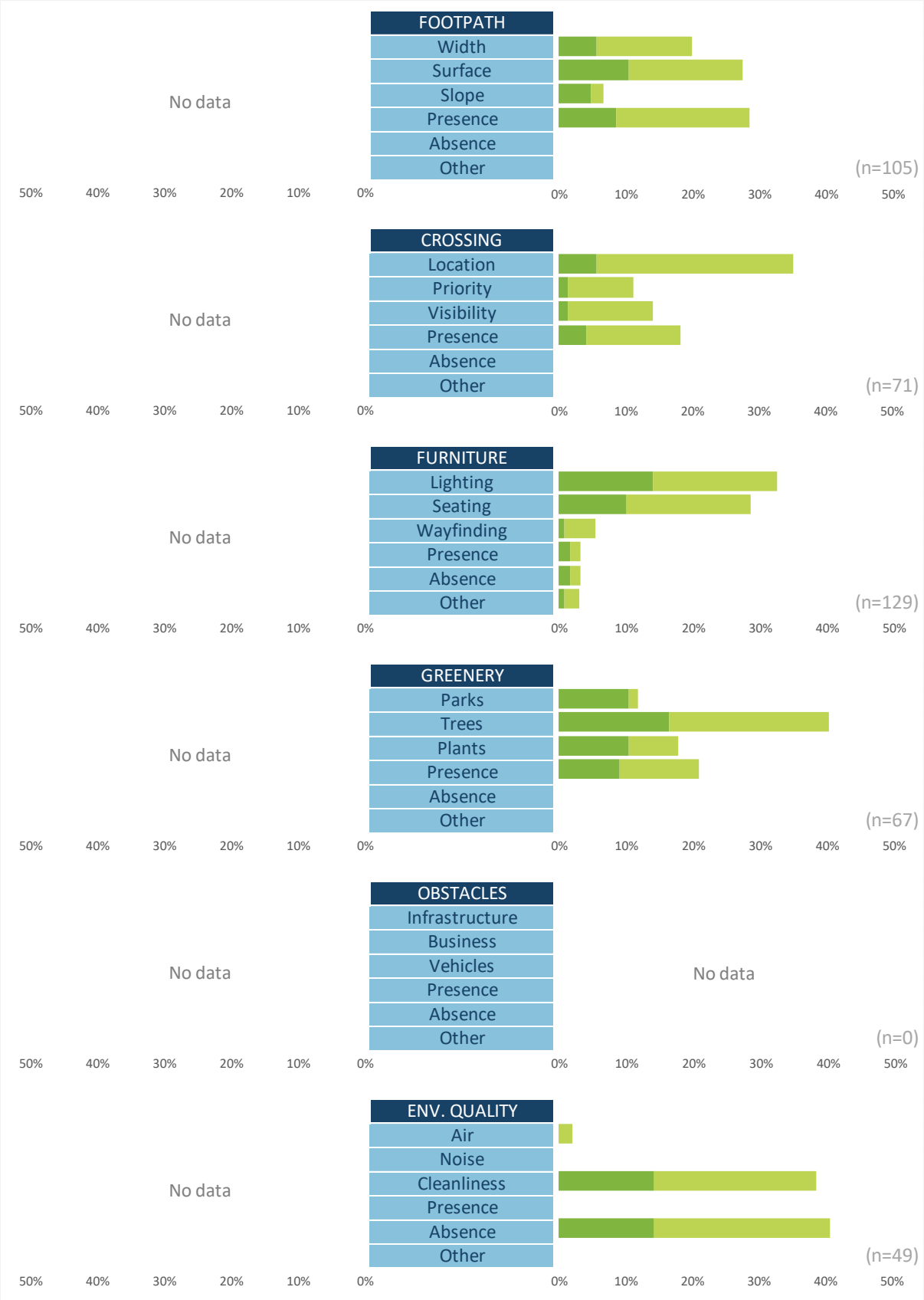
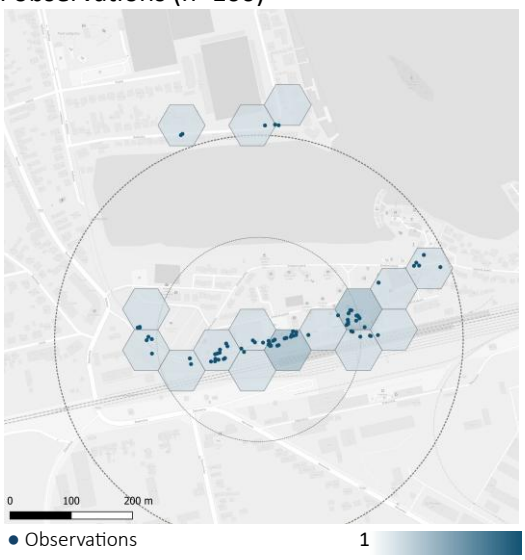


Figure 52. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Senec.

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

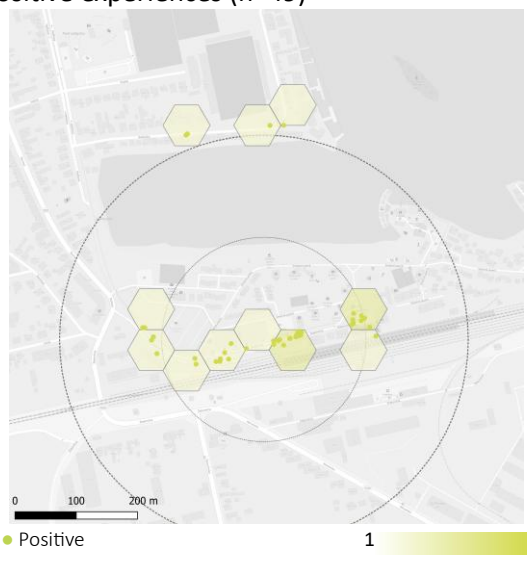
3.5.10. Location of walking experiences

All observations (n=100)

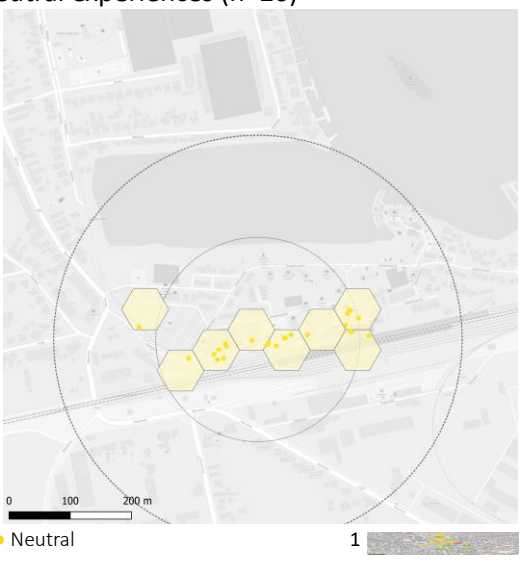


Very positive experiences (n=25)

Positive experiences (n=49)



Neutral experiences (n=26)



Negative experiences (n=0)

No data

Negative 1 6

Very negative experiences (n=0)

No data

Very negative 1 3

Figure 54. Location of observations and different experiences, in Senec.

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

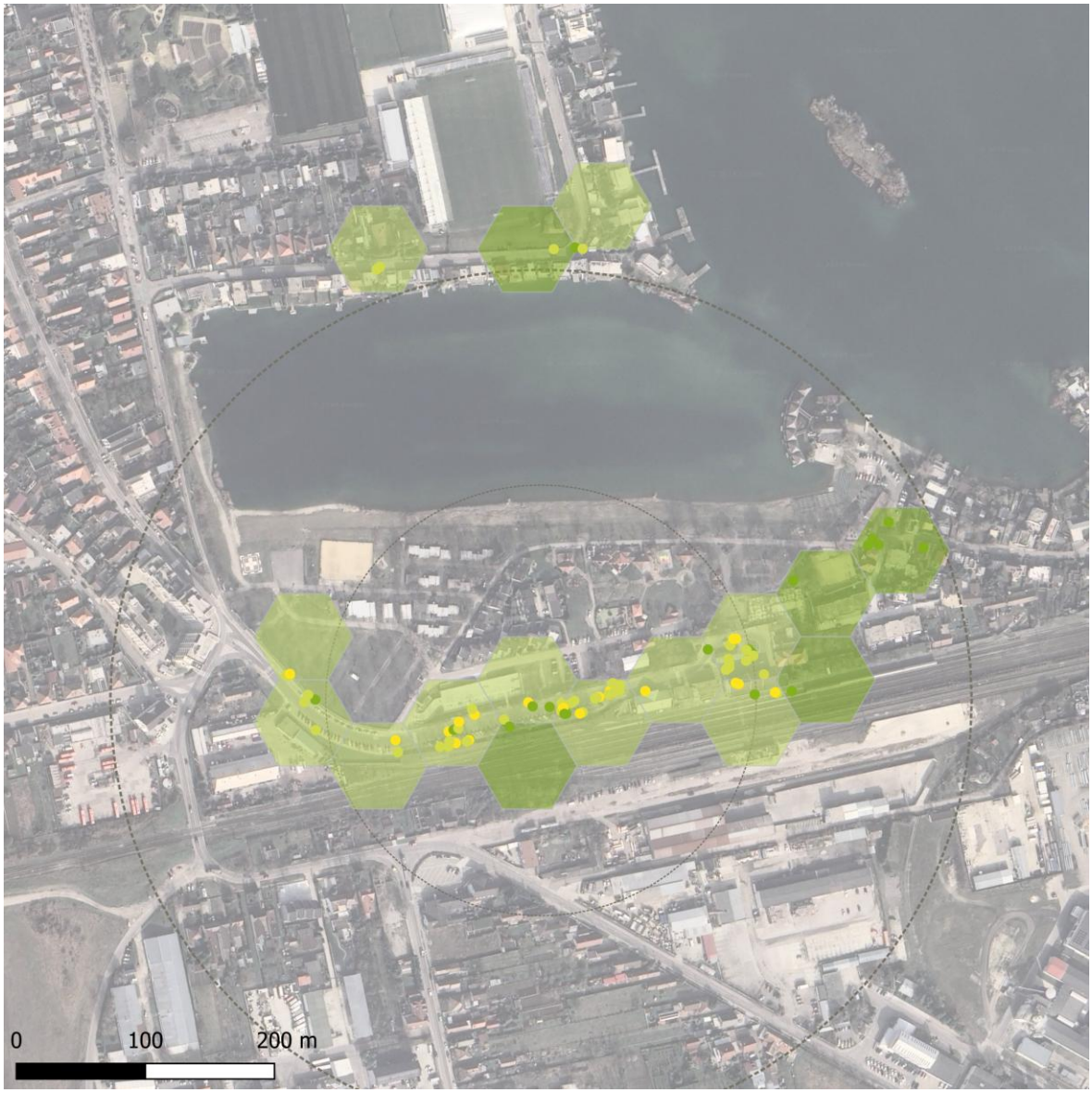


Figure 55. Location of all types of experiences and overall perceived walkability, in Senec.

3.5.11. Images from participants

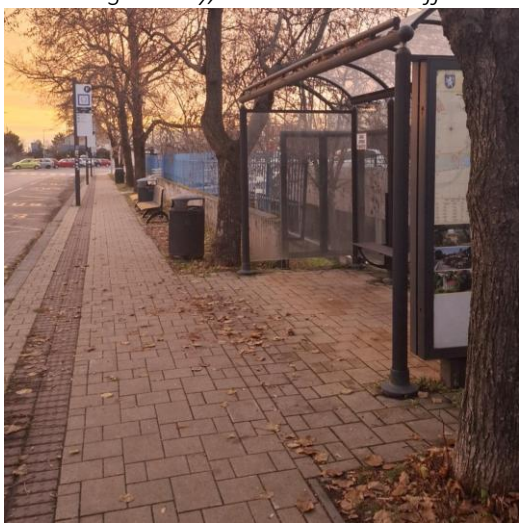
Very positive. Safe and comfortable	Positive. Safe and comfortable
Good footpath and crossings, street furniture and greenery, clean and low traffic.	*Good crossing, street furniture, weather protection , greenery and interest.*
	
Man, 18	Woman, 49
Positive. Safe, comfortable and enjoyable	**Neutral. Safe and comfortable**
Good footpath, crossing and street furniture.	*Adequate street furniture, weather protection and environmental quality.*
	
Woman, 30	Man, 39

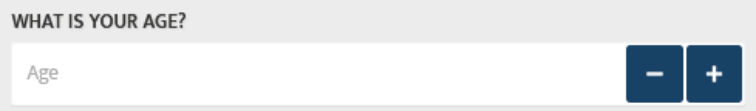
Figure 56. Images from the study area from participants, in Senec.

Annex A: App use and Glossary

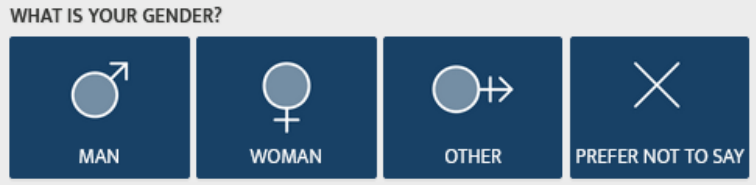
1. PEDESTRIAN PROFILE

Information about the people under study.

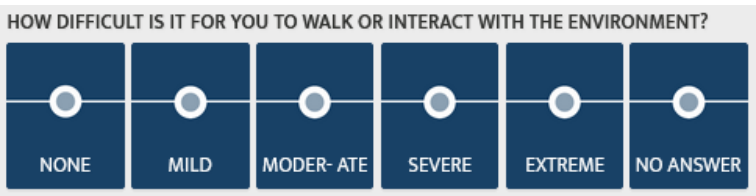
1.1. AGE The length of time that a person has lived[1].
Ask the participant: *"How old are you?" and add the value accordingly.*



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



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



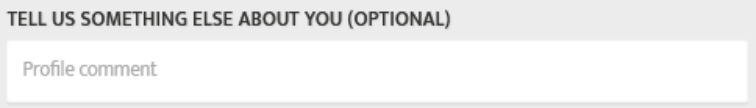
[1] Oxford English Dictionary (www.oed.com).
[2] Oxford English Dictionary, Psychology and Sociology (www.oed.com).
[3] Measuring Health and Disability: Manual for WHO Disability Assessment Schedule.

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

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

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

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



2. WALK CONTEXT

Information about the walk under study

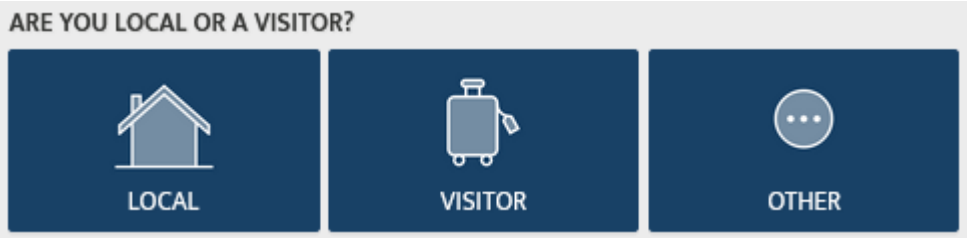
2.1. DECISION Indicates whether participants walk by choice or out of necessity.
Ask the participant: *"Are you walking by choice or out of necessity?" and select the icon accordingly.*
"By choice" means that walking is the preferred option, even if there were other alternatives.
"Out of necessity" means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

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

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

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

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



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

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

3. WALK EXPERIENCE

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

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

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

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

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

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

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

4. ENVIRONMENTAL DETERMINANTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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