Walkability study in Slovenia
Active2Public Transport Needs Assessment

Walking catchment areas around Public Transport Stations and Stops

Ljubljana, Bled, Celje, krško, Medvode.

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Interreg Danube Region

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REPUBLIC OF SLOVENIA
MINISTRY OF THE ENVIRONMENT, CLIMATE AND ENERGY

Active2Public Transport

WALK21 LEADING THE WALKING MOVEMENT

About Active2Public Transport Project

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

About Ministry of the Environment, Climate and Energy, Republic of Slovenia

At the Slovenian Ministry of the Environment, Climate and Energy we are addressing the present and future challenges in the fields of environment, energy and climate change. Our key priorities are efficient energy supply, introduction of modern energy policies, with an emphasis on increasing the share of renewable energy sources. These are key measures for protecting the environment, the country's energy self-sufficiency and tackling climate change. We are also responsible for public passenger transport, sustainable mobility and transport policies, which will importantly contribute to Slovenia's green transition.

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 Active2Public Transport project (A2PT), the Slovenian Ministry of the Environment, Climate and Energy conducted a participatory study on walkability around five public transport hubs and stations, in Ljubljana, Medvode, Bled, Celje and Krško, within the Danube region of Slovenia. This project is in line with the policy brief Integrating Walking and Public Transport, which highlights the need and potential to considering walking as a key part of a public transport journey.

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

1.2. What we did

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

Data was collected between 30/10/2024 and 04/04/2025, in five study areas: 1 – Ljubljana Station, 2 – Bled Station, 3 – Celje Station, 4 – Krško Station, and 5 – Medvode Station. Data were collected within 500m-radius catchment areas at each public transport hub or station, covering different types of streets and roads within each study area. Overall, a total of 506 interviewed participants shared 506 walking experiences related to 986 environmental determinants, amongst the five study areas.

1.3. What we found

Who walks, why and how?

From the **506 pedestrians** interviewed, most were adults (91.5%), followed by older adults (6.9%) and children (1.6%). In addition, 52.8% were women and 47.2% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (74.1%), while some had mild or moderate difficulty (23.9%) and a few had severe or extreme difficulty (2%). Finally, most participants were very active pedestrians (53.9%) followed by active (44.8%) and a small proportion of inactive ones (1.2%).

Based on their **walk context**, 68.2% of participants were walking by choice while 31.8% did it out of necessity. With regards to the walk purpose, 61.7% participants walked for transport, while 38.3% for leisure. More participants were walking on their own (55.5%) compared to those walking with others (44.5%). Finally, most participants were familiar with the place (81.2%), while others were not (18.8%).
See tables and graphs about this on page 12.

Which were the main walking experiences?

From the **506 walking experiences** collected, most were positive (46.8%), followed by very positive (17.8%), neutral (17.8%), negative (14.8%) and very negative (2.8%). Overall positive and very positive experiences (64.6%) outnumbered negative ad very negative ones (17.6%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (55.7%) with more comfortable and very comfortable experiences (64.2%) than uncomfortable and very uncomfortable ones (17.7%). Secondly, 34% of experiences were related to walking **enjoyment**, with more enjoyable and very enjoyable experiences (65.1%) than unenjoyable or very unenjoyable ones (17.4%). Finally, walking **safety** was the least frequent type of experience shared by participants (323.9%), with more very safe and safe experiences (70.2%) than unsafe and very unsafe ones (19%). See tables and graphs about this on page 13.

What influenced walking experiences?

From the **986 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 24% of all observations, followed by people (15.4%), traffic (13.4%), environmental quality (10.7%) and greenery (10.1%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, almost all determinants were related to more positive experiences, especially greenery and inclusion. With the exception of weather protection, traffic and obstacles, which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpath (20.9%), people (10.6%) and greenery (9.3%), while most negative and very negative experiences were related to traffic (5.6%), obstacles (2.1%) and bad crossings (1.9%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (21.3%), greenery (10.8%) and good crossings (8.9%), while most unsafe and very unsafe experiences were related to traffic (6%), bad crossings (4.8%) and bad footpath (3%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (22.1%), greenery (9%9 and environmental quality (8.7%%), while most uncomfortable and very uncomfortable experiences were related to traffic (4.7%), poor weather protection (2.6%) and poor environmental quality (2.2%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good footpath (18.2%), people (14.2%) and greenery (11.4%), while most unenjoyable and very unenjoyable experiences were related to traffic (5.9%), obstacles (2.9%) and people (2.6%).

After identifying the main determinants that influenced their walking experiences, participants could include more information about **specific characteristic or subcategories of determinants**. In the case of footpath, participants praised the presence of wide pavements with good surface. The most relevant aspects of environmental quality were positive experience related to clean and quiet areas, but negative experiences related to air and noise pollution. Most experiences related to greenery praised the presence of parks, but also trees and isolated vegetation. Participants also praised the presence of street furniture, specially public seating and lighting. Regarding to crossings, most positive experiences were related to the presence of crossings at desirable locations and with good visibility, while participants raised concerns about crossing priority of pedestrians over traffic and lack of visibility in some cases. In the case of obstacles, the most common issue were vehicles blocking the pavement and crossing, whereas most negative experiences related to traffic identified high volume and speed, as well as bad driving 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 major differences between **people** with different ages, gender, ability or activity. However, older adults shared more negative and very negative experiences (25.7%) than adults (17.3%), women shared slightly more negative and very negative experiences (19.1%) than men (15.9%), people with mild or moderate difficulty to move shared more negative and very negative experiences (20%) than people with no difficulties (17.6%).

However, the sample size of some categories of pedestrians in this study does not provide enough information to generalise outcomes, such as children (n=8), older adults (n=35), pedestrians with severe or extreme difficulty to walk (n=10) and inactive pedestrians (n=6).

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

Were there any differences between study areas?

This project included five study areas, which presented slightly different outcomes. Bled was the study area with more positive and very positive walking experiences (74.2%), followed by Medvode (73%), Krško (69%) and Celje (64%). On the other hand, Krško and Medvode were the study areas with fewer negative and very negative experiences (both 8%). In the case of Ljubljana, it presented a close share of slightly more positive and very positive experiences (43.8%) than negative and very negative ones (42.9%).

Similarly, most study areas differed in the main determinants related to walking experiences. Good footpath was the most frequent determinant related to positive experiences in all study areas except Bled (greenery). In the case of negative experiences, there were more differences in the most relevant determinants. In Ljubljana the main concern was traffic, while in Bled and Krško was the lack of people or negative social interactions, in Celje poor weather protection and in Medvode the presence of obstacles. Even within each study area, there were different parts considered more or less pedestrians friendly based on experiences shared by the volunteered participants and expert surveyors. See Section 3 for a more detailed analysis of each study area.

1.4. What we recommend

What to fix, improve and expand

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There were positive, neutral and negative experiences in all study areas, which implies that they present a mix of good, adequate and bad walkability, often related to common determinants. Overall, most experiences were related to either positive (46.8%) or very positive experiences (17.8%), mainly related to good footpath, people, greenery, environmental quality 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 also shared a relevant amount of negative (14.8%) and very negative (2.8%) experiences, mainly related to traffic, obstacles, bad crossings, bad footpath and people. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. While all types of positive experiences (i.e. safe, comfortable, enjoyable) shared a similar list of most relevant determinants (i.e. good footpath, crossings, greenery, street furniture and environmental quality), the different types of negative experiences are related to different determinants. Unsafe experiences are mainly related to people , uncomfortable experiences to footpath, and unenjoyable experiences to poor environmental quality and obstacles.

Finally, places with neutral experiences (17.8%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as moderate traffic, minor obstacles and environmental quality may enable more positive and very positive experiences.

Consider the needs and concerns of specific target populations

All study areas seem to influence more negative and very negative experiences to older adults, women and people with difficulty to move and interact with the environment, especially with unsafe and uncomfortable experiences related to bad 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 children, older adults, 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	30/10/2024 - 04/04/2025	
Timeframe	06:00-15:17	
Interviews	Participants	506
	Experiences	506
	Determinants	986

Table 1. Data collected in all study areas.

2.3. Pedestrian profile

Variable	Category	N	%
AGE	Children (<18)	8	1.6
	Adults (18-65)	463	91.5
	Older people (>65)	35	6.9
GENDER	Man	239	47.2
	Woman	267	52.8
	Other / No answer	0	0
ABILITY (difficulty to move)	None	375	74.1
	Mild or moderate	121	23.9
	Severe or extreme	10	2
ACTIVITY (mins/day)	Less than 10 min	6	1.2
	10 - 60 mins	227	44.8
	More than 60 min	273	53.9

Distribution N=506

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

2.4. Walk context

Variable	Category	N	%
DECISION	Choice	345	68.2
	Necessity	161	31.8
	Other	0	0
PURPOSE	Transport	312	61.7
	Leisure	194	38.3
	Other	0	0
COMPANY	Alone	281	55.5
	Accompanied	225	44.5
	Other	0	0
FAMILIARITY	Local	411	81.2
	Visitor	95	18.8
	Other	0	0

Distribution N= 506

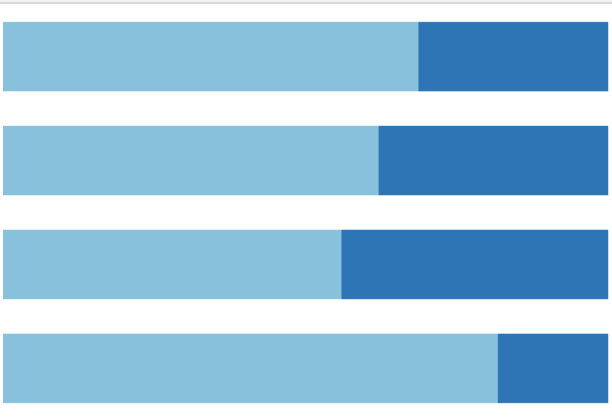


Table 3. Walk context from interviews, in all study areas.

2.5. Walking experiences

EXPERIENCE	N	%
Very positive	90	17.8
Positive	237	46.8
Neutral	90	17.8
Negative	75	14.8
Very negative	14	2.8
TOTAL	506	100

TOP-5 determinants related to experience

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

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

SAFETY	N	%
Very safe	28	23.1
Safe	57	47.1
Neutral	13	10.7
Unsafe	19	15.7
Very unsafe	4	3.3
TOTAL	121	100

TOP-5 determinants related to safety

Unsafe	Safe
Traffic	Footpath
Crossing	Greenery
Footpath	Crossing
Environmental quality	People
Weather protection	Traffic

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

COMFORT	N	%
Very comfortable	44	15.6
Comfortable	137	48.6
Neutral	51	18.1
Uncomfortable	40	14.2
Very uncomfortable	10	3.5
TOTAL	282	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Traffic	Footpath
Weather protection	Greenery
Environmental quality	Environmental quality
Obstacles	Crossing
Footpath	People

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

ENJOYMENT	N	%
Very enjoyable	43	25
Enjoyable	69	40.1
Neutral	30	17.4
Unenjoyable	25	14.5
Very unenjoyable	5	2.9
TOTAL	172	100

TOP-5 determinants related to enjoyment

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

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

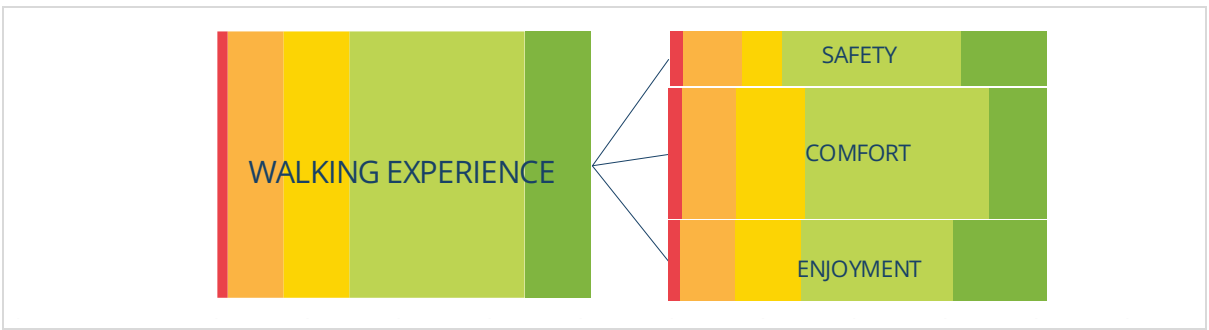


Figure 2. Share of positive and negative experiences and most frequent types, in all study areas.

2.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=986
Very Positive	Footpath	66	6.7		
	Greenery	49	5		
	People	35	3.5		
	Environmental quality	26	2.6		
	Crossing	19	1.9		
	Furniture	11	1.1		
	Traffic	10	1		
	Obstacles	6	0.6		
	Inclusion	4	0.4		
	Interest	2	0.2		
	Weather protection	0	0		
	Other	0	0		
Postive	Footpath	140	14.2		
	People	70	7.1		
	Crossing	51	5.2		
	Environmental quality	47	4.8		
	Greenery	42	4.3		
	Traffic	28	2.8		
	Furniture	26	2.6		
	Obstacles	10	1		
	Inclusion	8	0.8		
	Weather protection	6	0.6		
	Interest	3	0.3		
	Other	0	0		
Neutral	Traffic	39	4		
	People	29	2.9		
	Obstacles	18	1.8		
	Environmental quality	15	1.5		
	Footpath	13	1.3		
	Weather protection	9	0.9		
	Crossing	8	0.8		
	Greenery	6	0.6		
	Furniture	4	0.4		
	Interest	2	0.2		
	Other	2	0.2		
	Inclusion	0	0		
Negative	Traffic	45	4.6		
	Obstacles	18	1.8		
	Crossing	16	1.6		
	Footpath	15	1.5		
	Environmental quality	15	1.5		
	People	14	1.4		
	Weather protection	13	1.3		
	Furniture	7	0.7		
	Interest	3	0.3		
	Greenery	2	0.2		
	Inclusion	1	0.1		
	Other	1	0.1		
Very negative	Traffic	10	1		
	People	5	0.5		
	Weather protection	4	0.4		
	Footpath	3	0.3		
	Crossing	3	0.3		
	Obstacles	3	0.3		
	Environmental quality	3	0.3		
	Furniture	1	0.1		
	Greenery	0	0		
	Interest	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

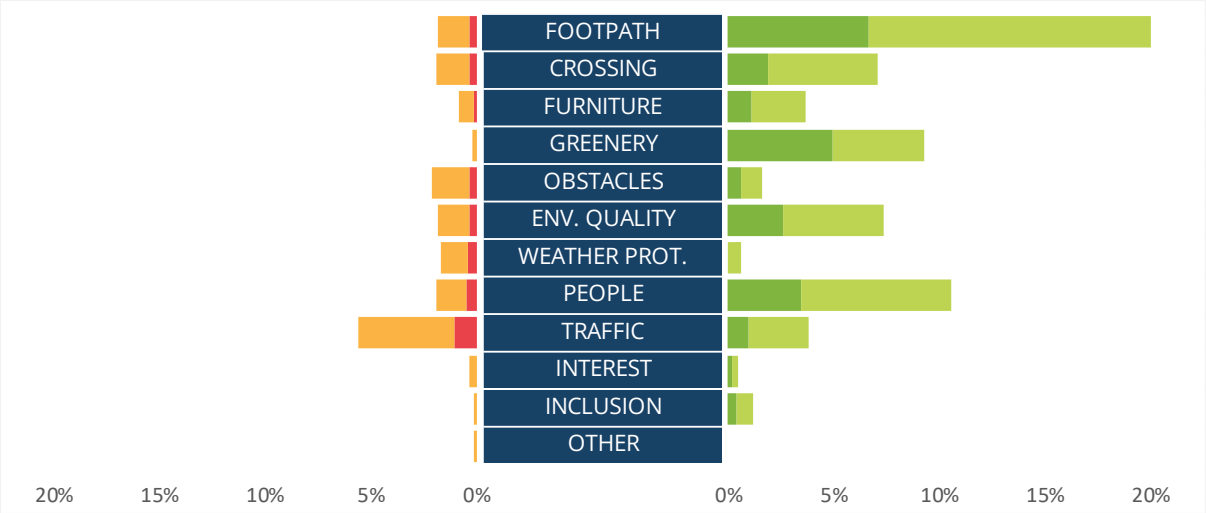


Figure 3. Positive and negative experiences by determinant, in all study areas.

2.8. Determinants by frequency and negative-positive experiences

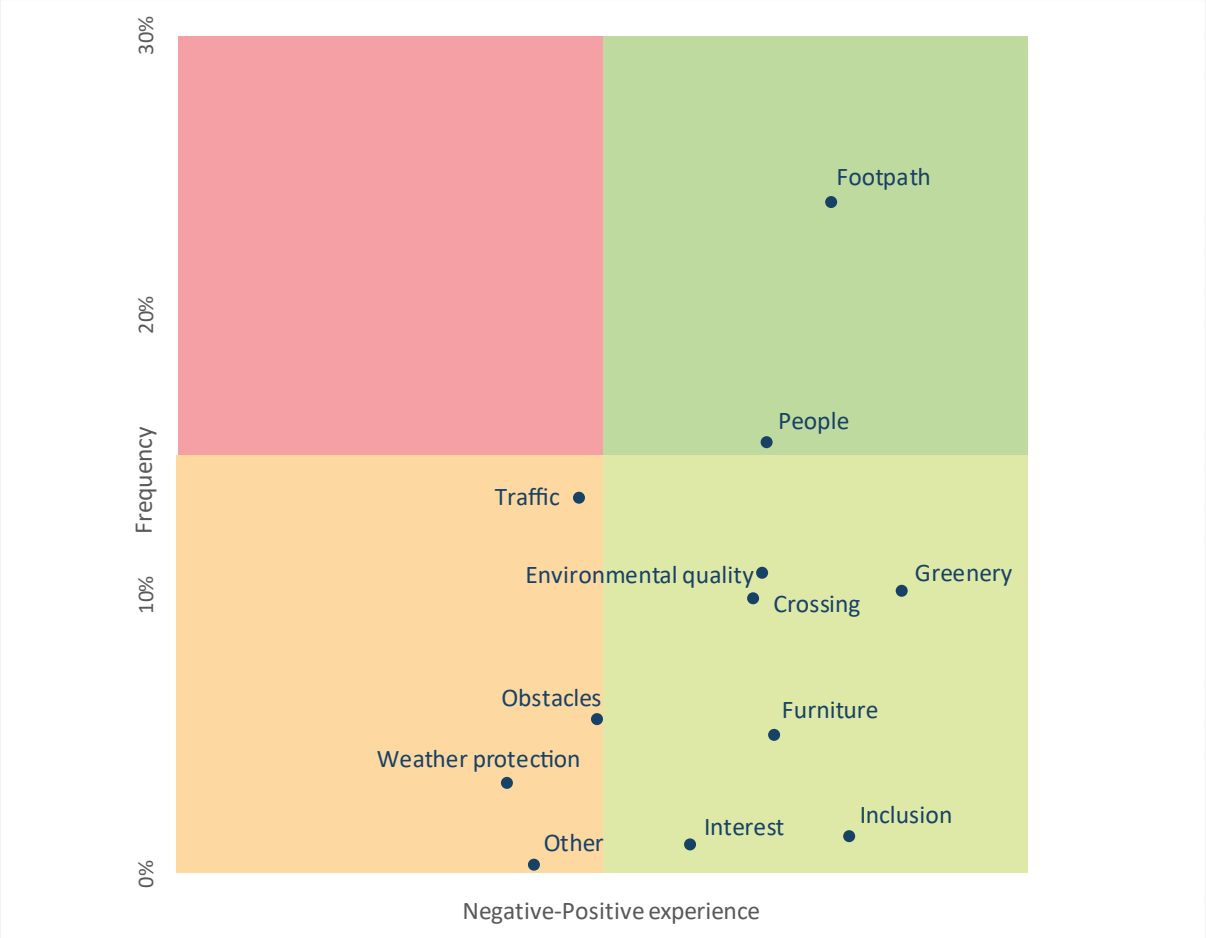


Figure 4. Determinants by frequency and negative-positive experiences, in all study areas.

2.9. Positive and negative experiences by subcategory of determinants

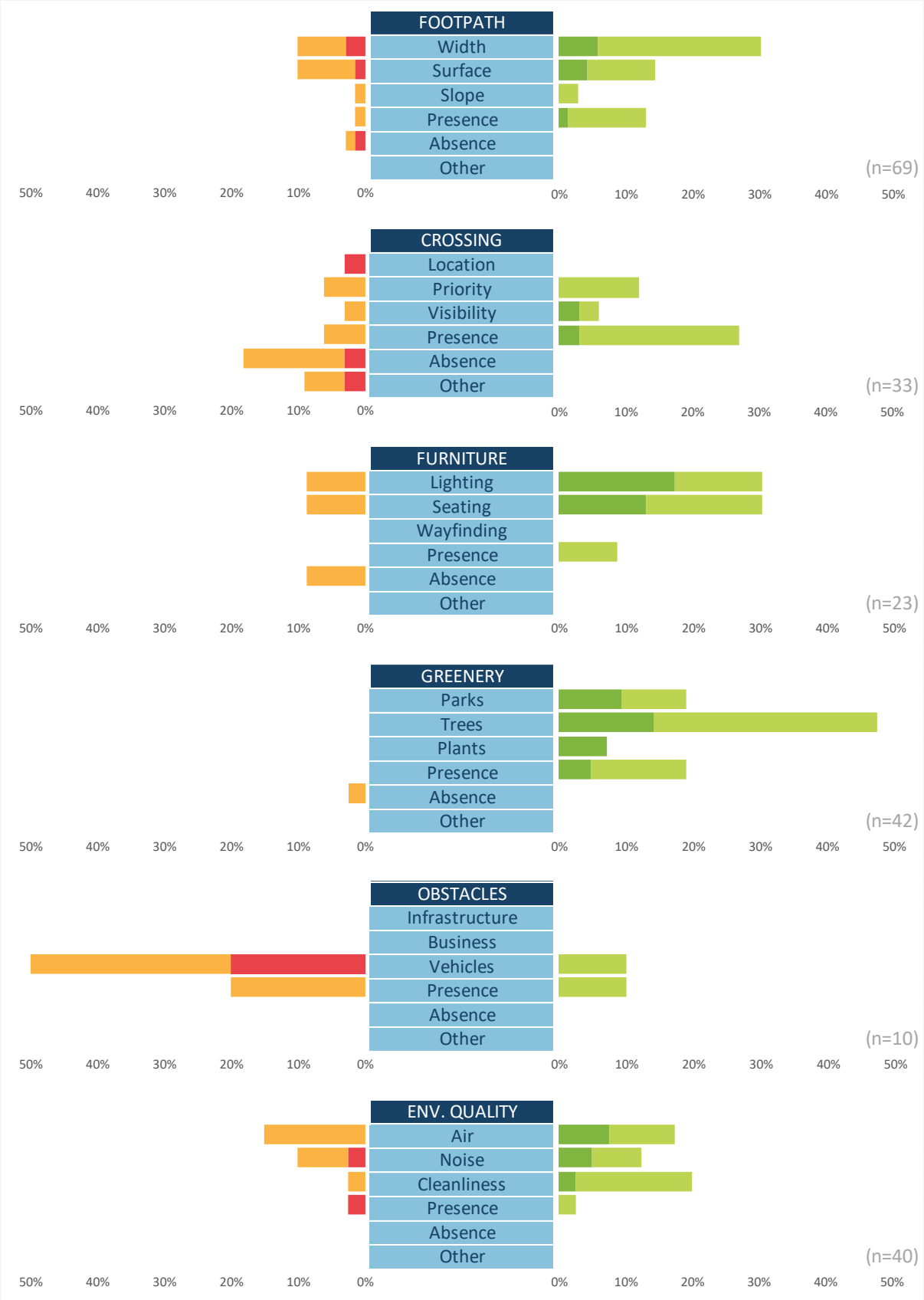


Figure 5. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in all study areas.

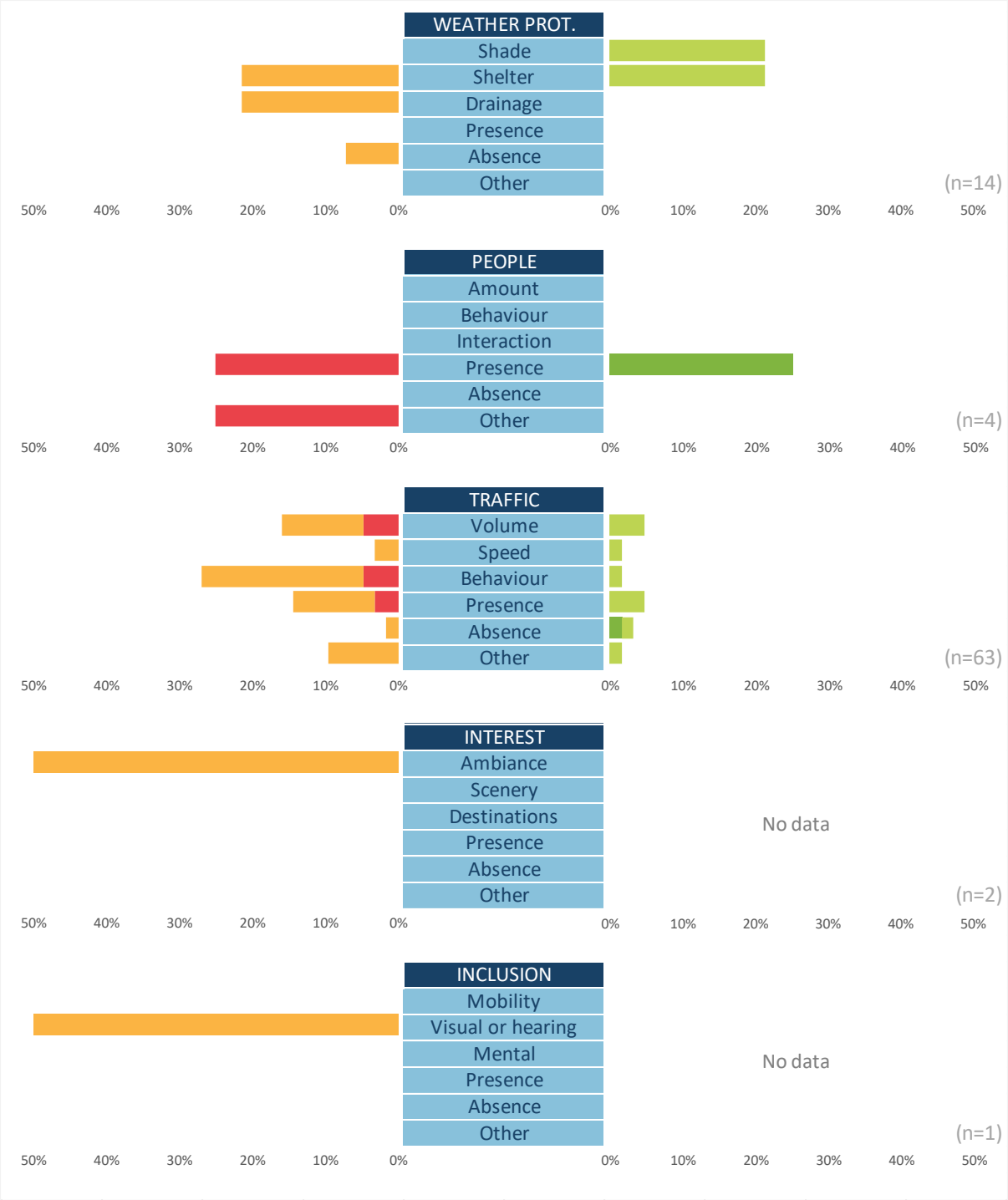


Figure 6. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in all study areas.

2.10. Experiences by type of pedestrians and walk context

WALKING EXPERIENCE									N	Distribution
ALL PARTICIPANTS			2.8	14.8	17.8	46.8	17.8		506	
PEDESTRIAN PROFILE	AGE	Children	0	0	12.5	75	12.5		8	
		Adults	2.4	14.9	18.4	46.7	17.7		463	
		Seniors	8.6	17.1	11.4	42.9	20		35	
	GENDER	Men	2.9	13	22.2	45.6	16.3		239	
		Women	2.6	16.5	13.9	47.9	19.1		267	
	ABILITY	None	2.7	14.9	16.5	48.8	17.1		375	
		Moderate	1.7	15.7	22.3	39.7	20.7		121	
		Severe	20	0	10	60	10		10	
	ACTIVITY	< 10'	0	16.7	33.3	33.3	16.7		6	
		10' - 60'	4.8	19.4	24.7	43.2	7.9		227	
		+ 60'	1.1	11	11.7	50.2	26		273	
WALK CONTEXT	DECISION	Choice	2.6	14.8	13.3	47.8	21.4		345	
		Necessity	3.1	14.9	27.3	44.7	9.9		161	
	PURPOSE	Transport	2.9	19.6	22.4	46.2	9		312	
		Leisure	2.6	7.2	10.3	47.9	32		194	
	COMPANY	Alone	4.3	18.9	22.8	42.3	11.7		281	
		With others	0.9	9.8	11.6	52.4	25.3		225	
	FAMILIARITY	Local	3.2	15.8	19.7	48.9	12.4		411	
		Visitor	1.1	10.5	9.5	37.9	41.1		95	

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

SAFETY									N	Distribution
ALL PARTICIPANTS			3.3	15.7	10.7	47.1	23.1		121	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	100	0		1	
		Adults	3.6	17.3	10.9	45.5	22.7		110	
		Seniors	0	0	10	60	30		10	
	GENDER	Men	2.6	12.8	10.3	51.3	23.1		39	
		Women	3.7	17.1	11	45.1	23.2		82	
	ABILITY	None	4.3	19.6	10.9	44.6	20.7		92	
		Moderate	0	4	12	52	32		25	
		Severe	0	0	0	75	25		4	
	ACTIVITY	< 10'	0	50	0	50	0		2	
		10' - 60'	4.7	21.9	14.1	46.9	12.5		64	
		+ 60'	1.8	7.3	7.3	47.3	36.4		55	
WALK CONTEXT	DECISION	Choice	3.2	19.1	10.6	40.4	26.6		94	
		Necessity	3.7	3.7	11.1	70.4	11.1		27	
	PURPOSE	Transport	5	22.5	12.5	46.3	13.8		80	
		Leisure	0	2.4	7.3	48.8	41.5		41	
	COMPANY	Alone	4.4	17.6	14.7	45.6	17.6		68	
		With others	1.9	13.2	5.7	49.1	30.2		53	
	FAMILIARITY	Local	3.2	17	10.6	52.1	17		94	
		Visitor	3.7	11.1	11.1	29.6	44.4		27	

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

COMFORT			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			4.3	17.4	18.7	40.4	19.1	230	
PEDESTRIAN PROFILE	AGE	Children	0	0	16.7	83.3	0	6	
		Adults	2.8	14.7	16.3	50.6	15.5	251	
		Seniors	17.6	17.6	5.9	29.4	29.4	17	
	GENDER	Men	3.2	12.8	17.6	48.8	17.6	125	
		Women	4	16.1	14.1	51	14.8	149	
	ABILITY	None	3.3	14.4	14.4	53.6	14.4	209	
		Moderate	1.4	13.7	35.6	31.5	17.8	73	
		Severe	33.3	0	16.7	33.3	16.7	6	
	ACTIVITY	< 10’	0	0	100	0	0	2	
		10’ - 60’	6.7	20	20.8	44.2	8.3	120	
		+ 60’	1.3	10.5	10.5	55.3	22.4	152	
WALK CONTEXT	DECISION	Choice	3.6	14.4	10.3	51.8	20	195	
		Necessity	3.8	15.2	29.1	45.6	6.3	79	
	PURPOSE	Transport	3.5	18	19.2	50.6	8.7	172	
		Leisure	3.9	8.8	9.8	49	28.4	102	
	COMPANY	Alone	5.3	19.7	19.1	46.1	9.9	152	
		With others	1.6	8.2	11.5	54.9	23.8	122	
	FAMILIARITY	Local	4	15.9	17.3	52.2	10.6	226	
		Visitor	2.1	8.3	8.3	39.6	41.7	48	

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

ENJOYMENT			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			3.9	19.4	23.3	20.2	33.3	129	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	100	1	
		Adults	3.1	13.8	17.6	40.3	25.2	159	
		Seniors	0	25	16.7	41.7	16.7	12	
	GENDER	Men	3.3	14.3	25.3	38.5	18.7	91	
		Women	2.5	14.8	8.6	42	32.1	81	
	ABILITY	None	3.2	13.5	15.9	40.5	27	126	
		Moderate	2.3	18.6	23.3	37.2	18.6	43	
		Severe	0	0	0	66.7	33.3	3	
	ACTIVITY	< 10’	0	0	0	50	50	2	
		10’ - 60’	4.3	18.8	30.4	34.8	11.6	69	
		+ 60’	2	11.9	8.9	43.6	33.7	101	
WALK CONTEXT	DECISION	Choice	2.6	12.3	13.2	43.9	28.1	114	
		Necessity	3.4	19	25.9	32.8	19	58	
	PURPOSE	Transport	4.1	20.4	23.5	35.7	16.3	98	
		Leisure	1.4	6.8	9.5	45.9	36.5	74	
	COMPANY	Alone	5.2	18.8	24	34.4	17.7	96	
		With others	0	9.2	9.2	47.4	34.2	76	
	FAMILIARITY	Local	3.8	15.9	21.2	40.2	18.9	132	
		Visitor	0	10	5	40	45	40	

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

FOOTPATH			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			1.3	6.3	5.5	59.1	27.8	237	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	80	20	5	
		Adults	1.4	7	5.6	59.1	27	215	
		Seniors	0	0	5.9	52.9	41.2	17	
	GENDER	Men	1	9.5	5.7	56.2	27.6	105	
		Women	1.5	3.8	5.3	61.4	28	132	
	ABILITY	None	1.7	7.5	6.3	60.3	24.1	174	
		Moderate	0	3.4	3.4	54.2	39	59	
		Severe	0	0	0	75	25	4	
	ACTIVITY	< 10'	0	0	0	100	0	1	
		10' - 60'	2.2	12.4	9	61.8	14.6	89	
		+ 60'	0.7	2.7	3.4	57.1	36.1	147	
WALK CONTEXT	DECISION	Choice	1.6	7.5	5.9	54.8	30.1	186	
		Necessity	0	2	3.9	74.5	19.6	51	
	PURPOSE	Transport	2.4	11.2	8	65.6	12.8	125	
		Leisure	0	0.9	2.7	51.8	44.6	112	
	COMPANY	Alone	2.2	8	7.3	62.8	19.7	137	
		With others	0	4	3	54	39	100	
	FAMILIARITY	Local	1.1	5.3	5.9	67.4	20.3	187	
		Visitor	2	10	4	28	56	50	

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

CROSSING			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			3.1	16.5	8.2	52.6	19.6	97	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	100	0	2	
		Adults	3.4	18	9	50.6	19.1	89	
		Seniors	0	0	0	66.7	33.3	6	
	GENDER	Men	5.6	11.1	8.3	55.6	19.4	36	
		Women	1.6	19.7	8.2	50.8	19.7	61	
	ABILITY	None	4	20	10.7	49.3	16	75	
		Moderate	0	5.6	0	55.6	38.9	18	
		Severe	0	0	0	100	0	4	
	ACTIVITY	< 10'	0	0	0	100	0	1	
		10' - 60'	7.5	30	15	40	7.5	40	
		+ 60'	0	7.1	3.6	60.7	28.6	56	
WALK CONTEXT	DECISION	Choice	3.5	17.6	9.4	50.6	18.8	85	
		Necessity	0	8.3	0	66.7	25	12	
	PURPOSE	Transport	4.5	24.2	10.6	50	10.6	66	
		Leisure	0	0	3.2	58.1	38.7	31	
	COMPANY	Alone	4.5	16.7	9.1	50	19.7	66	
		With others	0	16.1	6.5	58.1	19.4	31	
	FAMILIARITY	Local	2.4	16.9	7.2	51.8	21.7	83	
		Visitor	7.1	14.3	14.3	57.1	7.1	14	

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

FURNITURE								N	Distribution
ALL PARTICIPANTS			2	14.3	8.2	53.1	22.4	49	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	50	50	2	
		Adults	0	13.6	9.1	56.8	20.5	44	
		Seniors	33.3	33.3	0	0	33.3	3	
	GENDER	Men	0	15.4	7.7	53.8	23.1	26	
		Women	4.3	13	8.7	52.2	21.7	23	
	ABILITY	None	0	15.4	10.3	51.3	23.1	39	
		Moderate	0	11.1	0	66.7	22.2	9	
		Severe	100	0	0	0	0	1	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	4.8	14.3	9.5	52.4	19	21	
		+ 60'	0	14.3	7.1	53.6	25	28	
WALK CONTEXT	DECISION	Choice	2.5	15	2.5	55	25	40	
		Necessity	0	11.1	33.3	44.4	11.1	9	
	PURPOSE	Transport	0	14.8	7.4	51.9	25.9	27	
		Leisure	4.5	13.6	9.1	54.5	18.2	22	
	COMPANY	Alone	3.8	15.4	7.7	50	23.1	26	
		With others	0	13	8.7	56.5	21.7	23	
	FAMILIARITY	Local	2.6	15.4	7.7	51.3	23.1	39	
		Visitor	0	10	10	60	20	10	

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

GREENERY								N	Distribution
ALL PARTICIPANTS			0	2	6.1	42.4	49.5	99	
PEDESTRIAN PROFILE	AGE	Children	0	0	50	50	0	2	
		Adults	0	1.1	5.7	44.3	48.9	88	
		Seniors	0	11.1	0	22.2	66.7	9	
	GENDER	Men	0	2.1	6.3	43.8	47.9	48	
		Women	0	2	5.9	41.2	51	51	
	ABILITY	None	0	1.4	5.8	46.4	46.4	69	
		Moderate	0	3.4	6.9	34.5	55.2	29	
		Severe	0	0	0	0	100	1	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	2.8	8.3	55.6	33.3	36	
		+ 60'	0	1.6	4.8	34.9	58.7	63	
WALK CONTEXT	DECISION	Choice	0	2.4	4.9	41.5	51.2	82	
		Necessity	0	0	11.8	47.1	41.2	17	
	PURPOSE	Transport	0	2.5	15	47.5	35	40	
		Leisure	0	1.7	0	39	59.3	59	
	COMPANY	Alone	0	2.2	13	41.3	43.5	46	
		With others	0	1.9	0	43.4	54.7	53	
	FAMILIARITY	Local	0	2	6	58	34	50	
		Visitor	0	2	6.1	26.5	65.3	49	

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

OBSTACLES									N	Distribution
ALL PARTICIPANTS			5.5	32.7	32.7	18.2	10.9		55	
PEDESTRIAN PROFILE	AGE	Children	0	0	100	0	0		1	
		Adults	6.1	30.6	32.7	20.4	10.2		49	
		Seniors	0	60	20	0	20		5	
	GENDER	Men	6.9	20.7	37.9	17.2	17.2		29	
		Women	3.8	46.2	26.9	19.2	3.8		26	
	ABILITY	None	5.1	28.2	33.3	20.5	12.8		39	
		Moderate	6.3	43.8	31.3	12.5	6.3		16	
		Severe	0	0	0	0	0		0	
	ACTIVITY	< 10'	0	0	100	0	0		1	
		10' - 60'	9.1	40.9	40.9	9.1	0		22	
		+ 60'	3.1	28.1	25	25	18.8		32	
WALK CONTEXT	DECISION	Choice	5.4	35.1	21.6	24.3	13.5		37	
		Necessity	5.6	27.8	55.6	5.6	5.6		18	
	PURPOSE	Transport	6.5	35.5	35.5	16.1	6.5		31	
		Leisure	4.2	29.2	29.2	20.8	16.7		24	
	COMPANY	Alone	8.6	37.1	31.4	20	2.9		35	
		With others	0	25	35	15	25		20	
	FAMILIARITY	Local	6.4	34	31.9	17	10.6		47	
		Visitor	0	25	37.5	25	12.5		8	

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

ENV. QUALITY									N	Distribution
ALL PARTICIPANTS			2.8	14.2	14.2	44.3	24.5		106	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0		0	
		Adults	2	13.9	13.9	45.5	24.8		101	
		Seniors	20	20	20	20	20		5	
	GENDER	Men	0	12.8	15.4	43.6	28.2		39	
		Women	4.5	14.9	13.4	44.8	22.4		67	
	ABILITY	None	2.3	13.8	12.6	44.8	26.4		87	
		Moderate	0	18.8	25	37.5	18.8		16	
		Severe	33.3	0	0	66.7	0		3	
	ACTIVITY	< 10'	0	0	0	0	100		1	
		10' - 60'	4.7	18.6	23.3	37.2	16.3		43	
		+ 60'	1.6	11.3	8.1	50	29		62	
WALK CONTEXT	DECISION	Choice	2.5	15.2	11.4	44.3	26.6		79	
		Necessity	3.7	11.1	22.2	44.4	18.5		27	
	PURPOSE	Transport	3	16.4	17.9	44.8	17.9		67	
		Leisure	2.6	10.3	7.7	43.6	35.9		39	
	COMPANY	Alone	3.1	15.6	15.6	48.4	17.2		64	
		With others	2.4	11.9	11.9	38.1	35.7		42	
	FAMILIARITY	Local	3.5	16.5	15.3	47.1	17.6		85	
		Visitor	0	4.8	9.5	33.3	52.4		21	

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

WEATHER PROT.			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			12.5	40.6	28.1	18.8	0	32	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0	0	
		Adults	10	43.3	26.7	20	0	30	
		Seniors	50	0	50	0	0	2	
	GENDER	Men	18.8	25	31.3	25	0	16	
		Women	6.3	56.3	25	12.5	0	16	
	ABILITY	None	11.1	40.7	25.9	22.2	0	27	
		Moderate	0	50	50	0	0	4	
		Severe	100	0	0	0	0	1	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	14.3	33.3	23.8	28.6	0	21	
		+ 60'	9.1	54.5	36.4	0	0	11	
WALK CONTEXT	DECISION	Choice	15.8	42.1	15.8	26.3	0	19	
		Necessity	7.7	38.5	46.2	7.7	0	13	
	PURPOSE	Transport	7.4	40.7	29.6	22.2	0	27	
		Leisure	40	40	20	0	0	5	
	COMPANY	Alone	11.5	34.6	30.8	23.1	0	26	
		With others	16.7	66.7	16.7	0	0	6	
	FAMILIARITY	Local	13.8	41.4	27.6	17.2	0	29	
		Visitor	0	33.3	33.3	33.3	0	3	

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

PEOPLE			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			3.3	9.2	19	45.8	22.9	153	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	100	0	1	
		Adults	2.8	8.5	19.9	45.4	23.4	141	
		Seniors	9.1	18.2	9.1	45.5	18.2	11	
	GENDER	Men	3.1	9.2	20	47.7	20	65	
		Women	3.4	9.1	18.2	44.3	25	88	
	ABILITY	None	2.9	4.8	11.4	53.3	27.6	105	
		Moderate	4.3	19.1	34	29.8	12.8	47	
		Severe	0	0	100	0	0	1	
	ACTIVITY	< 10'	0	50	0	50	0	2	
		10' - 60'	6.1	10.6	28.8	43.9	10.6	66	
		+ 60'	1.2	7.1	11.8	47.1	32.9	85	
WALK CONTEXT	DECISION	Choice	1.1	5.7	15.9	46.6	30.7	88	
		Necessity	6.2	13.8	23.1	44.6	12.3	65	
	PURPOSE	Transport	3.7	11	26.8	47.6	11	82	
		Leisure	2.8	7	9.9	43.7	36.6	71	
	COMPANY	Alone	5.9	16.2	35.3	32.4	10.3	68	
		With others	1.2	3.5	5.9	56.5	32.9	85	
	FAMILIARITY	Local	4.1	11.4	22.8	44.7	17.1	123	
		Visitor	0	0	3.3	50	46.7	30	

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

TRAFFIC			😞	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			7.6	34.1	29.5	21.2	7.6	132	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	100	0	1	
		Adults	6.7	34.5	31.1	20.2	7.6	119	
		Seniors	16.7	33.3	16.7	25	8.3	12	
	GENDER	Men	6.2	30.8	38.5	20	4.6	65	
		Women	9	37.3	20.9	22.4	10.4	67	
	ABILITY	None	7.8	34.3	29.4	20.6	7.8	102	
		Moderate	0	38.5	34.6	19.2	7.7	26	
		Severe	50	0	0	50	0	4	
	ACTIVITY	< 10'	0	0	50	0	50	2	
		10' - 60'	10.3	35.9	32.1	16.7	5.1	78	
		+ 60'	3.8	32.7	25	28.8	9.6	52	
WALK CONTEXT	DECISION	Choice	8.8	36.3	26.4	19.8	8.8	91	
		Necessity	4.9	29.3	36.6	24.4	4.9	41	
	PURPOSE	Transport	6.9	36.6	29.7	20.8	5.9	101	
		Leisure	9.7	25.8	29	22.6	12.9	31	
	COMPANY	Alone	9.6	39.8	27.7	18.1	4.8	83	
		With others	4.1	24.5	32.7	26.5	12.2	49	
	FAMILIARITY	Local	7.7	32.5	30.8	21.4	7.7	117	
		Visitor	6.7	46.7	20	20	6.7	15	

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

INTEREST			😞	🙁	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	30	20	30	20	10	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0	0	
		Adults	0	37.5	12.5	25	25	8	
		Seniors	0	0	50	50	0	2	
	GENDER	Men	0	25	50	25	0	4	
		Women	0	33.3	0	33.3	33.3	6	
	ABILITY	None	0	28.6	14.3	28.6	28.6	7	
		Moderate	0	33.3	33.3	33.3	0	3	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10'	0	0	0	0	0	0	
		10' - 60'	0	33.3	33.3	33.3	0	6	
		+ 60'	0	25	0	25	50	4	
WALK CONTEXT	DECISION	Choice	0	33.3	16.7	33.3	16.7	6	
		Necessity	0	25	25	25	25	4	
	PURPOSE	Transport	0	42.9	14.3	14.3	28.6	7	
		Leisure	0	0	33.3	66.7	0	3	
	COMPANY	Alone	0	42.9	28.6	28.6	0	7	
		With others	0	0	0	33.3	66.7	3	
	FAMILIARITY	Local	0	22.2	22.2	33.3	22.2	9	
		Visitor	0	100	0	0	0	1	

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

INCLUSION			😞	😕	😐	🙂	😊	N	Distribution
ALL PARTICIPANTS			0	7.7	0	61.5	30.8	13	
PEDESTRIAN PROFILE	AGE	Children	0	0	0	0	0	0	
		Adults	0	7.7	0	61.5	30.8	13	
		Seniors	0	0	0	0	0	0	
	GENDER	Men	0	16.7	0	50	33.3	6	
		Women	0	0	0	71.4	28.6	7	
	ABILITY	None	0	8.3	0	58.3	33.3	12	
		Moderate	0	0	0	100	0	1	
		Severe	0	0	0	0	0	0	
	ACTIVITY	< 10’	0	0	0	100	0	1	
		10’ - 60’	0	33.3	0	33.3	33.3	3	
		+ 60’	0	0	0	66.7	33.3	9	
WALK CONTEXT	DECISION	Choice	0	16.7	0	50	33.3	6	
		Necessity	0	0	0	71.4	28.6	7	
	PURPOSE	Transport	0	0	0	71.4	28.6	7	
		Leisure	0	16.7	0	50	33.3	6	
	COMPANY	Alone	0	100	0	0	0	1	
		With others	0	0	0	66.7	33.3	12	
	FAMILIARITY	Local	0	10	0	70	20	10	
		Visitor	0	0	0	33.3	66.7	3	

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
Ljubljana		Traffic	Footpath
		Crossing	Greenery
		Footpath	Environmental quality
Bled		People	Greenery
		Traffic	Footpath
		Obstacles	People
Celje		Weather protection	Footpath
		Traffic	People
		People	Environmental quality
Krško		People	Footpath
		Traffic	Crossing
		Footpath	People
Medvode		Obstacles	Footpath
		Traffic	People
		Environmental quality	Crossing

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

3.1. Ljubljana

Figure 7. Ljubljana. Source: Wikipedia.

Data was collected on 20/11/2024 at Ljubljana Station. A total of 105 interviewed participants shared 105 walking experiences related to 262 environmental determinants.

Who walks, why and how?

From the **105 pedestrians interviewed**, most were adults (98.1%), followed by older adults (1.9%). In addition, 56.2% were women and 43.8% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (97.1%), while some had mild or moderate difficulty (2.9%). Finally, most participants were active pedestrians (65.7%) followed by very active (33.4%) and a small proportion of inactive ones (1%).

Based on their **walk context**, 97.1% of participants were walking by choice while 2.9% did it out of necessity. With regards to the walk purpose, 88.6% participants walked for transport, while 11.4% for leisure. Most participants were walking on their own (68.6%) compared to those walking with others (31.4%). Finally, most participants were familiar with the place (75.2%), while others were not (24.8%).

Which were the main walking experiences?

From the **105 walking experiences**, most were positive (38.1%), followed by negative (38.1%), neutral (13.3%), very positive (5.7%) and very negative (4.8%).Overall, negative and very negative experiences (47%) outnumbered positive and very positive ones (38%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (58.1%), with slightly more

comfortable and very comfortable experiences (47.6%) than uncomfortable and very uncomfortable ones (39.3%). Secondly, 49.5% of experiences were related to **safety**, with more safe and very safe experiences (48.1%) than unsafe and very unsafe ones (40.4%). Finally, walking **enjoyment** was the least frequent type of experience shared by participants (30.5%), with slightly more enjoyable and very enjoyable (43.7%) than unenjoyable and very unenjoyable ones (40.7%).

What influenced walking experiences?

From the **262 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 19.8% of all observations, followed by traffic (17.9%), crossings (16.8%), environmental quality (14.5%) and greenery (10.8%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, most determinants were related to more positive experiences, especially greenery and street furniture. With the exception of obstacles and traffic which were related to more negative experiences. Finally, crossings, weather protection and inclusion were related to as many positive as negative ones. The most relevant determinants related to positive and very positive experiences were good footpath (10.7%), greenery (9.6%) and environmental quality (9.6%), while most negative and very negative experiences were related to traffic (11.8%), bad crossings (6.8%) and bad footpath (6.4%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (12.8%), greenery (9.8%) and good crossings (8.3%), while most unsafe and very unsafe experiences were related to traffic (11.3%), bad crossings (9.8%) and bad footpath (6.1%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (13.4%), greenery (10.9%) and environmental quality (10.3%), while most uncomfortable and very uncomfortable experiences were related to traffic (7.9%), bad footpath (6.1%) and bad crossings (6.1%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were greenery (12.3%), good footpath (7.9%) and environmental quality (7.9%), while most unenjoyable and very unenjoyable experiences were related to traffic (12.4%), bad footpath (5.6%) and poor environmental quality (5.6%).

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There are positive, neutral and negative experiences all across the study area, which implies that it presents a mix of good, adequate and bad walkability, often related to common determinants. Positive (38.1%) and very positive (5.7%) experiences were mainly related to good footpath, greenery, environmental quality, good crossings and street furniture. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared many negative (38.1%) and very negative (4.8%) experiences related to traffic, bad crossings, bad footpath, obstacles and poor environmental quality. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (13.3%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpath, crossings and environmental quality may enable more positive and very positive experiences.

3.1.1. Location of study area and observations

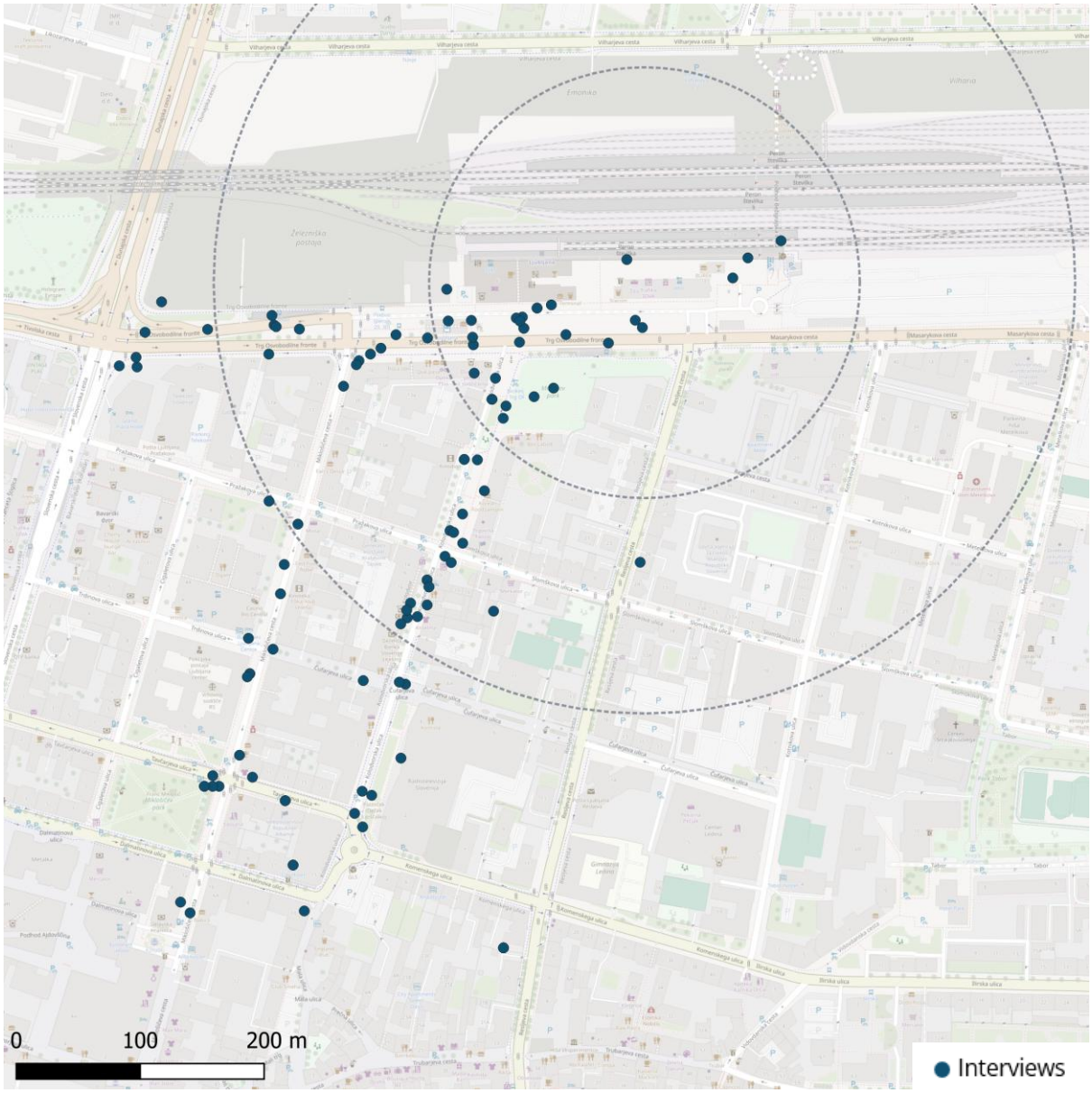


Figure 8. Observations from interviews and audits in Ljubljana.

3.1.2. Data collected

Period		20/11/2024
Timeframe		06:16-15:17
Interviews	Participants	105
	Experiences	105
	Determinants	262

Table 25. Data collected in Ljubljana.

3.1.3 Pedestrian profile

Variable	Category	N	%
AGE	Children (<18)	0	0
	Adults (18-65)	103	98.1
	Older people (>65)	2	1.9
GENDER	Man	46	43.8
	Woman	59	56.2
	Other / No answer	0	0
ABILITY (difficulty to move)	None	102	97.1
	Mild or moderate	3	2.9
	Severe or extrerme	0	0
ACTIVITY (mins/day)	Less than 10 min	1	1
	10 - 60 mins	69	65.7
	More than 60 min	35	33.4

Distribution N=105

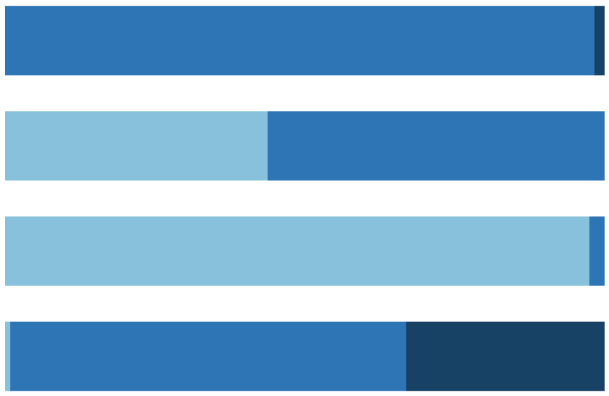


Table 26. Pedestrian profile in Ljubljana.

3.1.4. Walk context

Variable	Category	N	%
DECISION	Choice	102	97.1
	Necessity	3	2.9
	Other	0	0
PURPOSE	Transport	93	88.6
	Leisure	12	11.4
	Other	0	0
COMPANY	Alone	72	68.6
	Accompanied	33	31.4
	Other	0	0
FAMILIARITY	Local	79	75.2
	Visitor	26	24.8
	Other	0	0

Distribution N=105

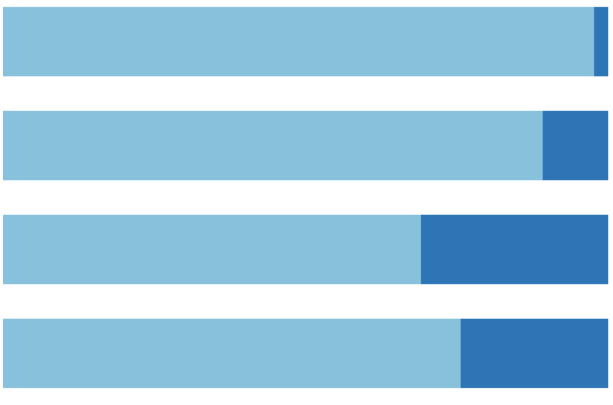


Table 27. Walk context in Ljubljana.

3.1.5. Walking experiences

EXPERIENCE	N	%
Very positive	6	5.7
Positive	40	38.1
Neutral	14	13.3
Negative	40	38.1
Very negative	5	4.8
TOTAL	105	100

TOP-5 determinants related to experience

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

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

SAFETY	N	%
Very safe	5	9.6
Safe	20	38.5
Neutral	6	11.5
Unsafe	18	34.6
Very unsafe	3	5.8
TOTAL	52	100

TOP-5 determinants related to safety

Unsafe	Safe
Traffic	Footpath
Crossing	Greenery
Footpath	Crossing
Weather protection	Environmental quality
Obstacles	Furniture

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

COMFORT	N	%
Very comfortable	4	6.6
Comfortable	25	41
Neutral	8	13.1
Uncomfortable	21	34.4
Very uncomfortable	3	4.9
TOTAL	61	100

TOP-5 determinants related to comfort

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

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

ENJOYMENT	N	%
Very enjoyable	5	15.6
Enjoyable	9	28.1
Neutral	5	15.6
Unenjoyable	10	31.3
Very unenjoyable	3	9.4
TOTAL	32	100

TOP-5 determinants related to enjoyment

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

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

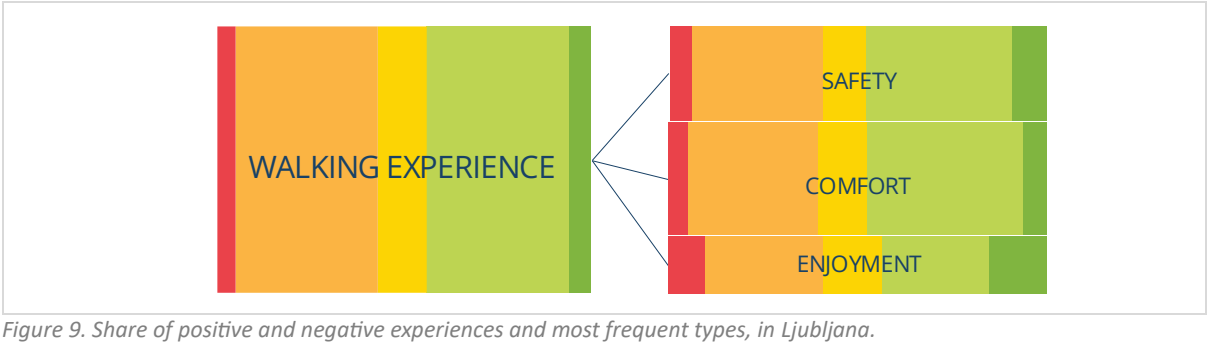


Figure 9. Share of positive and negative experiences and most frequent types, in Ljubljana.

3.1.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=262
Very Positive	Greenery	6	2.3		
	Footpath	4	1.5		
	Furniture	4	1.5		
	Environmental quality	4	1.5		
	Traffic	2	0.8		
	Crossing	1	0.4		
	People	1	0.4		
	Obstacles	0	0		
	Weather protection	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Postive	Footpath	24	9.2		
	Greenery	19	7.3		
	Crossing	18	6.9		
	Environmental quality	17	6.5		
	Furniture	9	3.4		
	Traffic	6	2.3		
	People	4	1.5		
	Weather protection	3	1.1		
	Obstacles	2	0.8		
	Inclusion	1	0.4		
	Interest	0	0		
	Other	0	0		
Neutral	Footpath	7	2.7		
	Crossing	7	2.7		
	Environmental quality	7	2.7		
	Traffic	7	2.7		
	Greenery	2	0.8		
	Weather protection	2	0.8		
	People	2	0.8		
	Other	2	0.8		
	Furniture	1	0.4		
	Obstacles	0	0		
	Interest	0	0		
	Inclusion	0	0		
Negative	Traffic	27	10.3		
	Crossing	15	5.7		
	Footpath	14	5.3		
	Environmental quality	9	3.4		
	Obstacles	8	3.1		
	Furniture	5	1.9		
	Weather protection	4	1.5		
	Greenery	1	0.4		
	Interest	1	0.4		
	Inclusion	1	0.4		
	Other	1	0.4		
	People	0	0		
Very negative	Traffic	4	1.5		
	Footpath	3	1.1		
	Crossing	3	1.1		
	Obstacles	2	0.8		
	Environmental quality	1	0.4		
	People	1	0.4		
	Furniture	0	0		
	Greenery	0	0		
	Weather protection	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		

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

3.1.7. Positive and negative experiences by determinant

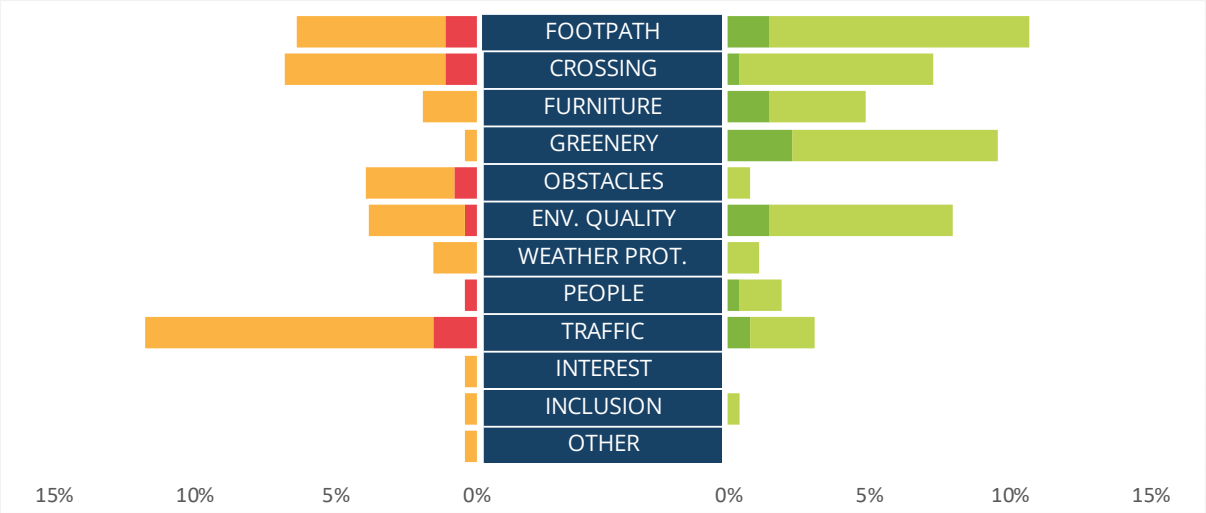


Figure 10. Positive and negative experiences by determinant, in Ljubljana.

3.1.8. Determinants by frequency and negative-positive experiences

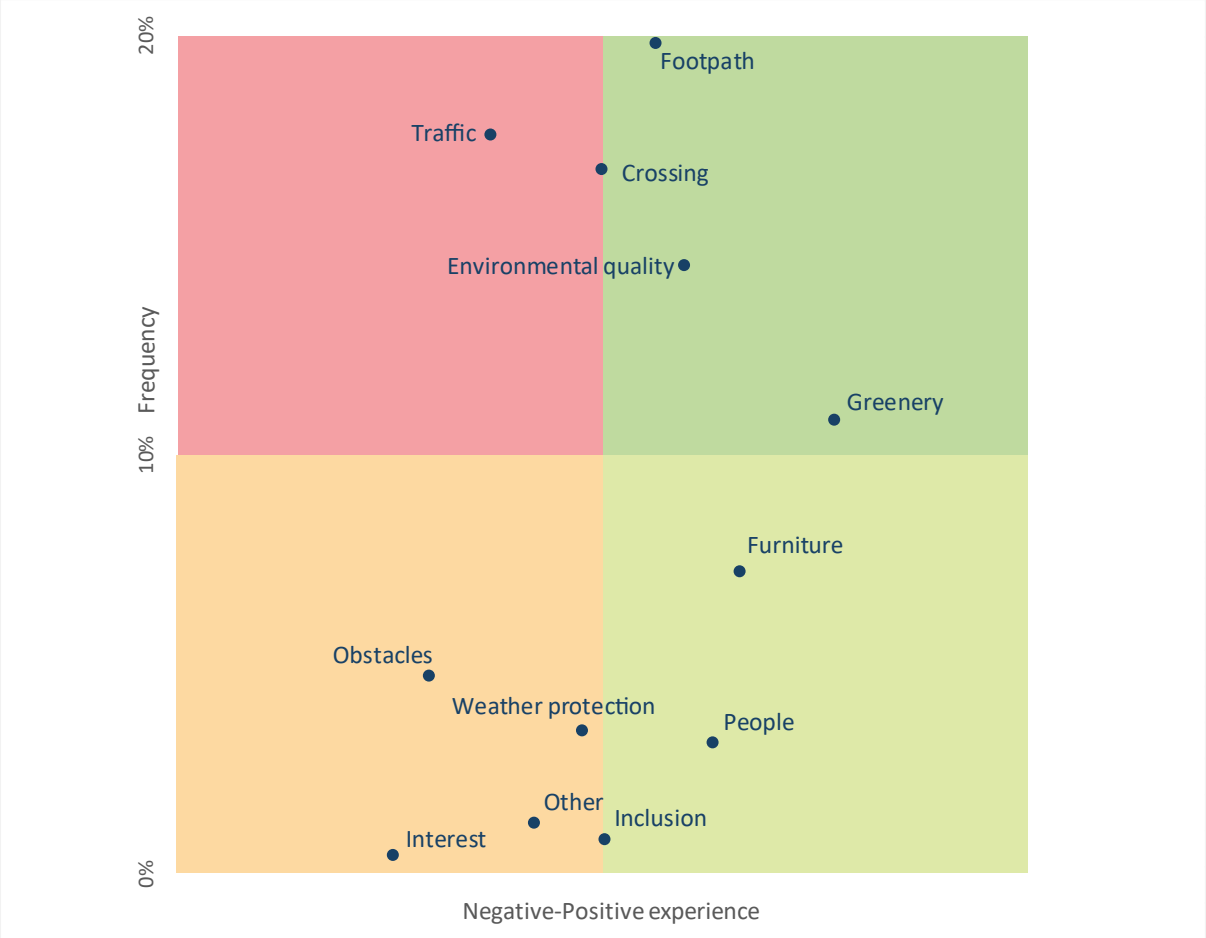


Figure 11. Determinants by frequency and negative-positive experiences, in Ljubljana.

3.1.9. Positive and negative experiences by subcategory of determinants

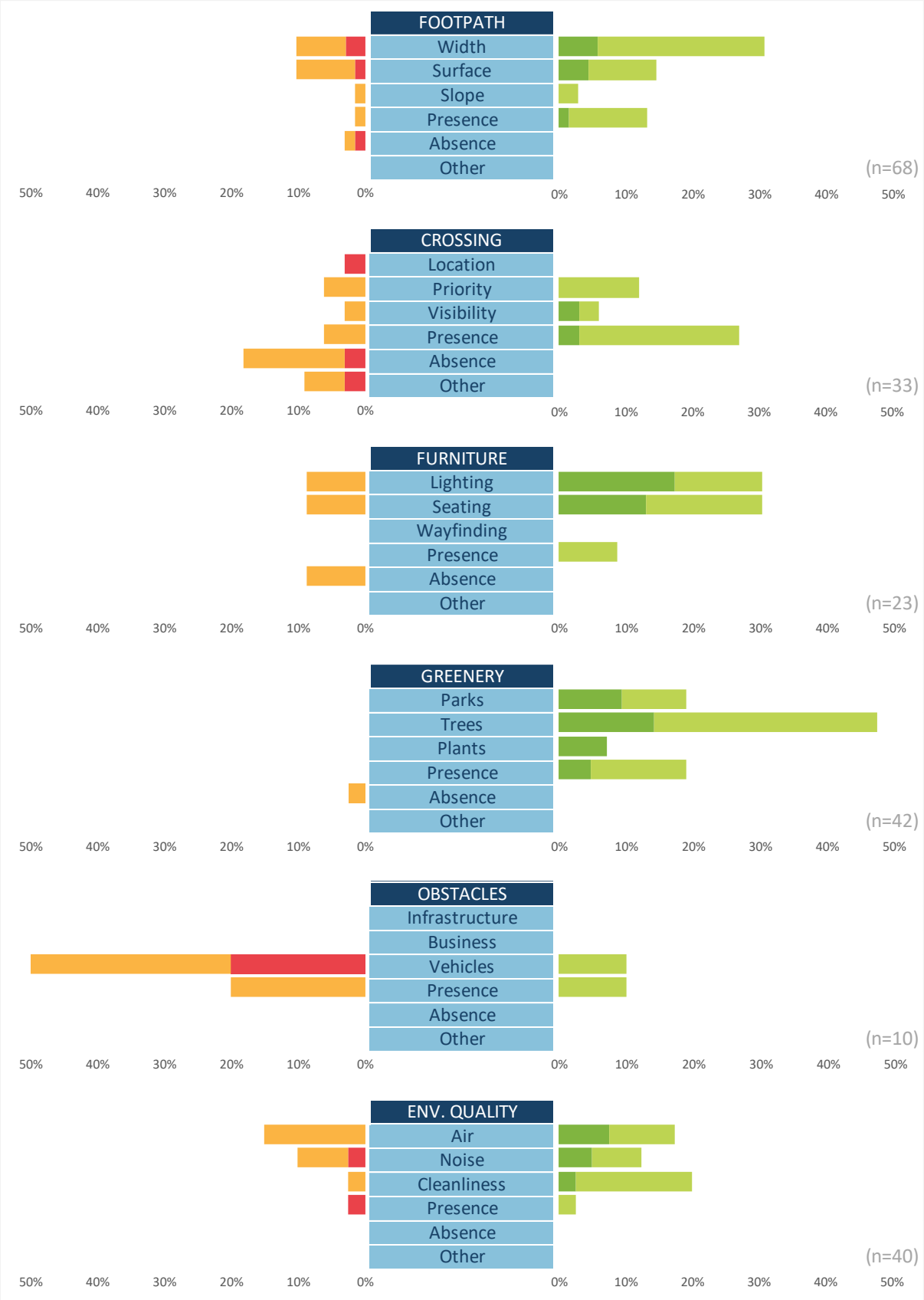


Figure 12. Positive and negative experiences related to subcategories of footpath, crossing, furniture, greenery and obstacles, in Ljubljana.

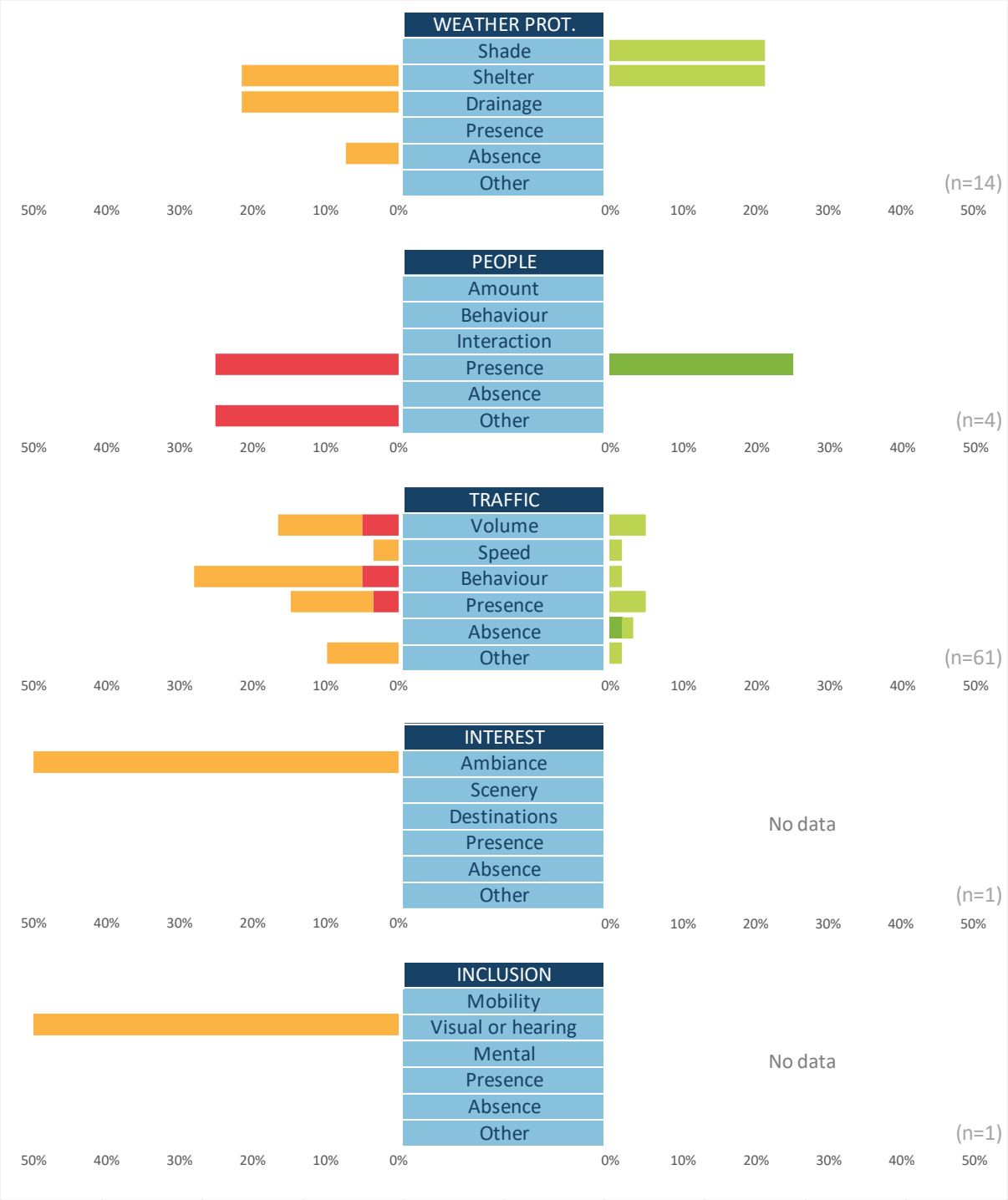


Figure 13. Positive and negative experiences related to subcategories of weather protection, people, traffic, interest and inclusion, in Ljubljana.

3.1.10. Location of walking experiences

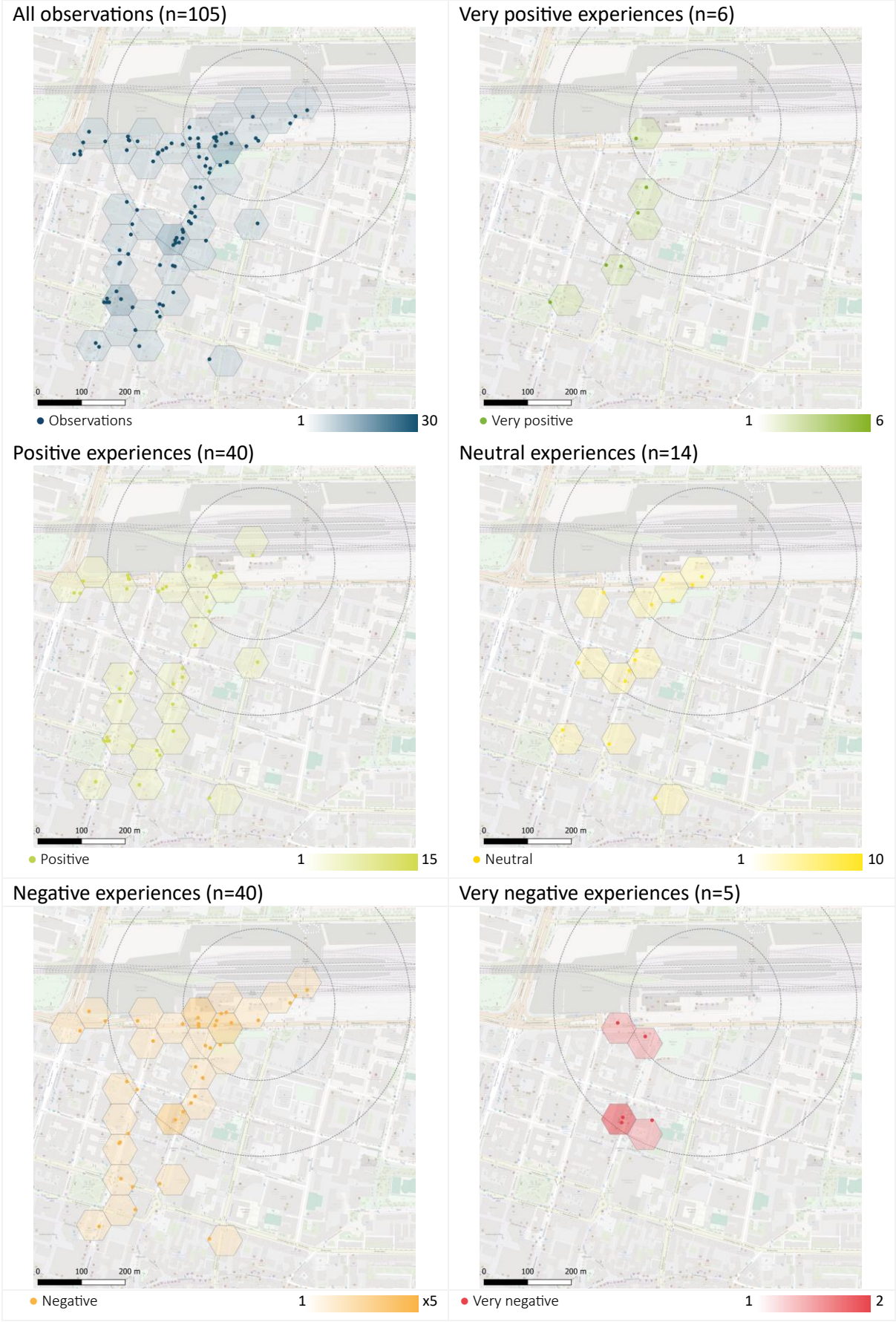


Figure 14. Location of observations and different experiences, in Ljubljana.

Location of all types of experiences (n=105) and overall perceived walkability.

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

3.1.11. Images and comments from participants

Very positive. Safe, comfortable and enjoyable	Negative. Uncomfortable
Greenery  Woman, 28	*Too much fast traffic, bad driving behaviour*  Man, 36
Positive. Comfortable	**Very negative. Unsafe and uncomfortable**
Good footpath, greenery, clean  Woman, 37	Bad footpath and crossing. Traffic  Woman, 36

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

3.2. Bled

Figure 17. Bled. Source: Wikipedia.

Data was collected between 30/10/2024 and 21/03/202 at Bled Station. A total of 101 interviewed participants shared 101 walking experiences related to 208 environmental determinants.

Who walks, why and how?

From the **101 pedestrians** interviewed, most were adults (84.2%), followed by older adults (14.9%) and children (1%). In addition, 52.5% were women and 47.5% men. Regarding their ability, more participants did not have any difficulty to move or interact with the environment (53.5%), while some had mild or moderate difficulty (42.5%) and a few had severe or extreme difficulty (4%). Finally, most participants were very active pedestrians (63.4%) followed by active (35.6%) and a small proportion of inactive ones (1%).

Based o**n their walk context**, 76.2% of participants were walking by choice while 23.8% did it out of necessity. With regards to the walk purpose, 78.2% participants walked for leisure, while 21.8% for transport. Most participants were walking accompanied (58.4%) compared to those walking on their own (41.6%). Finally, most participants were visitors (53.5%), while others were familiar with the place (46.5%).

Which were the main walking experiences?

From the **101 walking experiences**, most were very positive (38.6%), followed by positive (35.6%), neutral (14.9%), negative (7.9%) and very negative (3%).Overall, positive and very positive experiences

(74.2%) clearly outnumbered positive and very positive ones (10.9%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (46.5%), with many more comfortable and very comfortable experiences (80.9%) than uncomfortable and very uncomfortable ones (6.4%). Secondly, 45.6% of experiences were related to **enjoyment**, with many more enjoyable and very enjoyable experiences (67.4%) than enjoyable and very enjoyable ones (17.4%). Finally, walking **safety** was the least frequent type of experience shared by participants (20.8%), with safe (33.3%), very safe (57.1%) and no unsafe experiences.

What influenced walking experiences?

From the **152 environmental determinants** that influenced **walking experiences** in this study, the most frequent was greenery, included in 25.6% of all observations, followed by footpath (24.9%), people (20.7%), environmental quality (9.2%) and traffic (7.3%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, most determinants were related to more positive experiences, especially greenery and inclusion. With the exception of obstacles and traffic, which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were greenery (24.6%), good footpath (23.5%) and people (13.9%), while most negative and very negative experiences were related to people (4.4%), traffic (3.4%) and obstacles (1.9%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (30.4%), greenery (28.3%) and people (15.2%). There were no unsafe experiences. Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (28.1%), greenery (26.1%) and people (16.7%), while most uncomfortable and very uncomfortable experiences were related to people (2%), traffic (2%) and no street furniture (1%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were greenery (23.2%), good footpath (19%) and people (12.7%), while most unenjoyable and very unenjoyable experiences were related to people (7.4%), traffic 5.3%) and obstacles (4.3%).

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There are positive, neutral and negative experiences all across the study area, which implies that it presents a mix of good, adequate and bad walkability, often related to common determinants. Positive (35.6%) and very positive (38.6%) experiences were mainly related greenery, good footpath, people, environmental quality and good crossings. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared many negative (7.9%) and very negative (3%) experiences related to people, traffic, obstacles, poor street furniture and environmental quality. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (14.9%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as footpath, minor obstacles and moderate traffic may enable more positive and very positive experiences.

3.2.1. Location of study area and observations

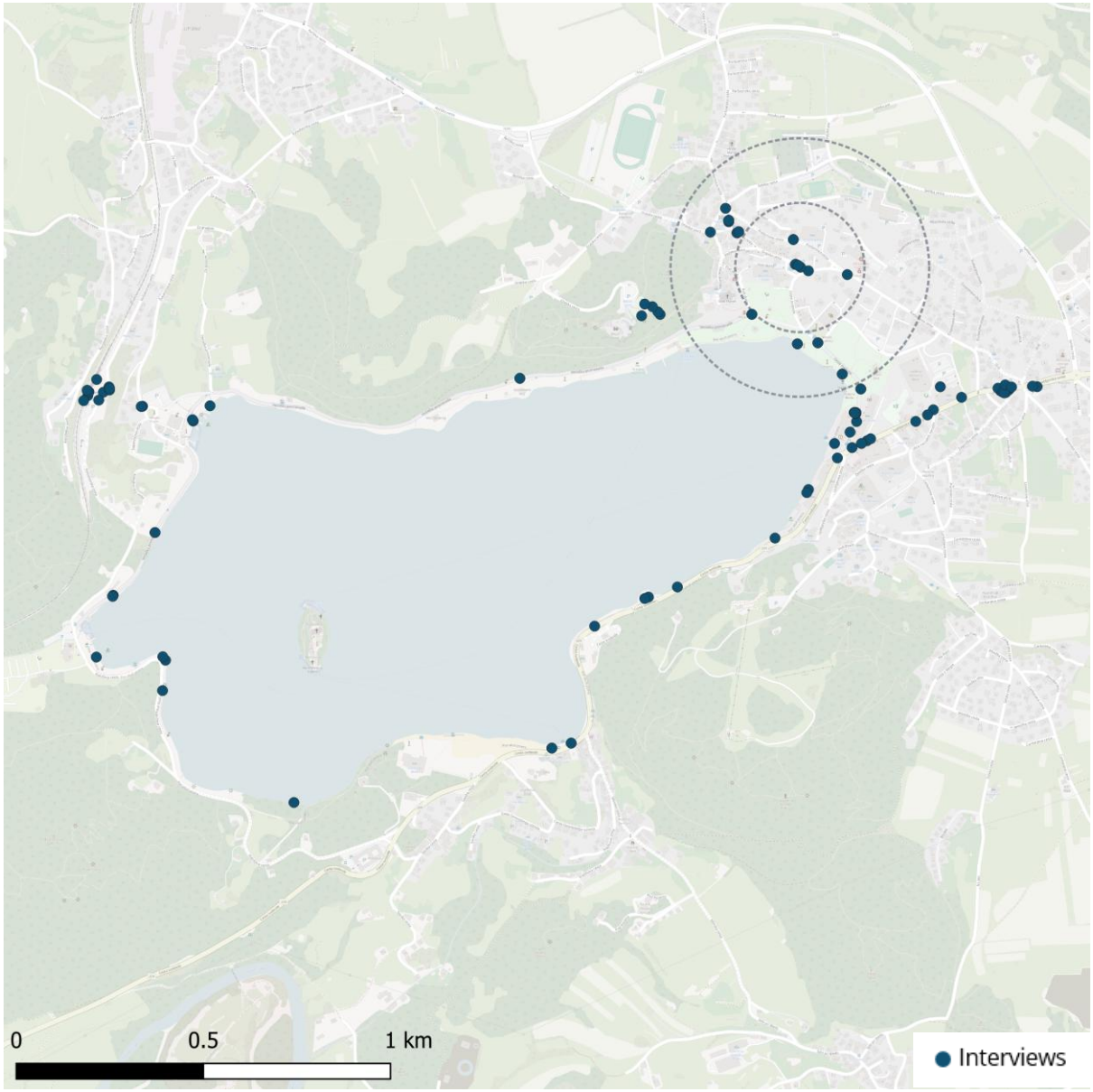


Figure 18. Observations from interviews and audits in *Bled*.

3.2.2. Data collected

Period	30/10/2024-21/03/2025	
Timeframe	06:02-15:12	
Interviews	Participants	101
	Experiences	101
	Determinants	208

Table 33. Data collected in Bled.

3.2.3. Pedestrian profile

Variable	Category	N	%
AGE	Children (<18)	1	1
	Adults (18-65)	85	84.2
	Older people (>65)	15	14.9
GENDER	Man	48	47.5
	Woman	53	52.5
	Other / No answer	0	0
ABILITY (difficulty to move)	None	54	53.5
	Mild or moderate	43	42.5
	Severe or extreme	4	4
ACTIVITY (mins/day)	Less than 10 min	1	1
	10 - 60 mins	36	35.6
	More than 60 min	64	63.4

Distribution N=101

Table 34. Pedestrian profile in Bled.

3.2.4. Walk context

Variable	Category	N	%
DECISION	Choice	77	76.2
	Necessity	24	23.8
	Other	0	0
PURPOSE	Transport	22	21.8
	Leisure	79	78.2
	Other	0	0
COMPANY	Alone	42	41.6
	Accompanied	59	58.4
	Other	0	0
FAMILIARITY	Local	47	46.5
	Visitor	54	53.5
	Other	0	0

Distribution N=101

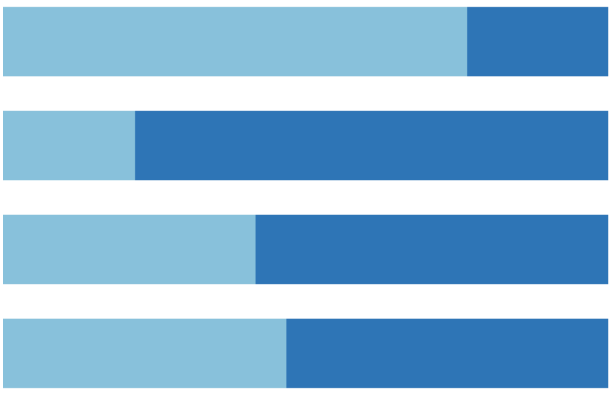


Table 35. Walk context in Bled.

3.2.5. Walking experiences

EXPERIENCE	N	%
Very positive	39	38.6
Positive	36	35.6
Neutral	15	14.9
Negative	8	7.9
Very negative	3	3
TOTAL	101	100

TOP-5 determinants related to experience

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

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

SAFETY	N	%
Very safe	12	57.1
Safe	7	33.3
Neutral	2	9.5
Unsafe	0	0
Very unsafe	0	0
TOTAL	21	100

TOP-5 determinants related to safety

Unsafe	Safe
-	Footpath
-	Greenery
-	People
-	Environmental quality
-	Traffic

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

COMFORT	N	%
Very comfortable	18	38.3
Comfortable	20	42.6
Neutral	6	12.8
Uncomfortable	1	2.1
Very uncomfortable	2	4.3
TOTAL	47	100

TOP-5 determinants related to comfort

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

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

ENJOYMENT	N	%
Very enjoyable	18	39.1
Enjoyable	13	28.3
Neutral	7	15.2
Unenjoyable	7	15.2
Very unenjoyable	1	2.2
TOTAL	46	100

TOP-5 determinants related to enjoyment

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

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

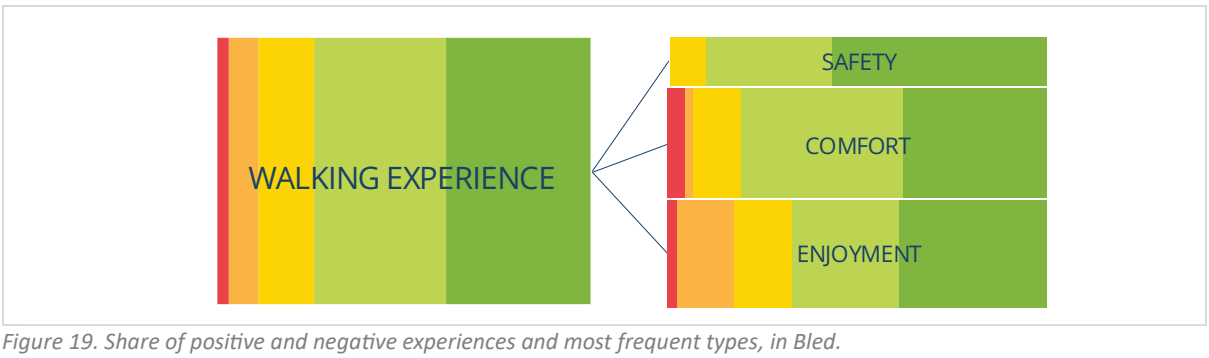


Figure 19. Share of positive and negative experiences and most frequent types, in Bled.

3.2.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=208
Very Positive	Greenery	33	15.9		
	Footpath	29	13.9		
	People	15	7.2		
	Environmental quality	9	4.3		
	Crossing	2	1		
	Inclusion	2	1		
	Furniture	1	0.5		
	Obstacles	1	0.5		
	Traffic	1	0.5		
	Weather protection	0	0		
	Interest	0	0		
	Other	0	0		
Postive	Footpath	20	9.6		
	Greenery	18	8.7		
	People	14	6.7		
	Environmental quality	6	2.9		
	Crossing	4	1.9		
	Furniture	2	1		
	Traffic	1	0.5		
	Interest	1	0.5		
	Inclusion	1	0.5		
	Obstacles	0	0		
	Weather protection	0	0		
	Other	0	0		
Neutral	Traffic	6	2.9		
	People	5	2.4		
	Obstacles	4	1.9		
	Footpath	3	1.4		
	Greenery	2	1		
	Environmental quality	2	1		
	Weather protection	1	0.5		
	Interest	1	0.5		
	Crossing	0	0		
	Furniture	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	People	7	3.4		
	Traffic	6	2.9		
	Obstacles	3	1.4		
	Furniture	1	0.5		
	Environmental quality	1	0.5		
	Footpath	0	0		
	Crossing	0	0		
	Greenery	0	0		
	Weather protection	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Very negative	People	2	1		
	Furniture	1	0.5		
	Obstacles	1	0.5		
	Environmental quality	1	0.5		
	Traffic	1	0.5		
	Footpath	0	0		
	Crossing	0	0		
	Greenery	0	0		
	Weather protection	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		

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

3.2.7. Positive and negative experiences by determinant

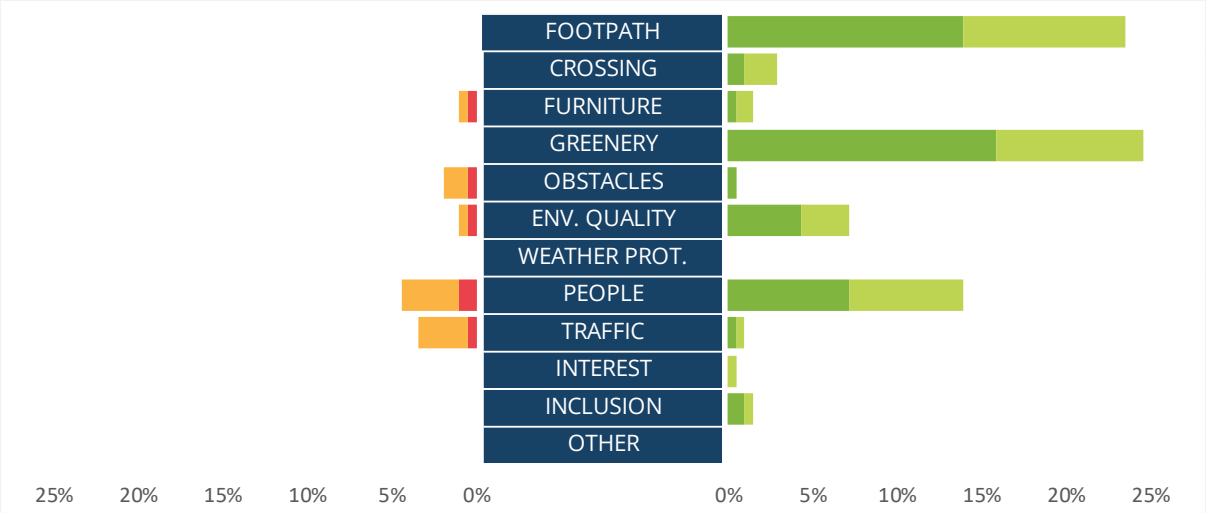


Figure 20. Positive and negative experiences by determinant, in Bled.

3.2.8. Determinants by frequency and negative-positive experiences

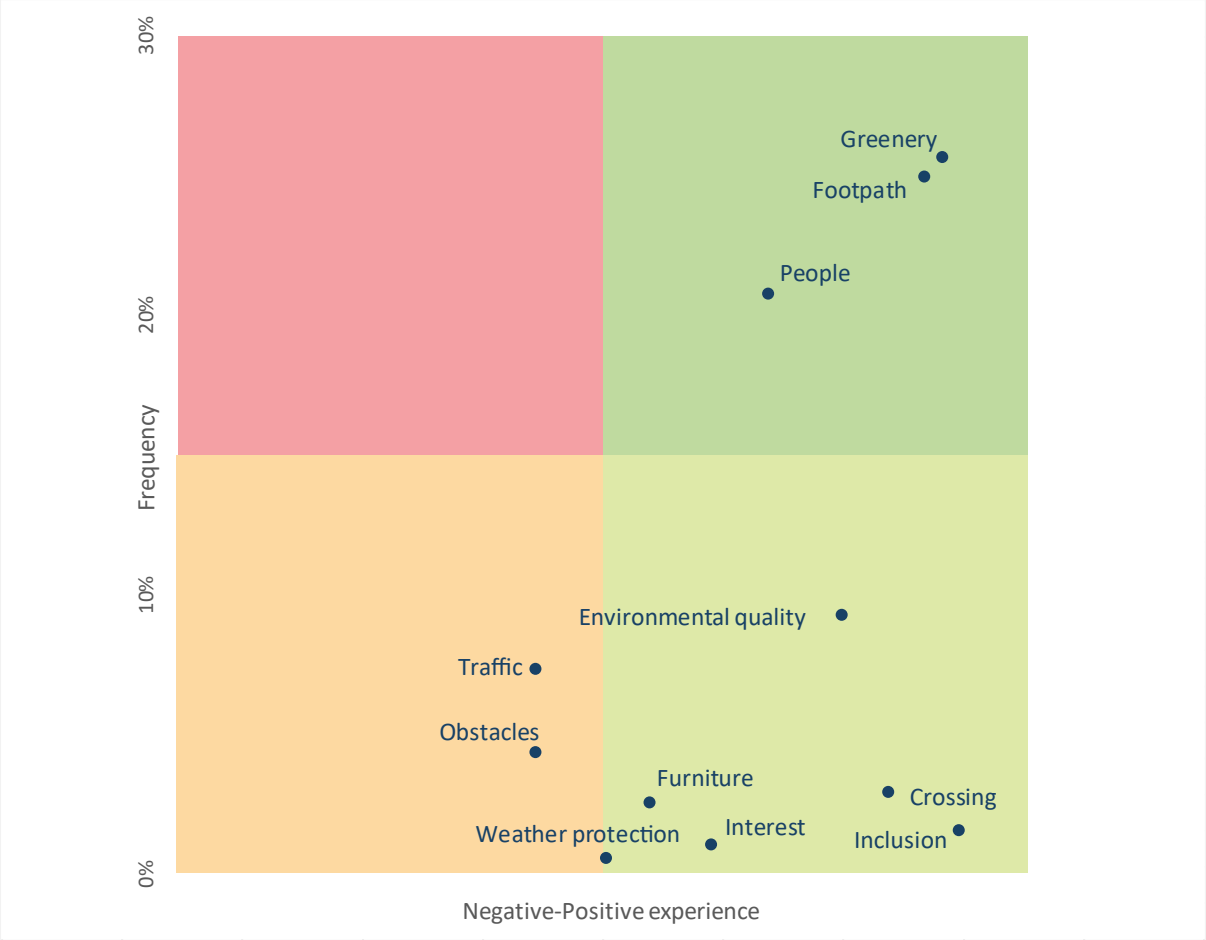


Figure 21. Determinants by frequency and negative-positive experiences, in Bled.

3.2.9. Positive and negative experiences by subcategory of determinants

- NO DATA ON SUBCATEGORIES –

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

- NO DATA ON SUBCATEGORIES –

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

3.2.10. Location of walking experiences

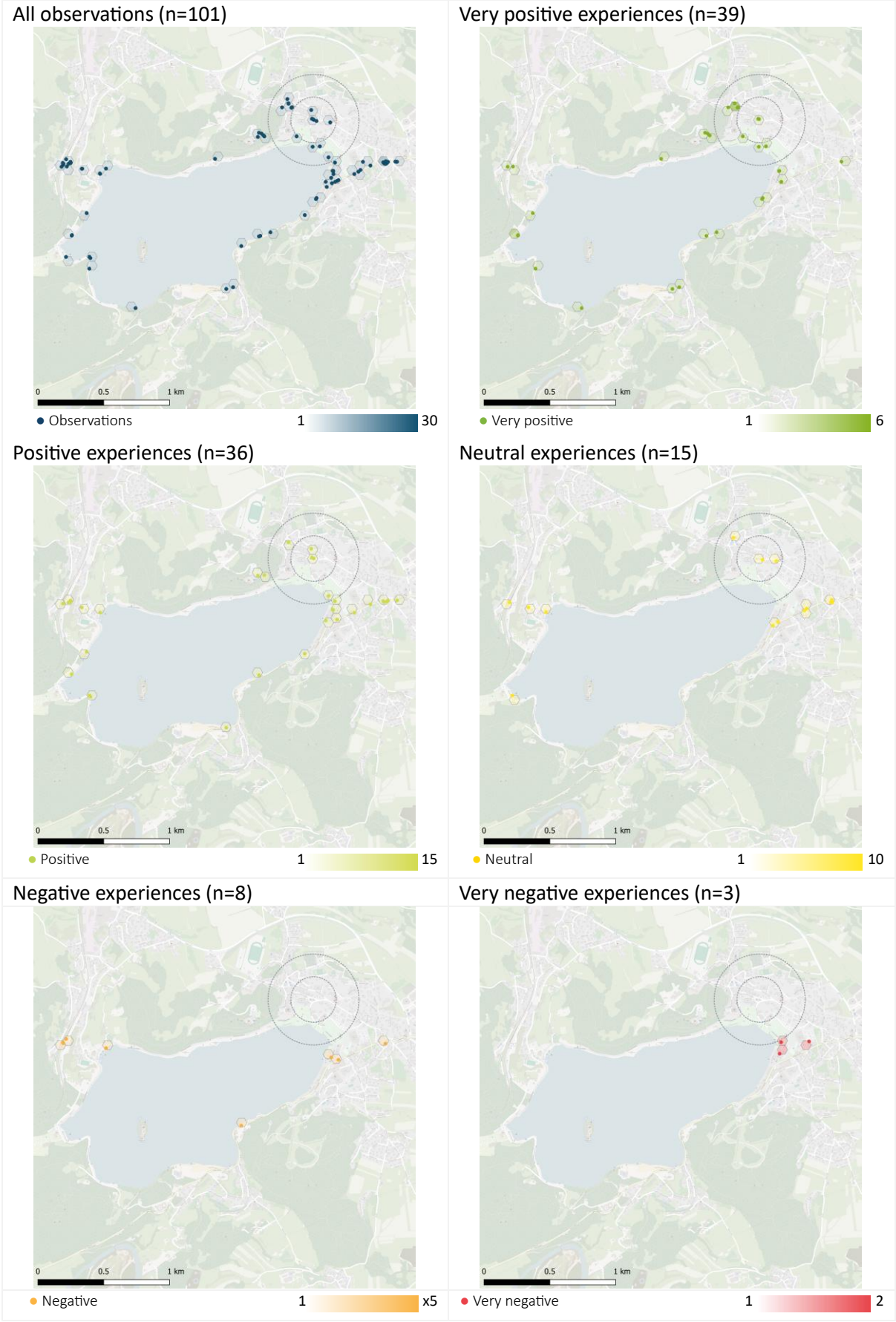


Figure 24. Location of observations and different experiences, in Bled.

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

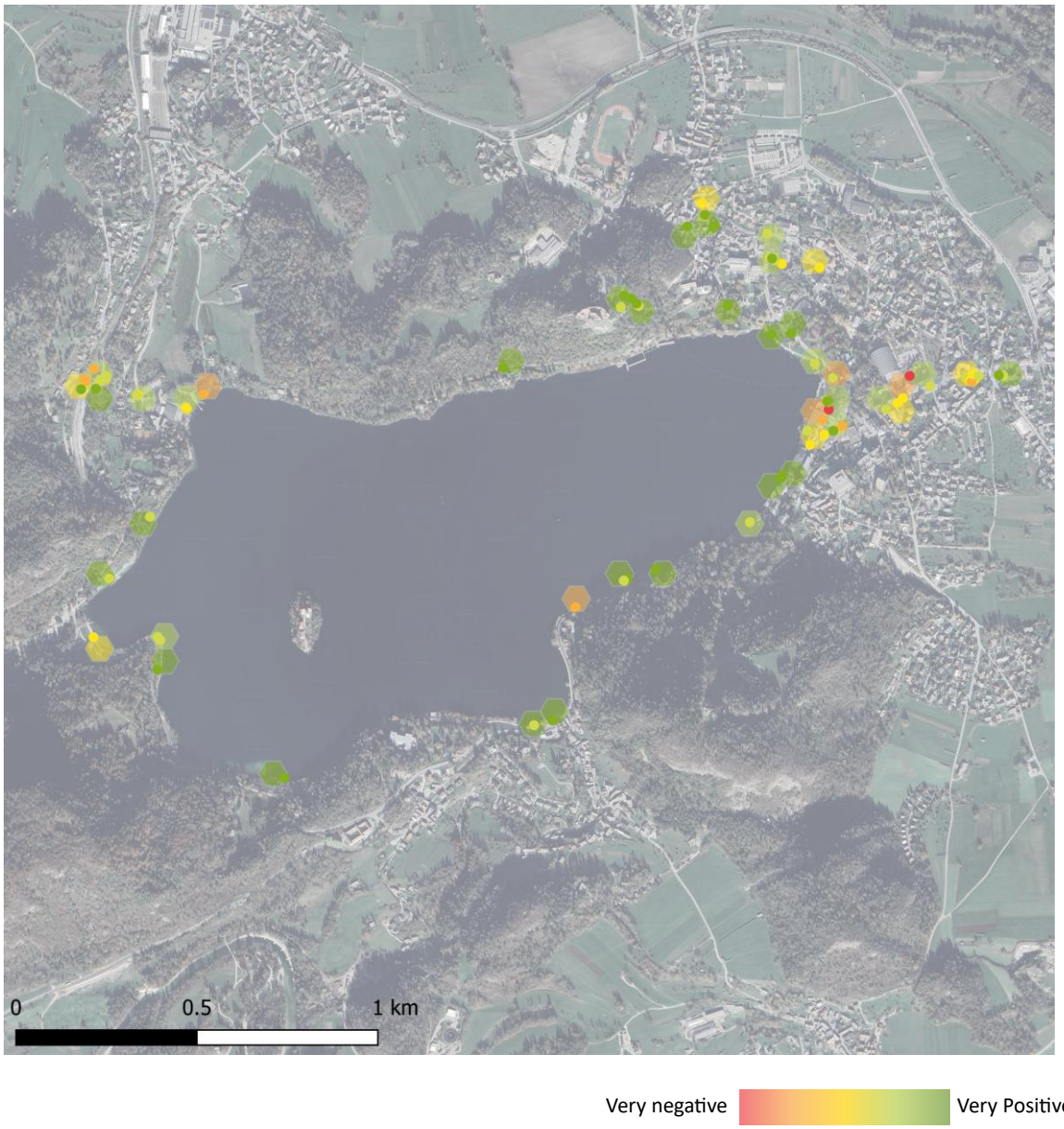


Figure 25. Location of all types of experiences and overall perceived walkability, in Bled.

3.2.11. Images and comments from participants

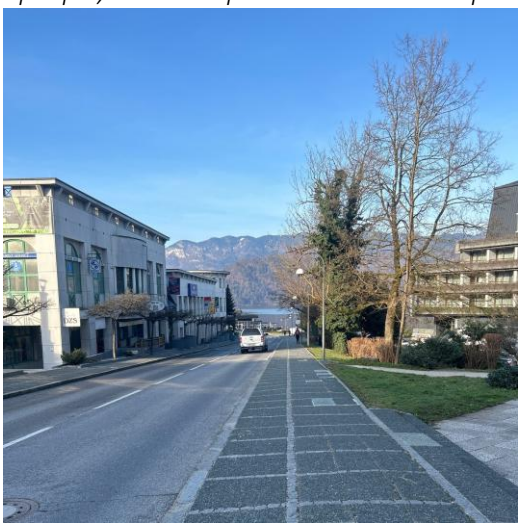
Very positive. Safe and comfortable	Negative. Unenjoyable
Good footpath, clean, people and no traffic  Woman, 32	*No people, obstacles poor environmental quality*  Woman, 53, mild difficulty to walk
Positive. Comfortable	**Very negative. Uncomfortable**
Good footpath, people and interest  Man, 18	People  Woman, 71, moderate difficulty to walk

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

3.3. Celje

Figure 27. Celje. Source: Wikipedia.

Data was collected between 22/11/2024 and 04/04/2025 at Celje Station. A total of 100 interviewed participants shared 100 walking experiences related to 183 environmental determinants.

Who walks, why and how?

From the **100 pedestrians** interviewed, most were adults (97%), followed by older adults (3%). In addition, 53% were women and 47% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (75%), while some had mild or moderate difficulty (24%) and a few had severe or extreme difficulty (1%). Finally, most participants were very active pedestrians (61%) followed by very active ones (39%).

Based on their **walk context**, 51% of participants were walking by choice while 49% did it out of necessity. With regards to the walk purpose, 68% participants walked for transport, while 32% for leisure. Most participants were walking on their own (52%) compared to those walking with others (48%). Finally, most participants were familiar with the place (95%), while others were not (5%).

Which were the main walking experiences?

From the **100 walking experiences** collected, most were positive (51%), followed by neutral (19%), very positive (13%), negative (13%) and very negative (4%). Overall, negative and very negative experiences (47%) outnumbered positive and very positive ones (38%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (61%), with more comfortable and very comfortable experiences (57.4%) than uncomfortable and very uncomfortable ones (21.4%). Secondly, 42% of experiences were related to **enjoyment**, with many more enjoyable and very enjoyable experiences (73.8%) than unenjoyable ones (9.5%). Finally, walking **safety** was the

least frequent type of experience shared by participants (8%), with safe (87.5%), very safe (12.5%) and no unsafe experiences.

What influenced walking experiences?

From the **183 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 24.6% of all observations, followed by people (23%), traffic (14.1%), weather protection (9.8%) and environmental quality (9.2%). 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 crossings. With the exception of weather protection and traffic which were related to more negative experiences. The most relevant determinants related to positive and very positive experiences were good footpath (23.5%), people (15.9%) and environmental quality (7.6%), while most negative and very negative experiences were related to weather protection (7.1%), traffic (5.4%) and people (1.6%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (27.8%), people (27.8%) and no or low traffic (16.7%. there were no unsafe experiences. Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (22.8%), people (11.4%) and environmental quality (8.7%), while most uncomfortable and very uncomfortable experiences were related to bad weather protection (10.5%), traffic (7%) and people (2.6%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good footpath (22.8%), people (21.5%) and street furniture (7.6%), while most unenjoyable and very unenjoyable experiences were related to traffic (2.5%), obstacles (1.3%) and poor weather protection (1.3%).

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There are positive, neutral and negative experiences all across the study area, which implies that it presents a mix of good, adequate and bad walkability, often related to common determinants. Positive (51%) and very positive (13%) experiences were mainly related to good footpath, people, good environmental quality, inclusion and street furniture. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared negative (13%) and very negative (4%) experiences related to bad weather protection, traffic, people, obstacles and poor environmental quality. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (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 people, traffic and obstacles may enable more positive and very positive experiences.

3.3.1. Location of study area and observations

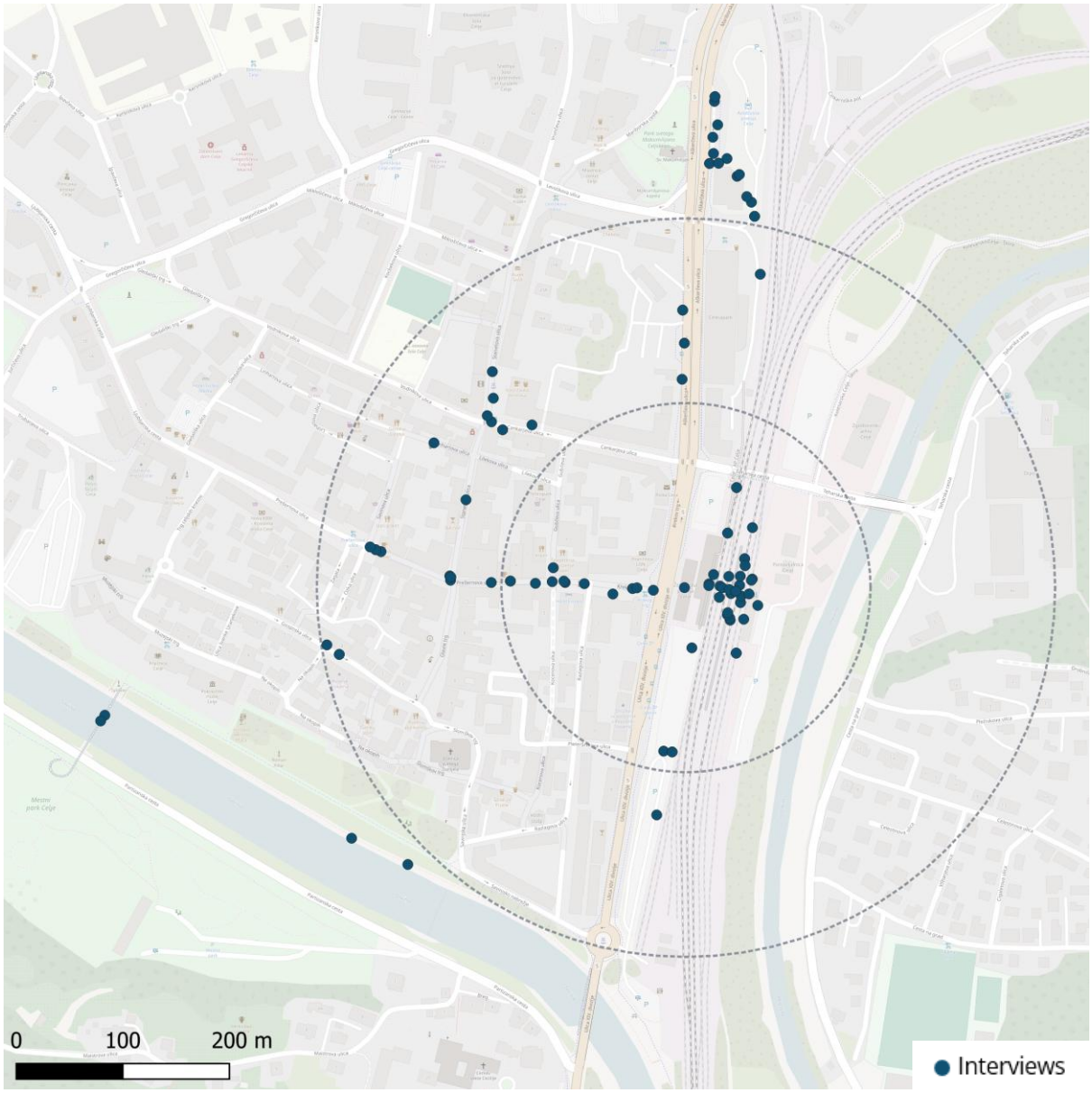


Figure 28. Observations from interviews and audits in Celje.

3.3.2. Data collected

Period	22/11/2024 - 04/04/2025	
Timeframe	06:00-14:49	
Interviews	Participants	100
	Experiences	100
	Determinants	183

Table 41. Data collected in Celje.

3.3.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=100
AGE	Children (16-17)	0	0		
	Adults (18-65)	97	97		
	Older people (>65)	3	3		
GENDER	Man	47	47		
	Woman	53	53		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	75	75		
	Mild or moderate	24	24		
	Severe or extreme	1	1		
ACTIVITY (mins/day)	Less than 10 min	0	0		
	10 - 60 mins	39	39		
	More than 60 min	61	61		

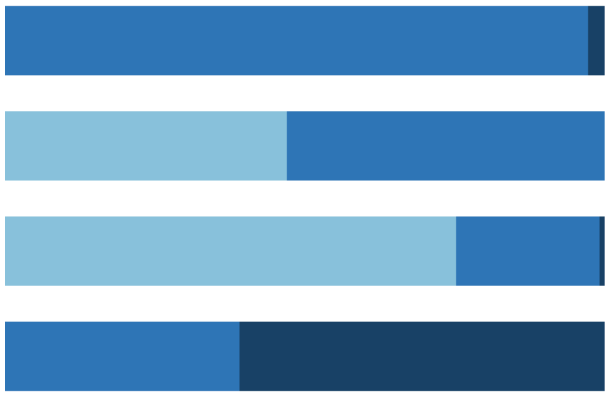


Table 42. Pedestrian profile in Celje.

3.3.4. Walk context

Variable	Category	N	%	Distribution	N=100
DECISION	Choice	51	51		
	Necessity	49	49		
	Other	0	0		
PURPOSE	Transport	68	68		
	Leisure	32	32		
	Other	0	0		
COMPANY	Alone	52	52		
	Accompanied	48	48		
	Other	0	0		
FAMILIARITY	Local	95	95		
	Visitor	5	5		
	Other	0	0		

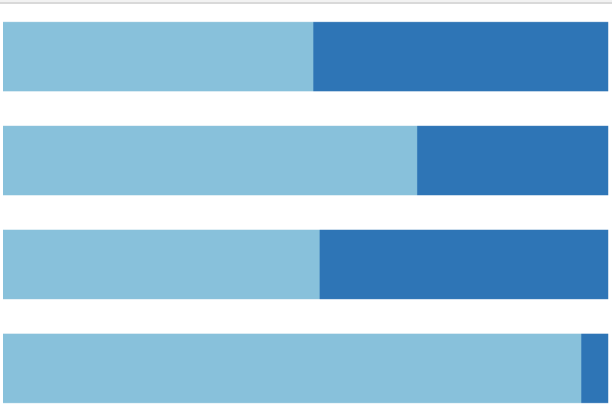


Table 43. Walk context in Celje.

3.3.5. Walking experiences

EXPERIENCE	N	%
Very positive	13	13
Positive	51	51
Neutral	19	19
Negative	13	13
Very negative	4	4
TOTAL	100	100

TOP-5 determinants related to experience

Negative	Positive
Weather protection	Footpath
Traffic	People
People	Environmental quality
Obstacles	Inclusion
Environmental quality	Furniture

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

SAFETY	N	%
Very safe	1	12.5
Safe	7	87.5
Neutral	0	0
Unsafe	0	0
Very unsafe	0	0
TOTAL	8	100

TOP-5 determinants related to safety

Unsafe	Safe
-	Footpath
-	People
-	Traffic
-	Environmental quality
-	Crossing

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

COMFORT	N	%
Very comfortable	7	11.5
Comfortable	28	45.9
Neutral	13	21.3
Uncomfortable	9	14.8
Very uncomfortable	4	6.6
TOTAL	61	100

TOP-5 determinants related to comfort

Uncomfortable	Comfortable
Weather protection	Footpath
Traffic	People
People	Environmental quality
Environmental quality	Traffic
Obstacles	Greenery

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

ENJOYMENT	N	%
Very enjoyable	10	23.8
Enjoyable	21	50
Neutral	7	16.7
Unenjoyable	4	9.5
Very unenjoyable	0	0
TOTAL	42	100

TOP-5 determinants related to enjoyment

Unenjoyable	Enjoyable
Traffic	Footpath
Obstacles	People
Weather protection	Furniture
Interest	Environmental quality
-	Inclusion

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

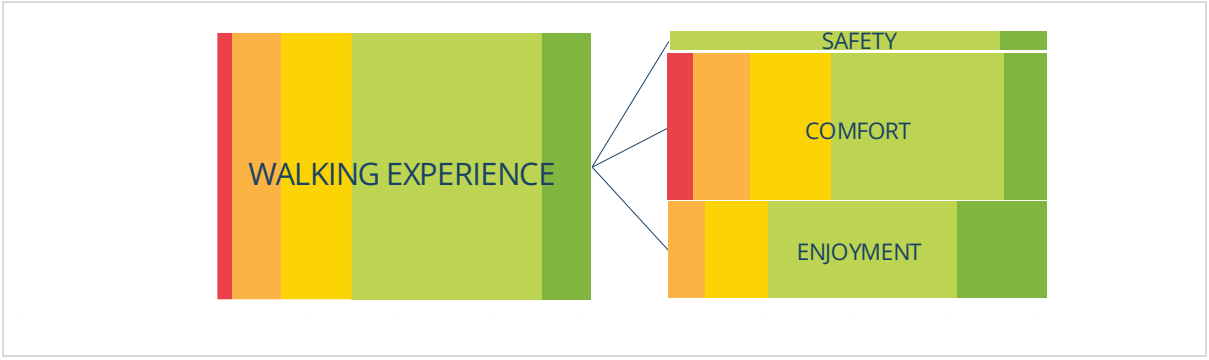


Figure 29. Share of positive and negative experiences and most frequent types, in Celje.

3.3.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=183
Very Positive	Footpath	9	4.9		
	People	8	4.4		
	Environmental quality	5	2.7		
	Interest	2	1.1		
	Inclusion	2	1.1		
	Crossing	1	0.5		
	Furniture	1	0.5		
	Greenery	1	0.5		
	Obstacles	1	0.5		
	Traffic	1	0.5		
	Weather protection	0	0		
	Other	0	0		
Postive	Footpath	34	18.6		
	People	21	11.5		
	Environmental quality	9	4.9		
	Furniture	6	3.3		
	Traffic	5	2.7		
	Inclusion	5	2.7		
	Crossing	2	1.1		
	Greenery	2	1.1		
	Obstacles	2	1.1		
	Interest	2	1.1		
	Weather protection	1	0.5		
	Other	0	0		
Neutral	People	10	5.5		
	Traffic	10	5.5		
	Obstacles	5	2.7		
	Weather protection	4	2.2		
	Footpath	2	1.1		
	Environmental quality	1	0.5		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	Weather protection	9	4.9		
	Traffic	7	3.8		
	People	3	1.6		
	Obstacles	2	1.1		
	Environmental quality	2	1.1		
	Interest	1	0.5		
	Footpath	0	0		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Inclusion	0	0		
	Other	0	0		
Very negative	Weather protection	4	2.2		
	Traffic	3	1.6		
	Footpath	0	0		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Obstacles	0	0		
	Environmental quality	0	0		
	People	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		

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

3.3.7. Positive and negative experiences by determinant

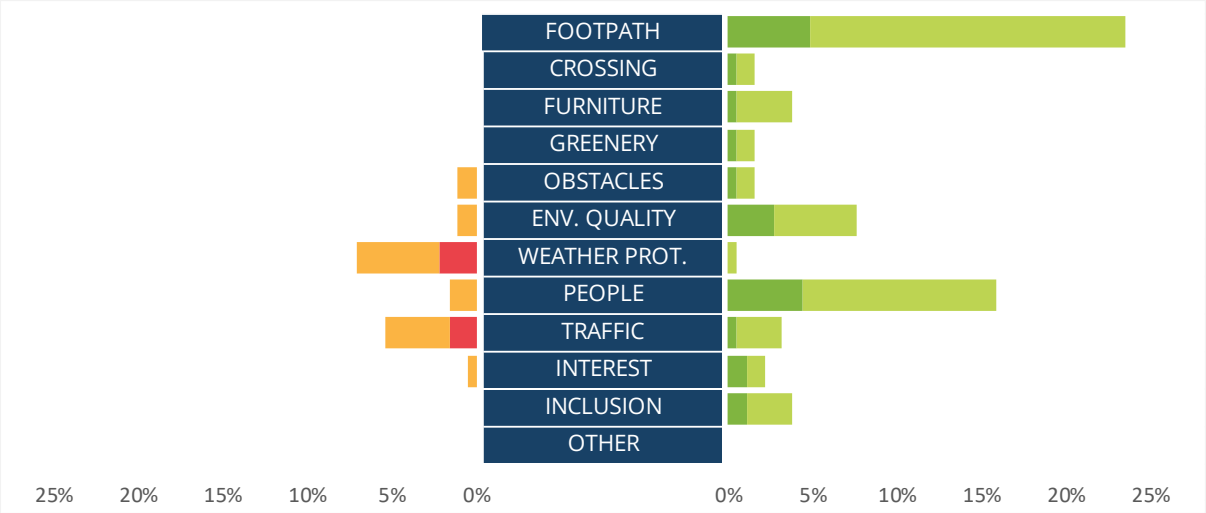


Figure 30. Positive and negative experiences by determinant, in Celje.

3.3.8. Determinants by frequency and negative-positive experiences

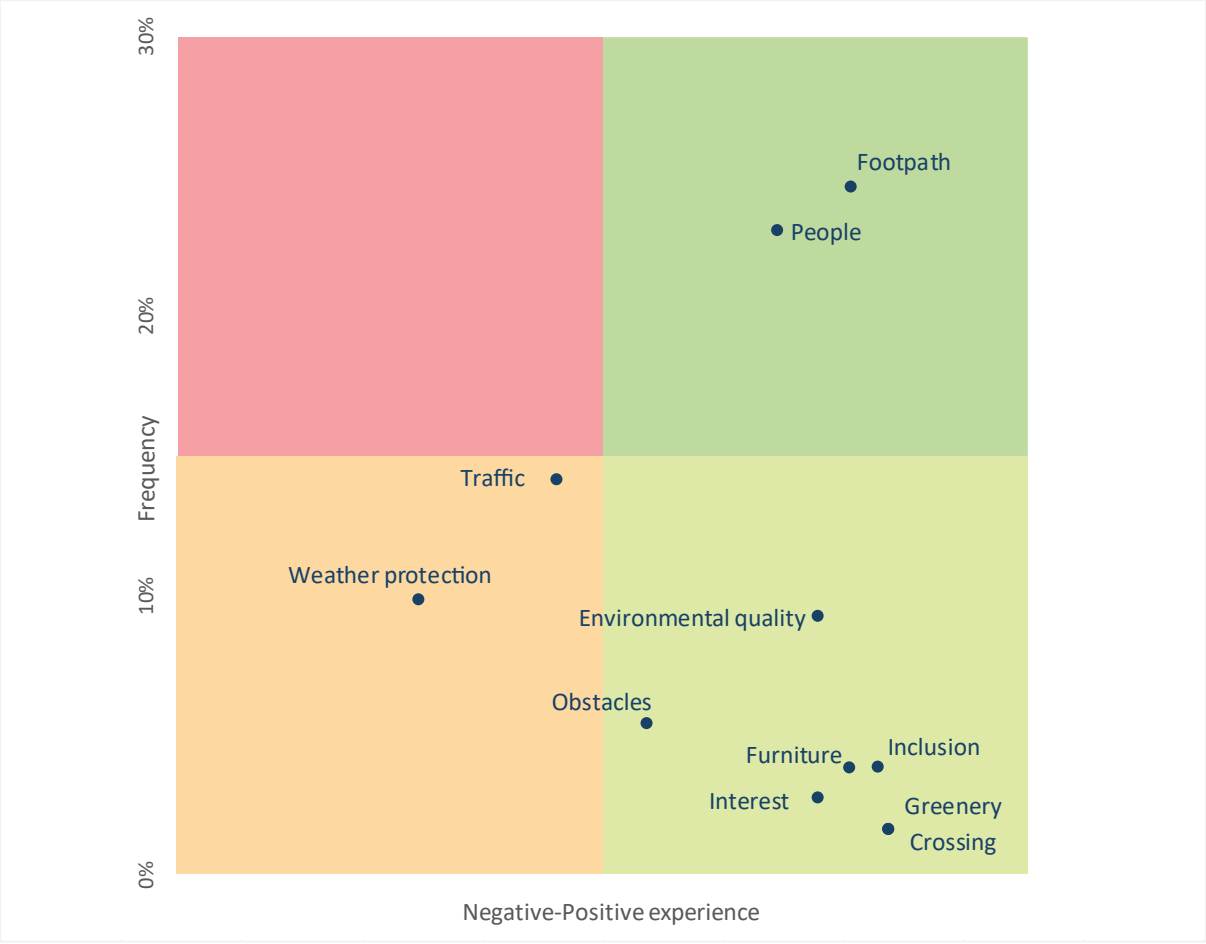


Figure 31. Determinants by frequency and negative-positive experiences, in Celje.

3.3.9. Positive and negative experiences by subcategory of determinants

- NO DATA ON SUBCATEGORIES –

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

- NO DATA ON SUBCATEGORIES –

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

3.3.10. Location of walking experiences

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

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

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

3.3.11. Images and comments from participants

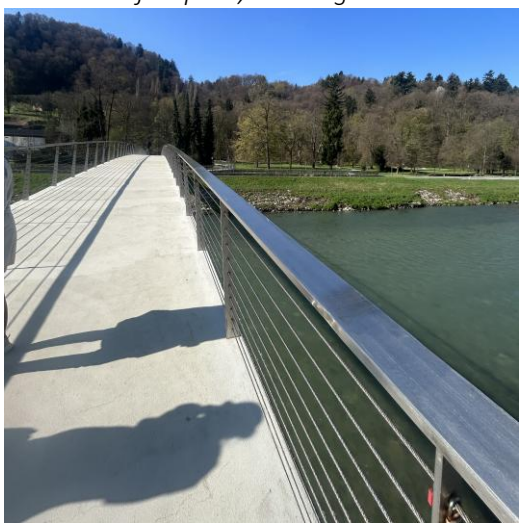
Very positive. Comfortable and enjoyable	Negative. Uncomfortable
"Good footpath, crossing and clean  Woman, 32	*People, traffic and no weather protection*  Woman, 48
Positive. Comfortable and enjoyable	**Very negative. Uncomfortable**
Greenery and inclusive  Man, 34	*Traffic and no protection from weather*  Man, 31

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

3.4 Krško

Figure 37. Krško. Source: Wikipedia.

Data was collected between 05/1012024 and 01/04/2025 at Krško Station. A total of 100 interviewed participants shared 100 walking experiences related to 151 environmental determinants.

Who walks, why and how?

From the **100 pedestrians** interviewed, most were adults (88%), followed by children (7%) and older adults (5%). In addition, 54% were women and 46% men. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (80%), while some had mild or moderate difficulty (17%) and a few had severe or extreme difficulty (3%). Finally, most participants were very active pedestrians (59%), followed by active (37%) and a small proportion of inactive ones (4%).

Based on their **walk context**, 53% of participants were walking by choice while 47% did it out of necessity. With regards to the walk purpose, 65% participants walked for transport, while 35% for leisure. Most participants were walking on their own (53%) compared to those walking with others (47%). Finally, most participants were familiar with the place (91%), while others were not (9%).

Which were the main walking experiences?

From the **100 walking experiences**, most were positive (54%), followed by neutral (23%), very positive (15%), negative (8%) and no very negative experiences. Overall, negative and very negative experiences (47%) outnumbered positive and very positive ones (38%). When participants were asked

to highlight one or more types of experiences, most referred to walking **comfort** (50%), with many more comfortable and very comfortable experiences (66%) than uncomfortable ones (8%). Secondly, 26% of experiences were related to **enjoyment**, with many more enjoyable and very enjoyable experiences (61.5%) than unenjoyable ones (11.5%). Finally, walking **safety** was the least frequent type of experience shared by participants (19%), with many more safe and very safe experiences (94.8%) than unsafe ones (5.3%).

What influenced walking experiences?

From the **151 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 24.6% of all observations, followed by people (18.6%), crossings (14.6%), traffic (13.9%) and environmental quality (8.6%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, most determinants were related to more positive experiences, especially furniture and crossings. The most relevant determinants related to positive and very positive experiences were good footpath (23.2%), good crossings (13.2%) and people (12.6%), while most negative and very negative experiences were related to people (2%), traffic (2%) and bad footpath (0.7%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (27.6%), good crossings (24.1%) and people (17.2%), while most unsafe and very unsafe experiences were related to people (3.4%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (23.4%), good crossings (13.4%) and environmental quality (10%), while most uncomfortable and very uncomfortable experiences were related to people (2.2%), bad footpath (1.1%) and bad crossings (1.1%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were people (27%), good footpath (27%), good crossings (18.9%), while most unenjoyable and very unenjoyable experiences were related to traffic (5.4%) and lack of interest (2.7%).

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There are positive, neutral and negative experiences all across the study area, which implies that it presents a mix of good, adequate and bad walkability, often related to common determinants. Positive (54%) and very positive (15%) experiences were mainly related to good footpath, crossings, people, no or low traffic and good environmental quality. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared some negative experiences (8%) related to bad people, traffic, bad footpath, crossings and lack of interest. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (23%) can be considered “just adequate” environments. While they do not present a priority to fix, small improvements in their most common determinants, such as minor obstacles, traffic and people may enable more positive and very positive experiences.

3.4.1. Location of study area and observations

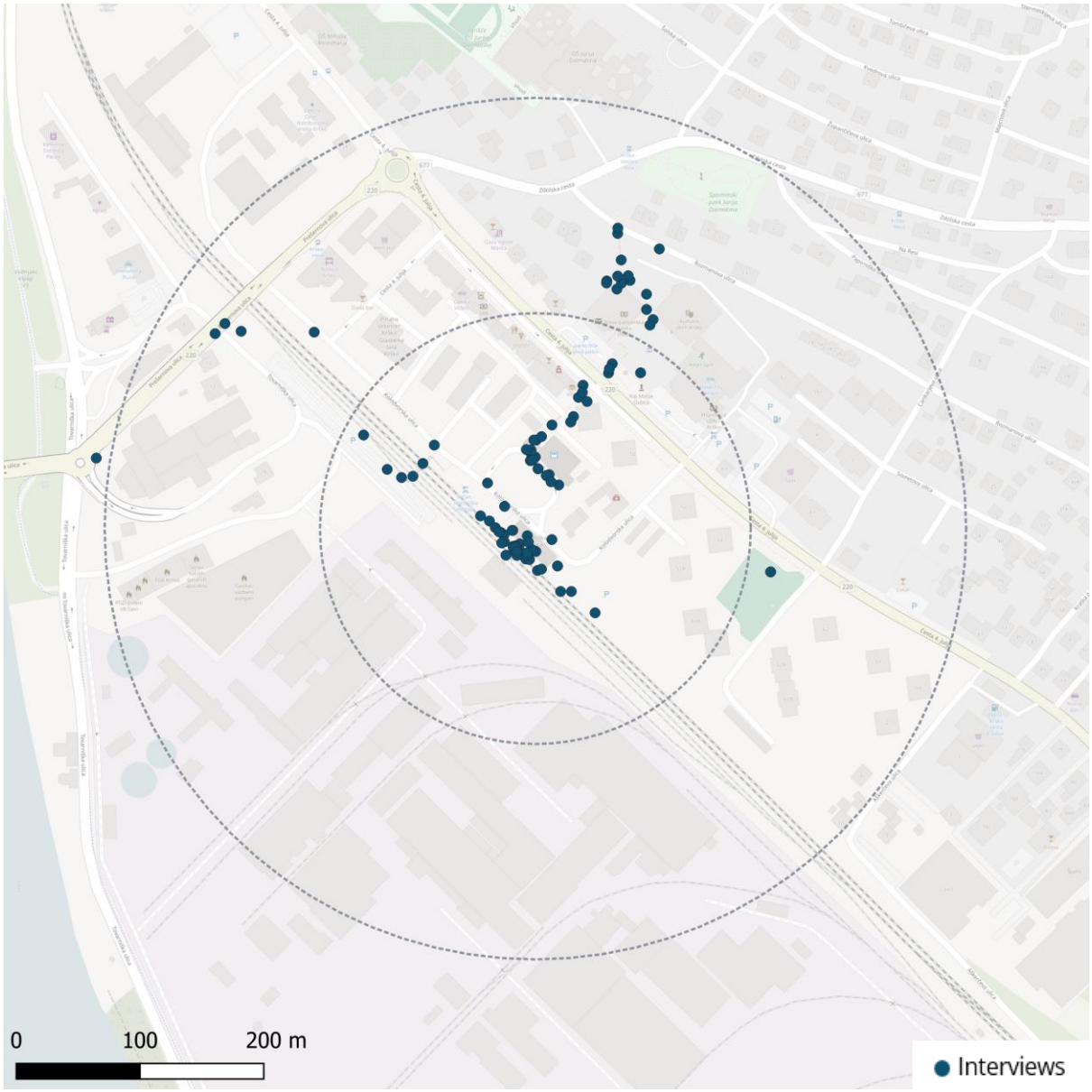


Figure 38. Observations from interviews and audits in *Krško.*

3.4.2. Data collected

Period	05/11/2024 - 01/04/2025	
Timeframe	06:03-15:05	
Interviews	Participants	100
	Experiences	100
	Determinants	151

Table 49. Data collected in Krško.

3.4.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=100
AGE	Children (<18)	7	7		
	Adults (18-65)	88	88		
	Older people (>65)	5	5		
GENDER	Man	46	46		
	Woman	54	54		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	80	80		
	Mild or moderate	17	17		
	Severe or extrerme	3	3		
ACTIVITY (mins/day)	Less than 10 min	4	4		
	10 - 60 mins	37	37		
	More than 60 min	59	59		

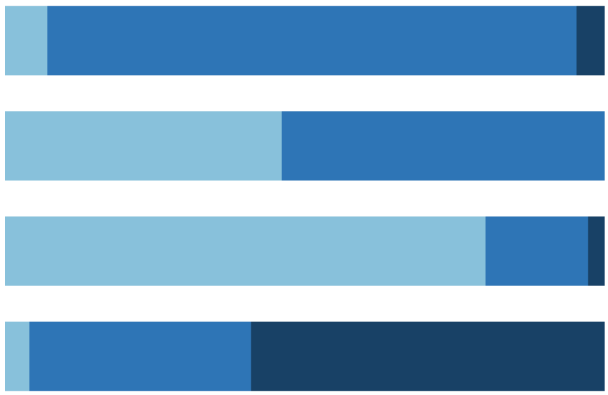


Table 50. Pedestrian profile in Krško.

3.4.4. Walk context

Variable	Category	N	%	Distribution	N=100
DECISION	Choice	53	53		
	Necessity	47	47		
	Other	0	0		
PURPOSE	Transport	65	65		
	Leisure	35	35		
	Other	0	0		
COMPANY	Alone	53	53		
	Accompanied	47	47		
	Other	0	0		
FAMILIARITY	Local	91	91		
	Visitor	9	9		
	Other	0	0		

Table 51. Walk context in Krško.

3.4.5. Walking experiences

EXPERIENCE	N	%
Very positive	15	15
Positive	54	54
Neutral	23	23
Negative	8	8
Very negative	0	0
TOTAL	100	100

TOP-5 determinants related to experience

Negative	Positive
People	Footpath
Traffic	Crossing
Footpath	People
Crossing	Traffic
Interest	Environmental quality

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

SAFETY	N	%
Very safe	4	21.1
Safe	14	73.7
Neutral	0	0
Unsafe	1	5.3
Very unsafe	0	0
TOTAL	19	100

TOP-5 determinants related to safety

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

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

COMFORT	N	%
Very comfortable	7	14
Comfortable	26	52
Neutral	13	26
Uncomfortable	4	8
Very uncomfortable	0	0
TOTAL	50	100

TOP-5 determinants related to comfort

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

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

ENJOYMENT	N	%
Very enjoyable	5	19.2
Enjoyable	11	42.3
Neutral	7	26.9
Unenjoyable	3	11.5
Very unenjoyable	0	0
TOTAL	26	100

TOP-5 determinants related to enjoyment

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

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

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

3.4.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=151
Very Positive	Footpath	10	6.6		
	Crossing	7	4.6		
	People	6	4		
	Environmental quality	5	3.3		
	Traffic	5	3.3		
	Furniture	4	2.6		
	Greenery	1	0.7		
	Obstacles	1	0.7		
	Weather protection	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Postive	Footpath	25	16.6		
	Crossing	13	8.6		
	People	13	8.6		
	Traffic	9	6		
	Environmental quality	7	4.6		
	Furniture	5	3.3		
	Obstacles	5	3.3		
	Inclusion	1	0.7		
	Greenery	0	0		
	Weather protection	0	0		
	Interest	0	0		
	Other	0	0		
Neutral	Obstacles	6	4		
	People	6	4		
	Traffic	4	2.6		
	Furniture	2	1.3		
	Greenery	2	1.3		
	Footpath	1	0.7		
	Crossing	1	0.7		
	Environmental quality	1	0.7		
	Weather protection	1	0.7		
	Interest	1	0.7		
	Inclusion	0	0		
	Other	0	0		
Negative	People	3	2		
	Traffic	3	2		
	Footpath	1	0.7		
	Crossing	1	0.7		
	Interest	1	0.7		
	Furniture	0	0		
	Greenery	0	0		
	Obstacles	0	0		
	Environmental quality	0	0		
	Weather protection	0	0		
	Inclusion	0	0		
	Other	0	0		
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 Krško.

3.4.7. Positive and negative experiences by determinant

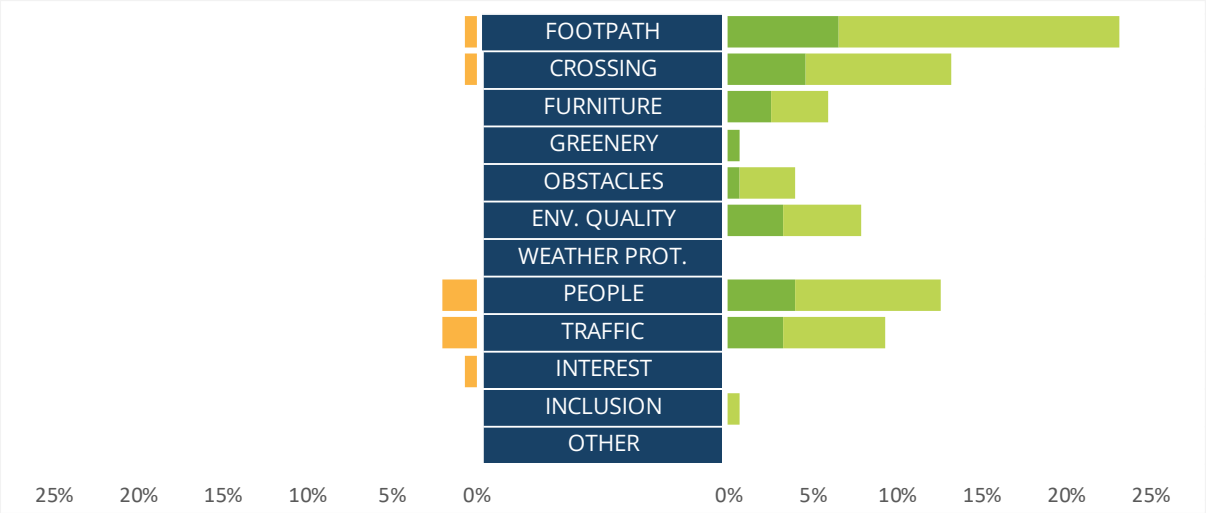


Figure 40. Positive and negative experiences by determinant, in Krško.

3.4.8. Determinants by frequency and negative-positive experiences

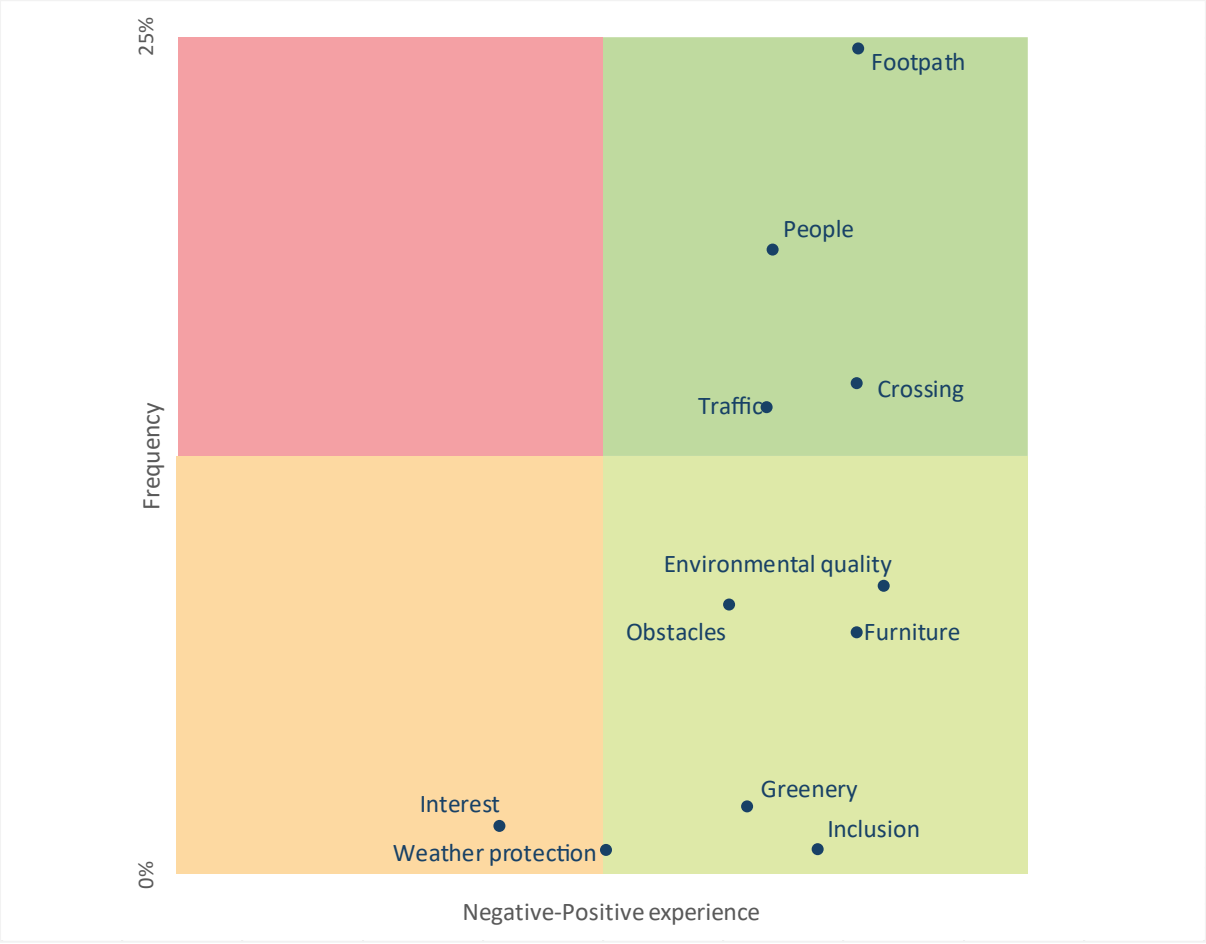


Figure 41. Determinants by frequency and negative-positive experiences, in Krško.

3.4.9. Positive and negative experiences by subcategory of determinants

- NO DATA ON SUBCATEGORIES –

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

- NO DATA ON SUBCATEGORIES –

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

3.4.10. Location of walking experiences

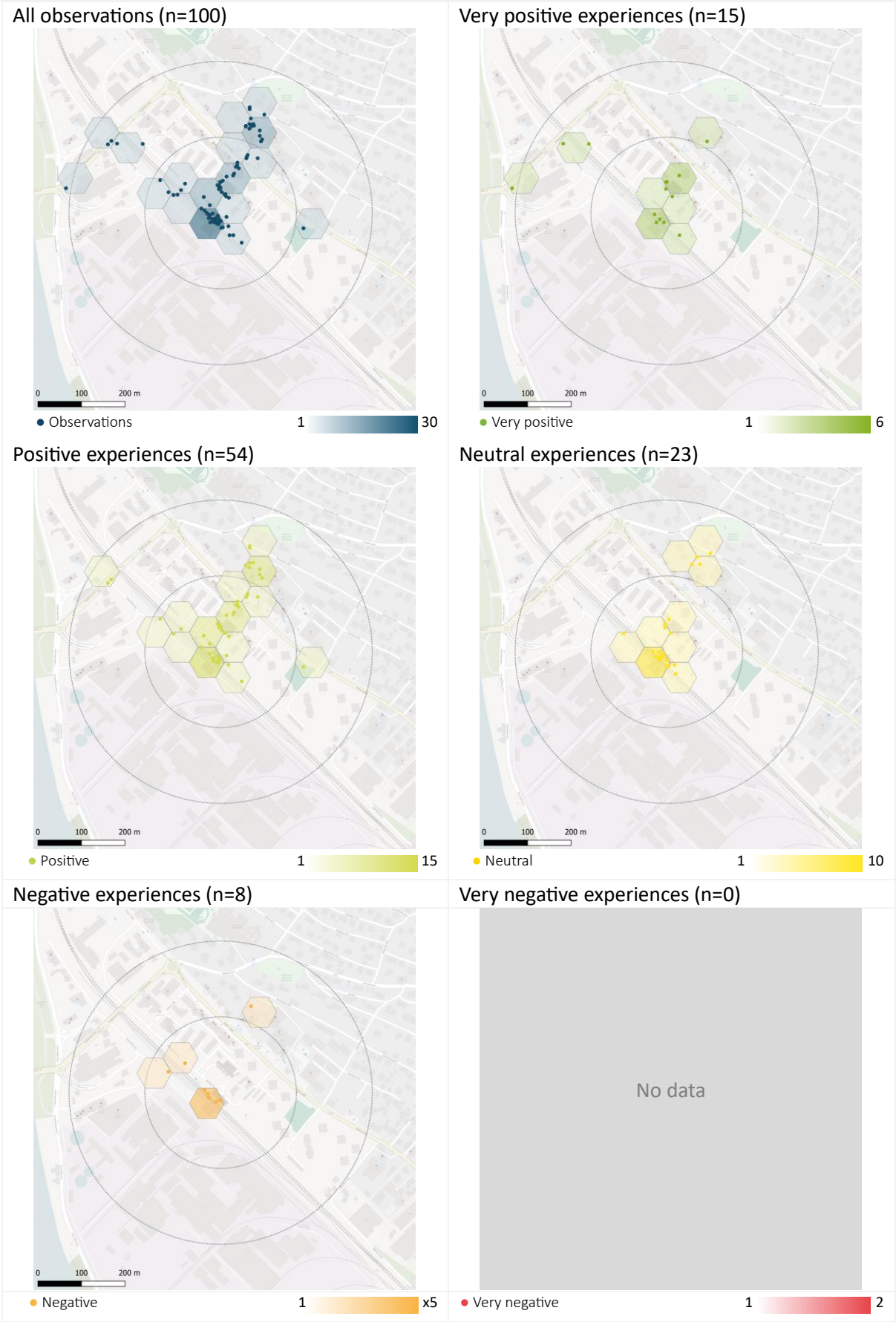


Figure 44. Location of observations and different experiences, in Krško.

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

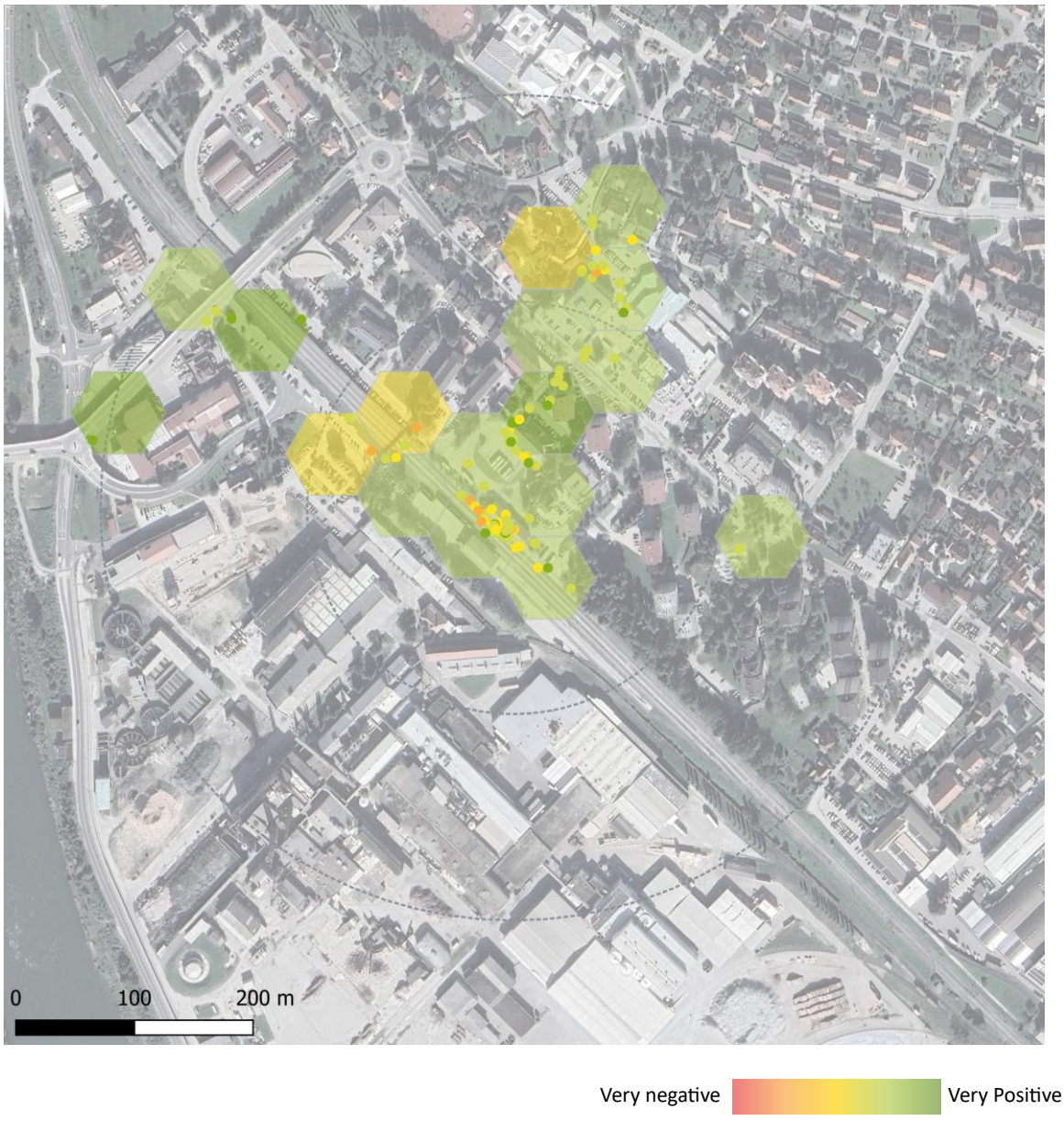


Figure 45. Location of all types of experiences and overall perceived walkability, in Krško.

3.4.11. Images and comments from participants

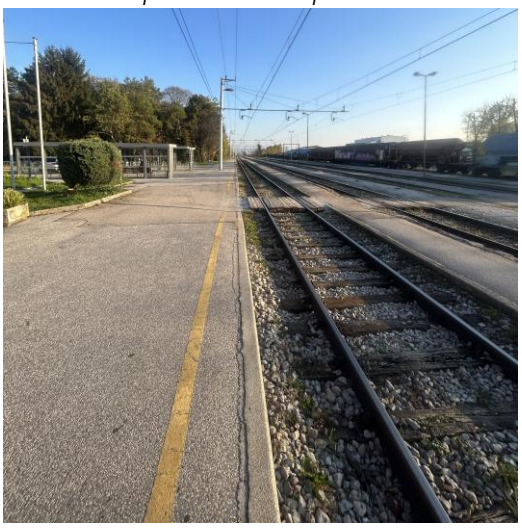
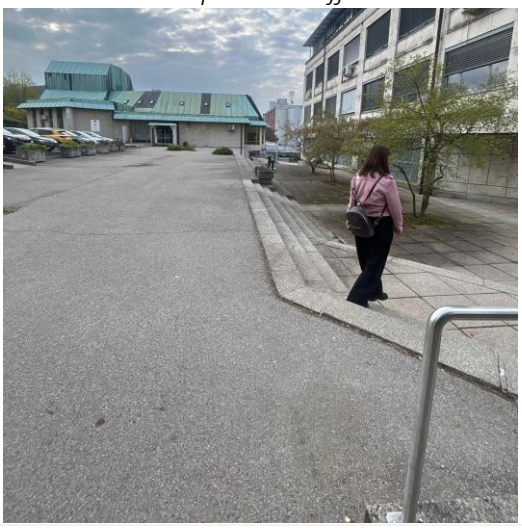
Very positive. Safe	Neutral. Comfort
Good footpath	*Adequate weather protection*
	
Woman, 42, mild difficulty to walk	Woman, 31
Positive. Safe	**Negative. Unsafe**
Good footpath and crossing	*People and traffic*
	
Man, 55, mild difficulty to walk	Man, 53

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

3.5. Medvode

Figure 47. Medvode. Source: Wikipedia.

Data was collected between 08/11/2024 and 27/03/2025 at Medvode Station. A total of 100 interviewed participants shared 100 walking experiences related to 182 environmental determinants.

Who walks, why and how?

From the **100 pedestrians** interviewed, most were adults (90%), followed by older adults (10%). In addition, 52% were men and 48% women. Regarding their ability, most participants did not have any difficulty to move or interact with the environment (64%), while some had mild or moderate difficulty (34%) and a few had severe or extreme difficulty (2%). Finally, most participants were very active pedestrians (54%) followed by active ones (46%).

Based on their **walk context**, 62% of participants were walking by choice while 38% did it out of necessity. With regards to the walk purpose, 64% participants walked for transport, while 36% for leisure. Most participants were walking on their own (62%) compared to those walking with others (38%). Finally, almost all participants were familiar with the place (99%), while others were not (1%).

Which were the main walking experiences?

From the **100 walking experiences** collected, most were positive (56%), followed by neutral (19%), very positive (17%), negative (6%) and very negative (2%). Overall, positive and very positive experiences (73%) clearly outnumbered negative and very negative ones (8%). When participants were asked to highlight one or more types of experiences, most referred to walking **comfort** (63%), with

many more comfortable and very comfortable experiences (73%) than uncomfortable and very uncomfortable ones (9.5%). Secondly, 26% of experiences were related to **enjoyment**, with many more enjoyable and very enjoyable experiences (76.9%) than unenjoyable and very unenjoyable ones (7.6%). Finally, walking **safety** was the least frequent type of experience shared by participants (21%), with more safe and very safe (71.5%) than unsafe ones (4.8%).

What influenced walking experiences?

From the **182 environmental determinants** that influenced **walking experiences** in this study, the most frequent was footpath, included in 28% of all observations, followed by people (17.5%), traffic (13.1%), crossings (12.1%) and environmental quality (10.3%). Participants related these determinants, and the other ones included in the study, to both **positive and negative experiences**. Overall, most determinants were related to more positive experiences, especially greenery and crossings. With the exception of obstacles and traffic, which were related as many positive as negative ones. The most relevant determinants related to positive and very positive experiences were good footpath (28%), people (12.6%) and good crossings (12.1%), while most negative and very negative experiences were related obstacles (2.7%), traffic (2.2%) and poor environmental quality (2.1%).

Regarding **safety**, the most relevant determinants influencing safe and very safe experiences were good footpath (31%), good crossings (9.5%) and people (9.5%), while most unsafe and very unsafe experiences were related to poor environmental quality, people and traffic (all with 2.4%). Similarly for **comfort**, the most relevant determinants influencing comfortable and very comfortable experiences were good footpath (28%), good crossings (14%) and people (8.8%), while most uncomfortable and very uncomfortable experiences were related to obstacles (3.5%), poor environmental quality (2.7%) and traffic (2.7%). Finally for **enjoyment**, the most relevant determinants related to enjoyable and very enjoyable experiences were good footpath (27.5%), people (17.6%) and good crossings (9.8%), while most unenjoyable and very unenjoyable experiences were related to obstacles, poor environmental quality and traffic (all with 2%).

What to fix, improve and expand.

Different walking experiences by participants helped identify areas with better and worse walkability and their main reasons. There are positive, neutral and negative experiences all across the study area, which implies that it presents a mix of good, adequate and bad walkability, often related to common determinants. Positive (56%) and very positive (17%) experiences were mainly related to good footpath, people, good crossings, greenery and good environmental quality. These were the determinants that most people praised when sharing safe, comfortable and enjoyable experiences. Areas with this type of positive experiences and quality should be expanded and promoted. On the other hand, participants shared some negative (6%) and very negative (2%) experiences related to obstacles, traffic, poor environmental quality, people and no street furniture. In order to reduce future negative experiences, these issues should be prioritised and fixed, replicating or implementing similar quality elements from the areas with more positive experiences. Finally, places with neutral experiences (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 traffic, people and environmental quality may enable more positive and very positive experiences.

3.5.1. Location of study area and observations

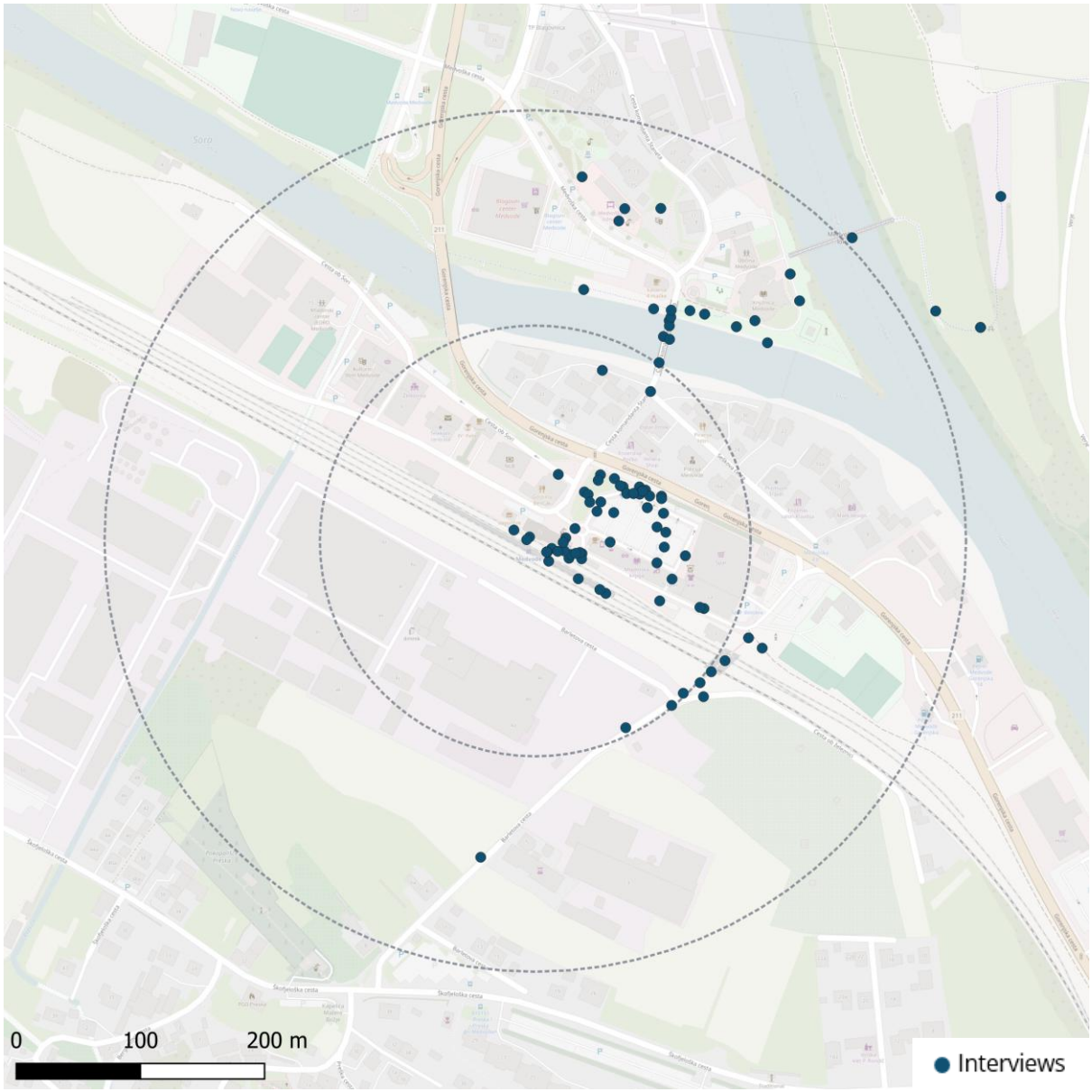


Figure 48. Observations from interviews and audits in *Medvode*.

3.5.2. Data collected

Period	08/11/2024 - 27/03/2025	
Timeframe	06:34-15:06	
Interviews	Participants	100
	Experiences	100
	Determinants	182

Table 57. Data collected in Medvode.

3.5.3. Pedestrian profile

Variable	Category	N	%	Distribution	N=100
AGE	Children (<18)	0	0		
	Adults (18-65)	90	90		
	Older people (>65)	10	10		
GENDER	Man	52	52		
	Woman	48	48		
	Other / No answer	0	0		
ABILITY (difficulty to move)	None	64	64		
	Mild or moderate	34	34		
	Severe or extrerme	2	2		
ACTIVITY (mins/day)	Less than 10 min	0	0		
	10 - 60 mins	46	46		
	More than 60 min	54	54		

Table 58. Pedestrian profile in Medvode.

3.5.4. Walk context

Variable	Category	N	%	Distribution	N=100
DECISION	Choice	62	62		
	Necessity	38	38		
	Other	0	0		
PURPOSE	Transport	64	64		
	Leisure	36	36		
	Other	0	0		
COMPANY	Alone	62	62		
	Accompanied	38	38		
	Other	0	0		
FAMILIARITY	Local	99	99		
	Visitor	1	1		
	Other	0	0		

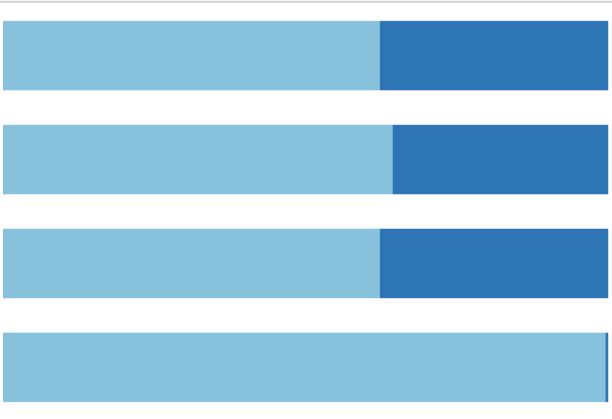


Table 59. Walk context in Medvode.

2.5.5. Walking experiences

EXPERIENCE	N	%
Very positive	17	17
Positive	56	56
Neutral	19	19
Negative	6	6
Very negative	2	2
TOTAL	100	100

TOP-5 determinants related to experience

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

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

SAFETY	N	%
Very safe	6	28.6
Safe	9	42.9
Neutral	5	23.8
Unsafe	0	0
Very unsafe	1	4.8
TOTAL	21	100

TOP-5 determinants related to safety

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

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

COMFORT	N	%
Very comfortable	8	12.7
Comfortable	38	60.3
Neutral	11	17.5
Uncomfortable	5	7.9
Very uncomfortable	1	1.6
TOTAL	63	100

TOP-5 determinants related to comfort

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

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

ENJOYMENT	N	%
Very enjoyable	5	19.2
Enjoyable	15	57.7
Neutral	4	15.4
Unenjoyable	1	3.8
Very unenjoyable	1	3.8
TOTAL	26	100

TOP-5 determinants related to enjoyment

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

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

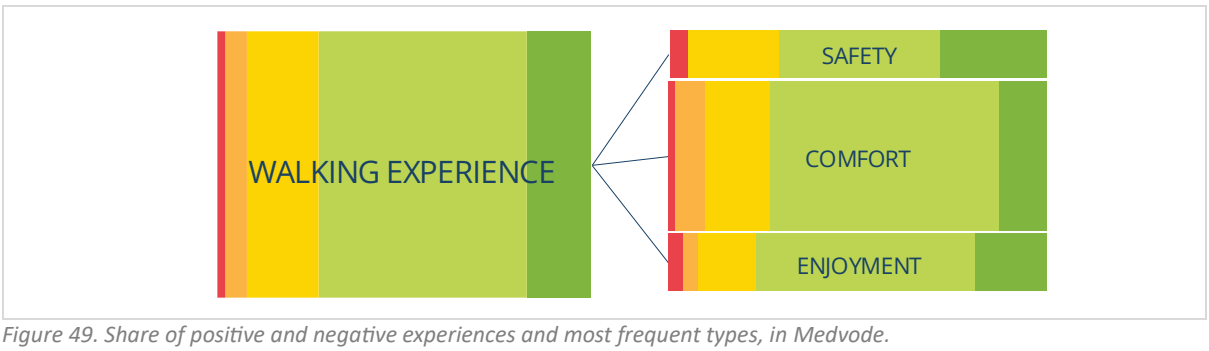


Figure 49. Share of positive and negative experiences and most frequent types, in Medvode.

3.5.6. Most frequent determinants by experience

Experience	Determinant	n	%	Distribution	N=182
Very Positive	Footpath	14	7.7		
	Crossing	8	4.4		
	Greenery	8	4.4		
	People	5	2.7		
	Obstacles	3	1.6		
	Environmental quality	3	1.6		
	Furniture	1	0.5		
	Traffic	1	0.5		
	Weather protection	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Postive	Footpath	37	20.3		
	People	18	9.9		
	Crossing	14	7.7		
	Environmental quality	8	4.4		
	Traffic	7	3.8		
	Furniture	4	2.2		
	Greenery	3	1.6		
	Weather protection	2	1.1		
	Obstacles	1	0.5		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Neutral	Traffic	12	6.6		
	People	6	3.3		
	Environmental quality	4	2.2		
	Obstacles	3	1.6		
	Furniture	1	0.5		
	Weather protection	1	0.5		
	Footpath	0	0		
	Crossing	0	0		
	Greenery	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Negative	Obstacles	5	2.7		
	Environmental quality	3	1.6		
	Traffic	2	1.1		
	Furniture	1	0.5		
	Greenery	1	0.5		
	People	1	0.5		
	Footpath	0	0		
	Crossing	0	0		
	Weather protection	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		
Very negative	People	2	1.1		
	Traffic	2	1.1		
	Environmental quality	1	0.5		
	Footpath	0	0		
	Crossing	0	0		
	Furniture	0	0		
	Greenery	0	0		
	Obstacles	0	0		
	Weather protection	0	0		
	Interest	0	0		
	Inclusion	0	0		
	Other	0	0		

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

3.5.7. Positive and negative experiences by determinant

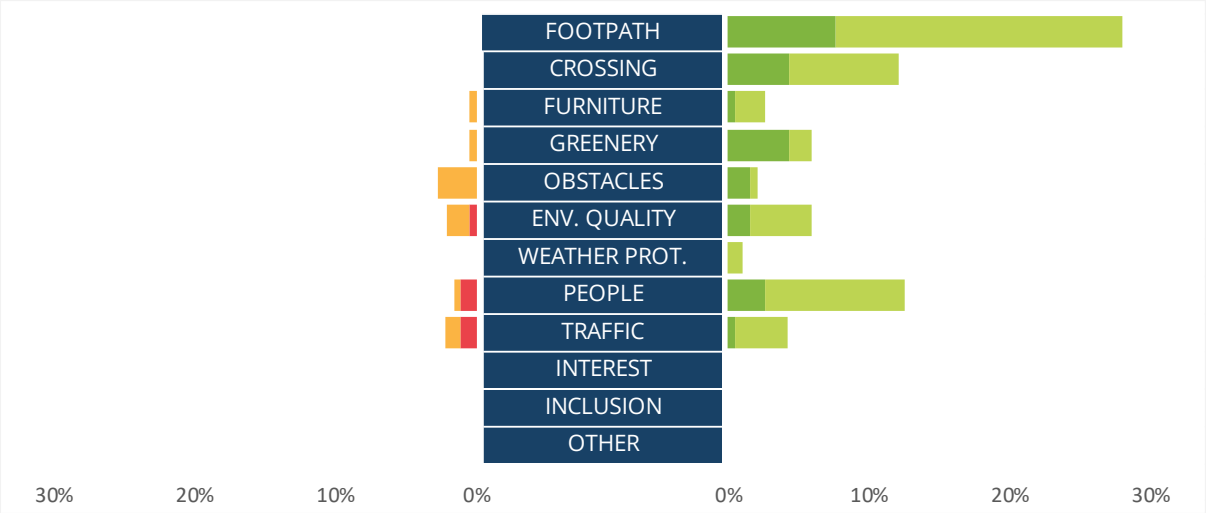


Figure 50. Positive and negative experiences by determinant, in Medvode.

3.5.8. Determinants by frequency and negative-positive experiences

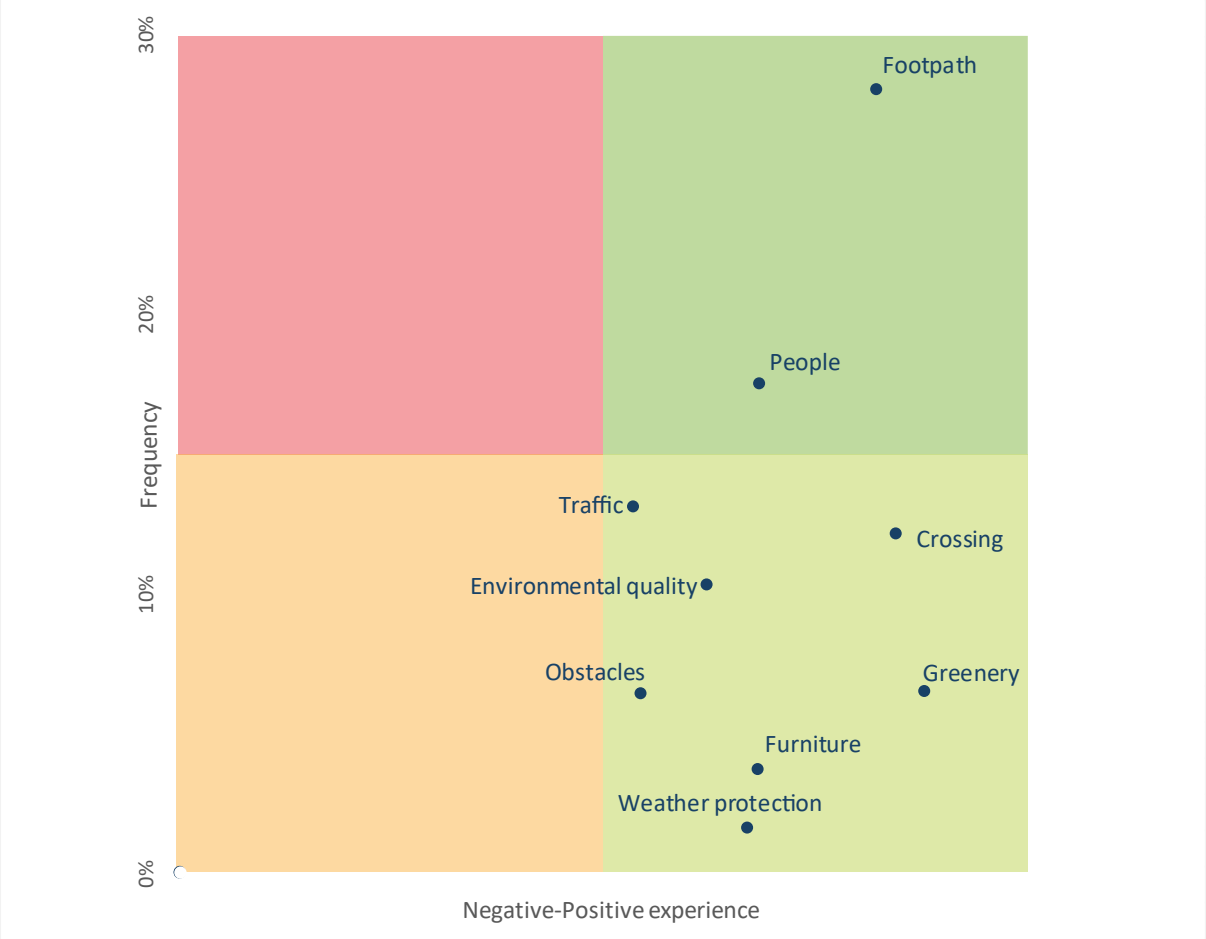


Figure 51. Determinants by frequency and negative-positive experiences, in Medvode.

3.5.9. Positive and negative experiences by subcategory of determinants

- NO DATA ON SUBCATEGORIES –

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

- NO DATA ON SUBCATEGORIES –

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

3.5.10. Location of walking experiences

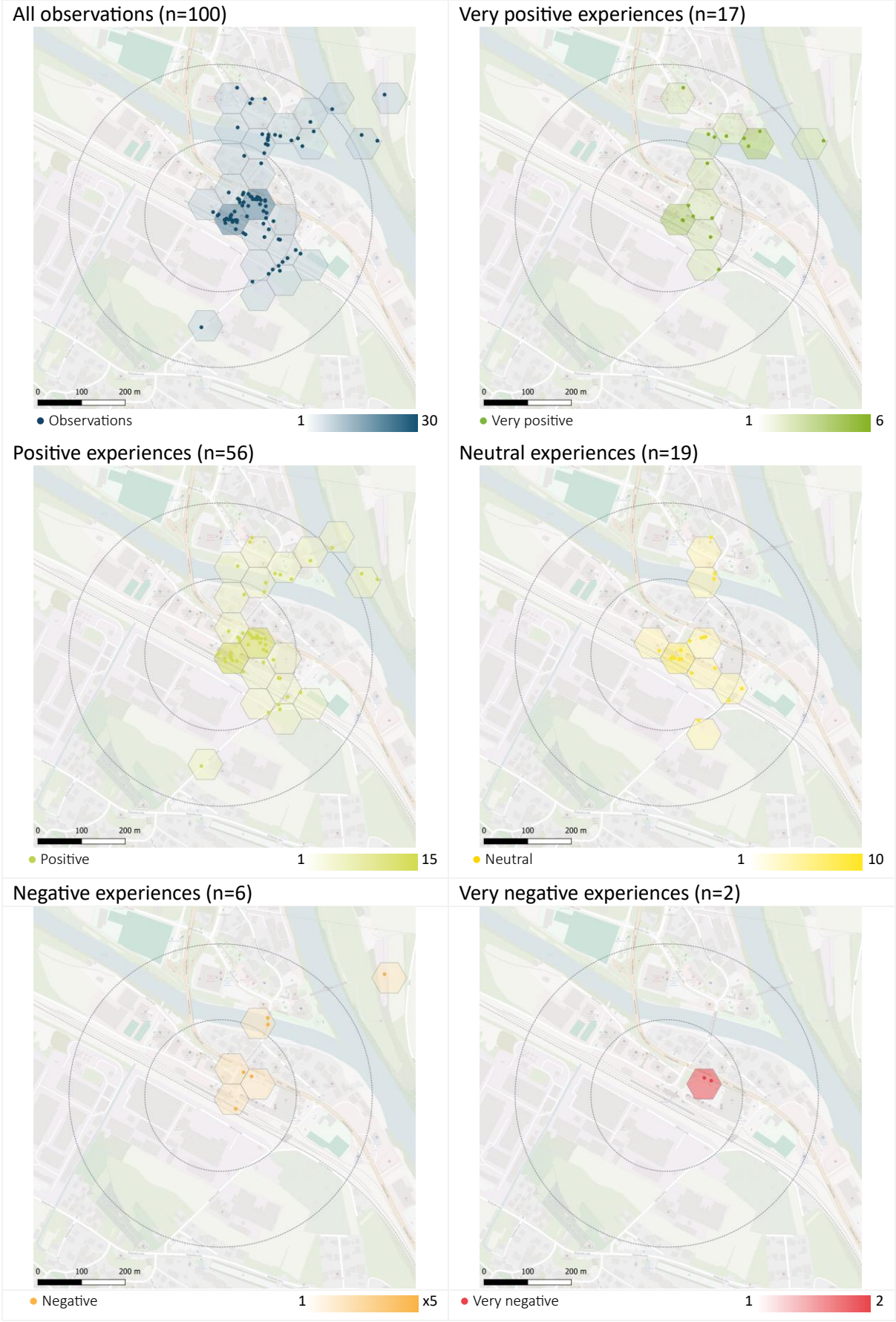


Figure 54. Location of observations and different experiences, in Medvode

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

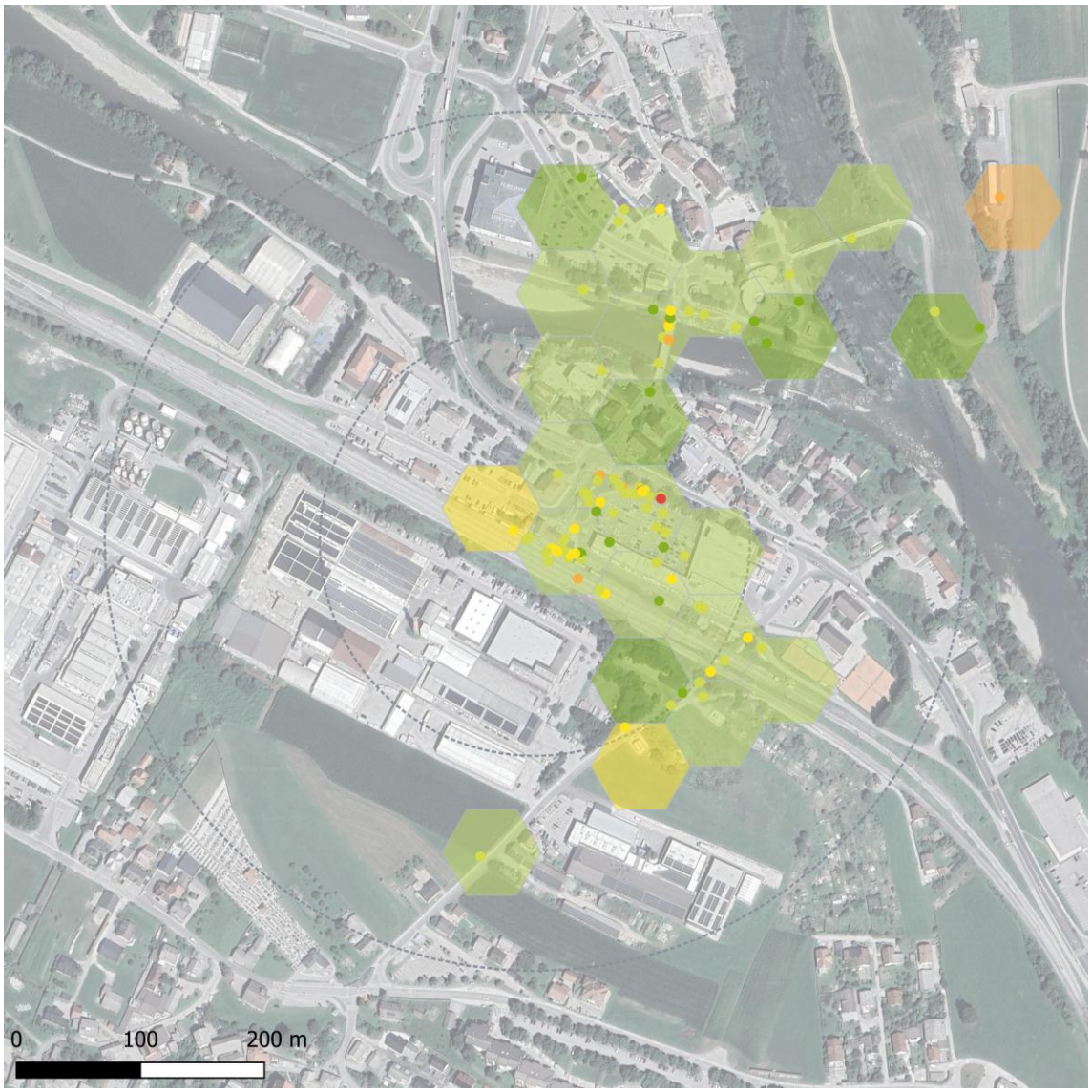


Figure 55. Location of all types of experiences and overall perceived walkability, in Medvode.

3.5.11. Images and comments from participants

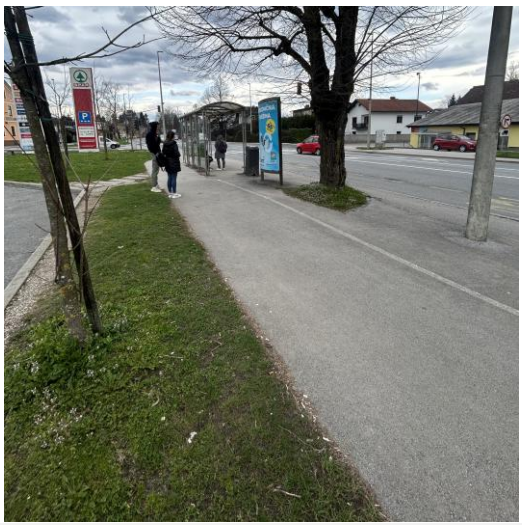
Very positive. Enjoyable	Negative. Uncomfortable
Good footpath and crossing. Greenery and people  Womna, 21	*Traffic and obstacles*  Man, 21
Positive. Comfortable	**Very negative. Unenjoyable**
Protection from weather  Man, 18	*Traffic and people*  Woman, 18

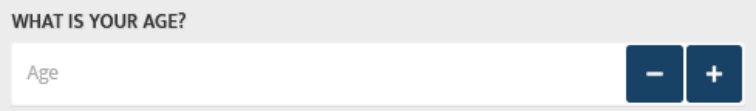
Figure 56. Images from the study area with comments from participants, in Medvode.

Annex A: App use and Glossary

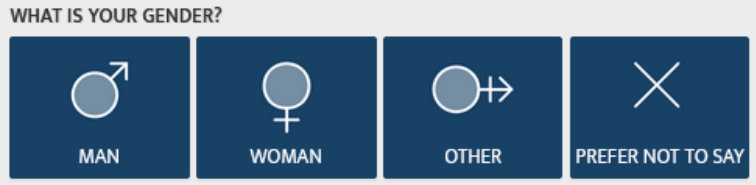
1. PEDESTRIAN PROFILE

Information about the people under study.

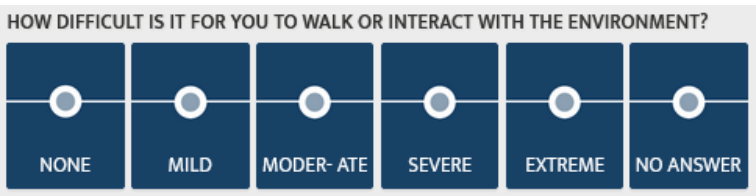
1.1. AGE The length of time that a person has lived[1].
Ask the participant: *"How old are you?" and add the value accordingly.*



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.*



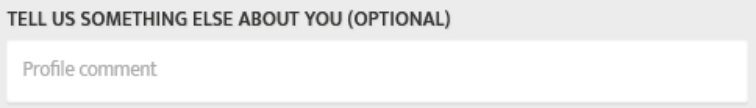
[1] Oxford English Dictionary (www.oed.com).
[2] Oxford English Dictionary, Psychology and Sociology (www.oed.com).
[3] Measuring Health and Disability: Manual for WHO Disability Assessment Schedule.

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

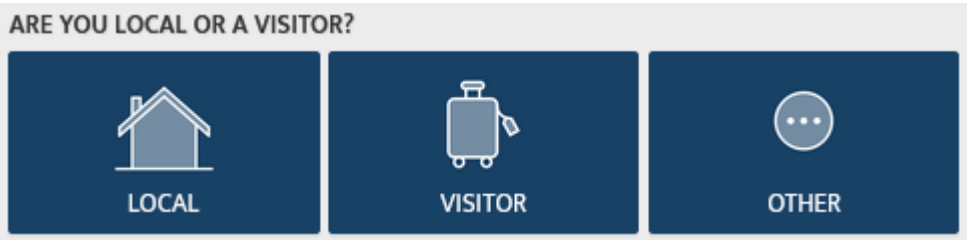
2.1. DECISION Indicates whether participants walk by choice or out of necessity.
Ask the participant: *"Are you walking by choice or out of necessity?" and select the icon accordingly.*
"By choice" means that walking is the preferred option, even if there were other alternatives.
"Out of necessity" means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