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# What aspects promote/prevent people from walking

presentation in the frame of the 21st ICTCT workshop, Riga 30/31 October 2008

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21<sup>st</sup> ICTCT workshop 30/31 October 2008



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## Introduction

Walking:

- a crucial element of our everyday mobility
- every outdoor trip starts and ends with a walking trip
- can be done without any technical instruments
- **but** often minor importance in traffic policy

Share of pedestrians in Vienna dropped from 33% (1995) to 27% (2001) → risk of being involved in an accident as a pedestrian increased

Project carried out to find out what kind of aspects promote/prevent people from walking

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# Project overview

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"Gehen in der Donaustadt"  
or  
"Walking in the 22<sup>nd</sup> district of Vienna"

- Funded by the Viennese municipality
- National contribution to the European COST 358 Action "Pedestrian Quality Needs"
- Carried out by FACTUM OHG

## Aim - Research Questions

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Main aim: to assess walking conditions from the user`s perspective

The following questions were of crucial interest:

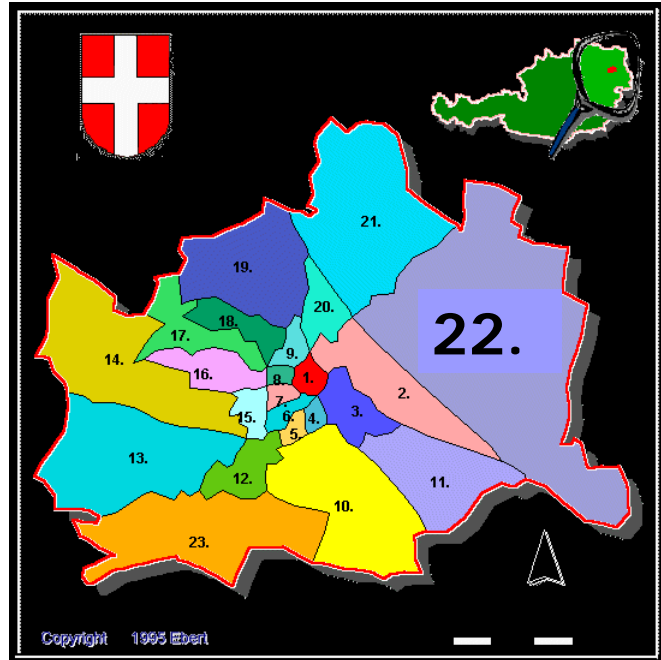
- What kind of conditions make walking to an attractive mode?
- What kind of conditions are considered as unpleasant while walking?
- How do existing preconditions for walking influence our quality of life?
- What kind of measures would citizens appreciate in order to promote walking?

# Investigation areas

Project was carried out in four areas of the 22<sup>nd</sup> district of Vienna

Chosen according to certain criteria:

- Good public transport connections
- The stop of the public transport should not be further away than 500 meters
- Two central (Kagraner Platz, Rennbahnweg) and two de-central areas (Aspern, Ebling)



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## Methods

### Focus group interviews:

- Four focus groups were carried out with citizens of each of the four investigation areas
- Aim was to find out what kind of aspects promote walking and of what kind of aspects prevent people from walking.

### Standardised survey:

- Questionnaire was based on the results of the focus groups
- 400 telephone interviews were carried out (100 for each area)
- The sample was representative for the four areas and quoted in age and gender

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# Results

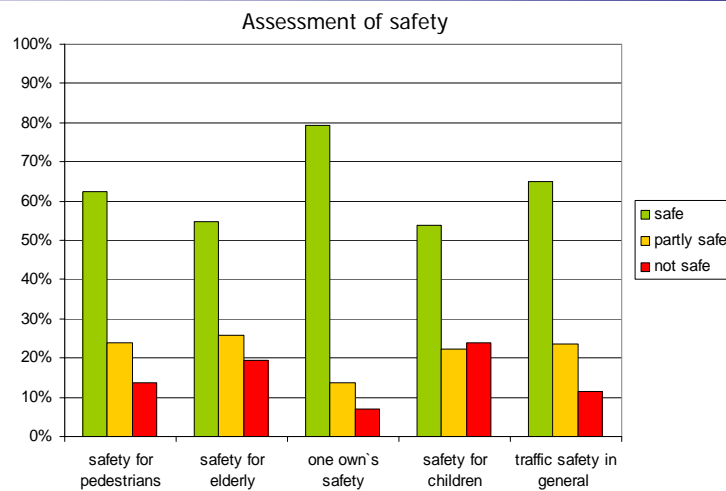
Results were divided according to the following areas:

- Traffic safety
- Comfort and traffic flow for pedestrians
- Life quality, traffic noise and air quality
- Social interaction with other road users

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## Traffic Safety



- In general the respondents feel safe (65%)
- Own subjective safety is scored high (79%)
- Traffic safety for children (53%) and elderly (54%) is ranked lower

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# Traffic Safety

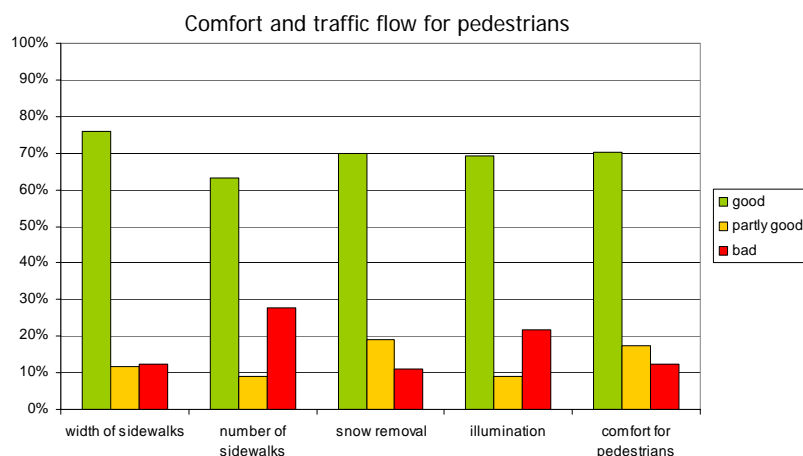
## Significant coherence:

People who assess traffic safety for children and elderly high assess also the general safety in traffic high

## Conclusion:

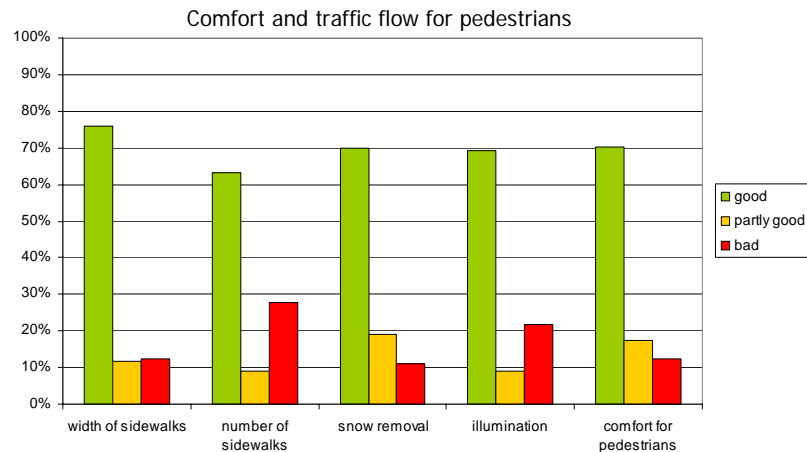
*If the weakest road users like children and elderly are taken as indicator for any traffic safety measure, then one can assume that the situations for all road users will be improved.*

## Comfort and traffic flow for pedestrians



- Walking in the 22<sup>nd</sup> district of Vienna is comfortable (70%)
- The pavements are wide enough (76%)
- In winter time pavements are cleared from snow (70%)

# Comfort and traffic flow for pedestrians



- Walking areas are well illuminated (69%) → but 22% complain about badly illuminated sidewalks
- There are many sidewalks (64%) → 28% who think that the number of sidewalks is insufficient

# Comfort and traffic flow for pedestrians

## Differences with respect to the different road users:

Respondents named themselves pedestrians → more critical about comfort aspects than those who consider themselves as car drivers

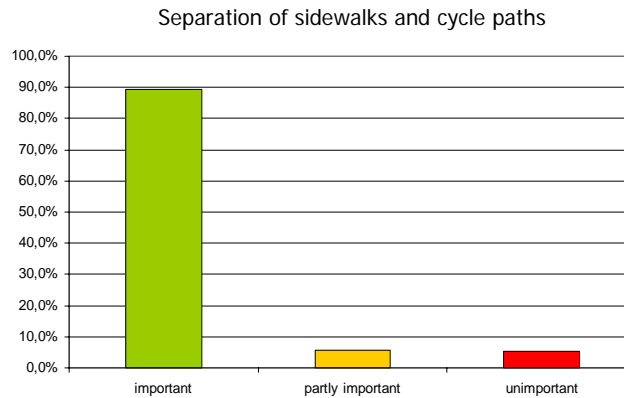
## Differences with respect to age:

Elderly people → complain more often about small and badly illuminated sidewalks than younger people

No significant differences between men and women

# Comfort and traffic flow for pedestrians

Majority of the respondents concerned about separation of sidewalks from cycle paths



Only 5% of the interviewees have no problems with mixed sidewalks and cycle paths

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# Comfort and traffic flow for pedestrians

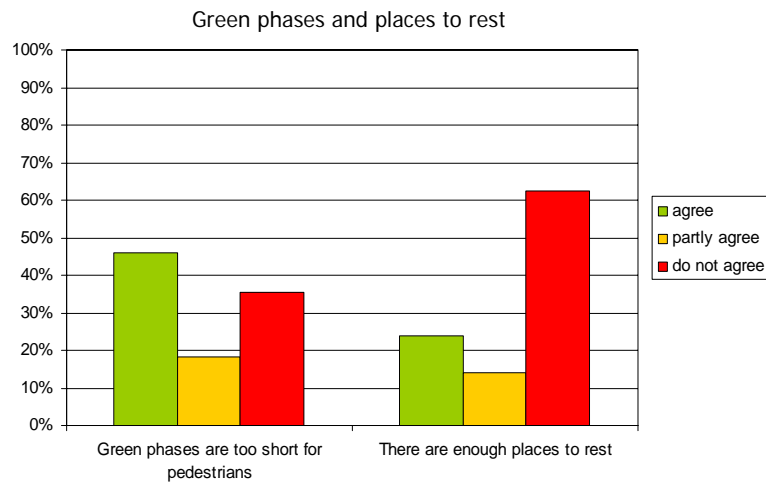


- In general 46% consider crossing times too short for pedestrians
- Independent of age, people are disturbed by too short green phases
- Significant differences between pedestrians and car-drivers

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# Comfort and traffic flow for pedestrians



- 60% of the respondents criticise that there are not enough places to rest
- No significant differences in the various age groups

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# Life quality, traffic noise and air quality



- People have a high quality of life
- Satisfaction also with the air quality
- Traffic noise seems to be a problem (~15% of the interviewees assess the situation as bad)

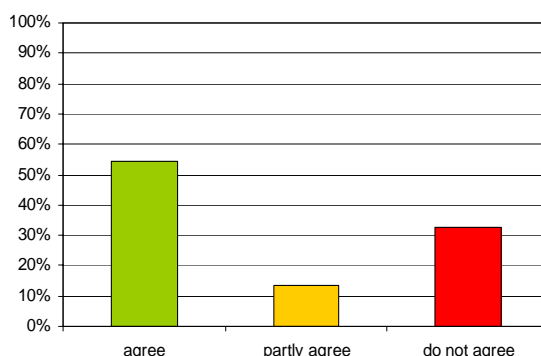
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# Life quality, traffic noise and air quality

Dog excrements are a problem for pedestrians



- Problems with dog owners, who do not clean the road of their dog`s excrements.
- 54% of the respondents are annoyed by dog excrements
- Significant difference between pedestrians and car drivers

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## Social Interaction with other road users

The mutual respect of the different road users:

- Not optimal → mean value of 2,67
- Significant difference between age groups; People between 16-25 and over 61 are not as critical as other age groups

Mutual respect of different road groups, splitted in age groups  
(Likert-Skala." 1 = very good to 5 = very bad)

Age	16-25		26-40		41-60		61+		Total	Signifi- canz	
	<i>Mean Value</i>	<i>N</i>	<i>Mean Value</i>	<i>N</i>	<i>Mean Value</i>	<i>N</i>	<i>Mean Value</i>	<i>N</i>	<i>Mean Value</i>	<i>N</i>	
Mutual respect of the different road users	<b>2,53</b>	49	2,70	130	2,84	141	<b>2,40</b>	73	<b>2,67</b>	393	0,006

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# Social Interaction with other road users

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## 30km/h zone:

- Car drivers do not stick to the speed limits in these zones
- 59% of the respondents stated that car drivers drive beyond the speed limit
- No significant differences between car drivers and other road user groups → Car drivers are aware of their "bad" behaviour

## Aspects which promote/prevent people from walking

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### → *Wide Sidewalks*

Pedestrians do need space to enjoy walking

### → *Maintenance and Cleaning of pedestrian areas*

It is necessary to keep the sidewalks clean and in good condition

### → *Separation of sidewalks from cycle paths*

Combined sidewalks with cycle paths should be avoided

### → *Places to rest*

Places to rest increase sojourn quality on the road for pedestrians

### → *Low speeds of car drivers, 30km/h zones*

The lower the speed of cars is the merrier pedestrians will enjoy walking

# Aspects which promote/prevent people from walking

## → *Promotion of the social climate and the mutual respect of each road user*

Awareness campaigns might help to support the mutual respect of road users

## → *Pedestrian-friendly traffic lights*

Short green phases induce the feeling of stress not only for elderly people

## → *High feeling of safety*

If you want to increase the traffic safety for pedestrians it is highly recommended to take the safety of children and elderly as indicator for a safe design of infrastructural measures

## Summary

How can you promote walking?	How can you prevent people from walking?
Wide sidewalks	deficient maintainance (dog excrements, snow, etc.)
Seperation of sidewalks from cycle paths	Combined sidewalks and cycle paths
Good illumination	Missing of sidewalks
High feeling of safety (especially for children and elderly)	Missing of places to rest
Low speeds of cars	Inconsiderateness (e.g. not respecting speed limits)
A good public transport system	Short green phases

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Thank you for your attention!!