



Survey – data availability in European countries

Annex to report B4.2 on Measuring Walking

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Introduction

In the early stages of the PQN-project a survey was carried out with the objective to explore what type of data were available in each country and how they were collected. Participants were asked to provide information on all levels – national, regional, municipal and project-related – as far as this was possible. No specific figures were sought in the survey since we were more interested in the typology, methods and ideas behind the data collection.

10 countries took part in the survey and provided results: Belgium, Finland, France, Germany, Greece, Italy, Netherlands, Norway, Spain and Switzerland. The results are given as an overview in this file which acts as an annex to report B4.2 on Measuring Walking.

The idea behind the survey was to inform the efforts which we started in PQN to create some methodological standardisation. In order to know what best practice and currently used methodologies are, we needed to get this information from the countries and cities involved. For this reason specific questions were asked in 10 fields relevant to walking.

This file compiles all the information collected. It serves as resource and documentation of the state-of-the-art in data collection in the years 2007 and 2008 when most of the information was gathered. It contains many links to websites, reports and studies that can be of interest to any professional working with data. The file contains a wealth of information and although the collectors have worked to the best of their knowledge it is always possible that some data sources were overlooked. This may be particularly true for the municipal and project-related levels.

Several of the survey results have been used during the course of the PQN and the Measuring Walking project. A summary and the current state of the latter are described in the paper by Daniel Sauter and Miles Tight in report B4.2: “Measuring walking: towards internationally standardised monitoring methods”. Future progress will be documented on the project website www.measuring-walking.org.

The survey was coordinated, carried out and analysed by Daniel Sauter with the help of Melanie Kunz and the financial support by the Swiss Federal Roads Office and Swiss State Secretariat for Education and Research.

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Structure of this document

The results are presented in a standardised manner. The document is split into the 10 main topics relevant for walking, starting with A) mobility and travel data and ending with J) Investments, personnel and research. In the left column are always the countries that participated in the survey in alphabetical order, starting with Belgium and ending with Switzerland. In the top row are the questions printed in bold letters. The information from the countries is then presented in the matrix as it was provided. The different levels are distinguished by colour as follows:

Black national level or general information
 Red regional level
 Green city or municipal level
 Blue project-related level

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A1 Mobility and travel data: national and regional level

	Are there regular travel data surveys?	How often is the data collected?	Which is the first year with reliable data?	Which the latest year for which data is available?
Belgium¹	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 'Survey on travel behaviour of Belgian Households (1998-1999)' Regional level: 'Onderzoek Verplaatsingsgedrag Vlaanderen' (survey on travel behaviour in Flanders)	Regional level: 1994-1995 and 2000-2001	Year: 1999 Regional level: 1994	Year: / Regional level: 2001
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	every 6 years	Year: 1974	Year: 2004-2005
France	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> National Transports surveys.	Two national surveys have been carried out until now : in 1981-82, in 1993-94. The next one, 2007-2008, will start in september 2007 for one year. (NB: previous similar inquiries had been made in 1959 and in 1967)	Year: 1981-1982	Year: 1993-1994
Germany	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	approx. 7-8 y (KONTIV, MiD), every 5 y (SrV) In Germany we have two important national surveys concerning walking: MiD & SrV. They are quite different. Hints in rackets refer to each survey	Year: 1976 (KONTIV), 1972 (SrV)	Year: 2002 (MiD), 2003 (SrV)
Greece	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	10 years	Year: 1981, 1995	Year: -
Italy	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	annually	Year: 1999	Year: 2005
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	yearly	Year: 1978	Year: 2005
Norway	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Every fourth year	Year: 1985	Year: 2005
Spain	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		Year: 2000	Year: 2006
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Every 5 years nationally Regional level: data is collected in several regions, collaborating with national survey	Year: 1974 (for walking since 1994)	Year: 2005

¹ In Belgium there are three regions: the Flemish Region, the Walloon Region and the Brussels-Capital Region. Each region is responsible for territorial issues in a broad sense, including economy, employment, agriculture, water policy, housing, public works, energy, transport, the environment, town and country planning, nature conservation, credit, and foreign trade. It supervises the provinces, municipalities, and intercommunal utility companies. The federal or national government continues to exercise all competences not explicitly dedicated to a regional level (e.g. traffic safety, legislation, enforcement ...). (April 2008)



A1 Mobility and travel data: national and regional level (2)

	How is the data collected? (e.g. phone interviews, written survey, ..)	How large is the sample (persons, households)? Are they representative for the population?	What is the minimal age of persons for which trips are recorded? (e.g. from birth, from the age of 5 or 10 years)	Is there an upper age limit for persons surveyed? If yes, what is it?
Belgium	written + phone motivation and interviews (validation) Regional level: phone interviews + written survey	3000 HH (+7000 persons) Regional level: +2500 HH	6 years Regional level: 6 years	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:
Finland	preinformed CATI	13 000 persons, yes	6	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:
France	Interview face to face	Yes, there are representative of the population	6 ans	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:
Germany	phone (CATI) & written survey (PAPI) (MiD) CATI & PAPI (SrV)	25.848 households, representative (MiD) 13.529 households, representative (SrV)	from birth (before 2002 from age of 6) (MiD) from birth (SrV)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:
Greece	RSS	-	6 years	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If yes, age limit: 85
Italy	phone interviews	stratified sample (in clusters) from the phone book	from birth (from the age of 3 or 6)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:
Netherlands	phone + written	1999 63,336; 2005 28,435 representative for population	since 1995 all ages; before that 12 years and older	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:
Norway	Phone	2005: N=17500 representative sample of persons	13	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:
Spain	Written survey	63.000 it is intended to be representative of population	From birth	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:
Switzerland	phone (CATI)	31 950 HH, 33 390 P, yes	6 years	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:



A1 Mobility and travel data: national and regional level (3)

	Are there groups of people excluded from the survey? Or is it geared only towards a certain part of the population? (e.g. only persons with mother tongue, with citizenship etc.)	Are trips by non-residents included (visitors/tourists from abroad)?	Are trips outside the jurisdiction included?	Which trips are recorded (sample)? (e.g. all trips of one day; weekly dairy; questions about regular trip/travel patterns, ...)	Related to the above question: What kind of mobility is recorded? Everyday mobility; excursions (day trips), holidays (longer trips with overnight stays) please specify
Belgium	Random sample from realm register (stratified according to the regions) Region: Random sample from realm register	no	no	? Regional level: 2 days	
Finland	no	no	yes	all trips of one day	all
France	No. Only people living in continental France			- weekday trips - saturday and sunday trips - local trips (less than 80km) long distance trip	Cf. above
Germany	no exclusions (before 2002 only mother language) (MiD)	no (both)	no	all trips of one day	everyday, holidays, economic (MiD) everyday (SrV)
Greece	No	Yes	Having at least one trip end inside the under study area	All trips made during the previous day of the survey	everyday
Italy	there are not groups of people excluded from the survey	yes, visitors and tourists from abroad are included	yes	questions about regular trip/travel pattern	everyday mobility (trips for school and work) and holidays to Italy and abroad
Netherlands	yes, households without telephone	visitors from abroad are not included	no	all trips made	all trips, also excursions, holidays within the country, for the duration of the questionnaire
Norway		A separate continuous study of holidaymakers is conducted	no, only travels within Norway or to /from Norway	all trips of one day (diary), plus longer travels (+100km) last month	Everyday
Spain	-	NO	Yes	The day before the interview	-
Switzerland	households without phone	No	For everyday journeys only trips within Switzerland are considered, but there are also day-trips and holiday trips being registered that go beyond the Swiss boundaries	all trips of one day	everyday mobility, day trips, and trips to holiday destinations (but not within destination itself)



A1 Mobility and travel data: national and regional level (4)

	Does the data collection consider all days of the week and all seasons? If not, what does it include?	Are the stages recorded or only the trips?	What is the minimum length of a (walking) stage or trip that gets recorded?	What is the minimum time of a (walking) stage or trip that gets recorded?
Belgium	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If no, what is included: /	Trips Regional level: Stages	- Regional level: 100 m	-
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If no, what is included:	stages	outside own garden, no min	no min
France	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If no, what is included:	trips	none	none
Germany	Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> If no, what is included: yes (MiD); No (SrV): test day from Tue until Thu in between May and June	stages (means of transport)	< 1 km (MiD)	< 5 min (stage), < 15 min (trip) (MiD)
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If no, what is included: From Monday to Friday	stages	-	10 minutes
Italy	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If no, what is included:	-	-	-
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If no, what is included:	stages recorded (but trips are publicized)	no minimum length specified	no minimum time specified
Norway	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If no, what is included:	stages	0	0
Spain	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If no, what is included:	Trips	-	-
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If no, what is included:	stages	25m	none



A1 Mobility and travel data: national and regional level (5)

	What modes are recorded? (e.g. walking, cycling, car driver, car passenger etc.) (please list)	How are the transport “means” like inline skates, roller skates, etc. treated? (e.g. as separate item; counted as pedestrians)	What trip purposes are recorded, please list and give details or definitions where necessary, e.g. re leisure trips)
Belgium	Private transport (bicycle, moped/motorcycle, car driver, car passenger, other); Public transport (train, bus, cable car/tram, subway, taxi); Pedestrian (exclusive pedestrian) Regional level: Walking, cycling, moped, motorbike, car driver, car passenger, bus, tram, metro, train, other	'Other' (Private transport) Regional level: 'Other'	Bringing/fetching someone, Going back home, Professional trips, Going to work, Going to school (education), Having a meal outside the home, Shopping, Personal reasons (health, bank...), Visiting family or friends, Recreation (going for a walk, drive around); Leisure, sports, culture; Other or unknown Regional level: Home; work; shopping; business; visiting someone; education / school; drive around; drop someone/something off; leisure / sport / culture; services (e.g. doctor, bank, ...); other (specify)
Finland	all	all separated	All
France	?	?	?
Germany	walking, cycling, driver, passenger, public transport, airplane, motor-bike (both)	pedestrians (MiD), separate registration possible (SrV)	MiD 39 purposes, e.g. work, education, business, company, private, shopping, leisure, fetch/bring, get home (special purposes for children, detailed purposes by CATI) SrV: 10 categories of purposes (similar to MiD)
Greece	cars/bus/motorcycle<50cc and>50cc/tram,taxi,pedestrian/train/suburban train/metro/truck	Not treated at all	leisure/work/studies/home/shopping/health reasons/personal reasons/help other person to move/change transport mode/other
Italy	public transport (train, tram, bus, metro, couth), automobile, motorcycle, bicycle	-	work trips; leasure trips; visits to parents and/or friends; religious motivesi; health treatments; unknown - not answered
Netherlands	Car driver Car passenger Train Bus, tram, metro Moped Bicycle Waking Other	pedestrians	From and to work business tips (professional trips) service related shopping education visiting/staying touring/walking other social recreative and other
Norway	All modes (19 specific, plus "others")		
Spain	Walking or cycling, by car or motorcycle, bus, metro and other	-	Job or study, promenade, leisure, shopping, pay visits and to accompany somebody
Switzerland	walking, cycling, mopeds, small motorbikes (to be driven from the age of 16), motorbikes (driver, passenger), cars (driver, passenger) train, bus, tram, taxi, coach, lorry, boat, plane, mountain railway (cog railway, cable car, chairlift etc), wheeled recreation device (skateboard, inline skates etc)	counted separately since 2005	Work; Education; Shopping; Business; Leisure; Services; Escort (children/ others); Return home (see below); further differentiation of leisure activities: visit (friends, relatives); eat/drink in restaurant; non-sport related outdoor acitivity (e.g. strolling); active sports; passive sports; medical reasons (wellness); culture; club; holiday trip; unpaid work; shopping as leisure; church; leisure activities in someone elses house; eat (outside of restaurant); other and combinations of activities



A1 Mobility and travel data: national and regional level (6)

	Are trips with escorts by other people recorded? Particularly is it recorded if children are being escorted by adults?? If yes, for which trip purposes (e.g. all trips, only school trips etc.) (multi-person and multi-purpose trips)	Is it recorded if people carry goods (on foot)?	How are the <u>trips home</u> encoded? (e.g. as own purpose; related to the first trip out, related to the purpose where most time is spent etc)
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes on regional level: trip purposes: all trips Comment: Question: 'Did you carry goods or luggage or where you accompanied by children?' Answer: 'Yes or No'	No Regional level: Yes	Trip purpose = 'going back home' Regional level: Destination = Home; or if there is a trip straight from home to home (e.g. drive round for fun)
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If yes, trip purposes: all Comment: recorded but not yet reported	no	both type of trip ends and purpose are asked
France	Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, trip purposes: Comment:	No	-
Germany	Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> If yes, trip purposes: Yes MiD: all-trips, multi-person, No: SrV Comment:	no (both)	own purpose (both)
Greece	Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> If yes, trip purposes: Comment: No recorded for children being escorted by adults	No	-
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, trip purposes: Comment:	-	-
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If yes, trip purposes: Comment: not specified in report	no	related to last trip out
Norway		no	As "home" journey from purpose of last starting point
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, trip purposes: Comment:	-	-
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, trip purposes: Comment: only escorting trips of adults are registered; there is no information if and when a child is being escorted, e.g. on the route to school.	Yes, but only for a subgroup (modul)	recorded as own purpose but for publication attributed to purpose of trip with most time spent



A1 Mobility and travel data: national and regional level (7)

	Is data recorded about how many people are <u>not able to walk</u> and the reasons for this (please give categories)?	Is data recorded about how many people do <u>not leave the house</u> and the reasons for this (please give categories)?	Is data recorded about <u>number of cars in a household</u> , about ownership of <u>drivers licence</u> and/or ownership of weekly, monthly, yearly <u>public transport tickets</u> ?
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories of reasons: /	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes on regional level Categories of reasons: Work or study at home / e-working; obligations at home (babysitting, plumber is coming); handicap or sickness; weather; no need; other reason; too old; visit; boarding school; holiday / day off; no car / transportation; camp / training period; obligatory rest/pregnancy; rest; spend the night at work	Average vehicles owned per HH (per region) 21 % of people possess at least one season ticket for public transportation in the region of Brussels against respectively 8% in Flanders and 9% in Wallonie. In Flanders the proportion of persons owing a train or bus season ticket are equivalent, about 4 %. Regional level: Indicate number of cars in a HH; Ownership of drivers licence and since when; Amount of money spend on public transport last 3 months; No further information about public transport tickets
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons: main obstacles for walking are asked	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons: sick/other reason	yes
France	Yes <input type="checkbox"/> No <input type="checkbox"/> Categories of reasons:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons:	Yes
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories of reasons:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons: without reason (MiD), with any reason (SrV)	MiD: number of cars in household , drivers licence , public transport tickets, SrV: drivers license, public transport tickets
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories of reasons:	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories of reasons:	Yes
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories of reasons:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons:	yes
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons: only as special study in 2005	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons:	yes, but in a separate statistical survey
Norway	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories of reasons:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons: short /long term illness illness in family bad weather bad driving conditions (slippery) no need to travel	yes
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/> Categories of reasons	Yes <input type="checkbox"/> No <input type="checkbox"/> Categories of reasons:	Household's car availability and household's public transport accessibility
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons: but only for 2005, not planned in future surveys	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons: Illness; no need/desire; housework; weather; workplace at home; had visitors; physical disability; taking care of others; other reasons	yes



A1 Mobility and travel data: national and regional level (8)

	Is data regarding hiking/rambling collected within the travel data or separately? If separately, please explain what categories are used	Are there any projections/goals regarding future mobility patterns which include walking? (if so, what form: e.g. re: distance, time, stages, trips etc.?)	Other elements or available data/statistics of travel survey(s) worth mentioning
Belgium	It is one of the possible trip purposes (Recreation: going for a walk, drive around), no further questions Regional level: It is one of the possible trip purposes (drive around), no further questions	no	Up to 70, only 10 % of the people declare to have difficulties to get on and off the cars or different public transportation but also to reach the trains, bus stops... Beyond this age, public transportation seem leading to more difficulties than the car. After 80, the majority of people do not use the car. It is interesting to underline that bicycle and walking remains mostly used transportation modes for people under 70.
Finland	within	-	-
France	-	-	-
Germany	no	no	MiD: special questionnaire for children below 14 y
Greece	Not available data	No	National Statistical Service of Greece
Italy	no data regarding hiking/rambling	-	-
Netherlands	no	yes, but separate study, based on the standard mobility statistics	1978 - 2003 data collected by Statistics NL; 2004 and later data collected under responsibility of AVV (commissioned research)
Norway	No		
Spain	-	-	-
Switzerland	within travel data on leisure trips on foot, but not separately categorized as hiking; separate survey on sports activities regularly carried out where hiking is looked at more closely	No, not in the survey, but in policy	No



A1 Mobility and travel data: national and regional level (9)

	What is the scope and what are the critical aspects of the collected data? (e.g. validity, reliability or representativeness problems; please comment if necessary)	How, where and to whom is the data available? (paper, digital, aggregated, raw data, website, specific library etc.)	Links where the reports can be found / other comments etc.
Belgium	Validation phone surveys were also carried out	Report available: Digital, website Regional level: Report available: Paper, digital, website	Regional level: http://www.mobielvlaanderen.be/ovg/ovgindex.php?a=19&nav=1
Finland	-	website, raw data available for research purposes	http://www.hlt.fi/english/index.htm
France	-	-	
Germany	SrV: origin from former DDR, at the moment only few cities from western part of Germany participating: limited representativeness	paper, digital, website, raw data (public availability)	http://www.kontiv2002.de/ http://www.tu-dresden.de/srv/SrV_Web/
Greece	validity/reliability/representativeness/construction and maintenance of data bases/observations	National Statistical Service of Greece/paper/digital/specific library i.e. academic Libraries,Consultants,Reports at Public Organization	www.statistics.gr www.egnatia.gr www.minenv.gr www.yme.gr www.hit.certh.gr
Italy	-	-	
Netherlands	data are corrected for bias regarding population data, introducing other biases.	1978 -1985 paper 1985 - 2005 digital	www.rws-avv.nl/mon/
Norway	very thorough data, good reliability and validity, lack proper children data		
Spain	-	Website	http://www.fomento.es/MFOM/LANG_CASTELLANO/INFORMACION_MFOM/INFORMACION_ESTADISTICA/Publicaciones/movilia_2000/
Switzerland	as in most countries it becomes increasingly difficult to contact people who only have a mobile phone	paper and digital, raw data in principle accessible to everyone (for commercial purposes there is a fee)	General information: http://www.bfs.admin.ch/bfs/portal/de/index/themen/11/07/01.html Latest report: http://www.bfs.admin.ch/bfs/portal/de/index/themen/11/22/publ.html?publicationID=2700



A2 Mobility and travel data: city / municipal level

	Are there regular travel data surveys?	How often is the data collected?	Which is the first year with reliable data?	Which the latest year for which data is available?
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 'Onderzoek Verplaatsingsgedrag – Stadsgebieden' (travel behaviour – town district)	-	Year: 1999	Year: 2001
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	between 6-10 years interval	Year: 1966	Year: 2000
France	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Households surveys	No periodicity. These inquiries are carried out at the initiative of cities (some cities made 3 or 4 inquiries since 1976).	Year: for example as concern Lyon and Lille : 1976	Year: for example as concern Lyon and Lille : 2006
Germany	Yes <input type="checkbox"/> No <input type="checkbox"/>			
Greece	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	10 years	Year: 1988,1996,1998	Year: -
Italy	Only on regional level, yearly			
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>			
Norway	Only on regional level, every 4 years			
Spain	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	-	1996	2006
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Twice so far: 1992 and 2007 (all answers for Zürich)	1992	2007



A2 Mobility and travel data: city / municipal level (2)

	How is the data collected? (e.g. phone interviews, written survey, ..)	How large is the sample (persons, households)? Are they representative for the population?	What is the minimal age of persons for which trips are recorded? (e.g. from birth, from the age of 5 or 10 years)	Is there an upper age limit for persons surveyed? If yes, what is it?	Are there groups of people excluded from the survey? Or is it geared only towards a certain part of the population? (e.g. only persons with mother tongue, with citizenship etc.)
Belgium	phone interviews + written survey	2500 HH (Vlaams Brabant: 10000 HH)	6 years	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:	Random sample from realm register
Finland	preinformed CATI	10 000 persons, yes	7	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:	no
France	Interview face to face	Yes, there are representative of the population Sample for big cities: at least 2000 households. Lyon in 2006 has inquired 11 000 households.	5 years	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:	--
Germany					
Greece	HB Questionnaires	Thessaloniki 1988~9000 questionnaires Thessaoniki 1998~3000 questionnaires	6 years	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If yes, age limit: 85	No
Italy					
Netherlands					
Norway					
Spain	Phone interviews and written survey	Various sample sizes from 20.000 to 100.000 people intended to be representative.	4 years old	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:	--
Switzerland	phone	Zürich: 1300 P (1000 P of the city, plus 300 P of directly related municipalities in the agglomeration); sample is representative for entire municipal area but not for single municipal districts	15 years	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, age limit:	Persons without phone, persons who don't speak German



A2 Mobility and travel data: city / municipal level (3)

	Are trips by non-residents included (visitors/tourists from abroad)?	Are trips outside the jurisdiction included?	Which trips are recorded (sample)? (e.g. all trips of one day; weekly dairy; questions about regular trip/travel patterns, ...)	Related to the above question: What kind of mobility is recorded? Everyday mobility; excursions (day trips), holidays (longer trips with overnight stays) please specify	Does the data collection consider <u>all days of the week and all seasons</u> ? If not, what does it include?
Belgium	No	No	2 days	-	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If no, what is included:
Finland	no	yes	all trips of one day	all	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If no, what is included: trips Mon-Thu in Sep-Oct
France	No (but one experiment is going to be done in the south of France)	The origin or the destination have to belong to the jurisdiction.	<ul style="list-style-type: none"> - Only working day trips (from the monday to the friday) and outside school holidays. - Between the 15 october and the 30 april - The day before the interview day is inquired 	Cf. above	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If no, what is included: Cf. above.
Germany					
Greece	Yes	Having at least one trip end inside the under study area	All trips made during the previous day of the survey	everyday	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If no, what is included: From Monday to Friday
Italy	-	-	-	-	
Netherlands					
Norway					
Spain	no	no	The day before the interview and all trips in a week	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If no, what is included:
Switzerland	no	no	all trips of one day	everyday mobility, survey also includes questions about habits	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If no, what is included: all days of the week, but only summer months (from July to September)



A2 Mobility and travel data: city / municipal level (4)

	Are the <u>stages</u> recorded or only the <u>trips</u> ?	What is the <u>minimum length</u> of a (walking) stage or trip that gets recorded?	What is the <u>minimum time</u> of a (walking) stage or trip that gets recorded?	What modes are recorded? (e.g. walking, cycling, car driver, car passenger etc.) (please list)	How are the transport “means” like inline skates, roller skates, segways, etc. treated? (e.g. as separate item; counted as pedestrians)
Belgium	stages	100 m	/	Walking, cycling, moped, motorbike, car driver, car passenger, bus, tram, metro, train, other	'Other'
Finland	stages	outside own garden, no min	no min	all	counted as pedestrians
France	- Stages+ trips for big areas - Only trips (with the main mode) for the others	-	-	-	-
Germany					
Greece	stages	-	10 minutes	--	--
Italy	-	-	-		
Netherlands					
Norway					
Spain	trips	-	-	Walking, motorcycle, car, metro, urban bus, interurban bus, train and taxi.	-
Switzerland	stages	-	-	walking, cycling, mopeds, small motorbikes (to be driven from the age of 16), motorbikes (driver, passenger), cars (driver, passenger) train, bus, tram, taxi, coach, lorry, boat, plane, mountain railway (cog railway, cable car, chairlift etc), wheeled recreation device (skateboard, inline skates etc)	counted separately



A2 Mobility and travel data: city / municipal level (5)

	What trip purposes are recorded, please list and give details or definitions where necessary, e.g. re leisure trips)	Are trips with escorts by other people recorded? Particularly is it recorded if children are being escorted by adults?? If yes, for which trip purposes (e.g. all trips, only school trips etc.) (multi-person and multi-purpose trips)	Is it recorded if people carry goods (on foot)?	How are the trips home encoded? (e.g. as own purpose; related to the first trip out, related to the purpose where most time is spent etc)
Belgium	Home; work; shopping; business; visiting someone; education / school; drive around; drop someone/something off; leisure / sport / culture; services (e.g. doctor, bank, ...); other (specify)	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If yes, trip purposes: all trips Comment: Question: 'Did you carry goods or luggage or where you accompanied by children?' Answer: 'Yes or No'	Yes	Destination = Home; or if there is a trip straight from home to home (e.g. drive round for fun)
Finland	all	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If yes, trip purposes: all Comment: purpose=escort	no	both type of trip ends and purpose are asked
France	-	-	-	-
Germany				
Greece	leisure/work/studies/home/shopping/health reasons/personal reasons/help other person to move/change transport mode/other	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, trip purposes: Comment:	No	-
Italy				
Netherlands				
Norway				
Spain	Obliged and non obliged mobility	Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, trip purposes: Comment:	-	-
Switzerland	Work; Education; Shopping; Business; Leisure; Services; Escort (children/ others); Return home or to accomodation	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, trip purposes: Comment: only the escorting trips of persons, who escort children or others are registered	yes	as own purpose



A2 Mobility and travel data: city / municipal level (6)

	Is data recorded about how many people are not able to walk and the reasons for this (please give categories)?	Is data recorded about how many people do not leave the house and the reasons for this (please give categories)?	Is data recorded about number of cars in a household, about ownership of drivers licence and/or ownership of weekly, monthly, yearly public transport tickets?	Is data regarding hiking/rambling collected within the travel data or separately? If separately, please explain what categories are used	Are there any projections/goals regarding future mobility patterns which include walking? (if so, what form: e.g. re: distance, time, stages, trips etc.?)
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories of reasons:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons: Work or study at home / e-working; obligations at home (babysitting, plumber is coming); handicap or sickness; weather; no need; other reason; too old; visit; boarding school; holiday / day off; no car / transportation; camp / training period; obligatory rest/pregnancy; rest; spend the night at work	Indicate number of cars in a HH; Ownership of drivers licence and since when; Amount of money spend on public transport last 3 months; No further information about public transport tickets	It is one of the possible trip purposes (drive around), no further questions	No
Finland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories of reasons:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons:	yes	within	-
France	-	-	-	-	-
Germany					
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories of reasons:	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories of reasons:	Yes	Not available data	No
Italy					
Netherlands					
Norway					
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/> Categories of reasons:	Yes <input type="checkbox"/> No <input type="checkbox"/> Categories of reasons:	--		
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories of reasons: see next question	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories of reasons: illness; no need/desire; housework; weather; workplace at home; had visitors; physical disability; taking care of others; other reasons	yes	no	yes: objective possibilities of choice; constrains; attitudes



A2 Mobility and travel data: city / municipal level (7)

	Other elements or available data/statistics of travel survey(s) worth mentioning	What is the scope and what are the critical aspects of the collected data? (e.g. validity, reliability or representativeness problems; please comment if necessary)	How, where and to whom is the data available? (paper, digital, aggregated, raw data, website, specific library etc.)	Links where the reports can be found / other comments etc.
Belgium	Percentage of trips on foot per day by inhabitants of 6 town districts in Flanders http://www.thuisindestad.be/scripts/stadsmonitor/xml_parser.asp?type=beknopt&code=504	?	Report available: Paper, digital, website	http://www.mobieltvlaanderen.be/ovg/ovgindex.php?a=19&nav=1
Finland	-	-	digital, report in web	http://www.ytv.fi/FIN/seutu_ymparistotietoja/liikkuminen/tutkimukset/julkaisut/2002/liikkumistottumukset2000_C2002_11.htm
France	-	-	-	-
Germany				
Greece	-	validity/reliability/representativeness/construction and maintenance of data bases/observations	National Statistical Service of Greece/paper/digital/specific library i.e. academic Libraries,Consultants,Reports at Public Organization	www.statistics.gr www.egnatia.gr www.minenv.gr www.yme.gr www.hit.certh.gr
Italy				
Netherlands				
Norway				
Spain			Website and specific library	http://www10.gencat.net/ptop/AppJava/cat/arees/mobilitat/observatorimobilitat/documents/index.jsp
Switzerland	preferred means of transport; well-being (walking cycling and public transport); quality assessment of traffic systems (walking, cycling, public transport, motorized); personal attitudes	as in most countries it becomes increasingly difficult to contact people who only have a mobile phone	the edited data is in paper and digital accessible to everyone	http://www.stadt-zuerich.ch/content/ted/de/index/taz/publikationen_u_broschueren/moberhebung_2007.html



B Pedestrian counts, behaviour analysis (observations)

	Is data of pedestrian counts available? If so, how many regularly used counting locations are there approximately?	How often is the data collected? (e.g. every ... years, occasionally; only in before & after studies)	Which hours are counted (24h, peak hour counts only... etc.)	What intervals are used for the counts (e.g. continuous, 5, 10, 15 minute intervals)?
Belgium	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> 23 city centers (the most referential shopping streets (maximum five) of that city center - Against payment more locations available) Counts by Fastigon (Retail in Belgium)	-	-	-
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> 10-20	yearly	07-19	-
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-	-	-
Germany	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	every 4 years three fixed days in October	opening hours of shops involved	continuous during opening hours
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	In the framework of short term traffic management studies at municipal level	peak hours	1 minute
Italy	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> there are not pedestrian counts at national or regional level. Some counts are made when elaborating the Urban Mobility Plan (PUT) or at district level in single project (sample method)	-	-	-
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-	-	-
Norway				
Spain	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-	-	-
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> No regular counts, thus no fixed locations, mostly project-related	only before and after studies, related to projects	counts from 7 to 20 o'clock (or 22 o'clock in entertainment areas) peak hour counts , weekend counts in special cases	15'



B Pedestrian counts, behaviour analysis (observations) (2)

	What are the <u>tools</u> used ?(e.g. hand counts, automatic counts) If automatic counts, please describe the type of technology used and give, if possible, the name and contact (homepage) of the producer of the technology	When counting, are demographics of users (age, gender) and other aspects (carrying bags) usually also surveyed?	Is data available measuring journey times for specific locations/distances etc.? If so, how is the data collected and how often?	Are there regular assessments of conflicts between road users? ² If so, what categories and definitions are used for conflict analysis?
Belgium	-		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Finland	hand counts	no	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
France	-	-	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> By the « Households surveys » These inquiries are carried out at the initiative of cities (some cities made 3 or 4 inquiries).	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:
Germany	hand counts (selected stores and pedestrian zones) and questionnaire (selected stores)	age, gender	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:
Greece	hand counts	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories:
Italy	-	-	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Categories:
Netherlands	-	-	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Categories:
Norway				
Spain	-	-	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Switzerland	hand counts	Usually not (seldom: age, gender)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	In some projects yes Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories: - interaction yes/no - mutual 'co-ordination' between road users (active/passive) - one-sided 'co-ordination' by one road-user only - conflict (light, serious, collision/accident)

² See also dimension D - road danger reduction



B Pedestrian counts, behaviour analysis (observations) (3)

	Are there regular assessments of driver behaviour towards pedestrians? If so, what measures, categories and definitions are used?	Is data collected regarding pedestrian behaviour at crossings, e.g. number/percentage of pedestrians crossing during red light, outside zebra crossings (formal and informal crossings)	Are there models used to estimate pedestrian flows (demand estimation)? If so, on what geographical level are they available? (site, building, neighbourhood, city, compound e.g. airport etc.) If so, when are they used (e.g. when planning new pedestrian facilities, to assess current facilities, other...)?
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Finland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Possible, but more for buildings or airports and not for road network.
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Italy	Yes <input type="checkbox"/> No <input type="checkbox"/> Categories:	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If yes, when used: planning
Netherlands	Yes <input type="checkbox"/> No <input type="checkbox"/> Categories:	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Norway			
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> only in cases of high accident rate Project related: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> in specific projects - as basis for planning or conflict analysis (also in cases of high accident rates)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



B Pedestrian counts, behaviour analysis (observations) (4)

	What, if any, are the plans for the future regarding pedestrian counts and behaviour analysis?	Other elements or available data/statistics of pedestrian counts, behaviour analysis and flow modelling worth mentioning?	How, where and to whom is the data available? (paper, digital, aggregated, raw data, website, etc	Links where the reports can be found / other comments etc.
Belgium			You can order it on the website (e-mail or PDF).	http://www.fastigon.com/eretail.html
Finland	-	-		
France	-	-		
Germany	-	money spent in the cities, time spent in the cities, evaluation quality of residence	paper, digital, public availability (you have to pay for it)	
Greece	No plans	none	Non Applicable	Non Applicable
Italy	-	-		
Netherlands	-	-		
Norway				
Spain	-	-		
Switzerland	More counting sites eventually within cities (regular counts), also installation of automatic counting equipment	-	On paper and digitally	e.g. website of city of Zurich: http://www.stadt-zuerich.ch/ted/de/index/taz/mobilitaet/fuss-_und_veloverkehr/fussverkehr.html



C Activity and time spent in public spaces (sojourn without mobility)

	Are statistics available counting the time people spend in outdoor public spaces (without time spent for destination-orientated walking)?	If so, what are the categories (e.g. regarding the type of sitting; regarding activities, e.g. play; regarding user demographics, e.g. age, gender etc.)?	If so, how often is that data collected? (e.g. regularly every ... years; only in single studies etc.)
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Finland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Neither project related		
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Project related: Perhaps in some cases :specific projects or researches ??		
Germany	Yes <input type="checkbox"/> No <input type="checkbox"/> Only project related		
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	the statistics are not directed specially at time spent outside, but time spent - period.. General categories are: eating traveling sleeping school leisure time work	every 5 years from 1975
Norway	Yes <input type="checkbox"/> No <input type="checkbox"/>		
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>		
Switzerland	Yes <input type="checkbox"/> No <input type="checkbox"/> Only project related and on municipal level	Project rel. and municipal level : demographic:gender, age type of sitting, and activities depend on situation	Project rel. and municipal level only before and after studies for projects in public space



C Activity and time spent in public spaces (sojourn without mobility) (2)

	Is there specific data collected on the time of children playing outside?	Is there specific data collected on the time of elderly persons staying in public spaces? Time, type of activities etc.?	Other elements or available data/statistics of activity and time spent in public spaces worth mentioning
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related: Vervoersafhankelijkheid & –autonomie van kinderen tussen 10 en 13 jaar (Transport dependence & autonomy of children between 10 and 13) http://www.imob.uhasselt.be/index.php?page=17&publication_action=detail&publication_id=473	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Project related: No, but there is a project from the 'pedestrians organisation' (Voetgangersbeweging – Steunpunt Straten) about elderly people on streets and in public spaces (Senioren op Straat). http://www.steunpuntstraten.be/art.php?rubriek=pk353	Time spending of all inhabitants on weekday, weekendday and whole week (1999): Work, HH and family tasks, raising and caring for children, personal care, sleeping and resting, education and training, social activities, leisure, traveling Glorieux & Vandeweyer (Onderzoeksgroep TOR-VUB) en Algemene Directie Statistiek en Economische Informatie. Repeated in 2004: Glorieux, I., J. Minnen, & J. Vandeweyer (2005c) De tijd staat niet stil. Veranderingen in de tijdsbesteding van Vlamingen tussen 1999 en 2004. Brussel, Vakgroep Sociologie, Onderzoeksgroep TOR, VUB. http://www.vub.ac.be/TOR/main/publicaties/downloads/t2005_25.pdf
Finland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Project related: Perhaps in some cases :specific projects or researches ??	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Project related: Perhaps in some cases :specific projects or researches ??	
Germany	Yes <input type="checkbox"/> No <input type="checkbox"/> Only project related Single study, categories: age	Yes <input type="checkbox"/> No <input type="checkbox"/>	
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> there are data re the elderly, but not specified in types of activities outside, collected 5yearly	
Norway	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project-related but not very detailed	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> No, also not project related	



C Activity and time spent in public spaces (sojourn without mobility) (3)

	What is the scope and what are the critical aspects of the collected data? (e.g. validity, reliability or representativeness problems; please comment if necessary)	How, where and to whom is the data available? (paper, digital, aggregated, raw data, website, specific library etc.)	Links where the reports can be found / other comments etc.
Belgium	-	Website	http://statbel.fgov.be/figures/d34_nl.asp#top
Finland			
France			
Germany		Only project related: paper	Only project related: Blinkert', Baldo (1993): Aktionsraeume von Kindern in der Stadt (Used spaces from children in the city) Peek, R. (1995): Kindliche Erfahrungsraeume zwischen Familie und Oeffentlichkeit
Greece			Non Applicable Maybe such surveys were performed at various academic institutions or on a project basis ie.doctors,psychologists
Italy			
Netherlands	children <12 years are not included	paper; 2005 also digital but in report form. Raw data not public.	tijdbesteding.nl
Norway			
Spain			
Switzerland		Municipal level: paper, or publication on website	e.g. website of city of Zurich: http://www.stadt-zuerich.ch/ted/de/index/taz/mobilitaet/fuss_und_veloverkehr/fussverkehr.html



D Road danger / safety³: pedestrian accidents with vehicles and falling & stumbling

	Assuming that data on traffic/pedestrian accidents is regularly counted in every country: What are the categories regarding the severity of pedestrian accidents (e.g. no injury, slight injury etc.)?
Belgium	Slight injury, serious injury, dead (30D)
Finland	fatal, injured
France	Since January 1st 2005, France adopted the international definition of the "person killed" and of the " hospitalized injured person". Then categories are now the following : - killed - hospitalized injured - slightly injured
Germany	killed, seriously injured, slightly injury
Greece	fatalities serious injuries light injuries+safety indicators
Italy	no distinction regarding the severity of pedestrian accidents
Netherlands	depends on type of statistic. Road Accident data: killed, hospitalised, slightly inured, material dagen only; ER- statistics: ER only, to hospital, killed Hospital statistics: international coding
Norway	killed (fatal injury) critically injury serious injury slight injury
Spain	Fatalities, serious injured and slight injured killed/severe/slight injured
Switzerland	slight injury, serious injury, killed

³ For subjective data on feelings of personal safety and road danger, please see below, item I; for data on the walking environment, see item G and for behavioural aspects (e.g. conflicts), see item B



D Road danger / safety: pedestrian accidents with vehicles and falling & stumbling (2)

	What is the definition of the above mentioned severity?
Belgium	Dead (30D): sum of the deads (they that died on the spot) and deadly wound (they that died within 30 days after the date of the accident) Serious injury: The person who became wounded in a traffic accident (but not deadly) and whose situation obliged a prerecording in the hospital of at least 24 hours. Slight injury: each person who is wounded as a result of a traffic accident and who is not deadly or seriously wounded.
Finland	A person who has not died in an accident (or within 30 days of it), but has sustained in the accident injuries which require medical care or observation in hospital, treatment at home (sick leave) or surgical treatment, such as stitches. If a person has sustained bruises, scratches or the like that do not require aforementioned treatment, he/she is not regarded as injured.
France	<ul style="list-style-type: none"> • killed = victim who died on the site or within 30 days in hospital • hospitalized injured = victim whose injuries necessitate more than 24 hours in hospital • slightly injured = victim whose injuries necessitate 24 hours or less in hospital
Germany	killed: dying within 30 days; seriously injured: staying in hospital for 24 hours minimum
Greece	Fatalities:killed people:the person who died during or after 30 days from the accident. Serious:the person who serious injured and offered for 30 days doctor's supervision. Light Injuries:the person who his/her life is out of danger after the accident.
Italy	-
Netherlands	killed: withi 30 days hospitalised: transported to hospital slight inj.: injured, but not transported to hospital Material dagem only: parking accidents are excluded since 2000
Norway	injury: an injury to a person which is not incosequential fatal: 30 day rule critical: an i. that is at some time, life threatening, or that results in permanent impairment
Spain	Fatality: A person who dies on the spot or within the subsequent 30 days as a result of a traffic accident.Seriously injured: A person who remains hospitalised over 24 hours resulting from injuries caused by a traffic accident.Slightly injured: A person injured in a traffic accident to whom the seriously injured definition cannot be applied.
Switzerland	slight injury= persons with 'surface' injuries (without much loss of blood), may need some medical attention but can usually leave scene of accident on his/her own serious injury= visible severe detriments that need medical attention; person can not carry out normal daily activities for at least 24 hrs, killed=died within 30 days



D Road danger / safety: pedestrian accidents with vehicles and falling & stumbling (3)

	How is the data collected (e.g. by the police at the scene of the accident; later by administrative staff)?	What are the main categories of causes relating to pedestrians (as victims and "culprits"?)
Belgium	Police at the scene, the processing of the data follows later by the federal police	Main categories:
Finland	All fatal accidents are investigated in-depth at the scene of the accident by a team of experts (VALT). Injury accidents are reported by the police	Main categories:
France	The data for the national statistics are collected by the police (or the gendarmerie). One detailed report (procès verbal) is systematically established for each injury accident at the scene of the accident. From this report, codified data are filled by the police (or the gendarmerie) on computer and transferred to national level. Regional level: The national data base is used at local levels, especially: at regional level by road safety regional observatories (Observatoires Régionaux de Sécurité Routière) at departemental level by DDE (Directions Départementales de l'Équipement).	Main categories:
Germany	police at the scene	Main categories: improper behaviour when crossing the carriageway, failure to use footway, failure to use proper side of the road, playing on or near carriageway
Greece	Police	Main categories: victims culprits
Italy	different corps of polices: Traffic, provincial, municipal police and Italian "Carabinieri" (an army corp)	Main categories:
Netherlands	police at the scene; ER: ER hospitals Hospital: all hospitals medical coding	Main categories: crossing the street;
Norway	police	Main categories:
Spain	Data are collected by the police at the scene, but some times this task is assigned by the administration or the court to the Department of Accident Reconstruction and Research of Police.	Main categories: Violations, What the pedestrian was doing at the moment of the accident, Light and weather conditions associated to the accident. (See note * at the end of the document)
Switzerland	police, mostly at the scene	Main categories:



D Road danger / safety: pedestrian accidents with vehicles and falling & stumbling (4)

	Is accident data regarding trip purpose available (e.g. accidents on route to work/school)? If so, what are the categories of purposes?	How are the transport “means” like inline skates, roller skates, segways, etc. treated? (e.g. counted separately; counted as pedestrians etc.)
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:	'Other and unknown'-category
Finland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:	A person travelling on foot, roller skates,skateboard,skis,kick-sledge or similar.
France	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories: - on route to work - on route to school - purchases - professional route - stroll / leisure - other	Transport means like "Inline skates" or "roller skates" are not described in the data base. They are simply counted as pedestrians.
Germany	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories: on route to school	as pedestrians
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:	Non applicable
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:	-
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:	pedestrians, but they can be specified
Norway		
Spain	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Categories:	Pedestrians
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	seperately as "other non motorized vehicles"



D Road danger / safety: pedestrian accidents with vehicles and falling & stumbling (5)

	Is data on the <u>underestimation</u> of pedestrian accidents available? (data involving at least one vehicle – other data regarding single pedestrian accidents – see below)	Is there any data available regarding the risk exposure of pedestrians (e.g. studies, regular estimates etc.)? If yes, please describe how the risk exposure is measured.
Belgium	The current Belgian accident recording is not really reliable and gives no realistic picture of the amount of traffic accidents. (No estimation about the underregistration by the police, but definitely substantial)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Finland	The coverage of fatal accidents is 100%. The coverage of fatal and injury accidents is 18%. There are differences in the reporting of different types of accidents. The coverage is worst for cyclists injured in single accidents. (Statistics Finland and Central Organisation for Traffic Safety in Finland: Road traffic accident e.g. 1999).	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> from national travel surveys: km per persons (as pedestrian) and day, average minutes per day as a pedestrian in public space (ww.hlt.fi)
France	French road traffic accident statistics refer to « injury accidents » : road accident in which one or more people are killed or injured. Damage only accidents are so excluded. A road accident must happen on a public road. It must imply at least one vehicle. In France as in all other countries, all road accidents are not necessarily reported. Underestimated accidents mainly concern single vehicle accidents and in general, slight accidents. Accidents involving pedestrians are often of a severe nature and so are fairly well recorded in the database. France doesn't have data base on single pedestrian accidents (accidents like falling, etc. without vehicle involvement)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Germany	-	Yes <input type="checkbox"/> No <input type="checkbox"/>
Greece	Yes	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Italy	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Netherlands	yes	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> risk can be expressed against any general statistical item (time in traffic, distance covered, per person, per street length etc)
Norway		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> National travel survey data are compared with Norway statistics' accident data (police reports)
Spain	No	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Switzerland	There have been studies on the issue (for different road users) but these figures are normally not taken into account (only for accident cost estimations)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Usually not except in some studies; mostly distance i.e. kilometres travelled which is not very suitable for assessment of pedestrian risk.



D Road danger / safety: pedestrian accidents with vehicles and falling & stumbling (6)

	Are there any projections/goals regarding future accident rates including walking? (if so, set dates, percentages of reduction etc. ?)	Is data about <u>single pedestrian accidents</u> collected (accidents like falling, stumbling etc. without any vehicle involvement)	If so, what is the source for this data (data from doctors, hospitals, insurances, public surveys, others)?
Belgium	On regional level: Goal for 2010 = maximum 375 deads (30D) (-50% with regard to 1999), and 3150 seriously injured (-50% with regard to 1999). Specific measures for -26 year-olds. (Flanders)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> From a small survey, data about single pedestrian accidents were collected. In 80% of the accidents (with injured pedestrians!) the police was not present. Consequently there is no registration of the accidents. (http://cdonet.ugent.be/mobiliteit/publicaties/IVOrapport.pdf)	-
Finland	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-
France	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-
Germany	-	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	insurances (BUK)
Greece	2010: 50% reduction of total accidents	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-
Italy	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-
Netherlands	no, only as part of the general targets	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	hospitals (all victims), ER units (representative sample of 13 hospitals)
Norway		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Spain	No	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-
Switzerland	yes, long-term: "vision zero": no killed or seriously injured people in traffic accidents; short-term: halving of the number of killed and seriously injured people within 10 years (2000-2010)	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes, but not only limited in scope (not representative) and not being published (see next column)	Accident insurances: obligatory spot check carried out on 5% of all accidents only employed people who are insured compulsory are included in the sample (people aged 17-65 years)



D Road danger / safety: pedestrian accidents with vehicles and falling & stumbling (7)

	If so, how often is the data collected? (e.g. regularly every years; occasionally; what is the latest data available?)	If so, what are the categories measured (e.g. regarding kind of accident, severity of injury etc.) which standard is used?	Other elements or available data/statistics of road danger assessment worth mentioning?
Belgium	-	-	Only on regional level: Impact of roundabouts on traffic safety of cyclists and pedestrians. Daniëls, S., & Wets, G. (2006). Effecten van rotondes op de verkeersveiligheid van fietsers en voetgangers. Vierde Vlaams Congres Verkeersveiligheid (p. 6). Brussel: Steunpunt Verkeersveiligheid - Universiteit Hasselt.
Finland	-	-	-
France	-	-	An important project of renovation of the system of accidents statistics is at present in the course of construction. It aims at producing data faster, more reliable and more complete (exhaustiveness of the accidents, reliability of their location, supplementary variables of description of the accidents).
Germany	every year	kind of accident, injured or killed: only route to school	-
Greece	-	-	Non applicable
Italy	-	-	-
Netherlands	Hospitals: continuously; 2005 ER: continuously, 2001-2004 averages	Hospitals: pedestrian - bicycle - motorised traffic ER: pedestrian, bicycle, moped, car, ..	-
Norway			
Spain			Lightness and weather conditions pedestrian actions related to road traffic accidents involving pedestrians
Switzerland	Vehicle related accidents: yearly; 5-year reports are also published	Vehicle-related accidents: Detailed information about the accident (location, time etc.) as well as the type of injuries are available	



D Road danger / safety: pedestrian accidents with vehicles and falling & stumbling (8)

	What is the scope and what are the critical aspects of the collected data? (e.g. validity, reliability or representativeness problems; please comment if necessary)	How, where and to whom is the data available? (paper, digital, aggregated, raw data, website, specific library etc.)	Links where the reports can be found / other comments etc.
Belgium	-	-	http://www.bivv.be/main/PublicatieMateriaal/Statistieken/catalogDetail.shtml?detail=717096316&language=nl
Finland	-	-	-
France	-	The national accidents data base is managed by the Interministerial Observatory of Road safety (Observatoire Interministériel de la Sécurité Routière). The statistics are available on internet or under paper shape. The regional Observatories of road safety have regional publications	The data and the national information are available on the following address: http://www.securiteroutiere.equipement.gouv.fr/infos-ref/observatoire/index.html
Germany	-	-	-
Greece	validity, reliability, future targets, transport planning	National Statistical Service of Greece Public Organization paper, digital, website, specific library	www.statistics.gr www.ydt.gr
Italy	-	-	-
Netherlands	accident data depend on contact with the police, which is severely biased. Specification available.	paper, digital	www.swov.nl see under data
Norway	-	-	-
Spain	Killed people by road traffic accidents at 30 days have to be estimated.	Website, paper and digital General Directorate of Traffic (see statistics) Website	www.dgt.es www.dgt.es/dgt_informa/observatorio_seguridad_vial/cifras_seguridad_vial.htm
Switzerland	no information about severity of single pedestrian accidents	public websites	http://www.bfs.admin.ch/bfs/portal/de/index/themen/11/06/blank/key/01/aktuel.html http://www.unfallstatistik.ch/d/publik/publikationen_d.htm http://www.bfu.ch/German/statistik/Seiten/Statistik.aspx



E Security: criminality, threats and offences against physical integrity ⁴

	Is there any data available regarding attacks (criminal offences) against pedestrians?	What is the source of the data? (e.g. police reports, victim surveys in the general population etc.)	If data is available, what all is recorded (e.g. seriousness of injury; location of attack; time of day, other...) and what are the relevant categories?
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-	-
Finland	Yes <input type="checkbox"/> No <input type="checkbox"/> On municipal level	-	
France	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Some data can probably be found through the national observatory of criminality «(Observatoire National de la Délinquance) created in 2003. On municipal level: Local observatory of criminality are been implemented little by little. Project related: Problems "security / arrangement of the public space " are notably studied within the framework of the projects of urban renovations concerning the sensitive districts. These problems are studied in link with the local committees of security and prevention of the crime.	Police reports but also others sources. For example, an inquiry among the population has been achieved in 2005 to better know the criminal offences not declared to the police.	
Germany	Yes <input type="checkbox"/> No <input type="checkbox"/>	-	
Greece	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also on municipal level	Police Reports quite often attacks do not reported to the police Also on municipal level	Seriousness of injury,location of attack,time of day,other Also on municipal level
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-	
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	police reports	killed or injured
Norway	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>	-	-
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not specific on pedestrians, just general information about criminality	Police reports	

⁴ For subjective data on feelings of personal security / fear, please see below, item I



E Security: criminality, threats and offences against physical integrity (2)

	Is there other data on street crime which is used (not only attacks on pedestrians)? If so, what is measured?	Other elements or available data/statistics of security assessment worth mentioning?
Belgium	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Handbag robbery, pocket roles, offences against physical integrity, vandalism, ... (2000-2006)	-
Finland	Yes <input type="checkbox"/> No <input type="checkbox"/>	-
France	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Data referring to all kinds of street crimes	-
Germany	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> e. g. handbag robbery, robbery, breach of the peace, willful damage to property, pick pocketing, damage to cars, rape Also on regional and municipal level	-
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Non applicable
Italy	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> (Also on regional and municipal level) available answers are referred to: the evaluation of families on the criminality of zones where they live; general trend of criminality; robbery; voluntary homicide; violence against women; organized criminality; terrorism; public order.	-
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> specific studies available	there is an annual security report drawing on a number of special sources
Norway	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also on regional level	
Spain	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The Barometer of Scientific Research Center: A monthly survey with questions regarding whether the respondent have been assault or not, and several opinions on security issues.
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Regular Crime Victim Surveys according to international standards are performed. In there, one question treats e.g. how secure people feel walking in their neighbourhoods after dark. Municipalities: Different towns and cities ask occasionally their population about perceived security (feeling secure after dark, in their neighbourhood). No systematic data collection	



E Security: criminality, threats and offences against physical integrity (3)

	What is the scope and what are the critical aspects of the collected data? (e.g. validity, reliability or representativeness problems; please comment if necessary)	How, where and to whom is the data available? (paper, digital, aggregated, raw data, website, specific library etc.)	Links where the reports can be found / other comments etc.
Belgium		Website, digital ('Statistics Belgium' - statbel.fgov.be)	http://statbel.fgov.be/figures/d352_nl.asp
Finland	-	-	-
France	Scopes: to analyze the evolution of the crime; to communicate the conclusions to the partners for solutions to be found; to organize the communication with the public Critical aspects: globally only the declared crimes are collected (major crimes with complaints) and thus the minor crimes are not detected.	Website for the national data.	Observatoire National de la délinquance: http://www.inhes.interieur.gouv.fr/L-OND-6.html
Germany	-	digital paper, website (public)	www.bka.de
Greece	Non applicable	Non applicable	Non applicable
Italy	-	yearly report of Istat (National Statistics Institution) available on the website of Istat (www.istat.it) Report on the criminality (www.ministerointerni.it) for the regional and municipality data it is possible to contact regional offices of Istat (some aggregated data are available only for fee)	www.istat.it www.ministretointerni.it
Netherlands	validity and reliability varies per report and item	paper, possibly also digital	http://www.politie.nl/Overige/Documentatie/Jaarrapportage_veiligheid.asp
Norway	-	-	-
Spain	-	Scientific Researchs Center: Website	http://www.cis.es/cis/opencms/ES/1_encuestas/estudios/listaTematico.jsp?tema=145
Switzerland	Police data not helpful for our needs	-	-



F Competences (dis-/abilities), physical activity and health

	Is data available on the number/percentage of people with a disability?	If so what are the categories of disabilities (e.g. different physical, mental, psychological disabilities)? What are the definitions used for each disability? How often are people with disabilities counted?
Belgium	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Categories: Serious handicap (male/female), light handicap (male/female), no handicap (male/female) - Percentage Seriously handicapped: These people experience serious restrictions in their daily life as a result of a long-term physical or mental problem. Lightly handicapped: These people experience to some extent restrictions in their daily life as a result of a long-term physical or mental problem. 1996: European Community Household Panel (ECHP)
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also on municipal level	Categories: according to support statistics only available of those who get financial support or special treatment , or have special licences Also on municipal level
France	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> We can globally distinguish 3 types of collection: - those made by the Ministry of Health and the Ministry of employment, social relationships & solidarity - those made by the systems of social welfare - those made on samples of population from specific inquiries by some bodies (national or local)	Categories: Motor Visual Hearing Mental
Germany	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Categories: 55 different categories not the disease itself, appearance of handicap and functional limitation is standard; only people with a limitation of more than 50% from normal standard are recorded counting every 2 years
Greece	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also on municipal level	Categories: -
Italy	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also on regional level	Categories: people with disabilities older than 6 years according to type of disability (individual limitations, difficulty of functions, difficulty of movement, difficulty of hearing, seeing, speaking), the age group (6-14 years; 15-44 years; 45-64 years; 65-74 years; 75-79 years; 80 and more) and gender Regional level: Categories: Total number of disabilities for subject older than 6
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Categories: There are several in use. For the mobility statistics its is "do you have trouble traveling". There is are also medical definitions in use. frequency: varies
Norway	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also on regional level	Categories: Coded after ICD 10
Spain	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Categories: 10 Disability categories:
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	No standardized measuring, many different data sources, most extensive: National Survey about Population Health: does not include people under 15 or those living in nursing institutions; survey every 5 years: Medical and subjective functional limitation and living situation are decisive. Social security statistics: how many people getting disability insurance, 28 different categories for insurance SOMED statistics: how many people living in institutions for disabled, in old peoples' or nursing home; counted yearly Few info about children, only how many kids in special class or getting disability insurance



F Competences (dis-/abilities), physical activity and health (2)

	Is data available regarding overweight and obesity (e.g. number/percentage of overweight persons)?	If so, what categories are used (e.g. international body mass index (BMI): overweight BMI>25, obese BMI>30, other index)?	How and where is the data gathered (e.g. in schools etc.)?
Belgium	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> (Also in regions Flanders-Walloon-Brussels)	International body mass index (BMI): overweight 25<BMI<30, obese BMI>30 (Also in regions Flanders-Walloon-Brussels)	Stated preference-method, direct interview + written survey (Also in regions Flanders-Walloon-Brussels)
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	BMI	postal inquiry, sample 5000
France	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The main used indicator of measure is the international body mass index (BMI). Obesity : BMI >30.	Especially, inquiries “Obépi” led in 1997, 2000 2003 and 2006, with nearly 20 000 households. They are led by the Institute Roche of the obesity, in association with INSERM (French National Institute of Health and Medical Research), the hospital Hotel Dieu of Paris and SOFRES (poll institute). Report downloadable from : http://www.roche-pharma.ch/portal/eipf/france/rochefr/institutionnel/lesurpoidsenfrance
Germany	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	overweight BMI>25, obese BMI>30	micro census, rehabilitation centre, precaution centre, hospitals
Greece	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Agreed on all levels	-
Italy	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also on regional level	BMI: overweight BMI>25, obese BMI>30 Also on regional level	on the basis of house-holder's declaration
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	BMI > 25 - 30; MBI >30	sample of population
Norway	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also on regional level	BMI	National survey, personal interviewe
Spain	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Underweight BMI<18,5; normal weight BMI: 18.5-24,9; overweight BMI: 25-29,9; Obese BMI >30	Every two years by interview in the households
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	BMI	National Survey about Population Health: by phone and questionnaire; Surveys in several schools



F Competences (dis-/abilities), physical activity and health (3)

	From what age on is the data collected and what are the age categories?	How often is the data gathered?	Which the latest year for which data is available?	Which is the first year of (reliable) data available?	Is data available on physical activity and in particular on transport-related physical activity (including walking), e.g. proportion of the population?
Belgium	+18 years (18-24; 25-34; 35-44; 45-54; 55-64; 65-74; +75) (Also in regions Flanders-Walloon-Brussels)	1997, 2001, 2004 (Also in regions Flanders-Walloon-Brussels)	2004 (Also in regions Flanders-Walloon-Brussels)	1997 (Also in regions Flanders-Walloon-Brussels)	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> (Proportion of the population, no specification on what kind of sport) (Also in regions Flanders-Walloon-Brussels)
Finland	15-64 years in categories of 10 years	yearly	2006	1978	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also for municipal level and project related)
France	The data are collected from 15 years	3 years	2006	1997	Yes <input type="checkbox"/> No <input type="checkbox"/>
Germany	from 18 y on every year of age (micro census), from birth on (under 1y, 1-5, 5-10, aso) in hospitals	every 4 y (micro census), every year (hospitals)	2005 (all)	1999 (micro census), 2000 (hospital), 2003 (rehabilitation)	Yes <input type="checkbox"/> No <input type="checkbox"/>
Greece	From 2 years old on all levels	-	-	-	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Italy	18 and more (ISTAT) from birth (ISS-National Health Authority)	on regional level: occasionally (ad hoc surveys)	2005 Also on regional level	-	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Netherlands	20 years and older	yearly	-	1990	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Norway	16	Every 3 rd yearr	2005	1996	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Spain	From 2 years old and on, (interview answered by parents when the quested is below 16	biannual	2006	1987	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Switzerland	Population Health Survey: 15 years and older	every 5 years	2007	1992	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>



F Competences (dis-/abilities), physical activity and health (4)

	If so, what are the categories for physical activity particularly walking (definitions, time, demographics etc?, are the HEPA standards used (30 mins. of walking per day)?	How often is the data collected?	Which is the first year of (reliable) data available?	Which the latest year for which data is available?	Do you have other measures for physical activity? E.g. use of calories when walking (weight loss/"calorie currency")?
Belgium	-	1997, 2001 (Also in regions Flanders-Walloon-Brussels)	1997 (Also in regions Flanders-Walloon-Brussels)	2001 (Also in regions Flanders-Walloon-Brussels)	
Finland	(Project related: HEPA)	National Travel Surveys see heading A			
France	-				
Germany	-				
Greece	-				
Italy	Categories: to practice some sport regularly or occasionally; to practice only some physical activity, no physical or sportive activity is practiced Occasionally project related (ad hoc surveys)	every year	2003 Also project related	2003 Also project related	no
Netherlands	- home-work traveling - work or school related activities - home activities - leisure - sports - % above 30 minutes	2001, 2002, 2003	2001?	2003	not found
Norway		Once, 2001			
Spain			1999	1999	
Switzerland	Differentiated standards with 5 categories based on the Population Health Survey data: Inactive, partially active, non-regularly active, regularly active and trained.	Data also in travel survey but only one project-based analysis linking it to the built environment (published 2008) See below: reports	2005	2005	no



F Competences (dis-/abilities), physical activity and health (5)

	Other elements or available data/statistics of disability and health assessment worth mentioning?	What is the scope and what are the critical aspects of the collected data? (e.g. validity, reliability or representativeness problems; please comment if necessary)
Belgium	(For region Flanders: Physical activity +55 years)	People tend to 'lie' about their weight.
Finland	-	
France	It is advisable to quote particularly the inquiry HID (Handicap –Incapacités - Dépendances) realized by the INSEE between 1998 and 2001. It is the first inquiry exclusively dedicated to the phenomenon of the handicap with a representative sample of the French population.	<p>The objective of the administrative collections is the follow-up of the set up help facilities.</p> <p>Inquiries led with the persons supply, as for them, a description very rich in individual situations, notably in terms of living conditions, but their declarative character leads to inaccuracies.</p> <p>The various data are not always comparable. Indeed, the various sources supply information concerning populations which can be different. Certain information concerns the number of served services, the others concern the individuals. Finally these data are collected in variable periodicities.</p> <p>In it adds the plurality of possible definitions of the handicap.</p> <p>In conclusion, the statistical system of data on handicap is complex.</p>
Germany	-	obesity: only sample test, maybe new centres are not known yet in year of test, hospitals only, if diagnosis related groups (DRG) commission
Greece	-	-
Italy	chronic diseases related with walking (heart attack, respiratory problems) Also on regional level Project related: Albiate in forma (project on healthy lifestyles in the city of Albiate)	-
Netherlands	- permanent survey on living conditions	representative sample
Norway	-	-
Spain	-	-
Switzerland	-	-



F Competences (dis-/abilities), physical activity and health (6)

	How, where and to whom is the data available? (paper, digital, aggregated, raw data, website, specific library etc.)	Links where the reports can be found / other comments etc.
Belgium	website NIS (Statistics Belgium), digital - PDF	http://statbel.fgov.be/figures/d364_nl.asp#5 National health survey 2004: http://www.iph.fgov.be/epidemio/epinl/crospnl/hisnl/his04nl/his32nl.pdf http://www.iph.fgov.be/epidemio/epinl/crospnl/hisnl/his01nl/his21nl.pdf (On regional level: http://www.vig.be/content/pdf/ME_sen_activiteit.pdf)
Finland	In broad categories from Statistics Finland	
France	Statistics are notably available from the national departments like the DREES (Direction de la recherche des études de l'évaluation et des statistiques) or the DARES (Direction de l'animation , de la recherche et des études statistiques)	Report " The handicap in figures - February, 2004 " Downloadable from : http://www.sante.gouv.fr/drees/handicap/handicap.pdf
Germany	digital, downloadable files on website (pdf & xls)	www.destatis.de , www.gbe-bund.de
Greece	paper,digital,website	www.iatronet.gr www.minenv.gr
Italy	on website project related: available to public on internet in pdf	www.istat.it project related: www.albate.it
Netherlands	paper, digital	www.cbs.nl
Norway		
Spain	IMERSO Encuesta sobre Discapacidades,Deficiencias y Estado de Salud, 1999. Website. Ministerio de Sanidad y Consumo. Encuesta Nacional de Salud de España 2006. Website	www.seg-social.es/imsero/investigacion/inv_estudios.html www.msc.es/estadEstudios/estadisticas/encuestaNacional/encuesta2006.htm
Switzerland	Edited reports on websites, raw data for scientific use, from national statistics office; or online data research	National Statistical Office: http://www.bfs.admin.ch/bfs/portal/en/index.html Online data research: http://www.bfs.admin.ch/bfs/portal/en/index/infothek/onlinedb/00.html National Survey about Population Health: http://www.bfs.admin.ch/bfs/portal/de/index/infothek/erhebungen__quellen/blank/blank/ess/04.html Report 2008: Built environment and physical activity(Report): http://www.hslu.ch/download/w/itw-gebaute-umwelt-schlussbericht.pdf



G Walking environment, accessibility, public space quality and infrastructure provisions

	Is data available about the length of footpaths and/or the network density (e.g. km per ha)? If so, how is it measured? What are the definitions ⁵	Is data available on the walking environment and public space quality (e.g. length/percentage of good quality walkable streets)?	If so, what categories are used to describe/measure it, what is the methodology used?
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Neither in Regions	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Stated preference!! http://www.statbel.fgov.be/census/localres06a_nl.asp	Badly equipped, normally equipped, very well equipped Stated preference!!
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Definitions: length of bicycle path network which also is used by pedestrians On municipal level: + normal pavements in the urban structure And project related: definitions see Leden (1989)	Yes <input type="checkbox"/> No <input type="checkbox"/>	
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level: Some cities have GIS with data describing the street network. The length of footpaths is so possible to know.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> On municipal level: Further to the new law handicap of 2005, the municipalities have to establish by the end of 2009 "un plan de mise en accessibilité de la voirie". This strategy contains a diagnosis of the public road network towards the problems of accessibility for the handicapped persons. And project related	
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> yes on regional level: Definitions: OKSTRA, ASB, GIS Yes on municipal level: Definitions: SIB, GIS	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> yes on regional level: Yes on municipal level	
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> And project related	project related : adequate infrastructure, comfort, safety
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Definitions: there is no data concerning the network density, since the concept of pedestrian network is only theoretical	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> And project related	project related: categories: accessibility, comfort, attractiveness
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Norway			
Spain	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Definitions: only length of hiking infrastructure	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	

⁵ Experience shows that it is very difficult to come up with a good definition about how footpath lengths should be measured (all streets, only sidewalks and pedestrian paths)



G Walking environment, accessibility and public space quality and infrastructure provisions (2)

	If so, how often is the data collected?	Is data available on the length/number of streets with good, medium or bad quality walking provisions (e.g. paved or non-paved)? ⁶ If so, please specify.	Is data available on the kind and number of pedestrian crossings / type of crossing facilities?	Is data available on the average length of detours pedestrians are facing when crossing streets?
Belgium	Single study 2001	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Regional level: Pedestrians' survey: Quality of crossing streets for pedestrians in Flanders: assantenenquête: Oversteekwaliteit voor Voetgangers in Vlaanderen. Onderzoeksrapport, oktober 2005; David Buyle http://www.voetgangersbeweging.be/art.php?rubriek=publicaties
Finland				
France		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Municipal level: Cities having GIS may be have this kind of data.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related : An interesting initiative is the one of the urban community of Lille which thanks to a GIS examines the accessibility on foot around the railway stations, the subway stations and the tram stations : identification of cuts, détours, and proposition of solutions to increase the zone of attractiveness of stations.
Germany	On regional level: ongoing update On municipal level : ongoing update	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> yes on regional level yes on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> yes on regional level yes on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> yes on regional level yes on municipal level
Greece	project related : occasionally	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Italy		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Netherlands				
Norway				
Spain				
Switzerland		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes on regional level: paved and non paved streets and paths, the latter mostly related to hiking yes on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Possibly some towns and cities may know – there are estimates	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

⁶ Questions in red are a more detailed assessment of the general question first posed



G Walking environment, accessibility and public space quality and infrastructure provisions (3)

	Is data available on the length/number of streets with sufficient / insufficient street lighting for pedestrians?	Is there a signage / guidance system for pedestrians in place? If so, what are the categories (e.g. main attractions - for tourists only; all major destinations of pedestrians etc.)	Is data available on places for sojourn, e.g. number of official benches (formal seating), street café seats, etc.? (e.g. number of seats per km street/footpath or per km ² public space?) If so, what categories are available?
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Project related: City of Leuven - Pedestrian signposting (signpost, information signs, name mentioning and a description of sights worth seeing in four languages) http://www.eltis.org/study_sheet.phtml?study_id=1595&lang1=en	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Finland		On municipal level: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories: all major destinations	
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Municipal level: Cities having GIS may be have this kind of data		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> yes on regional level yes on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level: Categories: attractions	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level: Categories: only benches in public space
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level: Categories: tourists, attractions And project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related
Netherlands		On municipal level: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Categories: attractions for tourist and (local) pedestrians	
Norway			
Spain			
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> The hiking trails are well signed and marked from and into the town or city centre (but not everyday paths). There are design guidelines (norms) on how to sign walking and trails, see VSS-Norm 640 829a, and http://www.astra.admin.ch/themen/langsamverkehr/00482/index.html?lang=de&download=NHzLpZeg7t.Inp6l0NTU042l2Z6ln1acy4Zn4Z2qZpnO2Yug2Z6gpJCDdn16fGym162epYbg2c_JjKbNoKSn6A-- municipal level: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> In some cities, e.g. Basel, Lucerne, Burgdorf; systems are in place, mostly for tourism	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



G Walking environment, accessibility and public space quality and infrastructure provisions (4)

	Is data available on the length of streets with speed limits of 30km/h, woonerfs/home zones, pedestrianised areas and streets with other speed regimes etc.?	If so, could a percentage of the length of these traffic calmed streets be calculated from the total street network (excluding highways)?	For the severance/safety analysis: is data available on crossing ratios (proportion of pedestrians crossing expressed as a percentage of total flow on the respective pavement)?	Is data available on the percentage of children having to cross a major road on their route to school?
Belgium			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Project related: Traffic education routes (Flanders) http://www.eltis.org/study_sheet.phtml?study_id=1163&lang1=en
Finland	On municipal level: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also project related	On municipal level: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level: Comment: school way safety plan
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Italy	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Norway				
Spain				
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> The data is not nationally collected, only some information available local level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level Comment: general figures for national level are currently not available; regional data may partly be aggregated <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



G Walking environment, accessibility and public space quality and infrastructure provisions (5)

	Is data available on the length of (major) roads/streets (wide lanes, high traffic volumes and high speeds) to allow an assessment of the severance and safety effects?	Is data available on the accessibility of amenities for pedestrians (e.g. average distances to shops, shopping centres, schools, restaurants, public transport stops etc.)? If so, which destinations / amenities are included?	Is data available on the percentage of persons/households living 400/800 meters from relevant pedestrian destinations, e.g. public transport stop, shop, school etc.? (e.g. by using GIS or the pedshed mapping ⁷ method?)
Belgium		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Finland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> On municipal level: Some cities start to produce maps with the time to go from one point to another on foot.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level retrievable by GIS	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level: microcensus data is available, intersection with GIS street data feasible
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related: possible
Italy	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also on municipal level and project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only project related
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Norway			
Spain			
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also on municipal level	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> The data is derived from a GIS analysis (not actual measurements) The assessment is regularly updated, see: http://www.bfs.admin.ch/bfs/portal/de/index/regionen/22/publ.Document.83299.pdf Included are all everyday destinations such as shops, doctors, hairdressers, post-offices, cinemas etc.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> See above on regional and municipal level: certain regions and municipalities may be using GIS

⁷ The “Pedshed” mapping method is a tool used to assess the walkability of an area, and is a good indication of energy efficiency. The “pedshed” mapping calculates the actual area within a five or the-minute walking distance, expressed as a percentage of the theoretical area. It also assesses the “interconnectedness” of a street network.



G Walking environment, accessibility and public space quality and infrastructure provisions (6)

	Is data available on the number/percentage of public buildings and public areas such as parks, squares etc., <u>not</u> being accessible to (some) users (disabled and elderly people, children, prams etc.)?	Is data available on the environment / infrastructure provisions for hiking/rambling? If so what data/information is available? E.g. is the total number of kilometres of hiking trails available? What types of hiking trails/routes are offered? What restrictions? Is a quality assessment made? Guidance system in place? etc.
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Legislation concerning accessibility of public buildings and public areas (1975 (KB 1977)) http://www.gelijkekansen.be/wetgeving.html#VNgehand regional level: Legislation concerning construction of new roads or reconstruction of existing roads in built-up area: minimum width of the foot path (minimum accessibility, also for disabled and elderly people) http://212.123.19.141/ALLESNL/wet/detailframe.vwp?SID=0&WetID=1005401	project related: WalkOnWeb- www.walkonweb.org
Finland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Only on municipal level: Maps of hiking paths, recreational routes, home district routes etc. Journey planner for cycling and hiking.
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level
Greece		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Other elements available: Only on municipal level, Network of satations operated by Ministry of MEPP.PW and Municipalities
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Only on municipal level and project related	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Also on regional and municipal level and project related
Netherlands		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Norway		
Spain		
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> total number of kilometres of hiking trails, high density of hiking network in the whole country, including cities, maps 1:25000 and signposts Most information on the hiking trails is digitalised on GIS basis (see below) Also on regional and municipal level



G Walking environment, accessibility and public space quality and infrastructure provisions (7)

	What is the scope and what are the critical aspects of the collected data? (e.g. validity, reliability or representativeness problems; please comment if necessary)	How, where and to whom is the data available? (paper, digital, aggregated, raw data, website, specific library etc.)	Links where the reports can be found / other comments etc.
Belgium			Flanders: Vademecum Voetgangersvoorzieningen (Pedestrian needs) http://www.mobielvlaanderen.be/vademecums/vademecumvoetganger01.php
Finland			municipal level: http://kevytliikenne.ytv.fi/?lang=en
France			
Germany	general figures for national level are impossible to aggregate for Germany regional data can be partly aggregated municipal level: variety of data storage methods aggravates data access project related: data is normally transferred to the city as orderer	municipal level: digital raw data , paper, database	
Greece	municipal level: validity, reliability, representativeness problems	municipal level: paper, digital APNEE project: mobile phone about air quality	municipal level: www.apnee.org
Italy			
Netherlands			
Norway			
Spain			
Switzerland	only hiking trails are included, no data for whole pedestrian network GIS data collected is a huge potential for the future. We need to develop this further.	paper or digital maps to buy	http://www.wandern.ch/index.php?id=16



H Ecological footprint: environmental benefits of walking

	Is there any data available on <u>carbon emissions</u> saved when walking instead of using other means of transport? (e.g. as contribution against climate change)	If so, how is it measured/categorised and communicated?	Is there any data available on improvements of <u>air quality</u> when walking instead of using other means of transport? (e.g. as contribution towards less air pollutants/PM10 and resulting health improvements for the population)	If so, how is it measured/categorised and communicated?
Belgium	Yes <input type="checkbox"/> No <input type="checkbox"/>		Yes <input type="checkbox"/> No <input type="checkbox"/>	
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related: Within the framework of the school ecomobility, the ADEME (French Environment and Energy Management Agency) led recently a study to estimate the gains in CO2, in air quality and in energy thanks to the development of "Pédibus".		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related: Within the framework of the school ecomobility, the ADEME (French Environment and Energy Management Agency) led recently a study to estimate the gains in CO2, in air quality and in energy thanks to the development of "Pédibus".	
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Norway	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>		Yes <input type="checkbox"/> No <input type="checkbox"/>	
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> In one single study this was estimated, see http://www.astra.admin.ch/themen/langsamverkehr/00480/index.html?lang=de&download=NHZLpZeg7t.lnp6lONTU042lZ6ln1acy4Zn4Z2qZpnO2Yug2Z6gpJCDdYF5fmym162epYbg2c_JjKbNoKSn6A-- (document in German with English summary)	Based on the travel survey data and car emission data	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> The air quality is measured locally and reports are available for all levels, but this information is not linked to walking	



H Ecological footprint: environmental benefits of walking (2)

	Is there any data available on <u>energy (fuel etc.)</u> saved when walking instead of using other means of transport? (as contribution towards less oil dependency / efficient use of resources etc.)	If so, how is it measured/categorised and communicated?	Is there any data available on noise reduction when walking instead of using other means of transport?	Other elements or available data/statistics re the ecological footprint worth mentioning?
Belgium	Yes <input type="checkbox"/> No <input type="checkbox"/>		Yes <input type="checkbox"/> No <input type="checkbox"/>	Belgium's greenhouse gas inventory (1990-2004) national inventory report submitted under the United Nations framework convention on climate change / M. Van den Hende, M. d'Heer, K. Aernouts, K. Jaspers, I. Higuët, E. Perrin, A. Guns, M. Govaert, M. Squilbin, A. Derouane, E. Hannon. Belgium's greenhouse Gas Inventory (1990-2004) - 2006/IMS/P/0233 (N9104)
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related: Within the framework of the school ecomobility, the ADEME (French Environment and Energy Management Agency) led recently a study to estimate the gains in CO2, in air quality and in energy thanks to the development of "Pédibus".	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	-	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Norway	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>	-	Yes <input type="checkbox"/> No <input type="checkbox"/>	
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Again, the data on fuel/energy consumption is collected but not linked to walking		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Again, the data on noise is collected but not linked to walking	



I Perceptions, attitudes and images: “measuring the smiles”

	Is data available that shows how people generally rate the walking environment and the quality of public space? If so, what categories are used? If so, how often is it measured? (e.g. regularly every... years; single studies only etc.)	Is data available that shows <u>how safe</u> people feel in the streets (regarding road danger and danger of falling, slipping etc.)? (subjective / personal safety?) If so, how and how often is it measured?
Belgium	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> How do inhabitants rate the quality of footpaths? badly equipped, normally equipped, very well equipped Single study 2001 http://www.statbel.fgov.be/census/localres06a_nl.asp	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Every 2 years http://www.polfed-fedpol.be/pub/veiligheidsMonitor/monitor_nl.php
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Resident barometer 2004	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related. Perhaps specific studies or researches	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related: In anticipation of layouts, inquiries can be led on this subject with the concerned local population
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related Any categories: Men, women, children, elementary and high school students	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related: Feeling of safety: very unsafe, unsafe, not very unsafe, safe Feeling of satisfaction of current infrastructure of road network: adequate, inadequate, not very adequate Opinion about road safety measures: too sufficient, very sufficient, enough sufficient, insufficient
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Norway	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> On local level very general assessments in single studies	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



I Perceptions, attitudes and images: “measuring the smiles” (2)

	Is data available that shows <u>how secure</u> people feel in the streets (regarding fear of streetcrime and protection against attacks)? (subjective / personal security?) If so, how and how often is the feeling for security measured?	Is data available that shows how people rate other / specific aspects of the street environment such as comfort, attractiveness, accessibility, directness, cleanliness, trees/shade etc.? If so, what are the categories measured? How and how often are they measured?	Is data available that shows how <u>directly affected people</u> (e.g. disabled persons, women, elderly etc.) rate the walking/street environment?
Belgium	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Every 2 years http://www.polfed-fedpol.be/pub/veiligheidsMonitor/monitor_nl.php	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> National Travel Survey 2004-2005, see heading A. An overall picture of the size of the problem	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Project related: Perhaps specific studies or researches	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Project related: Perhaps specific studies or researches
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related: Categories: accessibility, safety and security, comfort and commodity, attractiveness, offer of intermodality. Inside the category of comfort, all the aspects related to its various facets: thermal, acoustic, visual, olfactory and respiratory are considered, therefore aspects such as cleanliness upkeeping, trees/shade, water/freshness, etc. are considered. Directness is considered inside the evaluation of access.	Yes <input type="checkbox"/> No <input type="checkbox"/> only project related
Netherlands	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> not found
Norway	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Only regular survey about crime victims (organised by the University of Lausanne, now Zurich (see part E 'security'))	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



I Perceptions, attitudes and images: “measuring the smiles” (3)

	Is data available that shows how <u>experts, decision makers and politicians</u> perceive/rate the walking environment (in general, with regards to safety, security and other aspects)?	Is data available that shows how the general population sees/perceives walking (image)? If so, what are the categories?	Is data available that shows how experts, decision makers and politicians see/perceive walking (image)? Categories?
Belgium	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Finland	Yes <input type="checkbox"/> No <input type="checkbox"/> Only on municipal level	Yes <input type="checkbox"/> No <input type="checkbox"/> Only on municipal level	Yes <input type="checkbox"/> No <input type="checkbox"/> Only on municipal level
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Project related: Perhaps specific studies or inquiries	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Project related: Perhaps specific studies or inquiries	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Project related: Perhaps specific studies or inquiries
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> only project related: also in connection with civil participation dialogue	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Greece	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> "On the Road 2001-2005" and "Development of a Strategic Plan for the improvement of Road safety in Greece,2006-2010"	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> measures and specific plans for the pedestrians are implemented
Italy	Yes <input type="checkbox"/> No <input type="checkbox"/> only project related	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> there are indications in verbal info	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> there are indications in verbal info	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> there are indications in verbal info
Norway	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> There are a few questions in the household travel survey which (indirectly) give information about walking, e.g. when people are asked into which mode they wanted to invest (more) public money	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



I Perceptions, attitudes and images: “measuring the smiles” (4)

	Other elements or available data/statistics of perception and attitude assessment worth mentioning?	What is the scope and what are the critical aspects of the collected data? (e.g. validity, reliability or representativeness problems; please comment if necessary)	How, where and to whom is the data available? (paper, digital, aggregated, raw data, website, specific library etc.)	Links where the reports can be found / other comments etc.
Belgium	<p>On regional level: Single survey (1500 people) of 'Uitweg'-magazine: irritations of pedestrians. Top 10:</p> <ol style="list-style-type: none"> 1. Loose tiles and puddle pools when it rains 2. Rubbish or dog dirt on the pavement 3. Too narrow pavements 4. Car drivers who do not stop at zebras 5. Cars which stand still or park on a zebra 6. Broken up foot paths without safe alternatives 7. Pedestrian lights that does not remain green long enough 8. Speeding car drivers 9. Too few benches and dustbins 10. Other pedestrians who ignore the red lights 			<p>On regional level: http://www.uitweg.be/nummer-54/uitweg54_208.html</p>
Finland	<p>On ly on municipal level: Suggestions for means to promote walking and cycling</p>		<p>On ly on municipal level: An interview study on walking and biking in Helsinki MA 2004 based on telephone interviews (CATI) and internet questionnaires.</p>	<p>On ly on municipal level: http://www.ytv.fi/NR/rdonlyres/1EEEEF5C-7CAC-422A-9934-7FDA540BD5AA/0/kevli2004_B2005_6.pdf</p>
France				
Germany				
Greece	No	<p>validity reliability representativeness problems future plans</p>	paper, digital, specific library, website	<p>www.civil.ntua.gr www.minenv.gr www.cityofathens.gr www.thessalonikicity.gr</p>
Italy				
Netherlands				
Norway				
Spain				
Switzerland				



J Investments, personnel and research: data on institutional aspects⁸

	Is data available on <u>investments</u> for pedestrian facilities? If so, how and how often is it measured (e.g. investments total, per person / household / km footpath)?	Is data available on <u>maintenance costs</u> for pedestrian facilities? If so, how and how often is it measured (e.g. cost total, per person / household / km footpath)?	Is data available on <u>promotion / marketing</u> of walking? If so, is data available about how much is spent per year (for what kind of promotion; in total or in percent of households/population)	Is data available on economic benefits of walking? If so, how and how often is it measured (categories)?
Belgium	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> In Belgium investments in roads are divided over 3 administrators: the district, the provinces and the municipalities. Nobody knows how much we are spending in total.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Finland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> total cost per year	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> total cost per year	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Norway	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Switzerland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Currently it is not possible to separate the costs for pedestrian facilities in the investment budgets from general costs (and those of other modes). One older study estimated that the investments into walking are roughly 50 to 100 times less than those for car traffic; see D. Sauter: "Institutionelle Hindernisse im Fuss- und Veloverkehr", 1999)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Same as above	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Municipal level: Data could be gathered on the local level, but it is usually not published; the amounts are very small anyway and concentrate on the large cities	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Single study was performed on the efficiency and economic benefits of walking investments, see link in the next item Municipal level: Some studies have been performed after making streets more attractive for walking (incl. pedestrianisation); economic benefits mostly

⁸ Not all institutional aspects can be quantified. In later chapters of the country report, particularly chapter 4, qualitative data can/will be added.



J Investments, personnel and research: data on institutional aspects (2)

	Is data available on cost-benefit analysis? If so, is how is it measured (categories) and is it done with every new provision planned/implemented?	Is data available on the triple bottom line (social, economic, environmental) with regards to walking? If so, what are the categories/indicators used?	Is data available on how much pedestrians spend as consumers (costumers in stores etc.)? If so, how and how often is it measured?	Are people with special knowledge of pedestrian needs working/recruited in the public administration? If so, is data available on how many there are (e.g. percentage of total staff)?
Belgium	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Finland	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> No data available on percentage of staff
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> No detailed data
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> in incidental studies	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> a very limited number (??)
Norway	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> See above; study on efficiency of investments into walking – in general and compared to other modes, see report: http://www.astra.admin.ch/themen/langsamverkehr/00480/index.html?lang=de&download=NHZLpZeg7t,Inp6I0NTU042I2Z6In1acy4Zn4Z2qZpnO2YUq2Z6gpJCDdYF9fmy162epYbg2c_JjKbNoKSn6A--	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Municipal level: Maybe in a few cities or related to projects About 15-20 years ago several single projects were carried out that showed how good pedestrian costumers are for shop owners but the latter still believe more in the car costumers...	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> In the national roads administration there is a section of the department dealing with walking and cycling issues and there are walking experts working there (percentage not known) Regional level: Based on the national law on walking paths and hiking trails every canton is obliged to designate a person within its administration to look after the walking interests. In most cantons this position is marginalised (percentage unknown but certainly very low) Municipal level: The larger cities have designated experts in their administration to deal with walking (percentage unknown)



J Investments, personnel and research: data on institutional aspects (3)

	Is there internal or external training for administrative staff being offered (regarding knowledge transfer on pedestrians) If so, is data available how many hours are offered or required?	Are there universities who offer course/professional training in the field of walking? Is data available on what percentage of the total hours is dedicated to walking issues?	Is (special) research being undertaken for walking and public space? If so, is data available on how much money is spent for walking and public space research (in real terms and in percentage of all transport related research)?
Belgium	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Hasselt University – bachelor & master traffic sciences (no specific attention for 'walking')	Yes <input type="checkbox"/> No <input type="checkbox"/>
Finland	Yes <input type="checkbox"/> No <input type="checkbox"/> They usually are experts themselves and consultants are used for projects	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Walking as a mode is treated among other modes	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
France	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> No data available on time spent.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> No data available on money spent
Germany	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Greece	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Italy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> no data
Netherlands	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> desinging for walking; no hard data available	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> unknown
Norway	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Spain	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Switzerland	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Nothing is known about the internal knowledge transfer There is once a year a national seminar on walking issues organised for the designated cantonal and city experts (see item above); there are occasional conferences organised in the German and French speaking areas Regional level and Municipal level: external training, see above	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> There are no specific courses but some issues are built into the regular curriculum. There are plans to change this situation in the future.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> There are occasional research projects related to walking (for an overview see the national report) Compared to research into other modes the amount of money spent for research into walking and public spaces is marginal Municipal level: There are some studies being commissioned on the local level by city administrations; however, these are few.