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GreenPATH

D.1.2.1 Empowering stakeholders for a shared and sustainable mobility

Deliverable

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Content

1. The GreenPATH project

GreenPATH develops an innovative approach to commuting in Central European Functional Urban Areas (FUAs). It aims at co-design smart and green mobility solutions with public and private stakeholders, benefiting students and employees by promoting sustainable transport. The project addresses the challenge of decarbonizing urban mobility through a set of tested solutions, strategies, and action plans. It involves 11 partners, including local administrations, mobility agencies, operators, universities, and research bodies of regions where transport is a major contributor to greenhouse gas emissions.

GreenPATH focuses on sustainable mobility within Functional Urban Areas (FUAs) and tackles commuting challenges through integrated governance of commuter flows and innovative mobility management solutions. The project utilizes new technologies and data-sharing platforms to enhance transport efficiency and improve the commuting experience with real-time information and personalized travel options. Transnational cooperation is key, bringing together expertise from Italy, Germany, Austria, Slovenia, Hungary, and Croatia. This cooperation contributes to overcome national legislative barriers and create applicable mobility management tools across the region. GreenPATH aims to deliver formal cooperation agreements, collaborative solutions for sustainable mobility, a comprehensive strategy, and action plans for each FUA. These outputs will be adopted by decision-makers to ensure long-term implementation and cooperation beyond the project's completion, benefiting a wide range of users, including local authorities, service providers, and educational institutions.

Activity 1.2 of the GreenPATH project aims to engage users in the project to develop a shared and sustainable mobility strategy. This deliverable D.1.2.1 is the first out of three under Activity 1.2 and presents a methodology for conducting a survey with students and employees in the pilot areas, to gain insights about their commuting behaviour, trip experience and their knowledge regarding and attitude mobility management activities to elicit potential for pilot action. Also, it provides the findings across the pilot areas. This deliverable provides a methodology to prioritize stakeholder/user engagement through needs assessment and therefore creates the foundation for engaging stakeholders and users emphasizes the importance of understanding their needs, building trust, providing information, and encouraging participation. Apart from providing a methodology, also the results of 7 surveys are conducted in the GreenPATH FUAs with workers and students to gain insights into their mobility behaviours and therefore identify synergies. This process aims at promoting sustainable commuter mobility among companies and universities by raising awareness for the topic of mobility (management) through participation in the survey.

The deliverable is connecting to A2.2, which aims at mapping local stakeholders, governance and mobility management awareness in each FUA. It will inform individuals and communities on the benefits and importance of sustainable modes of transportation such as public and shared transport, cycling, and walking by developing educational campaigns, providing information on available transportation options, and promoting the use of sustainable modes of transportation.

2. Introduction

Regardless of the specific context of the project's pilot area, collecting comparable and reliable commuting data is a challenge. This is due to limited willingness of potential participants to participate in surveys, for example due to privacy concerns, but also limited time availability of participants which can cause incomplete answered questionnaires. Although these challenges exist, collecting mobility related data provides a strong basis for identifying needs of the user group and therefore gaps in the current situation which provides potential for action. Therefore, a methodology for a user survey is essential to provide guidance on how to engage user via a survey to provide a common approach among all pilot areas and therefore enable a cross-case analysis of the results to gain insights across Central

Europe. In GreenPATH students and employees are considered users of the pilot actions. They are crucial for the success of the pilot action implementation in the seven GreenPATH pilot areas, which are:

- Berlin (Germany)
- Kecskemét (Hungary)
- Maribor (Slovenia)
- Monza (Italy)
- Osijek (Croatia)
- Ravenna (Italy)
- Vienna (Austria)

This deliverable outlines the steps for the conduction of a user survey in the GreenPATH pilot areas to raise awareness among this stakeholder group and therefore lays the tracks for further engagement in the pilot actions. The outcomes of the surveys form the basis for tailormade pilot actions. The approach is described in the first part of this deliverable. Core elements are a survey template, to be used by pilot leaders to translate and distribute the survey among users in their pilot area. The final section of this deliverable provides the cross-case analysis results of these surveys.

3. Methodology

First, an overview of important considerations for conducting a user survey is provided. Second, the procedure and time plan are described. Third, a template for the user survey is provided, which provides the basis for pilot leaders' translation and adaption in their pilot area.

3.1. Considerations for user survey conduction

The following chapters will provide suggestions to keep in mind when conducting a user survey. In the GreenPATH project, a user survey with a structured questionnaire is chosen due to time-efficiency and effective cross-case analysis and is therefore the focus of the following subchapters.

3.1.1. Characteristics of structured questionnaires

Structured questionnaires follow a strict structure: mostly but not always, closed questions are asked and therefore different options for answering are offered, which the participant has to choose from (predefined answers). The questions are asked in a strict sequence. An advantage is the quick performance and answers are mostly comparable. Structured questionnaires can be provided in written form or via an interviewer (Batiajew et al., 2019). In the case of the GreenPATH project, a written approach is chosen, but the survey can be conducted as personal face to face interview as well, where the interviewer enters the oral answers of the respondent.

3.1.2. Platforms for surveys

If an online questionnaire is envisaged, different platforms for survey conduction can be chosen: some examples are:

- LimeSurvey (https://www.limesurvey.org/),

- GoogleForms (https://www.google.com/intl/de_at/forms/about/),
- EUsurvey (https://ec.europa.eu/eusurvey/home/welcome).

If choosing an online platform, data protection regulations are important to consider to provide a sufficient survey environment for the users. The regulations of the companies or regions concerned need to be checked in advance.

It is highly recommended (but not compulsary) that pilot leaders of the GreenPATH project prioritize using LimeSurvey. Please be aware that the free LimeSurvey allows 25 responses per month.

3.1.3. Representativeness & number of participants

In general, the term representativeness is also often used to indicate that a sample represents a complete, miniaturized mirror image of the targeted population, which thus also correctly reflects all (essential) characteristics of the population. As this can never be fully verified, this use is not applicable in the strict sense (statista, 2024a). To address this, different aspects like gender, impairment etc. need to be considered when a survey is conducted.

The number of participants in a survey, the sample size, matters, too: A sample is a selection of people or objects that provides information on behalf of a population. The respondents in a sample are used to draw conclusions about the entire population. The prerequisite for a statistically meaningful result is that the sample, n people surveyed as a representative sample corresponds to a representative cross-section of the basic population N (statista, 2024b).

In the case of the GreenPATH project, at least **50 users** per pilot area need to be surveyed. Please bear in mind, with this sample size no further segregation of the users is possible (e.g. women and men) in the later analysis

3.1.4. Engaging participants

The following steps are important to carry out to make sure that the response rate is adequate. These steps are especially important if no personal contact is possible (Batiajew et al., 2019):
1. If area wide, announcement of survey on local media, for example on the web page of the municipality and the municipal newspaper. Usage of mailing lists of the companies to be addressed, internal newsletters, posters (including a QR code), motivating to participate in the survey during meetings, social media (like Instagram etc.), intranet, etc.
2. Announcement of questionnaire, preferably with the signature of a well-known and honourable person (e.g. mayor, mobility manager, CEO of the company) in the region/addressed companies,
3. Sending the questionnaire or an access code (in case of a web survey) or face to face contacts (handing over access code or carrying out face to face interviews). If conducting face to face contacts, try to keep representativeness in mind (e.g. by choosing different locations, times of the day, different weekdays for the interviews).
4. Contacting participants, who did not respond, again to encourage them to participate and point out the importance of their contribution to the survey.

3.2. Procedure & time plan

The methodology of user engagement consists of a step-wise process (Figure 1):

Step one: A questionnaire is prepared and distributed among the pilot area leaders. Current commuting behaviour, trip experience, reasons for choice of means of transport, knowledge about infrastructure offers, suggestions of improvement, willingness to change behaviour and knowledge about mobility management are to be answered by users in order to guide the pilot action leaders towards the identification of the relevant gaps and therefore potential for their pilot action. Local partner should translate and add, if applicable, further questions to this compulsory set of questions (individual questions).

Step two: Based on the given answers by the users in each pilot area, the results of the compulsory section are then compared in a cross-case analysis to elicit similarities, and differences among the results across the pilot actions, which is documented in this deliverable. This approach is chosen to give pilot action leaders the possibility to reflect upon their pilot activities and therefore to be able to identify relevant strategies for action and to provide mutual learning. Individual section (if there is) will be analysed by the local partners.

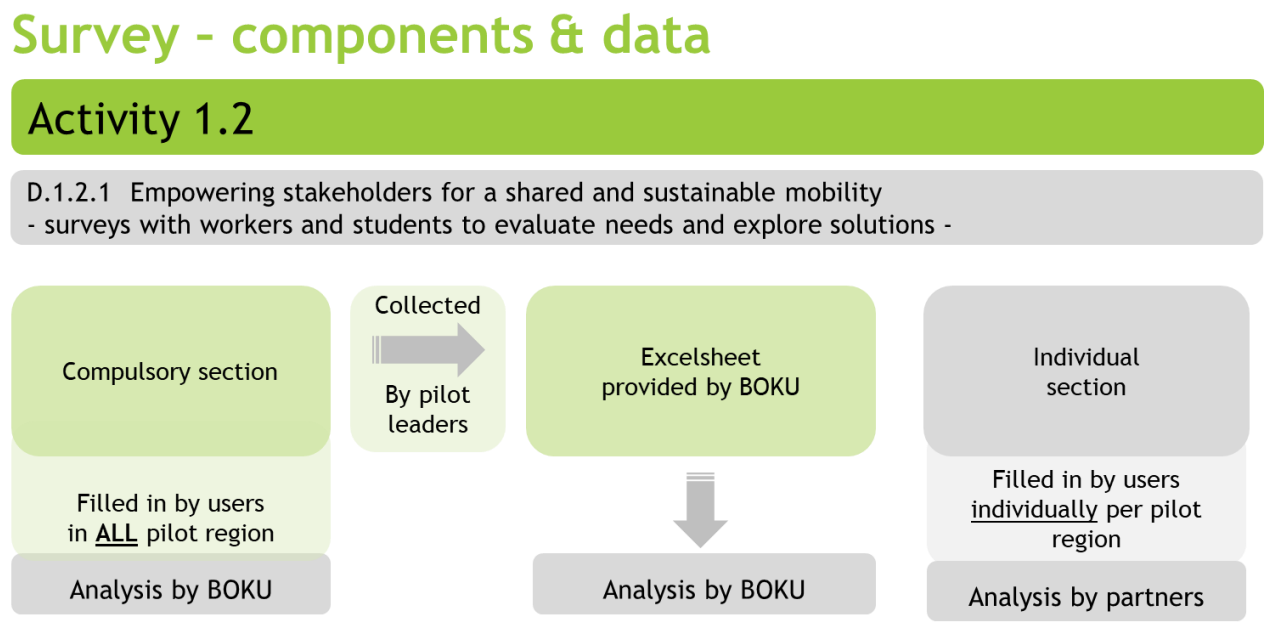


Figure 1: Survey sections

Template usage procedure

Step 1: Use the template (word document), develop the online questionnaire with your preferred tool or import the user survey template (.lss) provided by BOKU in English language for LimeSurvey. In any case, KEEP the code names provided by BOKU the same way as they are provided in the excel sheet to enable cross case analysis. In case you use another platform than LimeSurvey please use the provided code list when developing and exporting your survey results/database.
Step 2: Translate user survey to your local language (if needed) directly in LimeSurvey or your preferred tool.
Step 3: Conduct user survey (distribute links to users in your pilot area).
Step 4: Export user survey to excel to that it matches to the provided excel sheet template by BOKU to enable cross case analysis (export with codenames, see chapter 7.4). In case you use another platform than LimeSurvey please use the provided code list when you export your survey results/database.
Step 5: Send excelsheet with your database/results to BOKU.

3.3. Template for user survey

The template for the user survey can be found in the annex (see chapter 7.8). It provides a template for the user survey, which was conducted in each pilot area. The template consists of two parts: a compulsory section, which was conducted by all pilot areas to provide a basis for the cross-case analysis among pilot areas and a section with in depth, non-mandatory questions, which can be added by each pilot area as they prefer to suit their individual requirements. These questions should be able to inspire, but further local questions can be added as well. Please note, these questions cannot be cross site analysed at a later stage. The following topics are covered by the compulsory section: current commuting behaviour, trip experience and their knowledge regarding mobility management activities to elicit potential for pilot action as well as user related data like gender, age etc..

4. Results of user survey across the pilot areas

4.1. Sample size & user data

4.1.1. Number of respondents

The surveys were launched in the pilot areas from December 2024 to January 2025. The number of respondents, who filled in the survey, varied among the pilot areas: Monza stands out with 252, Osijek follows with 119, 118 in Vienna, Maribor with 100, Kecskemét with 71, 63 in Berlin, Ravenna with 59. Overall, 782 respondents filled in the questionnaire (Figure 2).

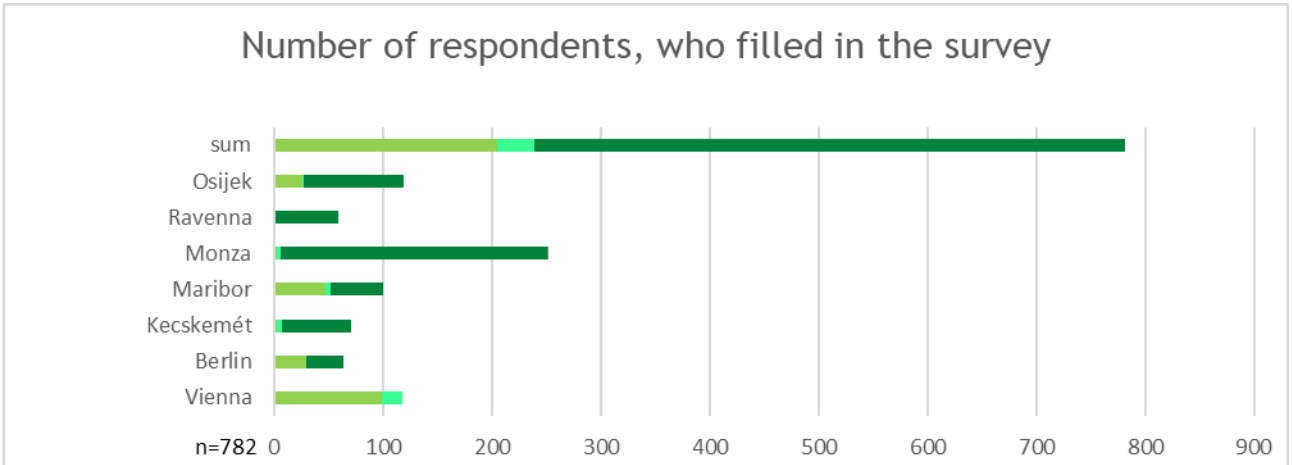
Due to focus upon different target groups across the pilot areas, in Vienna, the participants were students or students, who were also employees. In Monza and Ravenna, mainly employees answered the questionnaire, in Berlin and Maribor roughly half of the respondents were students, half were employees. In Osijek, the majority were employees. Overall, 205 students answered the questionnaire, 34 who were students and employees and 542 employees (Figure 2).

The questionnaire was designed with non-mandatory questions, to provide the most possible participation. Therefore, the sample size varies across the answers. The lowest number of the sample size throughout all questions roughly represents the number of respondents, who filled in the whole survey, which is 519 (regarding questions that all participant could fill in (e.g. sample size of specific questions for employees, were not considered here).

The number of datasets not included in the survey are the following per pilot area and in total 86. These datasets were not included due to the following reasons: the survey was started but no answers were provided or the survey was started but only the first question was answered, or in the case of Vienna, some employees also answered the questionnaire, but due to the focus of the pilot action, these datasets were excluded (Table 1).

Table 1:Data set reductions

GreenPATH FUA	Original dataset	Reasons for reduction			Dataset for analysis
		Survey started but no answers	Survey started but filled in first question only	FUA specific	
Osijek	127	-3	-5		119
Ravenna	64	-1	-4		59
Monza	283	-7	-24		252
Maribor	102	-1	-1		100
Kecskemét	71	0	0		71
Berlin	80	-2	-15		63
Vienna	142	-10	-9	employees only (-5)	118



	Vienna	Berlin	Kecskemét	Maribor	Monza	Ravenna	Osijek	sum
student	99	29	2	47	2	0	26	205
student and employee	19	0	5	5	4	0	1	34
employee	0	34	64	48	245	59	92	542
no specification					1			

Figure 2: Number of respondents, who filled in the survey

4.1.2. Gender

Regarding gender, in Monza and Vienna the percentage of women is higher than 50% whereas in the other pilot areas more than 50% of the respondents were men (expect for Berlin) (Figure 3).

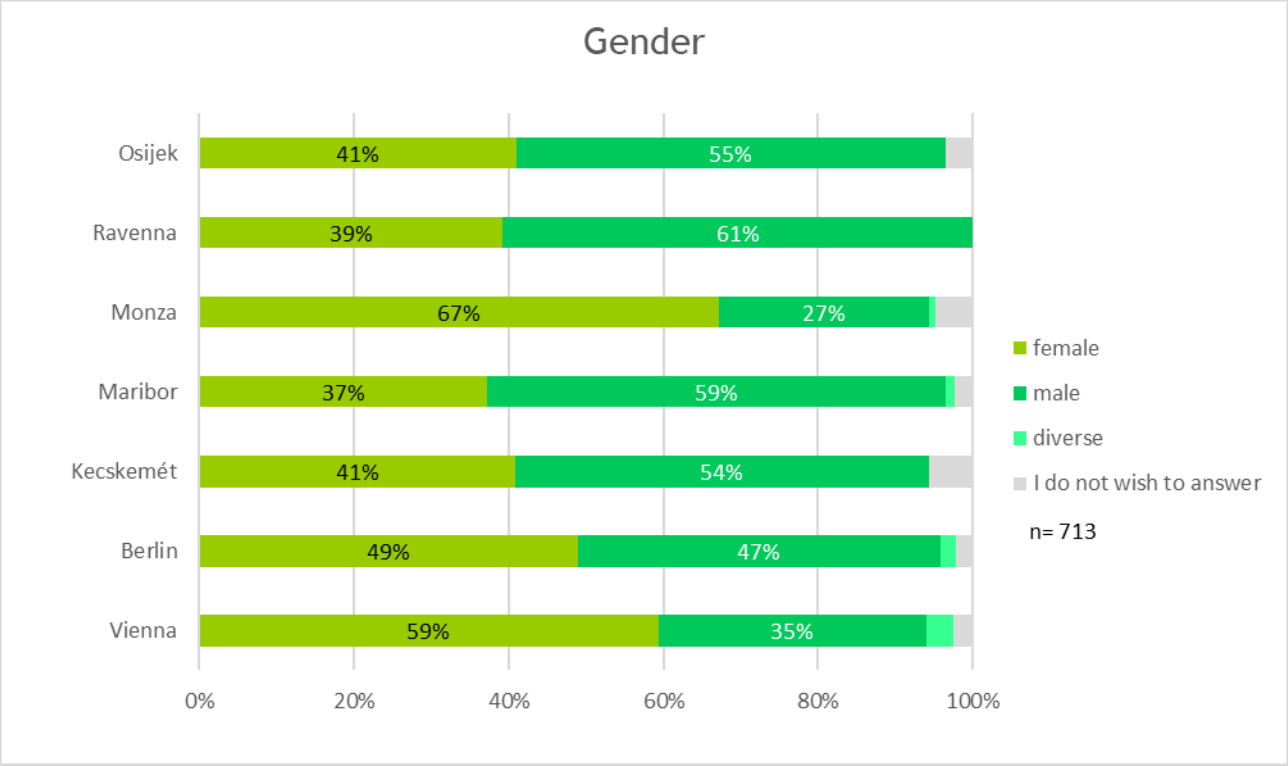


Figure 3: Gender of respondents

4.1.3. Age

The age of the respondents differs among the pilot areas: In Osijek, the majority (81%) are between 18 to 44 years old. In Ravenna, the age group of 18 to 24 is not represented but therefore all other age groups are represented, with almost equal shares. Monza shows strong tendency towards the age groups from 35 to older than 65 years, with the highest share in the age group of 55 to 64 years (39%). In Maribor, almost half of the respondents (47%) are 18 to 35 years old. The rest of the age groups vary from 12 to 17 percent. In Kecskemét, almost half (46%) of the respondents are younger than 34 years but according to the age groups, the highest share of respondents is between 45 and 54 years old (37%). In Berlin and Vienna, where the pilot action targets students, a clear tendency towards young respondents is visible: in Berlin the majority of the respondents (75%) are between 18 and 44 years, with a strong focus (44%) upon the age group of 25 to 34, in Vienna, almost 90% are between 18 and 34 years old (Figure 4).

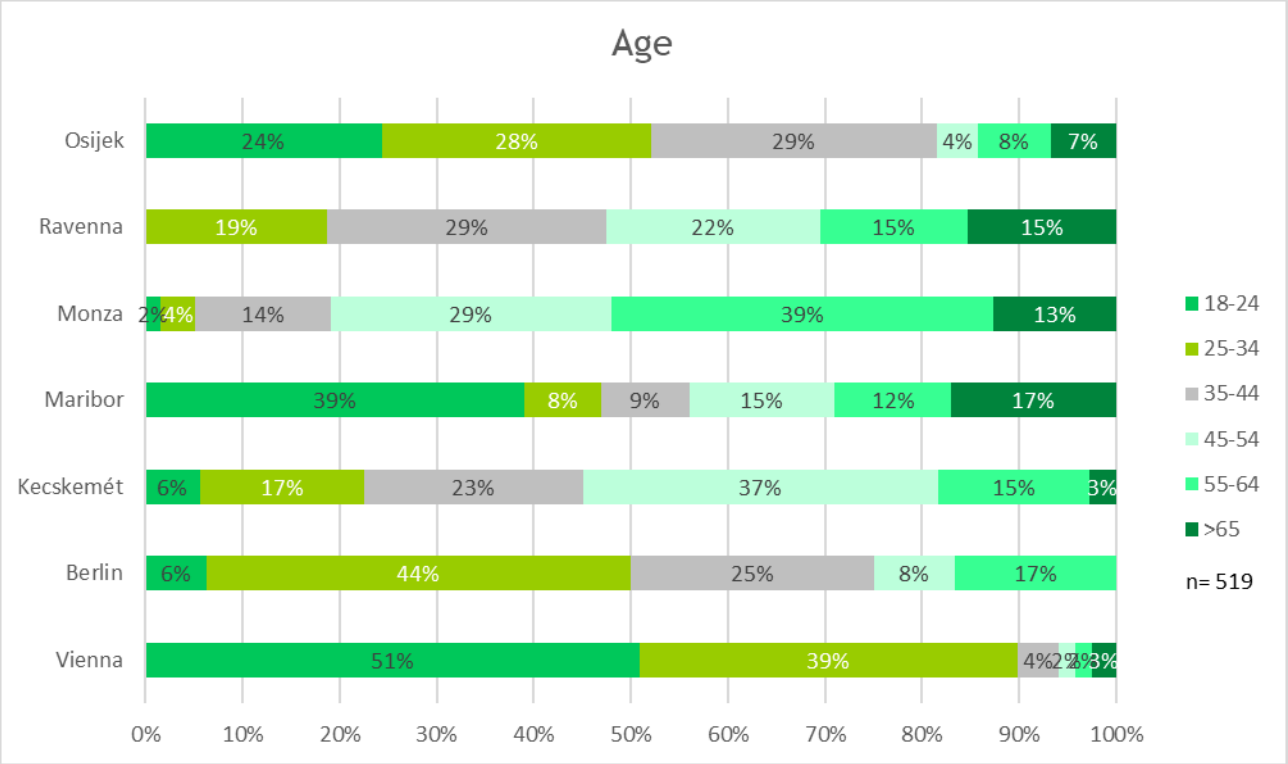


Figure 4: Age of respondents

4.1.4. Highest level of education

In Vienna and Maribor university and A-levels were the most common. This might be due to the high number of students in their sample. In Berlin, the majority of participants holds a university degree. In Kecskemét, Ravenna and Monza, the highest level of education differs from university, to A-levels to compulsory school with apprenticeship and compulsory school-leaving certificate. No qualification is stated only in Ravenna and Kecskemét in very low numbers. So overall, the respondents do hold a high level of education (Figure 5).

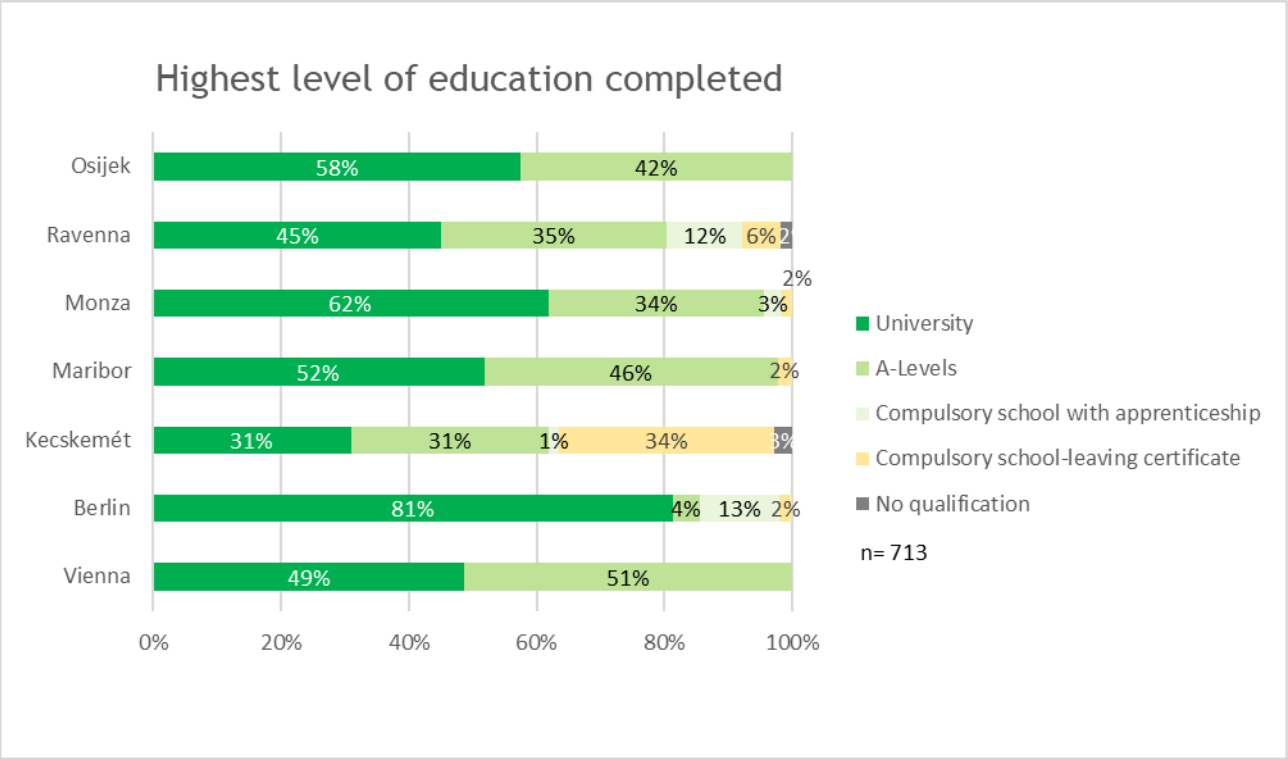


Figure 5: Highest level of education

4.1.5. Availability of driver's licence

The majority of the respondents has a driver's licence. Berlin, has the highest percentage of respondents with no driver's licence (35%), followed by Vienna (17%). This might be due to the characteristic of capital cities where public transport availability might be rather high (Figure 6).

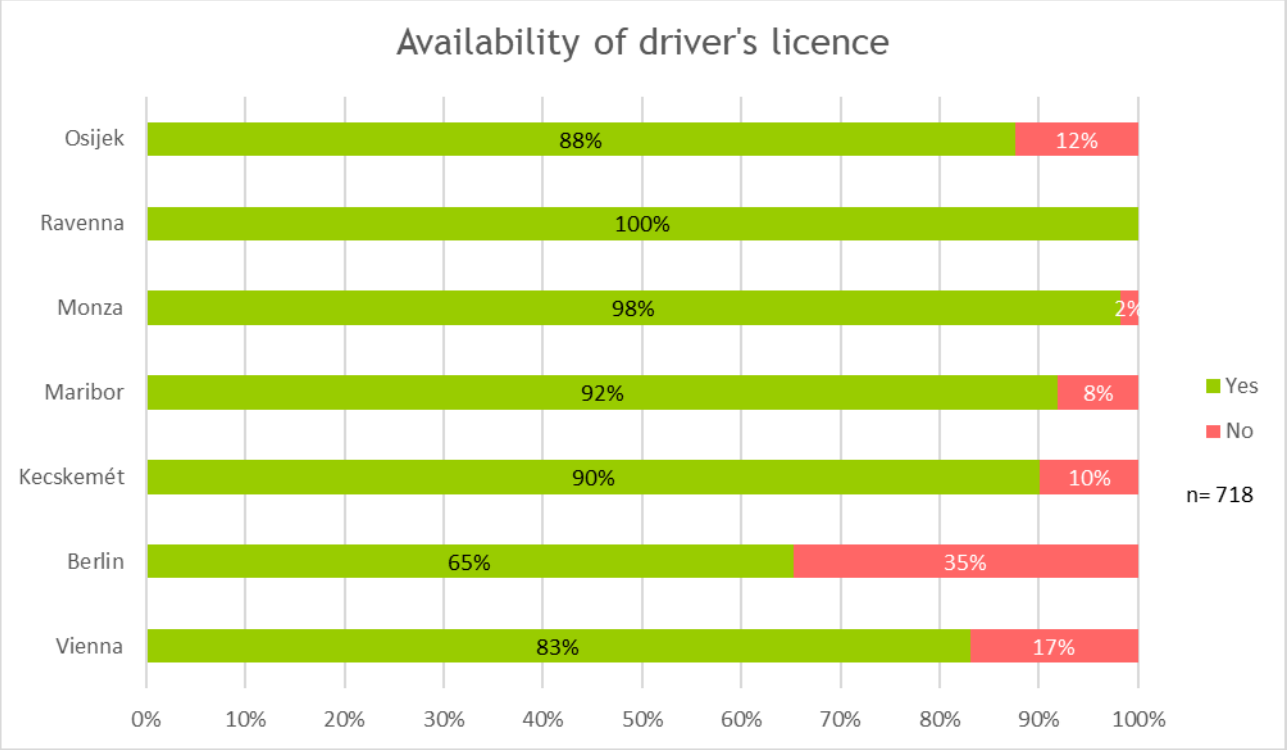


Figure 6: Availability of driver's licence

4.1.6. Working situation

If respondent stated that they are employees, they were also asked, about specifics regarding their work situation. Working time flexibility is available for the majority of employees, except for Kecskemét were only 20% answered with yes. In Vienna, all employees are primarily students but it is remarkable, all of them have flexible work contracts (Figure 7).

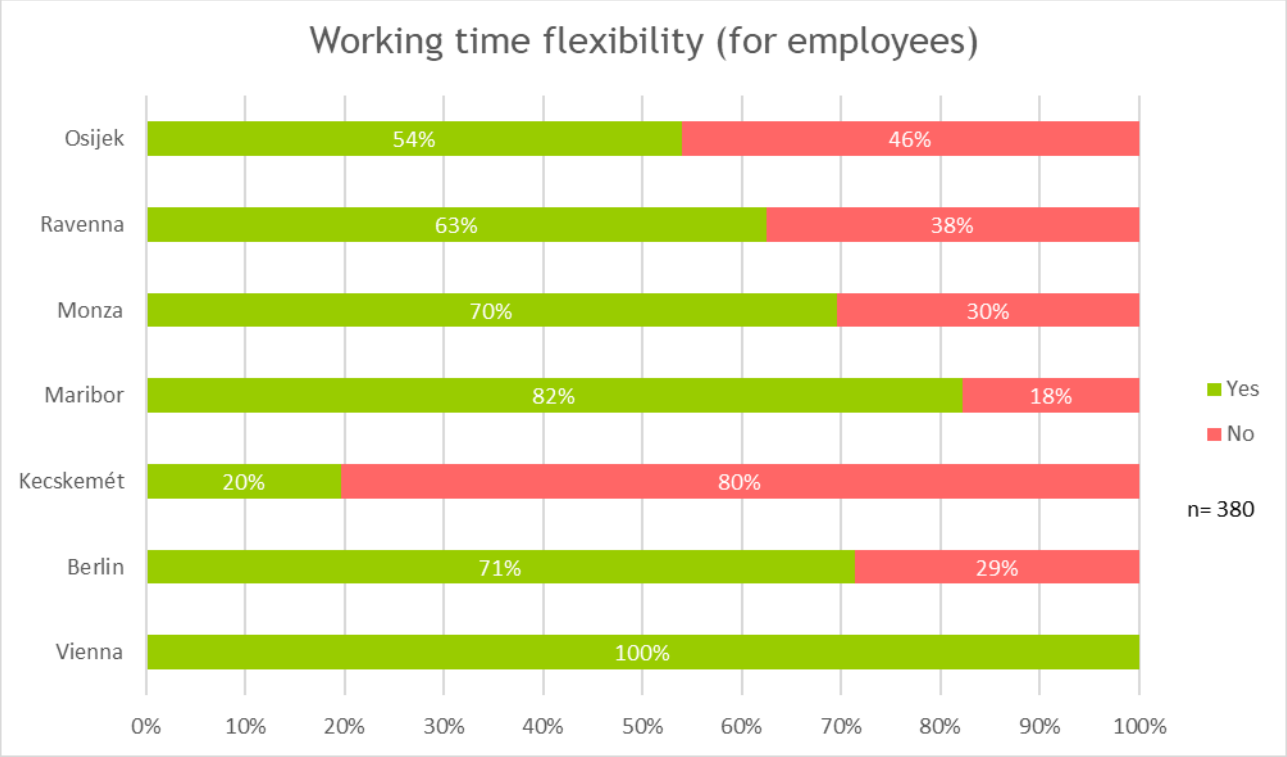


Figure 7: Working time flexibility (for employees)

Home office/ smart working is available for some employees in the pilot areas: In Ravenna and Kecskemét, for the majority of the employees, smart working is not available. In all other pilot areas, the percentages range from 46% to 71%, starting with Osijek (46%), Monza (59%), Vienna (67%) Maribor (69%) and Berlin (71%) (Figure 8).

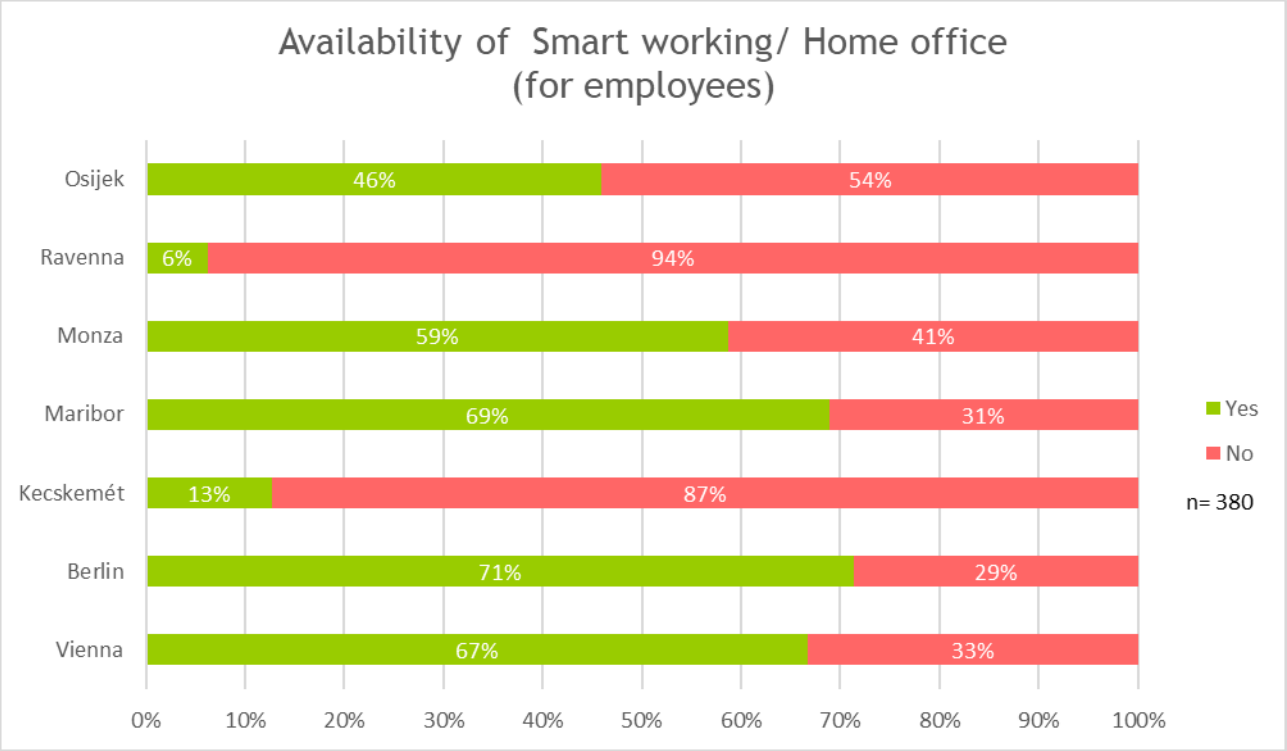


Figure 8: Avaiability of smart working/ home office (for employees)

As expected and reasonable looking on the structure of companies, only a minority of respondents, who stated to be an employee or a student AND employee, hold a position in the management level within the companies (Figure 9).

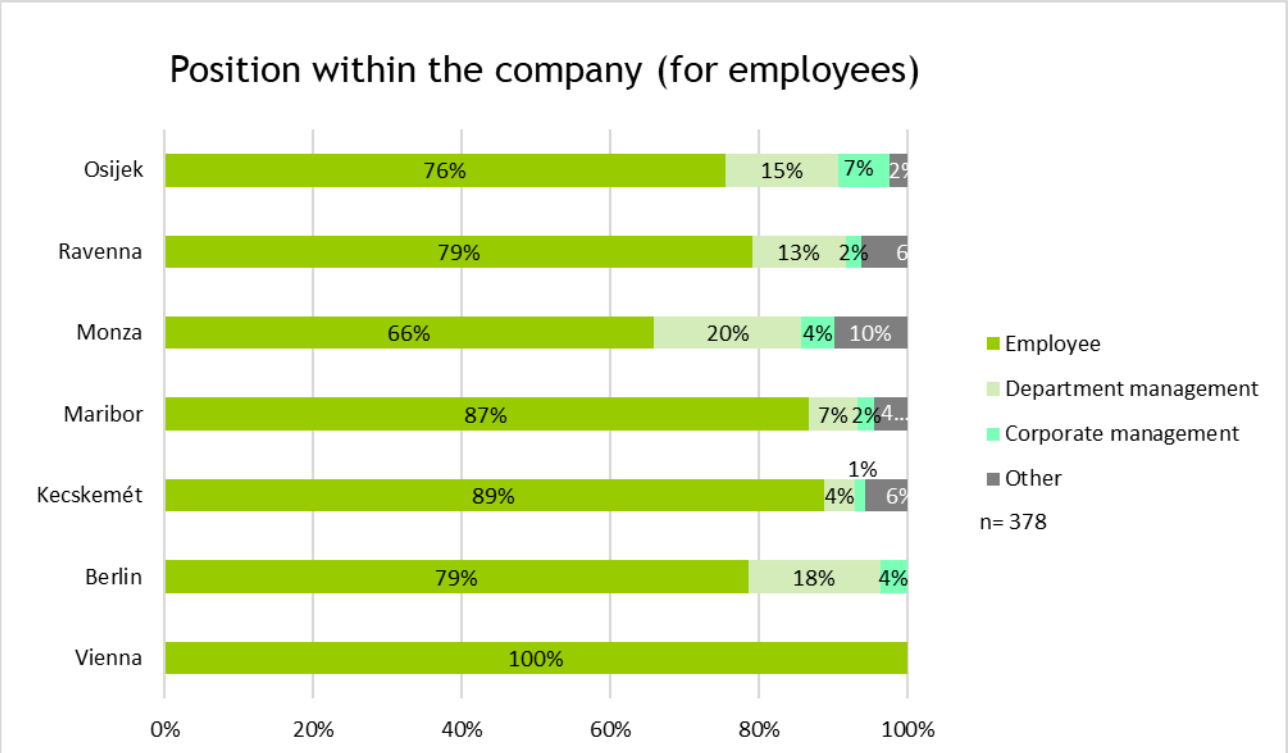


Figure 9: Position within the company (for employees)

Their working contract is mainly full-time (at least 30 hours per week). In Vienna, part-time contracts are the majority, which is due respondents who stated to be employees are also students (Figure 10).

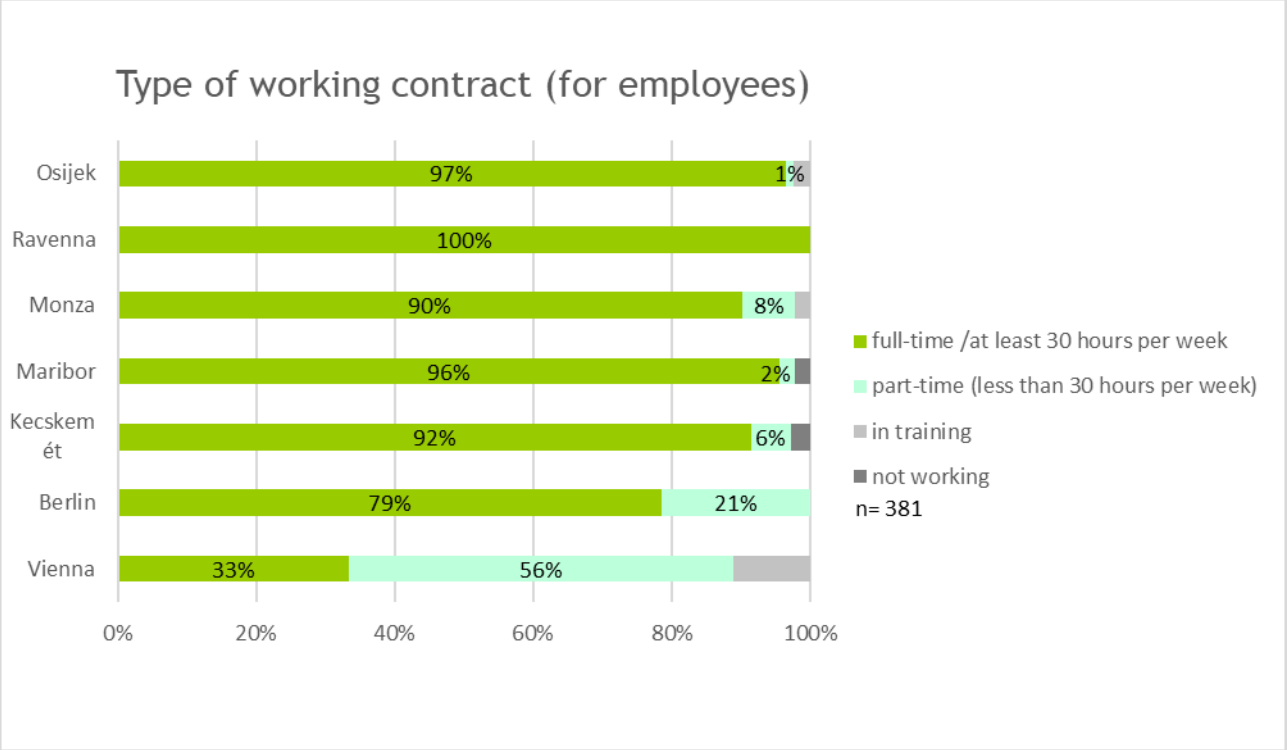


Figure 10: Type of working contract (for employees)

4.2. Current commuting situation

4.3. Usage of means of transport for commuting

4.3.1. Public transport (PT)

Public transport use for commuting differs among the pilot areas (Figure 11): In two pilot areas, the majority uses PT daily or 1-3 days per week: In Berlin and Vienna, public transport is used (almost) daily by 54% of the respondents. Additionally, roughly one quarter uses public transport on 1 to 3 days per week (26% in Berlin and 24% in Vienna). Therefore, public transport is used very frequently in these two pilot areas.

In the other pilot areas, the majority of respondents states not to use public transport for commuting either never or less frequently than monthly. On the other side, in all pilot areas, some respondents state to use it daily or almost daily or 1-3 days a week: In Kecskemét, 35% commute daily/ almost daily or 1-3 days per week. But the majority states to not use public transport ever or less frequently than monthly (55%). A similar commuting behaviour is revealed for Maribor, where 45% state that they never use public transport plus 9% use it less frequently than monthly. 16% in Monza and 20% of Osijek's respondents state to use public transport daily or almost daily but the share for usage of PT 1-3 days per week is rather low with 7% in Osijek and 9% in Monza. Ravenna's shares stand out in the way that only 5% of the respondents daily commute with PT and the vast majority (84%) never use PT.

We conclude that public transport differs according to the size of the pilot areas: Berlin and Vienna are capitals with most likely a high connectivity and availability of PT. But in all pilot areas some respondents state to use public transport daily. These respondents are potentially interesting to address as role models: eliciting their preferences for public transport and broadcasting their strategies to deal with barriers along their commuting trip with public transport might encourage current car users to switch to public transport modes (if the personal circumstances match).

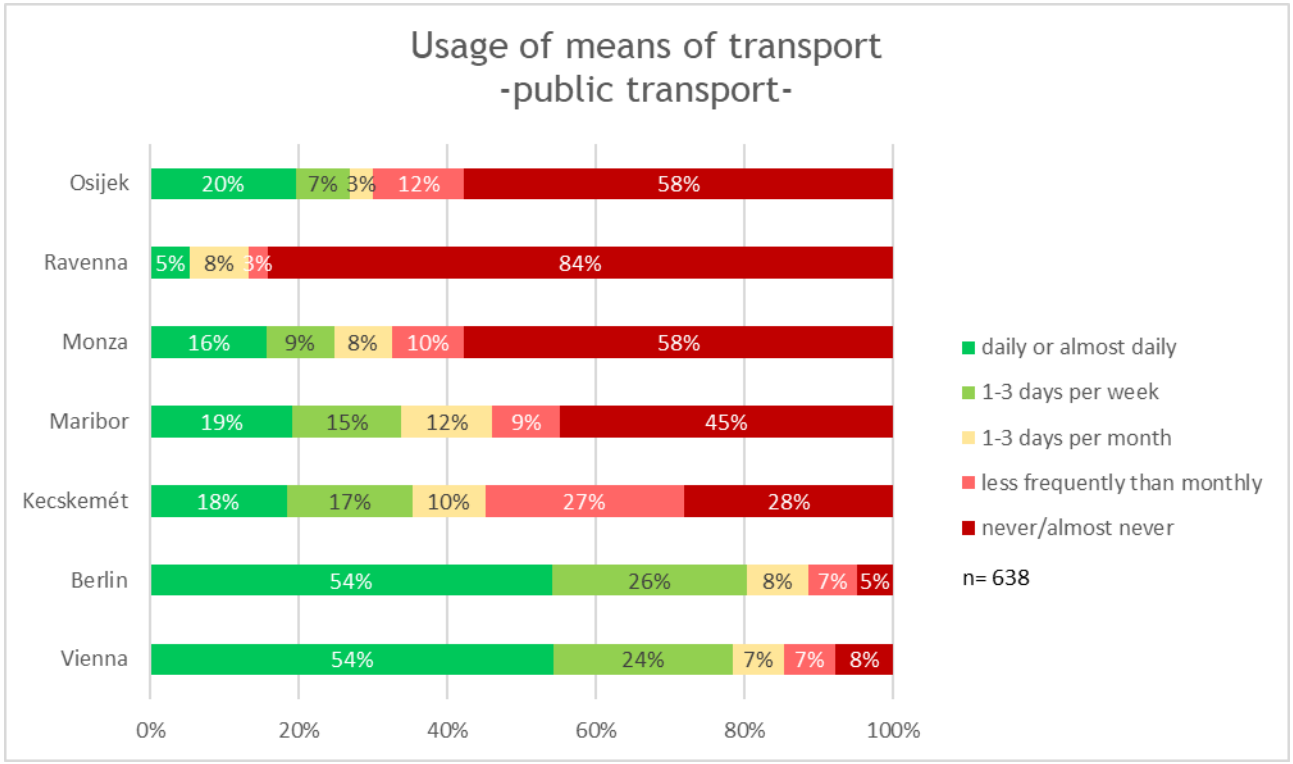


Figure 11: Usage of means of transport for commuting per pilot area -public transport-

4.3.2. Active transport modes (walking and cycling)

Commuting behaviour with active transport modes like walking and cycling will be described in the next section:

The majority of respondents never or less frequently than monthly walk the whole trip to the university or workplace by foot (Figure 12). This is especially true for Ravenna, where 95% of the respondents stated to (almost) never walk the trip. We assume that a workplace and university are not available in small scale proximity for the majority of population in the pilot areas, walking the whole trip for commuting purposes does need some spatial proximity of the starting point (like home) to the destination to be efficient on a regular basis.

But it is important to point out walking by foot is already an established (almost) daily or 1-3 days a week-commuting practise in all the pilot areas: especially, Maribor shows high shares of walking on a (almost) daily basis (35%) plus 15% commute by foot for 1-3 days a week. Also, in Monza 34% commute by foot (almost) daily or 1-3 days per week.

Overall, shares of respondents that commute (almost) daily or 1-3 days per week by foot are already existing and are therefore essential to address as role models for the pilot areas but also to encourage their commuting practise further.

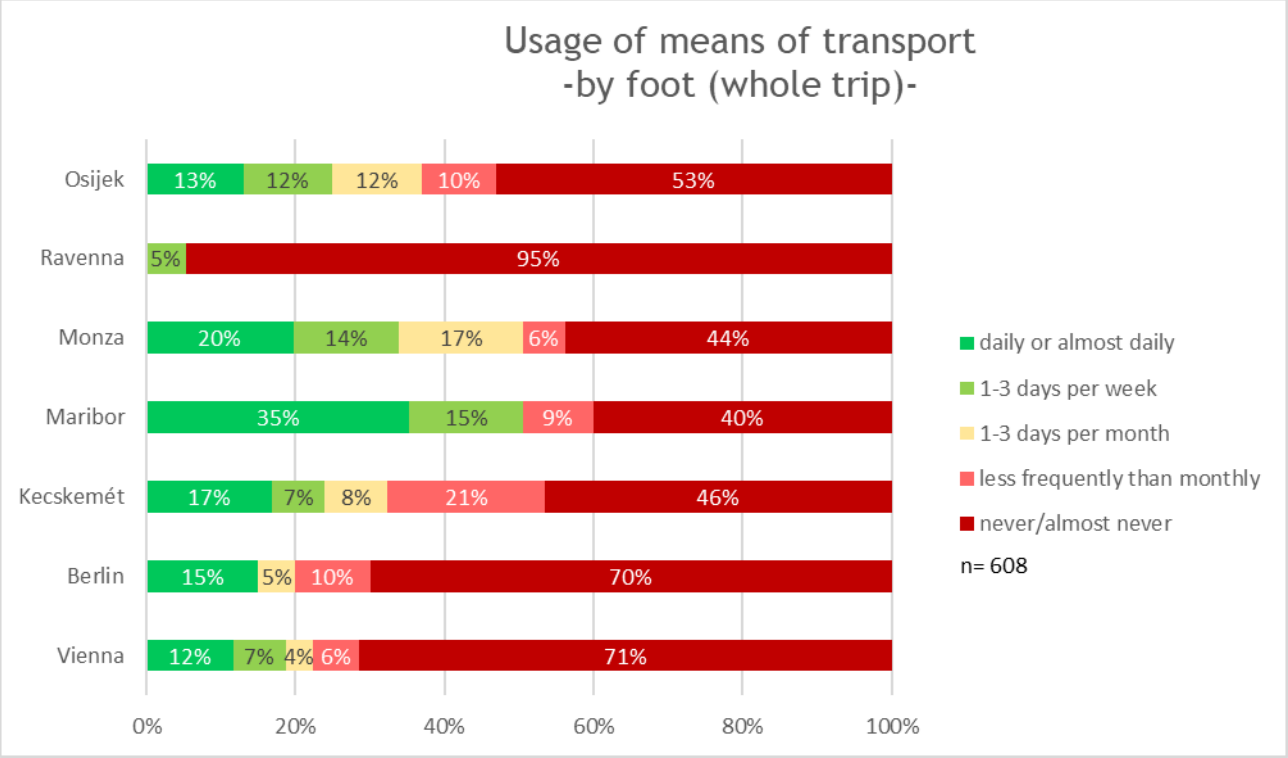


Figure 12: Usage of means of transport for commuting per pilot area - by foot (whole trip)

Also, private bicycle usage for commuting is not a daily practise for also the whole majority of respondents across the pilot areas (Figure 13). But Monza does show high levels (almost) daily usage (43%) plus 15% of commuting on 1-3 days per week with a private bicycle. 89% of Ravenna's respondents state to (almost) never cycle to work with a private bicycle and 0% cycle (almost) daily.

Again, in all pilot areas, cycle to work with a private bicycle is an (almost) daily practise for some respondents. Therefore, addressing activities that encourages this mobility behaviour long-term but also addressing those commuters' needs regarding existing barriers to sustain this behaviour is essential to provide sustainable solutions and promoting these actions accordingly to encourage further commuters, who might not commute by active transport modes yet and promoting the addressing of commuting needs and therefore improving reliability of this transport mode.

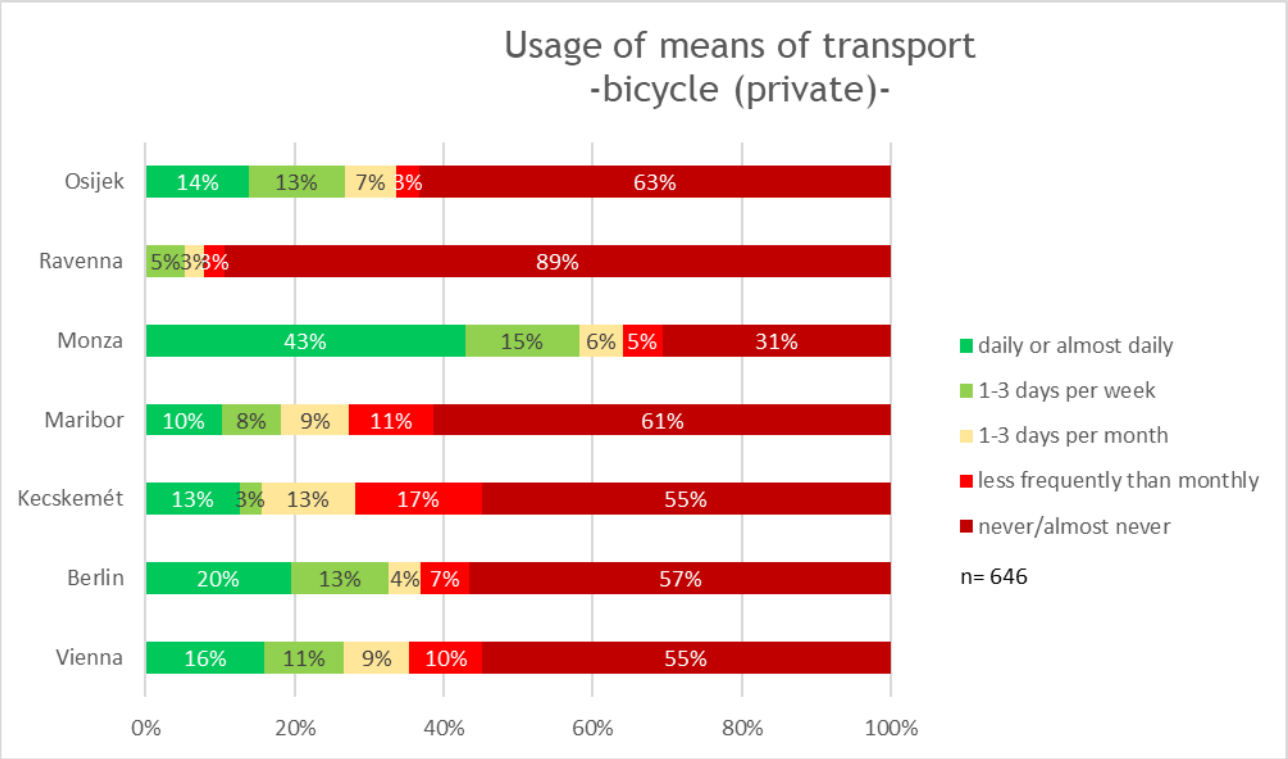


Figure 13:Usage of means of transport for commuting per pilot area - bicycle (private)

Other means of transport familiar with cycling, such as shared (e-) bicycle usage and e-scooter (private or shared) are not common in the pilot areas, but used by some respondents in the pilot areas for commuting to university of the workplace.

4.3.3. Private motorized transport modes

Overall, private car usage as a driver is quite common across the pilot areas, except for Berlin and Vienna, where the vast majority of over 80% of the respondents state to (almost) never commute as driver by private car. Ravenna stands out as well by 95% of the respondents stating to commute (almost) daily by car and only 5% state to (almost) never commute by car. We assume, that private car commuters hold the potential to provide carpooling options for colleagues, which could support a reduction in CO2 emissions (Figure 14).

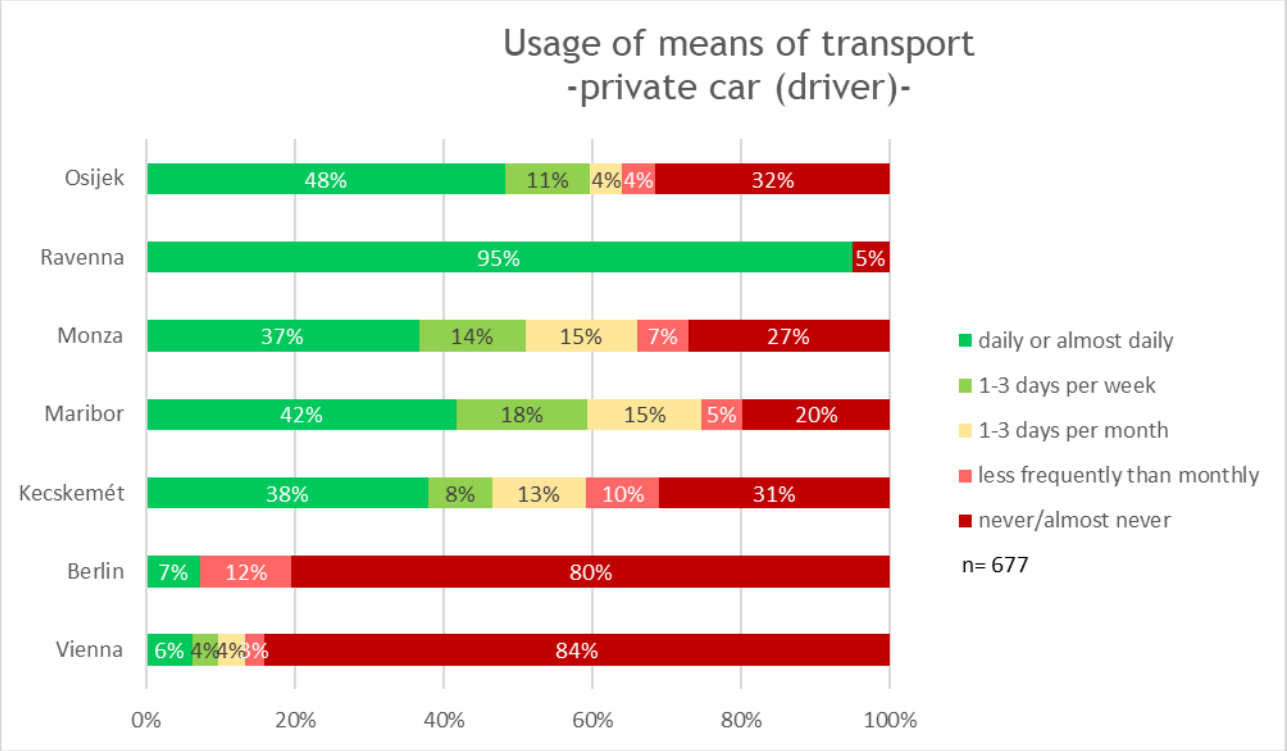


Figure 14: Usage of means of transport for commuting per pilot area - private car (driver)

Commuting in a private car as a passenger is less common across the pilot areas. But those, who commute as passengers in private cars, could be valuable role models for sharing their advantages (compared to driving by themselves) and therefore help reduce private car usage as a driver (Figure 15).

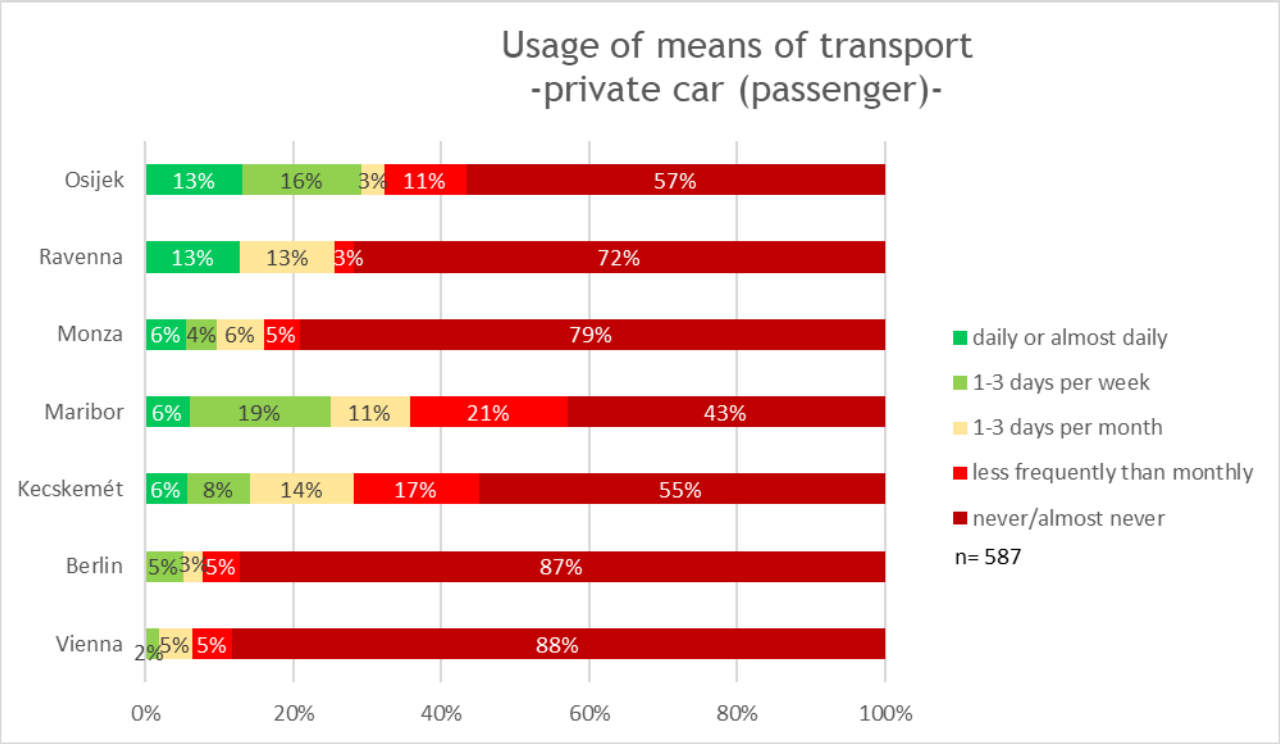


Figure 15: Usage of means of transport for commuting per pilot area -private car (passenger)-

Other means of vehicle driving such as shared (e-) motorcycle usage, (e-) company car, (e-) car sharing are not common in the pilot areas, but used by some respondents in the pilot areas for commuting to university or the workplace.

4.3.4. Activities included in commuting trip

Commuting trips to the university of workplace may include other activities like care work like bringing kids, picking up kids, shopping, running errands other than shopping or leisure activities.

All mentioned activities are conducted by some respondents (almost) daily or 1-3 days per week.

Taking care of the kids (bringing and picking up kids) is not so common across the pilot areas (Figure 16, Figure 17). Ravenna shows the highest share with 20% of the respondents bringing kids (almost) daily plus 18% bring their kids 1-3 days per week, which makes 38% of respondents in Ravenna take care of their kids during commuting. This important to consider when implementing mobility management activities. The shares for picking up the kids are quite similar to the share for bringing them.

Shopping 1-3 days per week is common across the pilot areas with roughly 30%, except for Ravenna. Running errands other than shopping are included in the commuting trip on 1-3 days per week varying from 12% to 26% across the pilot areas. Leisure activities are included in the commuting trip by roughly 30% 1-3 days per week, except for Berlin (18%) (Figure 18, Figure 19, Figure 20).

We conclude, that high shares of the respondents state to include (almost) never or less frequently than monthly activities in their commuting trips. Including such activities on a (almost) daily basis or 1-3 days per week is a common behaviour for some respondents. We suggest to consider this when mobility

management activities are planned and implemented as the combination of different trip purposes does require some reliability of the transport mode to be able reach the other activity in time (like bringing/ picking up kids) but also some flexibility of the transport mode as shopping, other errands or leisure activities might require an adaption of the route to reach different addresses.

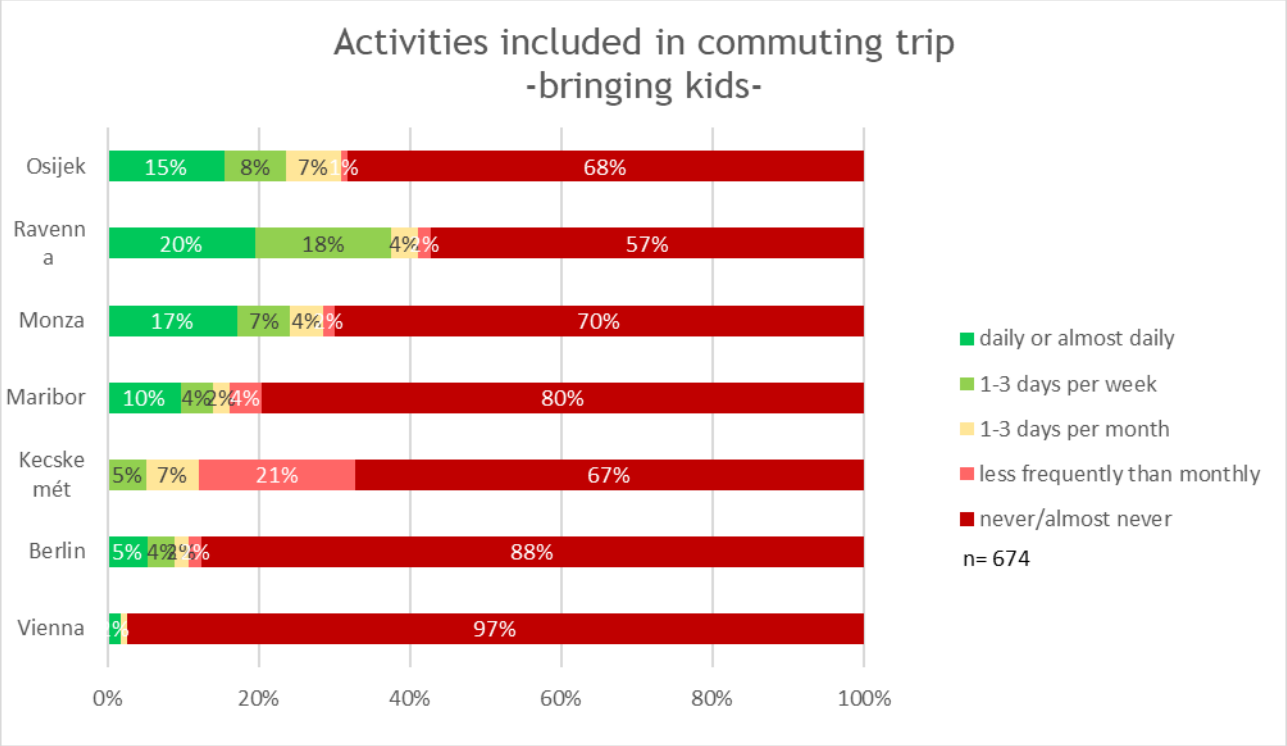


Figure 16: Activities included in commuting per pilot area -bringing kids-

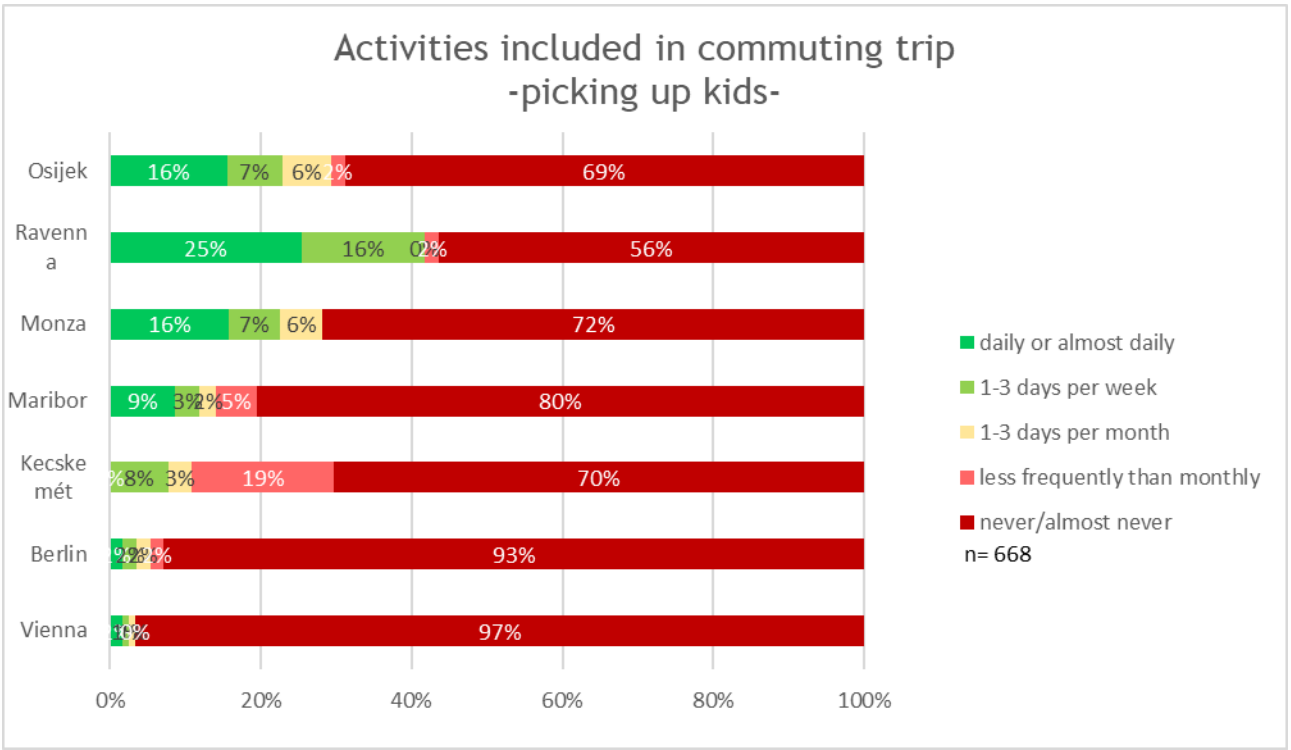


Figure 17: Activities included in commuting per pilot area -picking up kids-

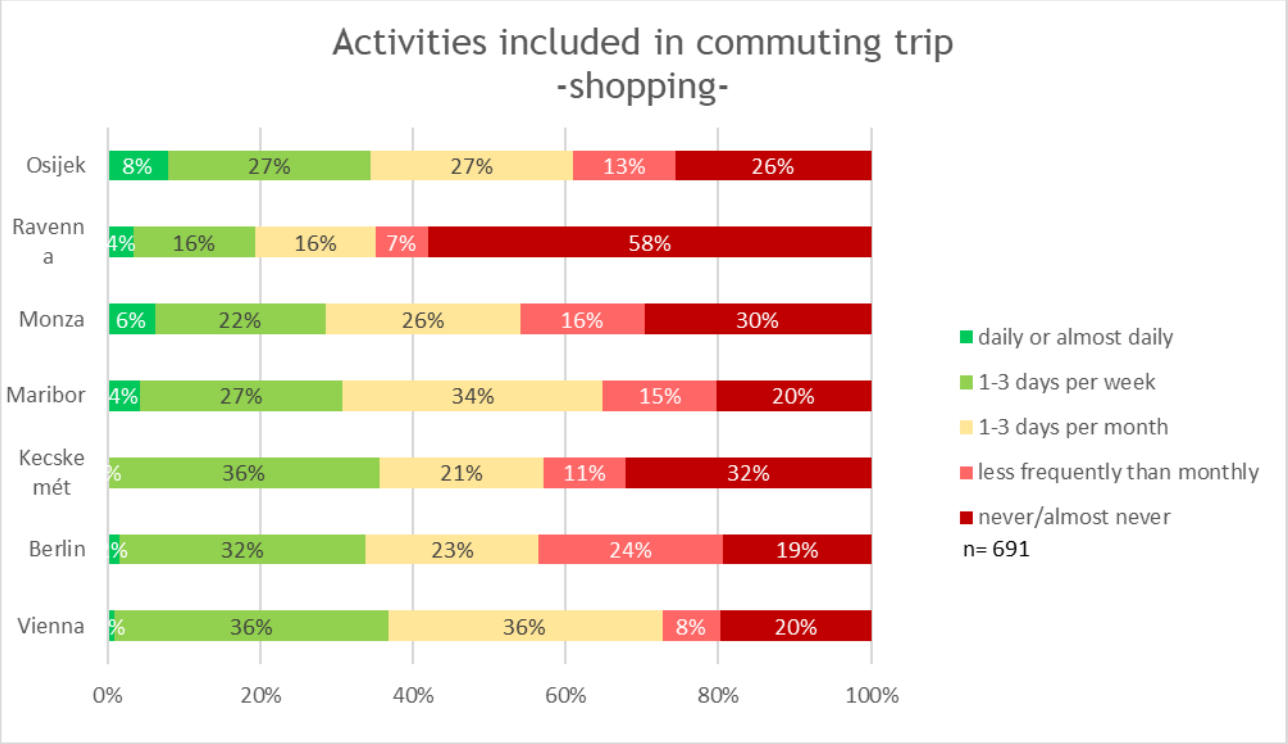


Figure 18: Activities included in commuting per pilot area -shopping-

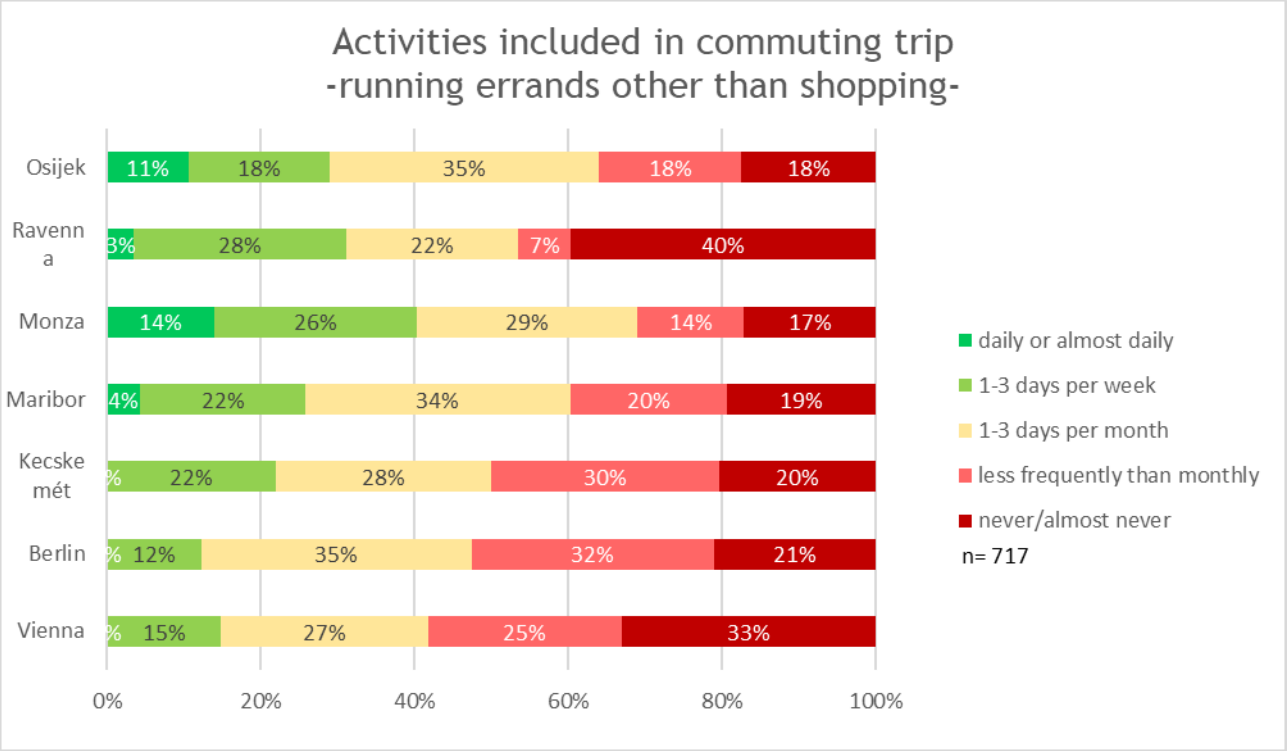


Figure 19: Activities included in commuting per pilot area -running errands other than shopping-

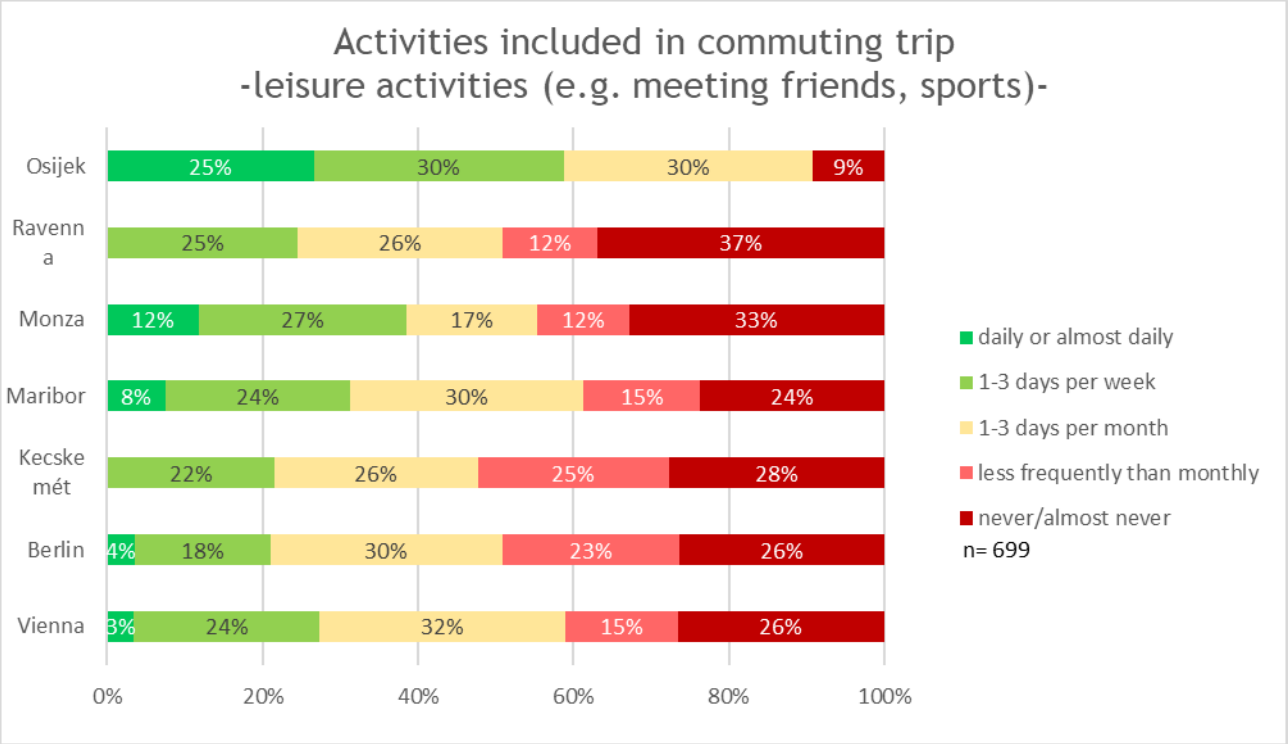


Figure 20: Activities included in commuting per pilot area -leisure activities-

4.4. Factors for mode choice

Respondents were asked, which of the following factors describe their reasons for their commuting practice best, related to their primary means of transport: **price, flexibility, time-efficiency, availability, environment, comfort, reliability, journey duration, independence, health, safety, weather or other** factors.

4.4.1. Price

In Osijek, **price** is valued as important: the majority (71%) stated that the **price** is very important (44%) plus 27% assume it as rather important. In Ravenna, the price is rather valued neutral (42%) with only 24% valuing it as very important and 9% as rather important. In Monza, 66% agree upon importance: 30% consider it as important, 36% as rather important. In Maribor the price is less important with in total 37% considering it important: 11% very important and 26% rather important. In Kecskemét, in 50% value it as important, followed by Berlin with 21% considering it very important and 26% as rather important. In Vienna only 15% consider it very important, while 35% as rather important.

Overall, the **price** is considered very important in Osijek, and Monza, while in the other pilot areas the importance is also elicited but varies (Figure 21).

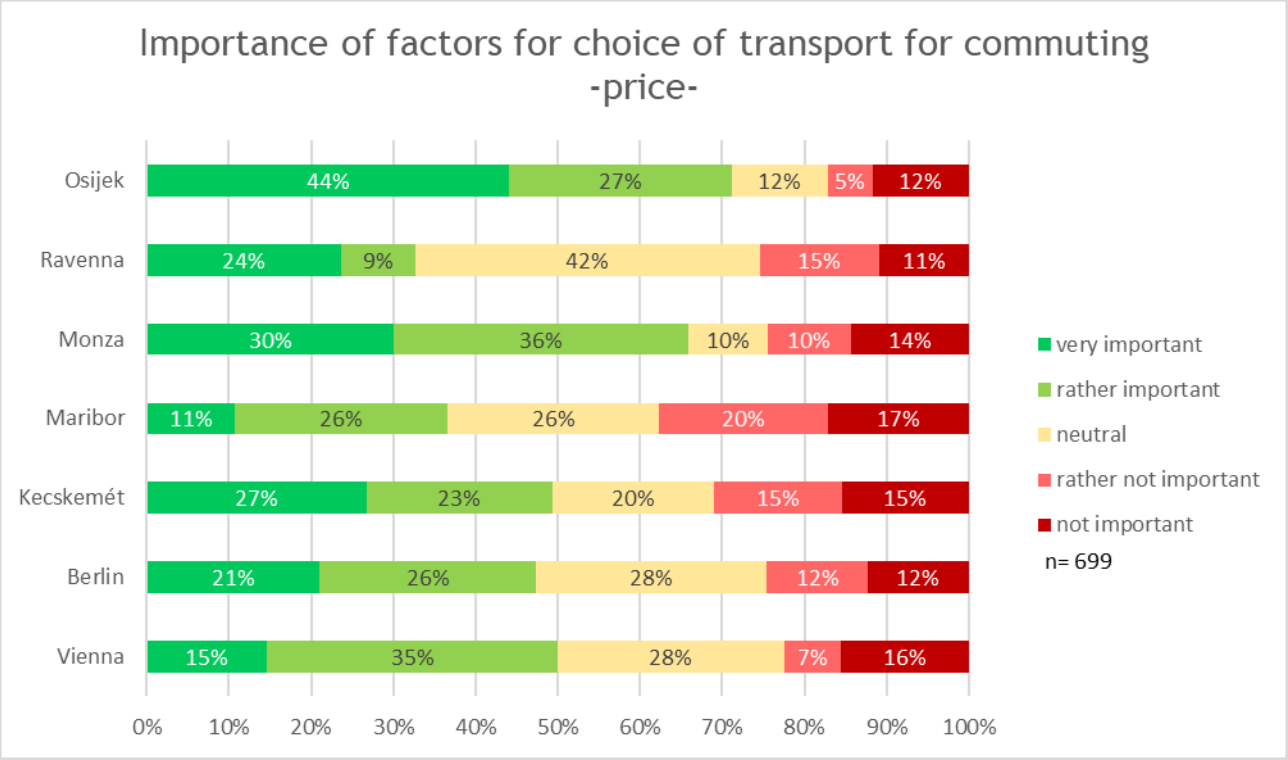


Figure 21: Importance of factors for mode choice per pilot area - price-

4.4.2. Journey duration, availability, time-efficiency, flexibility, reliability and

The factors **journey duration, availability, time-efficiency, flexibility and reliability** and are considered very important or rather important in all pilot areas by the majority of respondents.

The factor **journey duration** is considered important (very important plus rather important) by more than 80% of the respondents in each pilot area. The factor **availability** shows very high shares for "very important", while for **flexibility** and **time-efficiency**, also shares for "rather important" are high with more than 20% (Figure 22-Figure 26).

We conclude, that **journey duration**, **availability**, **time-efficiency**, **flexibility** and **reliability** are considered important by the respondents throughout the pilot areas, even more than the factor **price**. This might relate to commuting being a rather routine-oriented activity.

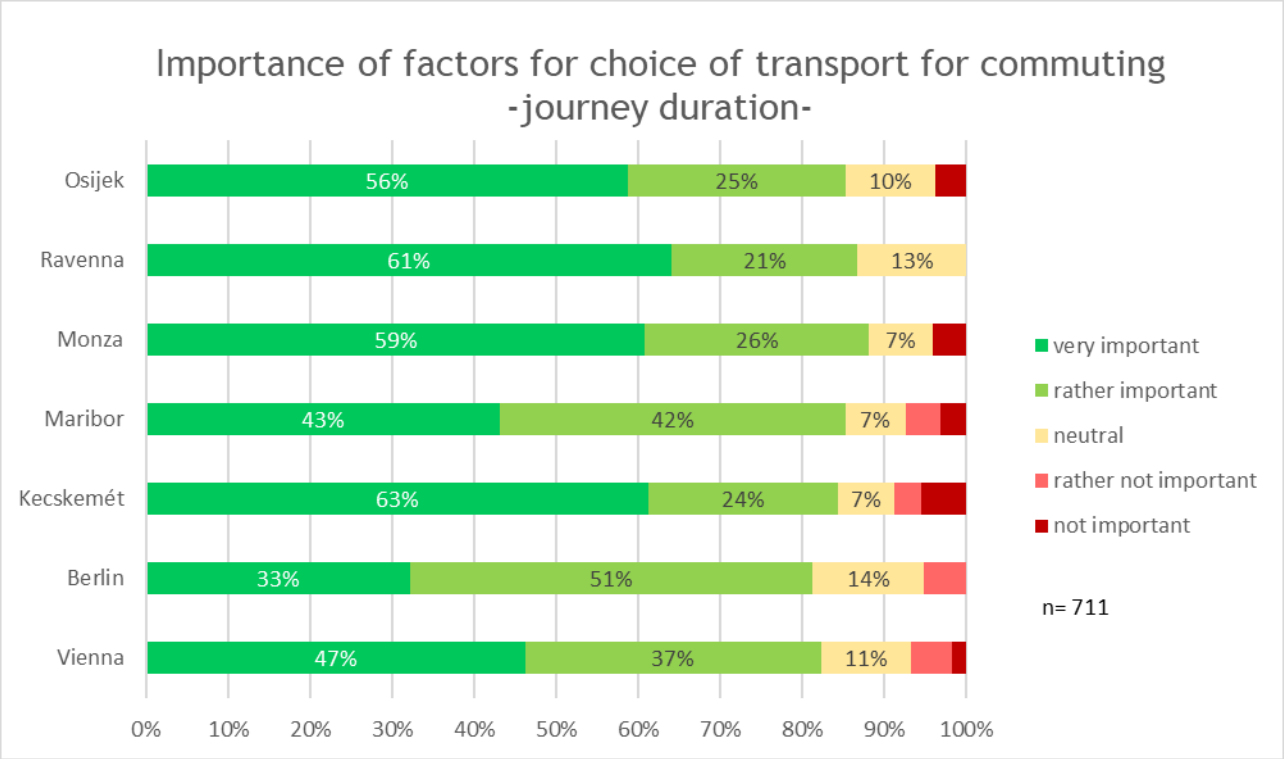


Figure 22: Importance of factors for mode choice per pilot area -Journey duration-

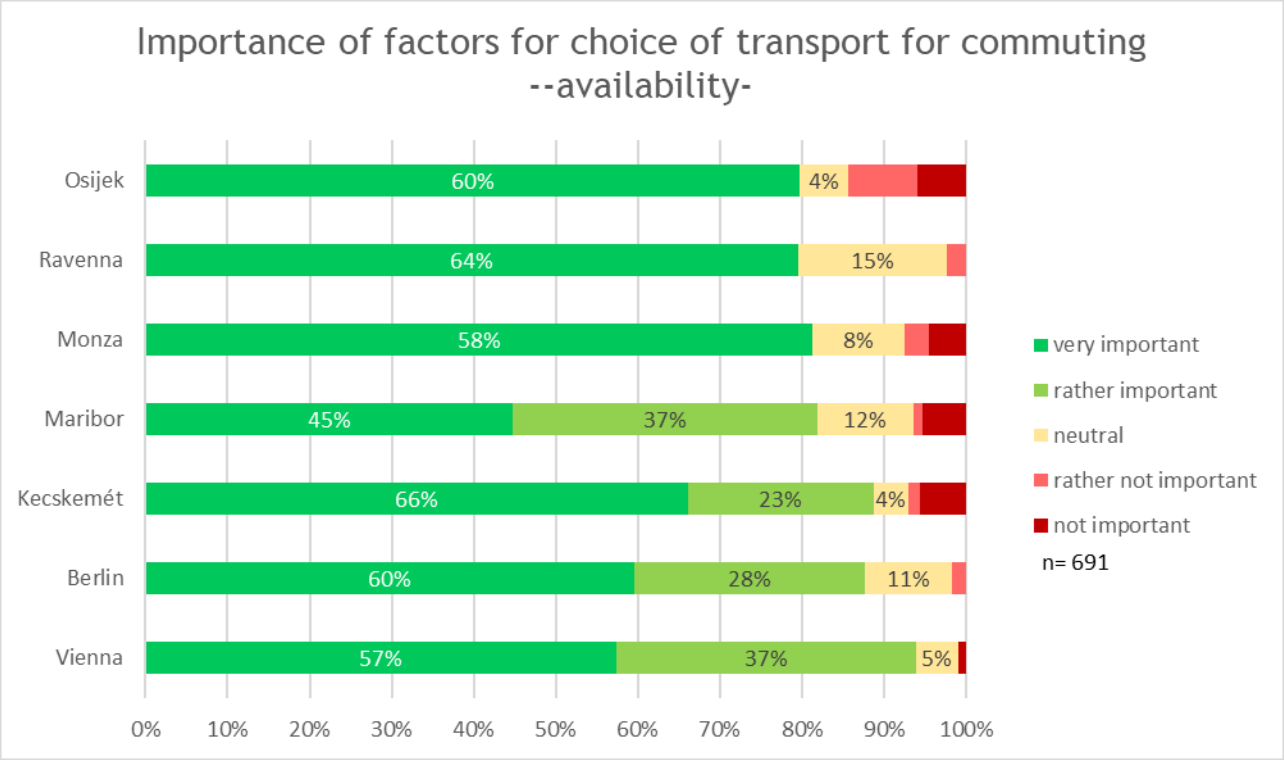


Figure 23: Importance of factors for mode choice per pilot area - Availability-

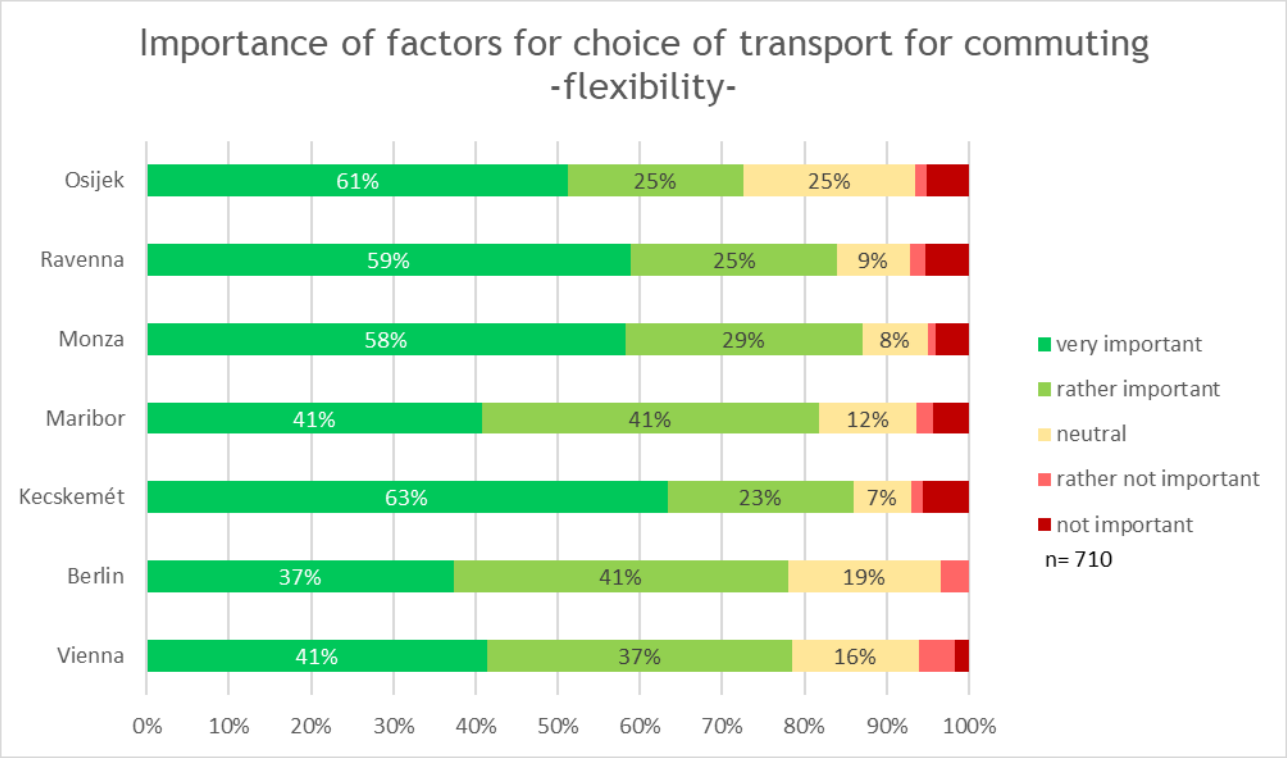


Figure 24: Importance of factors for mode choice per pilot area -Flexibility-

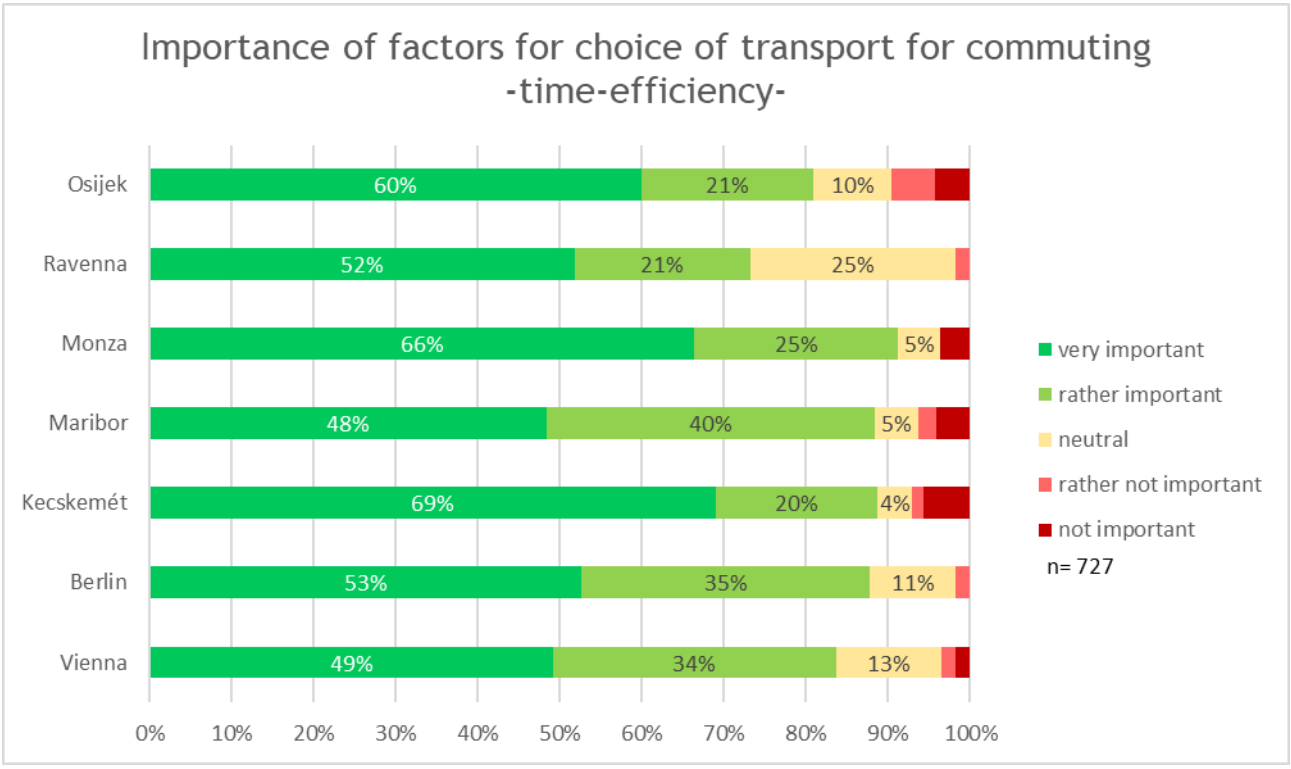


Figure 25: Importance of factors for mode choice per pilot area -Time-efficiency-

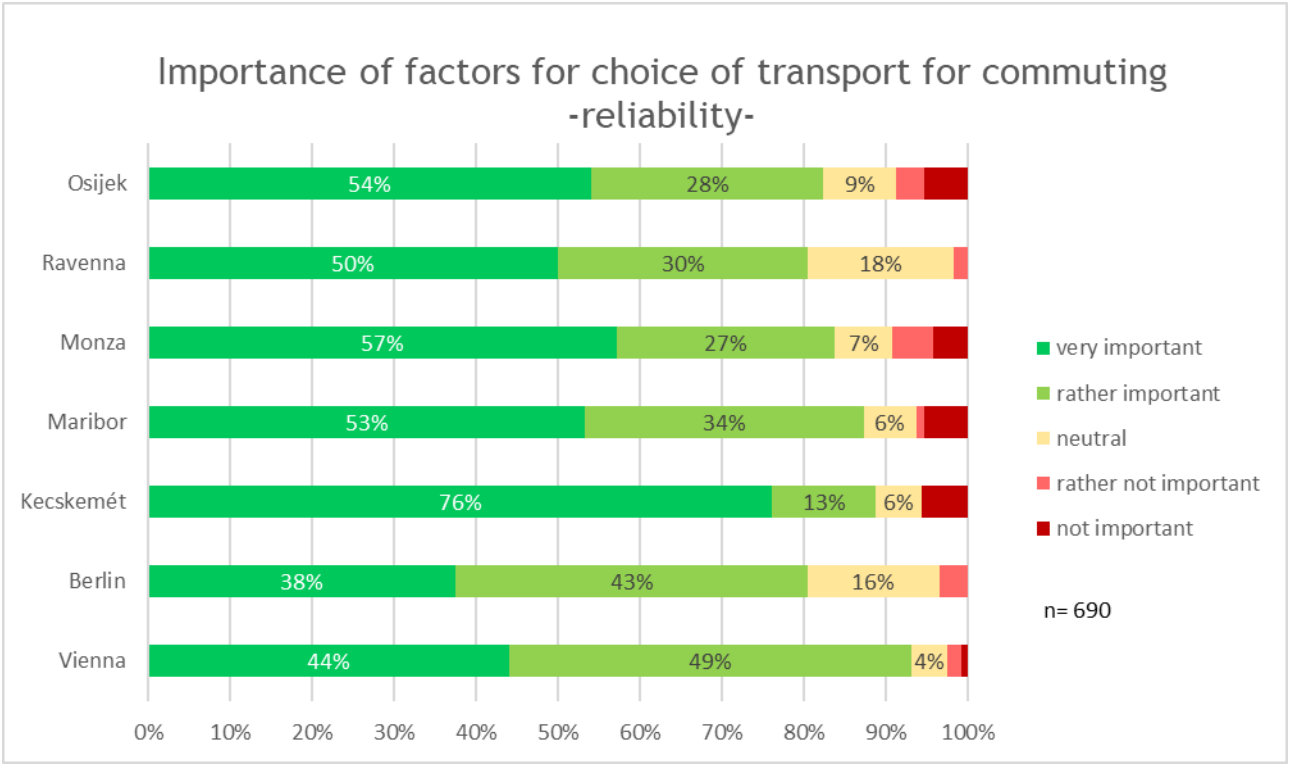


Figure 26: Importance of factors for mode choice per pilot area -Reliability-

4.4.3. Comfort & weather

Comfort and weather are aspects that can be experienced in the present moment of commuting with a means of transport. Comfort is still considered important across the pilot areas but shows some variations: in Berlin and Vienna, comfort is considered neutral or (rather) not important by the majority of the respondents. This might relate to rather high shares of (almost) daily usage of public transport in these two pilot areas, compared to the other pilot areas, in which private car usage is used (almost) daily (Figure 27).

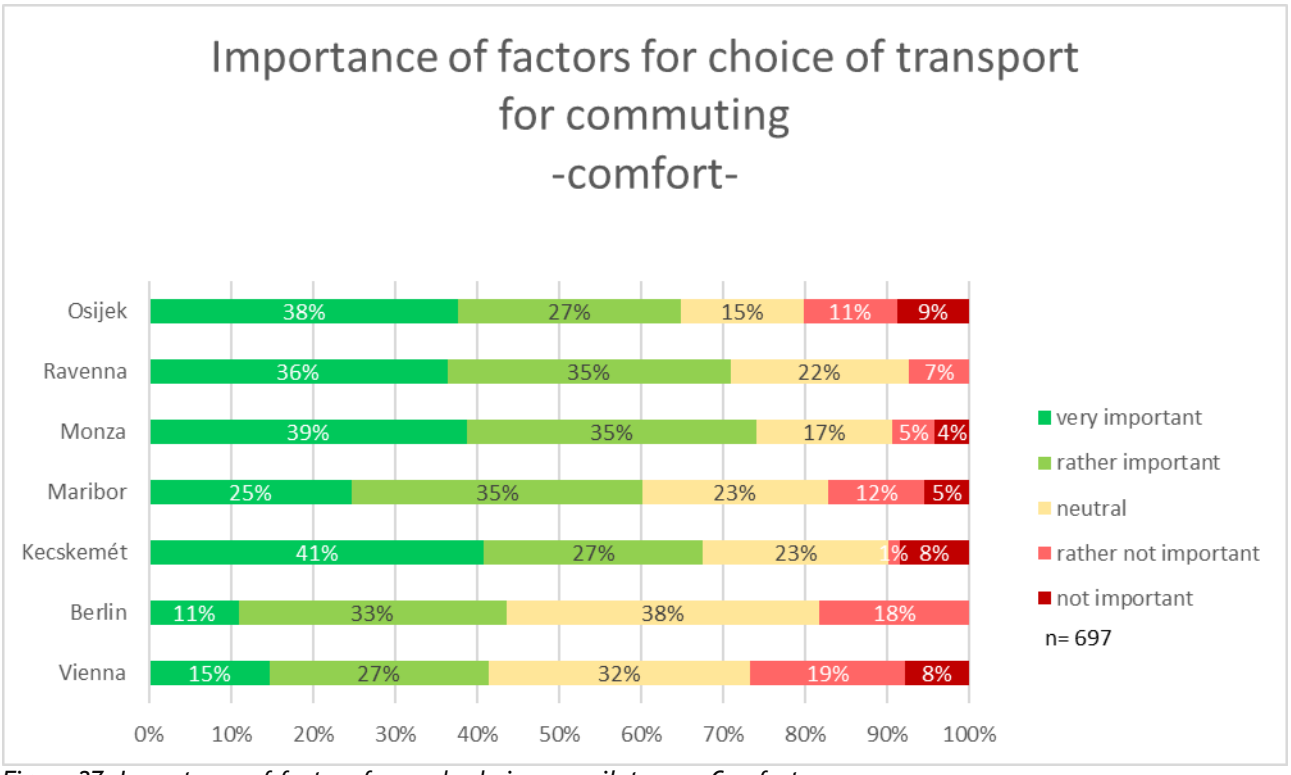


Figure 27: Importance of factors for mode choice per pilot area -Comfort-

The importance of weather differs across the pilot areas as the majority considered it to be very important or rather important in all pilot areas except for Berlin and Vienna where the share of votes for "neutral" is rather high with over 30% in Vienna and 37% in Berlin. In these two pilot areas, the shares for (almost) daily usage of public transport are rather high, which leads us to the assumption that the weather is not impacting the choice for public transport as much as other transport modes (Figure 28).

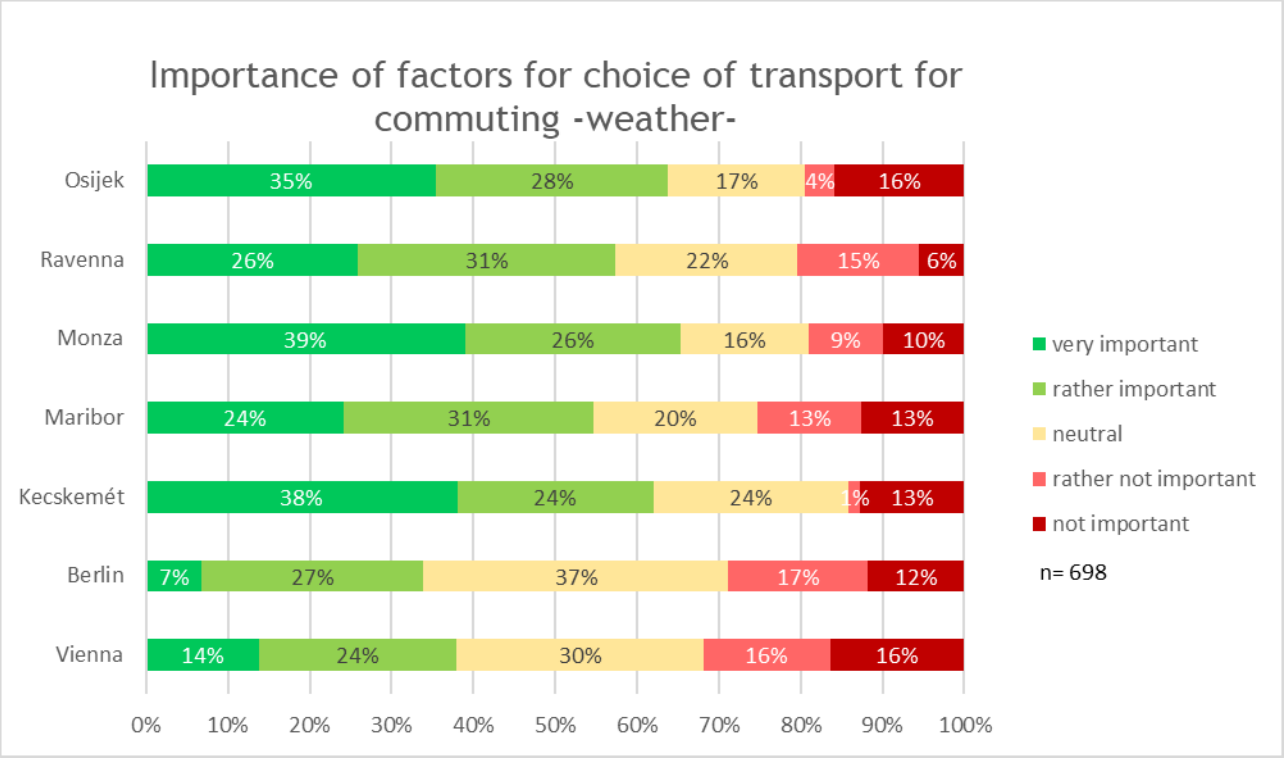


Figure 28: Importance of factors for mode choice per pilot area -weather-

4.4.4. Environment & health

Environment and **health** are factors that relate to long term consequences of mode choice:

The importance of protecting the environment for choosing the transport mode for commuting varies across the pilot areas. In Monza and Vienna, it is considered very important for the more than 40% of the respondents. In Monza, the usage of a private bicycle is stated to be used (almost) daily by a share of 43 %, while in Vienna the usage of public transport is stated to be used (almost) daily by a share of 54 %. Therefore, we assume that the usage of public transport or cycling might be linked to a high importance of the factor environment (Figure 29).

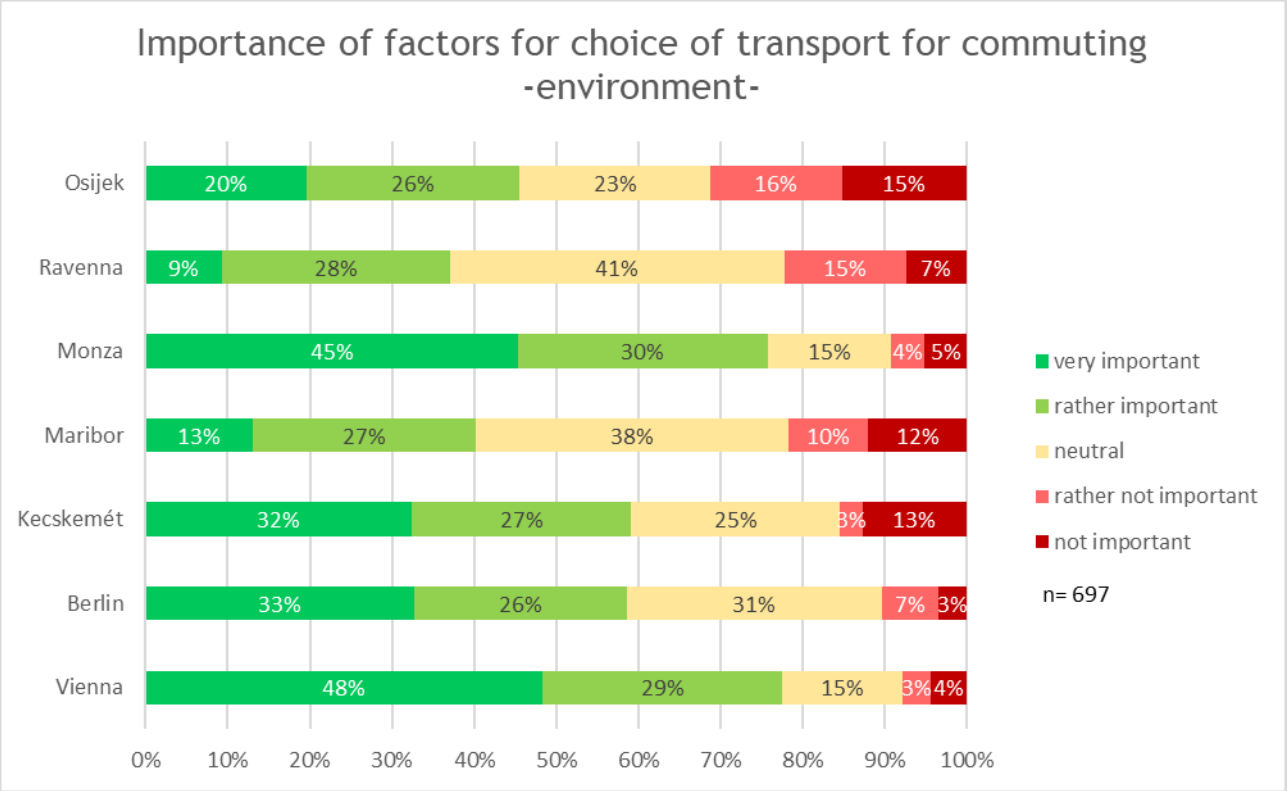


Figure 29: Importance of factors for mode choice per pilot area -Protecting environment-

Regarding the factor **health**, Monza's respondents show the highest shares regarding importance compared to the other pilot areas: 44% consider **health** to be a very important reason for their most used means of transport and 33% consider it rather important, which sums up to 77% of the respondents considering **health** to be important. Seen in the perspective that in Monza, the usage of a private bicycle is stated to be used (almost) daily by a share of 43 %, we assume that **health** is considered an important reason for choosing private bicycle for commuting (Figure 30).

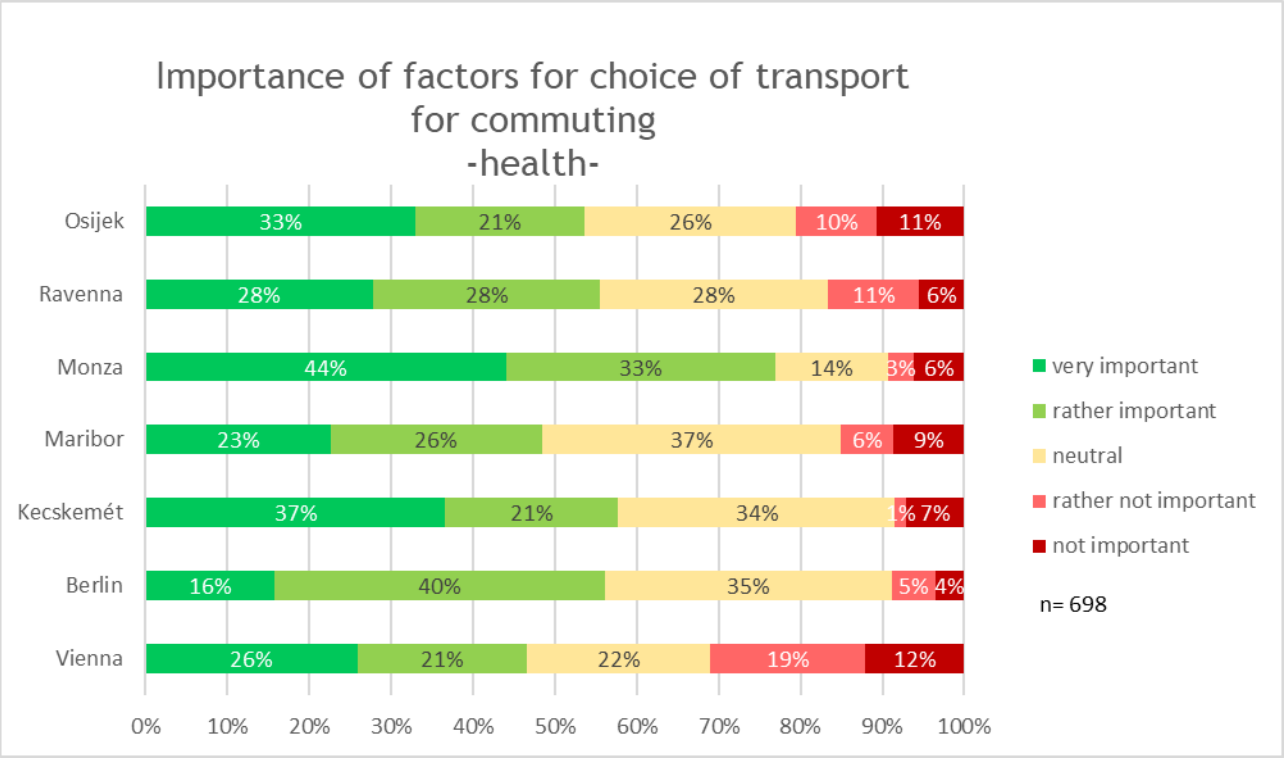


Figure 30: Importance of factors for mode choice per pilot area -Health-

4.5. Trip experience

4.5.1. Harassment/cat-calling, stress and road safety issue

Apart from their commuting behaviour, respondents were also asked about their trip experience. They were asked if they experience the factors **harassment/cat-calling, stress and road safety issues** during their commuting trip:

The majority of respondents does not experience harassment/ cat-calling at all (Figure 31). Vienna's respondents state the lowest agreement with this phrase (59%). Across all pilot areas between 22% to 41% of the respondents state to experience harassment/ cat-calling less frequently to regularly. Harassment/ cat-calling etc. impacts the overall trip experience negatively and therefore needs to be addressed.

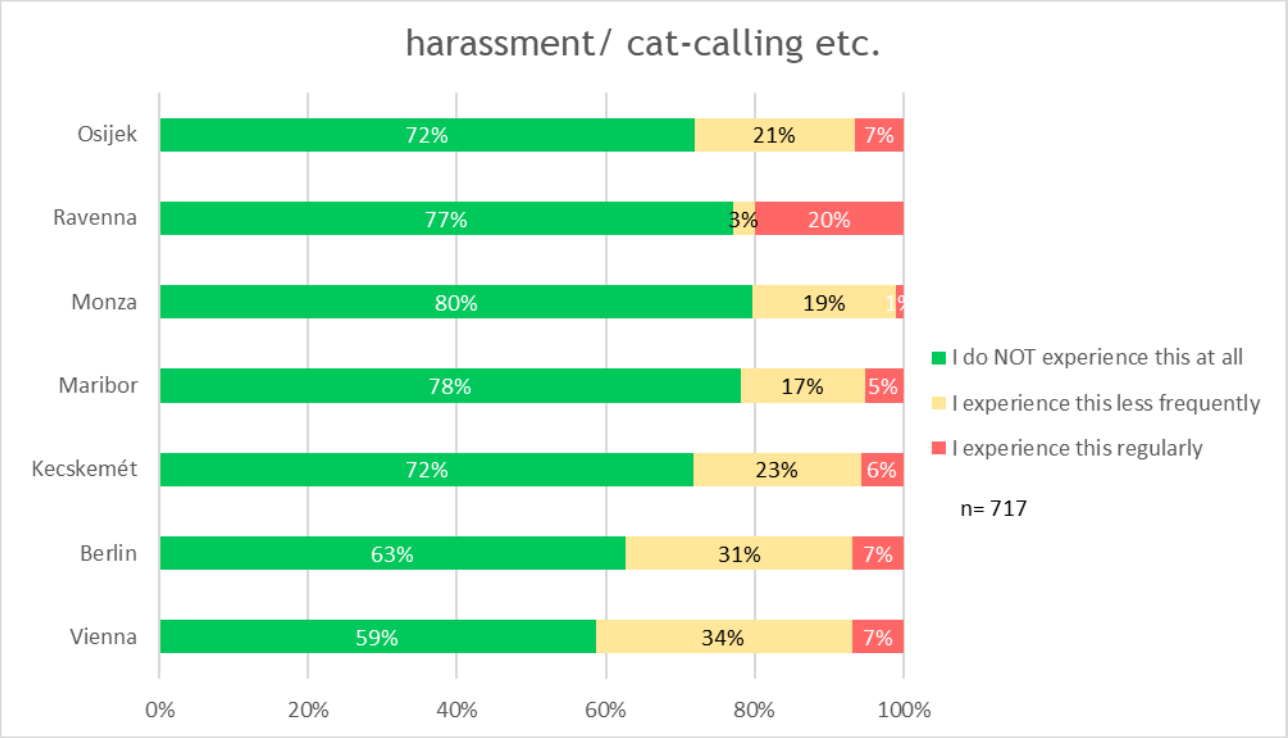


Figure 31: Trip experience per pilot area: Harassment/Cat-calling etc.

Differentiating the answers of respondents, who answered this question regarding gender female and male shows that some respondents no matter the gender experience cat-calling or harassment, but the share for "I experience this less frequently" or "I do NOT experience this at all" is higher for female respondents than for male respondents in all pilot areas. In Berlin, the share of respondents, who state they experience this regularly, is higher for male than for female (Figure 32, Figure 33).

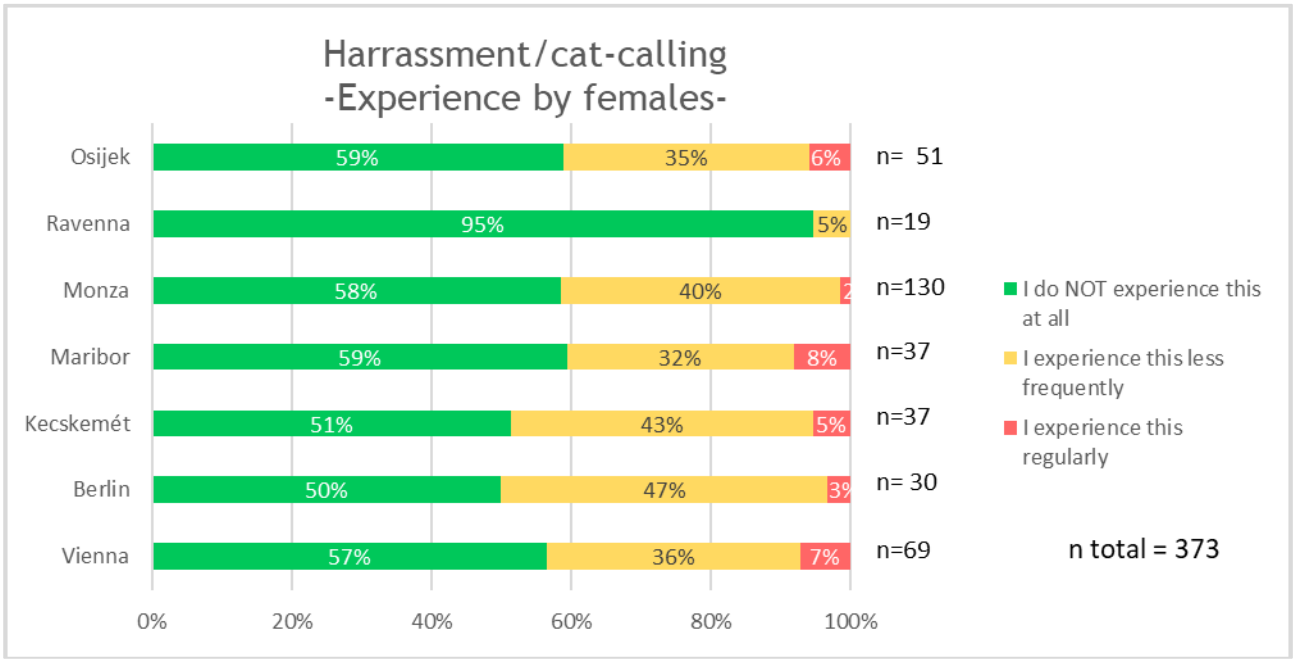


Figure 32: Harrassment/cat-calling- experience by females-

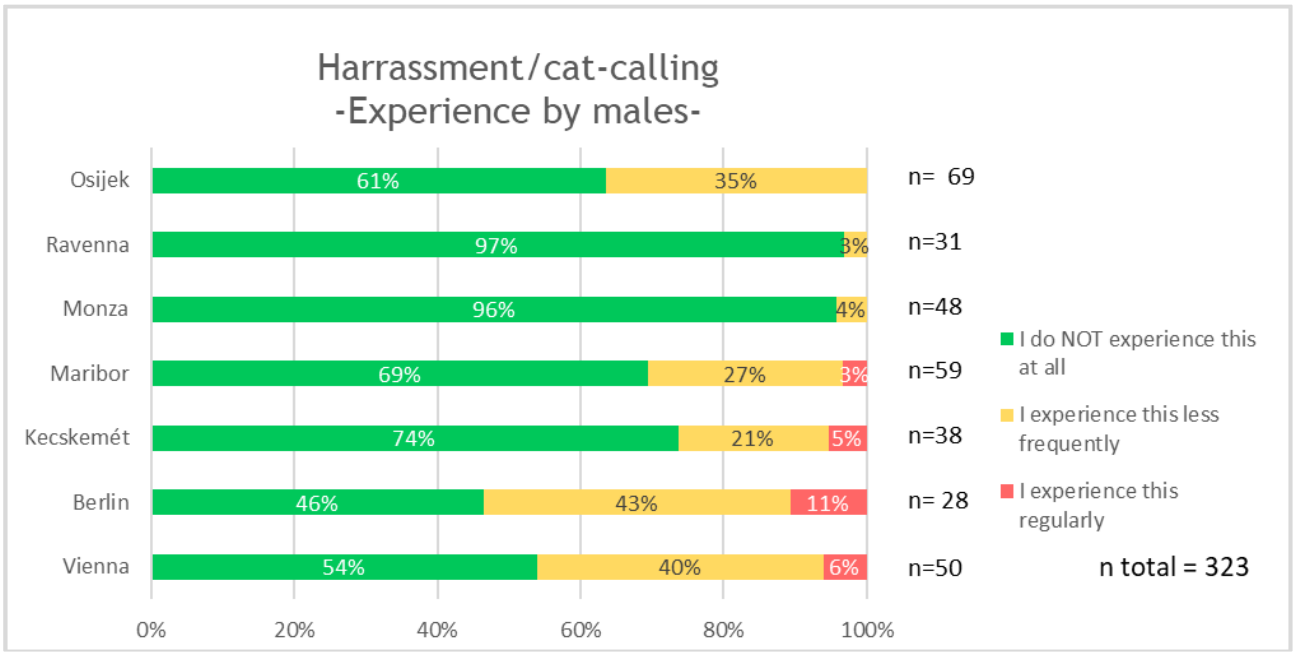


Figure 33: Harrassment/cat-calling- experience by males-

Experiencing stress during commuting varies across the pilot areas but summed up, more than 50% of the respondents across the pilot areas experience stress regularly or less frequently, except for Maribor: 54% do not experience this at all, while 50% commute (almost) daily or between 1-3 days per week by foot to their workplace or university. We conclude, that conditions for walking in Maribor might be beneficial for their trip experience regarding the experience of stress (Figure 34).

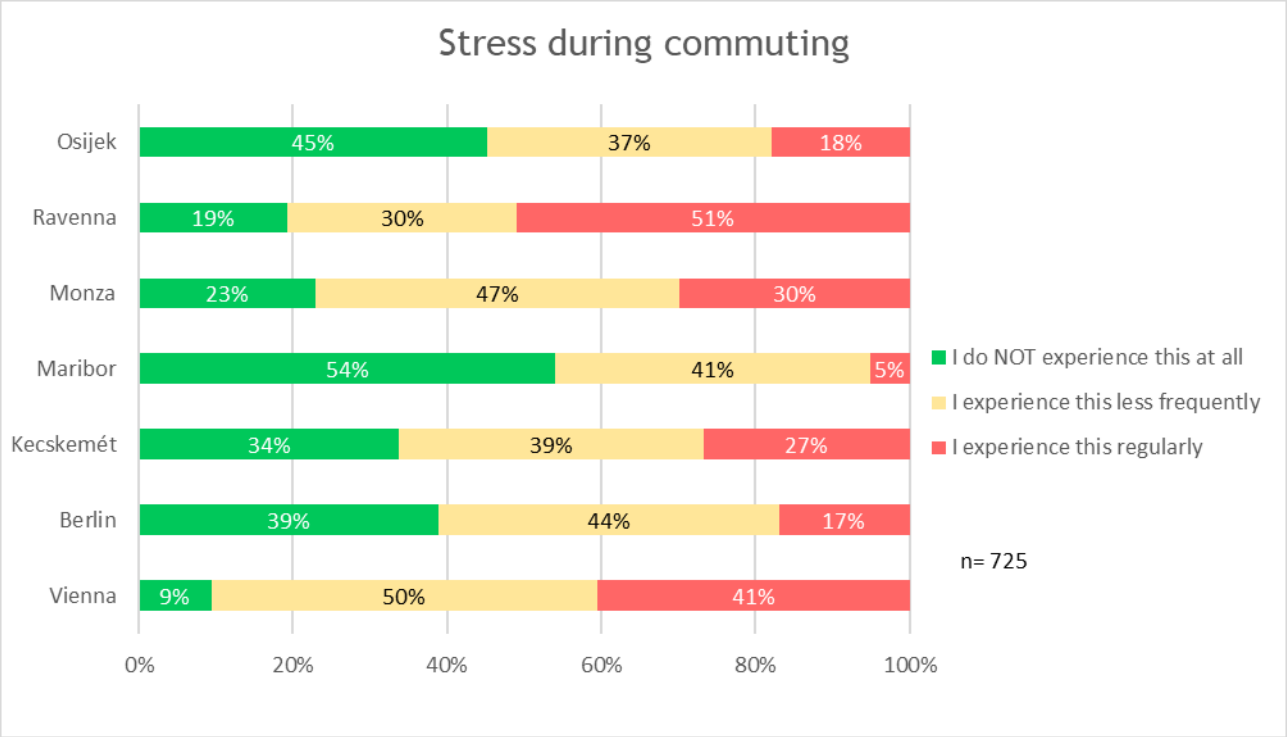


Figure 34: Trip experience per pilot area: Stress

Road safety issues are experienced in all pilot areas but it varies: In Vienna 47% of the respondents experience this regularly and also in Ravenna, 42% experience this regularly. Maribor, where (almost) daily and up to 3 days per week is commuting by foot this is not experiences by 48% (Figure 35).

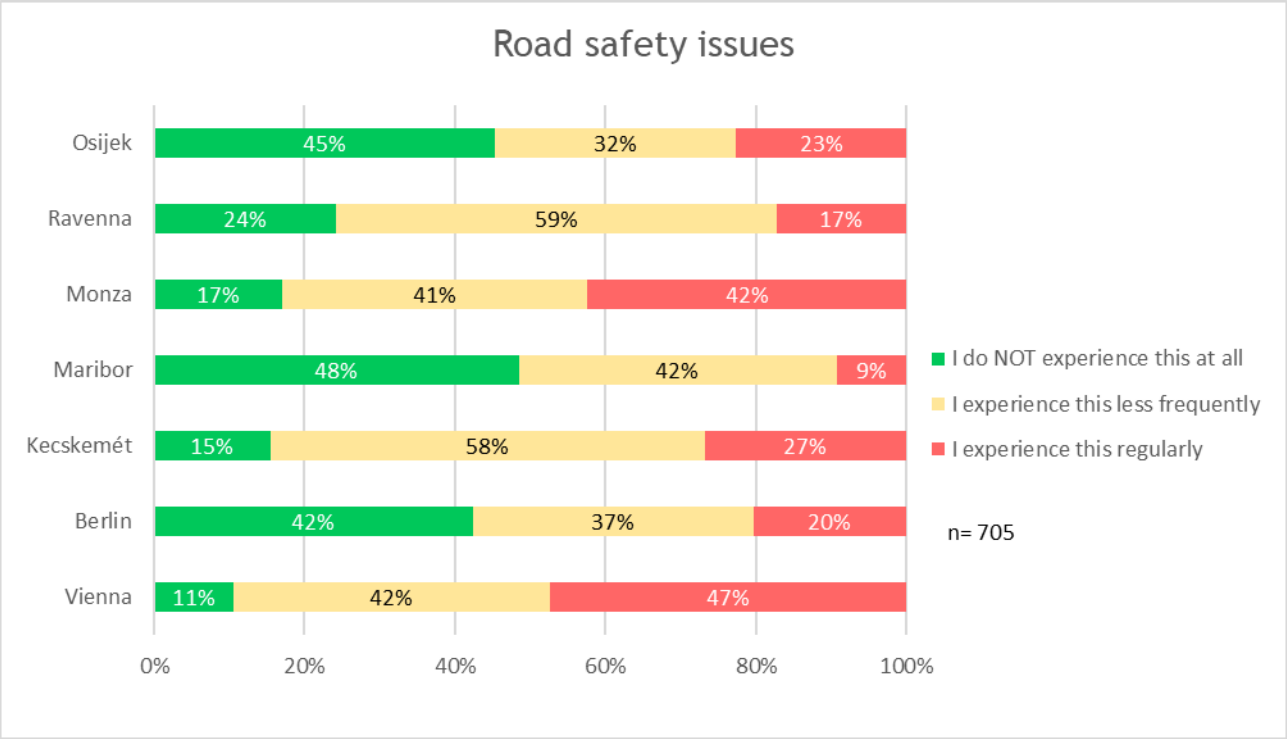


Figure 35: Trip experience per pilot area: Road safety

4.5.2. Light situation, gender and accessibility related barriers

Light situation

Regarding their last trip leg to their university or workplace, respondents were asked to state how well lit this part of their commuting trip is. Overall, the majority of the respondents across the pilot areas, except for Ravenna, stated that the trip leg is rather well lit or well lit, but mostly rather well lit. Therefore, potential exists to improve the light situation for the last part of their commuting trip, especially in Ravenna and Kecskemét where over 50% stated that it is (rather) not well lit (Figure 36).

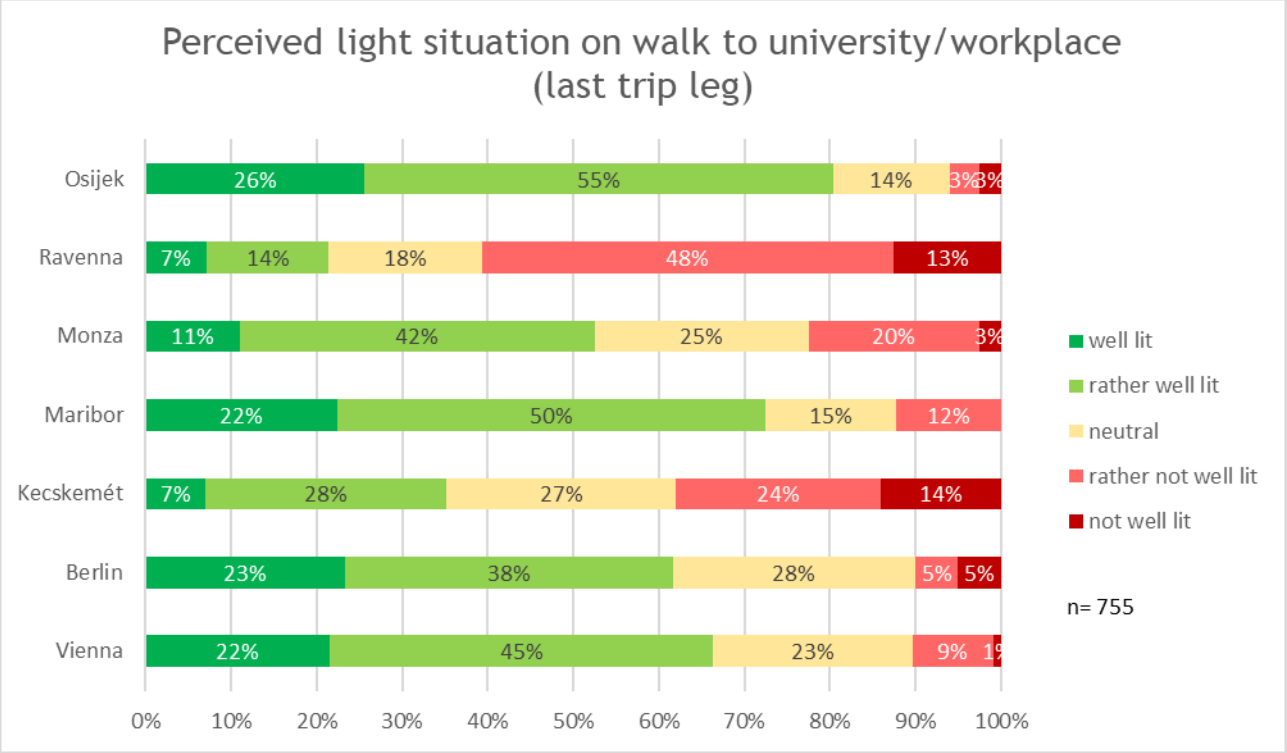


Figure 36: Perceived light situation on walk to university/workplace (last trip leg) per pilot area

Gender-specific obstacles/barriers

The majority of respondents does not encounter gender-specific obstacles/barriers on the last trip leg of the commuting trip by foot to the university/ workplace. But some respondents do and this holds potential for improvements in this area (Figure 37).

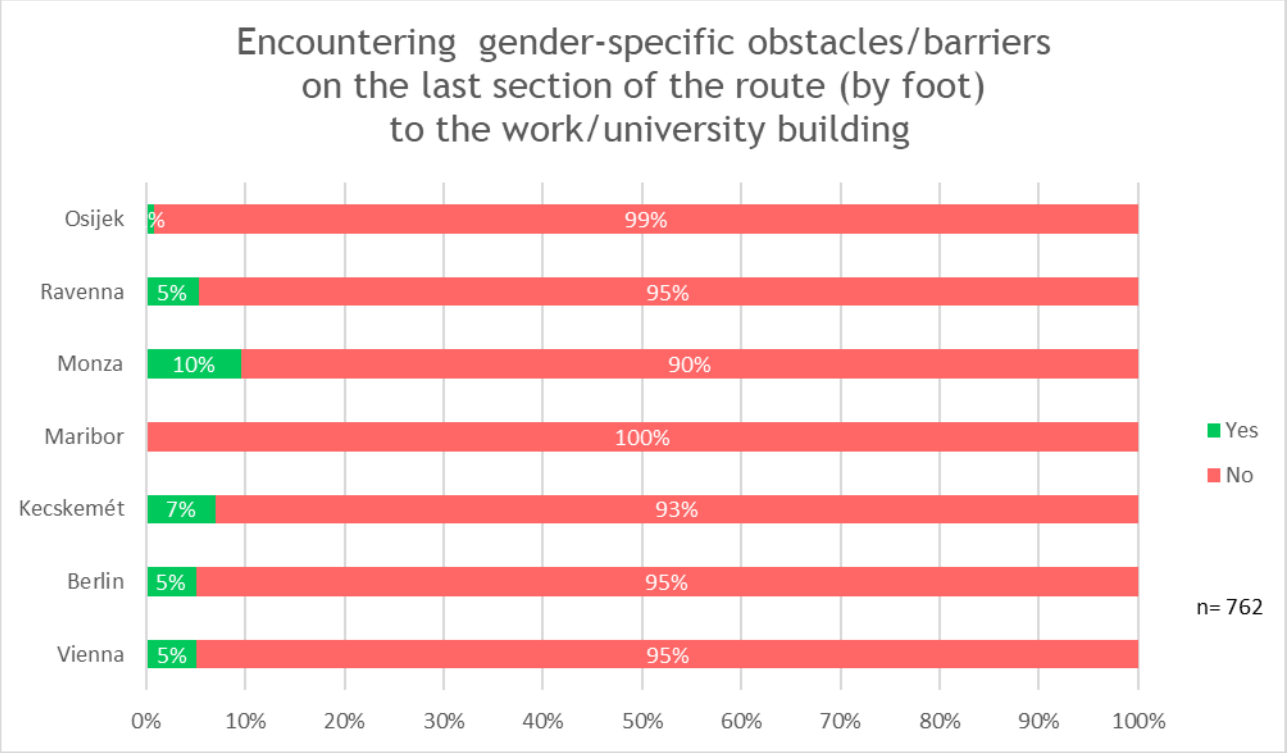


Figure 37:Trip experience: Encountering gender-specific obstacles/barriers per pilot area

If respondents encounter gender-specific obstacles/barriers, the following are mentioned:

For **Osijek**, it is mentioned that "Throwing various comments while on a bicycle" is a gender-specific barrier. For **Ravenna**, various obstacles and road conditions were mentioned. In **Monza** the condition of the sidewalk or road was mentioned several times, like: broken sidewalks, dog excrements, not well signaled zebras, cycling paths with bumpy paving due to roots, missing paving. Apart from this, the behaviour of other road users was mentioned, like: lack of attention toward the cyclists by the car drivers (high speed overtakings, bumpings), sidewalk occupied by vehicles, garbage and many animal excrements. Apart from this a railway underpass and light conditions were mentioned as gender-specific obstacle. In **Kecskemét**, light conditions were mentioned and wood areas, while in **Berlin** the door access was mentioned but not specified. For **Vienna**, mainly light conditions were mentioned for the nearby park but also for cyclists. Apart from this, missing parking spaces for students were mentioned.

We conclude, that addressing light conditions is crucial and can be a gender-specific obstacle if kept unaddressed, but also addressing road conditions (for walking and cycling) and car drivers' behaviour towards other road users have the potential to improving gender-specific barriers along commuting trips. Across the pilot areas, it needs to be kept in mind that the majority of the sample were men and therefore, gender-specific obstacles might not be represented well enough have further potential for exploration and identification of gender-related barriers.

Accessibility-specific obstacles/barriers

Across the pilot areas, the majority of respondents does not encounter accessibility-specific obstacles or barriers on their last trip leg to their workplace or university (Figure 38).

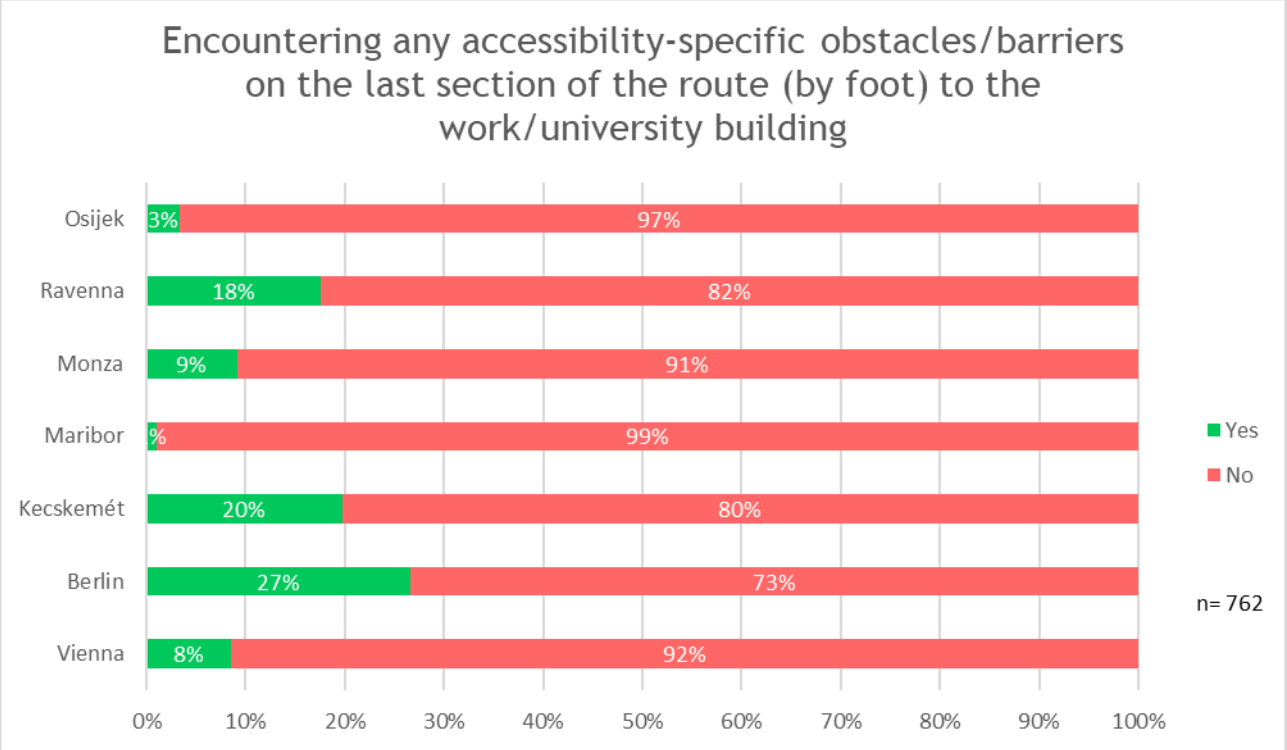


Figure 38: Trip experience: Encountering any accessibility-specific obstacles/barriers per pilot area

But also, in all pilot areas some respondents state to encounter such obstacles:

In **Osijek**, mainly obstacles on the infrastructure are mentioned, like construction work, cars on tram tracks or at railway crossings over roads: "*Obstacles for pedestrians/cyclists at railway crossings over roads. These obstacles only increase danger because many people go around them via the road, and most cyclists bypass them by going onto the road, thereby endangering themselves and traffic. These obstacles need to be removed. The detour paths are often muddy, icy in winter, and people end up getting injured because of them.*"

For **Ravenna**, a lack of pavement is mentioned "*There are no pavements for pedestrians who must therefore walk on the road in the dark, and there are many potholes in the asphalt that prevent them from using their bikes or motorbikes, and which fill up with water or mud, so pedestrians are not safe in this area.*" Apart from this, a lack of street lighting is mentioned. For **Maribor** it is stated that deep puddles appear when it rains.

Respondents in **Monza** are the most vocal regarding accessibility-specific obstacles/barriers: The lack of infrastructures for pedestrians and cyclist (like missing sidewalks, cycling paths, pedestrian crossing) are mentioned several times, which is also considered dangerous like "*Some of the walking parts are dangerous, there are no sidewalks nor cycling or pedestrian paths.*". Safety concerns are also mentioned regarding undesirable light conditions. Apart from missing infrastructure for cyclist and pedestrians, the condition of existing infrastructure provides accessibility-related barriers like: broken sidewalks, narrow sidewalks, uneven pavement, bumpy roads and dog excrements. Besides that, obstacles on the infrastructure are stated, like scooters in the middle of the sidewalk, but also trees on the cycling path and trash cans. The behaviour of other road users, especially car drives is experienced as an accessibility-related issue. This

ranges from tolerated parking of cars on sidewalks, to unawareness of car drivers and unruly behaviour towards vulnerable road users, which the following statement specifies "*Non regular parking is too tolerated. Car drivers do not accept that at least in the city centre they should drive with greater awareness of the danger their choices represent for the most vulnerable road users. Unfortunately, it is common practice to tolerate wrong attitudes, which become ordinary, shown to young people and consequently taken as a standard, creating a vicious circle*."

In **Kecskemét**, respondents stated that too many stairs are considered an accessibility-related barrier. For **Berlin**, the access to the university grounds is mentioned several times, as it provide inconveniences like detours, "*We as students don't have access through many of the campus doors, so sometimes, depending on the route, it means we have to take a rather annoying detour or wait for a person with an access card, which seems unfair and inefficient*." It is also mentioned that the access can cause problems for people with mobility impairements like "*key-card entrance for people vs. continuing up the hill to the car entrance, where the sidewalk ends, cars are turning in, etc. Can only enter the first and faster entrance (with stairs) when other workers with key cards are present. This is just a general inconvenience for me. I could see how both entrances provide obstacles for those with mobility impairments.*" Related to accessing the campus, the heaviness of the doors is mentioned. Another topic mentioned was the lack of infrastructure, like missing paths for pedestrians, but also stairs on the direct route, which therefore causes detours. E-Scooters also raise accessibility concerns, as they cause difficulties for wheelchair users. Regarding the infrastructure condition it is mentioned that narrowness of entrances provide accessibility obstacles like *"The side entrance I use seems a bit narrow, especially for those with mobility issues. While there is the option to use the main entrance, the path is significantly longer*." For **Vienna**, mostly stairs are mentioned as accessibility related barriers. Also, obstacles like "*temporarily placed tables/benches are inconveniently in the way*." are mentioned as well as missing infrastructure for pedestrian like a missing pedestrian crossing.

From the accessibility related barriers mentioned across the pilot areas, we summarise that a lack of infrastructure for cyclist and pedestrians is considered an accessibility issue. If infrastructure exists, obstacles on the sidewalks or cycle paths are barriers. Also, insufficient lighting conditions are mentioned. Apart from the infrastructure related barriers, the behaviour of car drivers towards vulnerable road users is a concern. The type of accessibility related barriers varies across the pilot areas.

We conclude, that providing sufficient infrastructure for cyclist and pedestrians and sufficient light is essential to provide accessibility for commuters, who arrive by bicycle or by foot to counteract existing safety concerns. Also, implementing measures that keep those infrastructures clear of undesirable objects that prevent the movement upon those (like trees, e-scooters) but also regarding aesthetics (like dog excrements and trash) might improve accessibility is mentioned.

4.6. Suggestions for improvement

4.6.1. Suggestions for improvement in terms of gender

In all pilot areas, the majority of respondents does not wish gender-specific improvements (Figure 39). At the same time, in all pilot areas, some respondents wish for gender-specific improvements, which will be stated below:

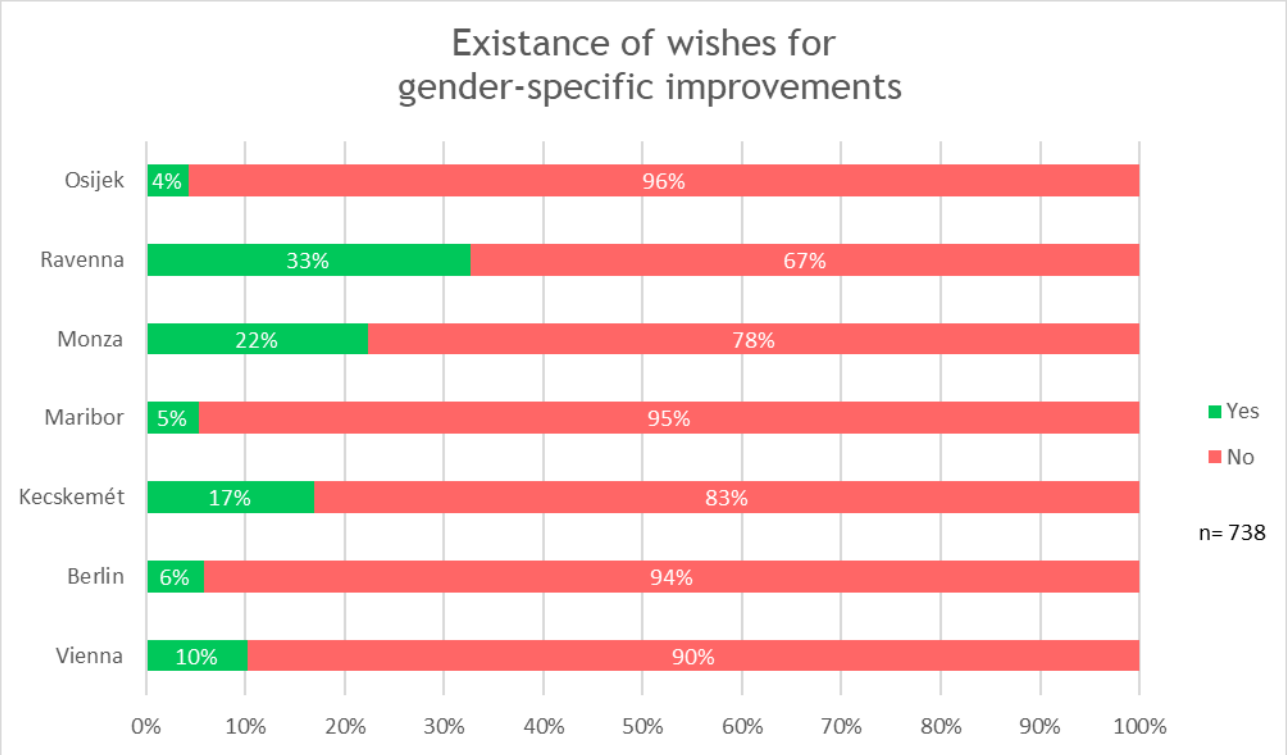


Figure 39: Existence of wishes for gender-specific improvements per pilot area

In **Osijek**, improvement of lighting is mentioned as well as closer proximity of PT and improvements regarding connectivity and the implementation of cycling or pedestrian infrastructure. For **Ravenna**, improvements regarding the infrastructure are mentioned, like the road surface, as well as calls for more security are mentioned. In **Monza**, security improvements are mentioned several times like, "*more security guards*" Also, safety improvements related to cycling infrastructure are mentioned, like "*secure cycling path (not very dangerous*)." or "*increased safety from public transport stop to workplace*". Apart from this, improvements regarding the infrastructure are mentioned like lighting or improvement of pavement. Free or cheaper parking for employees is mentioned, too.

For **Maribor**, the following is stated: a shoe cabinet, cargo bike rental and a reduction of working hours for women, which not strictly relating to mobility management measures but might a starting point to elicit mobility related issues. For **Berlin**, safety and security improvements are mentioned like more street lighting, more surveillance cameras and an improvement of safety perception for cyclist by reducing car usage. For **Vienna**, lighting improvements are mentioned as well as wider cycling paths and ramps for mothers with children/prams.

Overall, we conclude that gender-specific improvements are seen regarding lighting, improving the conditions of sidewalks and cycling paths and improvement of security to reduce safety and security concerns.

4.6.2. Suggestions for improvement in terms of accessibility

In all pilot areas, a need for improving accessibility is seen by some respondents. Ravenna shows the highest share with 55%, followed by Kecskmét with 48% (Figure 40).

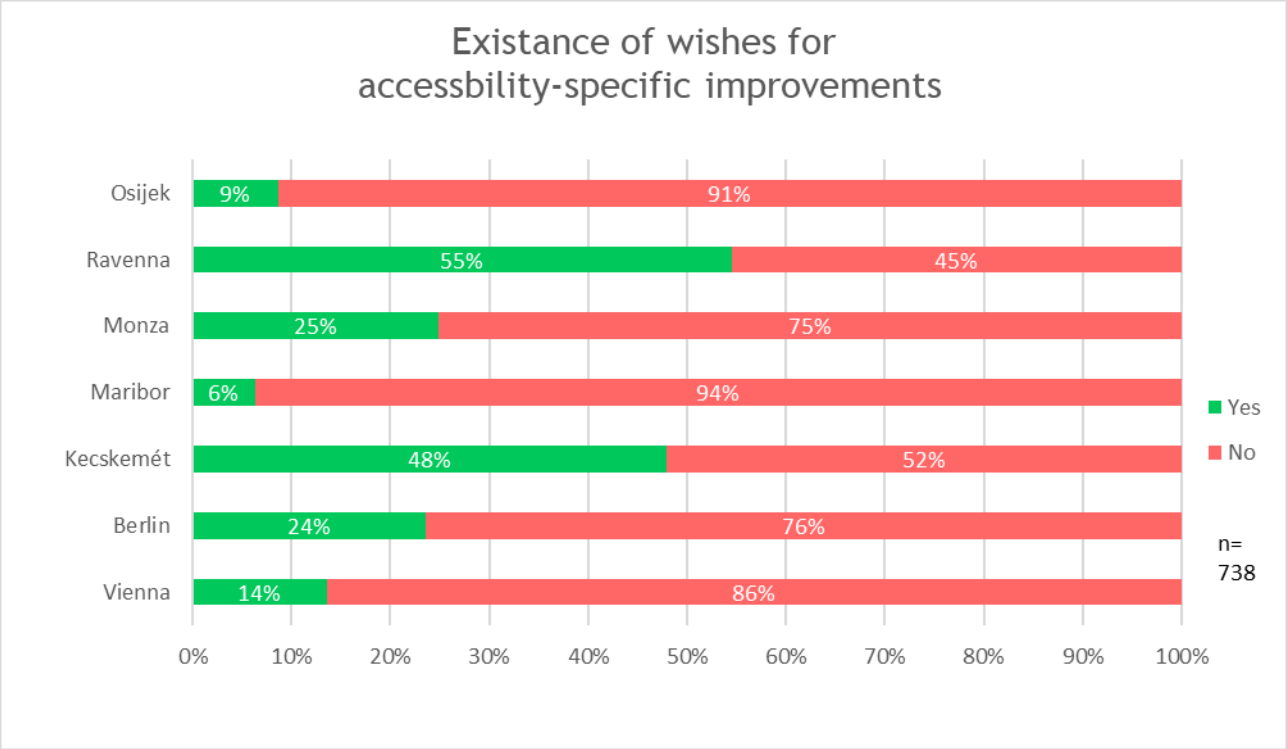


Figure 40: Existence of wishes for accessibility-specific improvements per pilot area

For **Osijek**, improvements regarding missing infrastructure like the implementation of pedestrian and cycling paths accompanied with lighting. Also trees for summertime along the cycling paths are mentioned as well as more places to lock the bicycle. Apart from improvements for cycling an elevator on the bridge above the railway tracks is mentioned and for different speed bumps for cars. Apart from this, the removal of obstacles at railway and road crossings is mentioned. Regarding PT, better connectivity, frequency and punctuality is mentioned but also a closer proximity to PT. Apart from this, addressing irresponsible car driver's behaviour is considered as an improvement. For **Ravenna** addressing safety issues for pedestrians is suggested like road surface improvements and lighting. Also, accessibility of parking spaces is mentioned and time taken for road work is suggest as they are impacting delays and accidents. Regarding PT, it is mentioned that "*the bus stop is in an unsafe area and the route is not walkable*". For **Monza**, more cycling paths are an often mentioned wish for accessibility related improvements. Apart from this, cycling infrastructure like secure (indoor) bike stalls, charging stations for electric bikes but also lighting for cycle paths. Also, "*vigilance and zero tolerance for cars that invade bike paths*" is mentioned. Regarding walking more pedestrian paths are mentioned as well as enlargement of sidewalks as well as coverage and sign are mentioned. Regarding PT wishes like "*public transport stop with shelter to defend from the weather and maybe equipped with benches for waiting*" are mentioned. Related to car usage, free parking at the workplace is mentioned, but also a reduction of traffic volume. For **Maribor** the time needed to traveling is considered improvable as well as covered bike storage.

For **Berlin**, respondents mainly asked for access to the campus like "Barrier-free access to the office buildings and different floor", "Open gate during peak arrival times", but also regarding accessibility for people with limited mobility "The path is hardly barrier-free, especially when the elevators at the stations are out of order, making it impossible. The entrance gate is also difficult to open for people with disabilities. They have to use the entrance further up the driveway instead." Therefore, switching to online courses is

recommend by one respondent. Apart from this, information and social facilities like game spaces and leisure are asked for. Regarding public transport, the following aspects occurred, “Reliability and punctuality of the train timetable Improvement of cycle path network" and “Better physical access to Schöneberg station.”

For **Vienna**, improvements regarding obstacles that hinder pedestrians or cyclist are mentioned like “*Keep temporary tables/benches clear of the entrance area of the building. Avoid parking cars directly next to the bicycle parking spaces (obstructs walking to the bicycle parking spaces)*". Also, infrastructure improvements are stated like better lighting, wider paths and benches. Also, pedestrian crossing for improvement of safety aspects are mentioned places around the campus, e.g. “*An extra* pedestrian crossing is *absolutely necessary in Muthgasse for safe crossing of the street. Every day, tens of students (and other university visitors) have to cross Muthgasse without a pedestrian crossing in a street that is usually very busy. I personally have been put in a dangerous situation from time to time*.” as well as a car-free zone is mentioned and a cycle path is suggested for improvement.

We conclude, that infrastructure provision or improvements (light, cycle path, etc.) for pedestrians and cyclist are suggested to improve accessibility but also behavioural aspects, like car drivers’ behaviour towards cyclist and pedestrians is considered improvable.

4.7. Attitute towards commuting

The majority of the respondents' attitude towards commuting trends towards the necessity of commuting for everyday life (Figure 41): The highest shares received the statements "*I have to commute to get to university. I acknowledge this.*", except for Ravenna, where the statement "*Unfortunately, commuting is unavoidable.*" received the highest share of 67% within the pilot area. This is also the highest share compared to all other pilot areas.

Across all pilot areas, only between 12% to 27%, enjoy their commuting time. But, what is also interesting to point out is, that the highest shares of enjoyment of the commute is stated in pilot areas with high levels of active mobility: The highest share of 27% is reached by respondents in Maribor, which is also the pilot area, where walking by foot is a (almost) daily mobility behaviour for 35% of the respondents and little stress (54% stated to not experience stress on their commute) and accessibility related barriers are only mentioned by one person regarding puddles if rain occurs. Monza is the pilot area with the second highest share (23%) of the respondents stating to enjoy their commute. This is also the pilot area, where (almost) daily commuting practises are conducted with a private bicycle (43%). This lets us assume that active transport modes like walking and cycling might be associated with high levels of enjoyment of commuting.

On the other hand, in Berlin, where 54% state to use public transport (almost) daily for commuting, 22% of the respondents enjoy their commuting time as well. This is not the case in Vienna, where also 54% state to (almost) daily use PT, by the attitude towards commuting trends towards the necessity of commuting for everyday life with 54% stating "*I have to commute to get to university. I acknowledge this.*" And 17% state that commuting is unavoidable. From this, we assume that the attitude towards commuting might not be attached to the mode of transport itself but to other aspects during commuting.

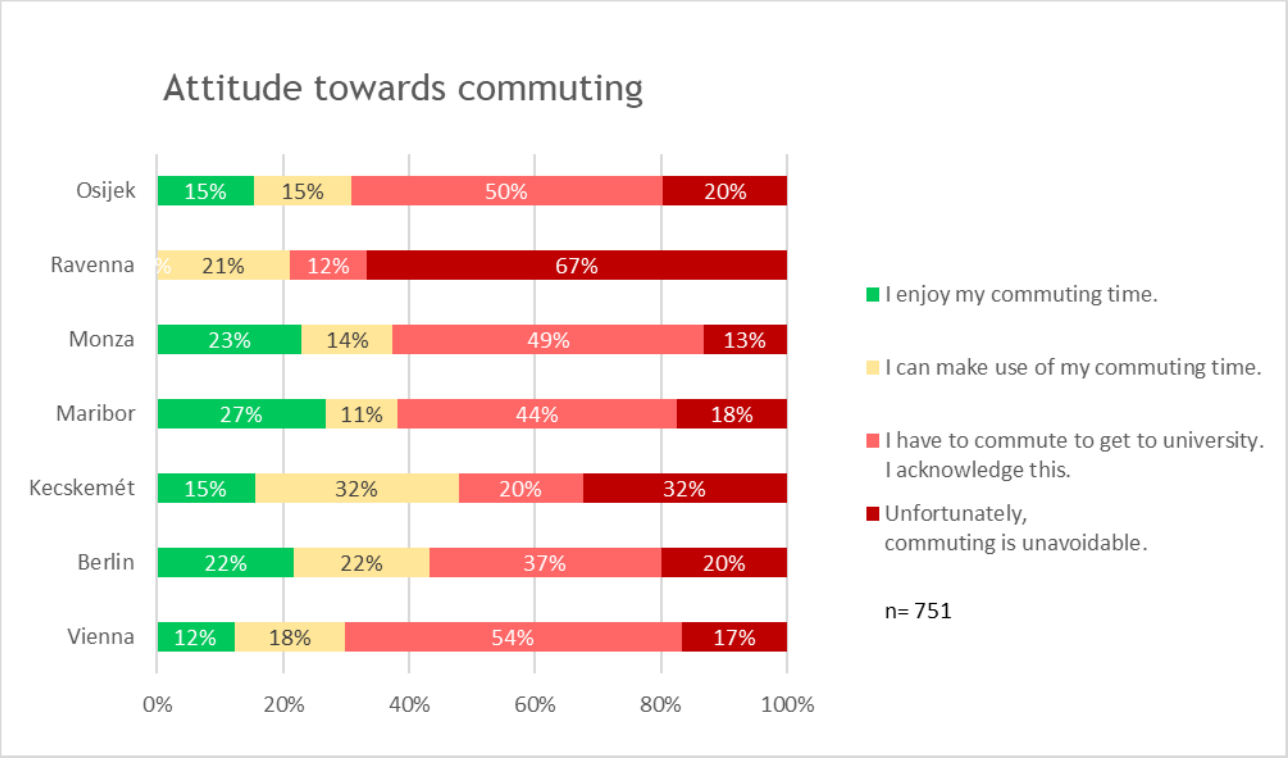


Figure 41: Attitude towards commuting per pilot area

4.8. Willingness to change behaviour

The willingness to change the current commuting behaviour ranges from 30% in Berlin up to 56% in Ravenna (Figure 42).

The case of Ravenna is insofar interesting as it shows that highest levels to change the behaviour while also showing the highest levels of stress and harassment during commuting and the highest shares of bringing or picking up kids (almost) daily or 1-3 days per week and car usage is used (almost daily) by a high percentage of respondents. We conclude, that the willingness to change behaviour exists throughout the pilot areas but mostly this represents the minority. The existing willingness to change the behaviour could be addressed with GreenPATH activities.

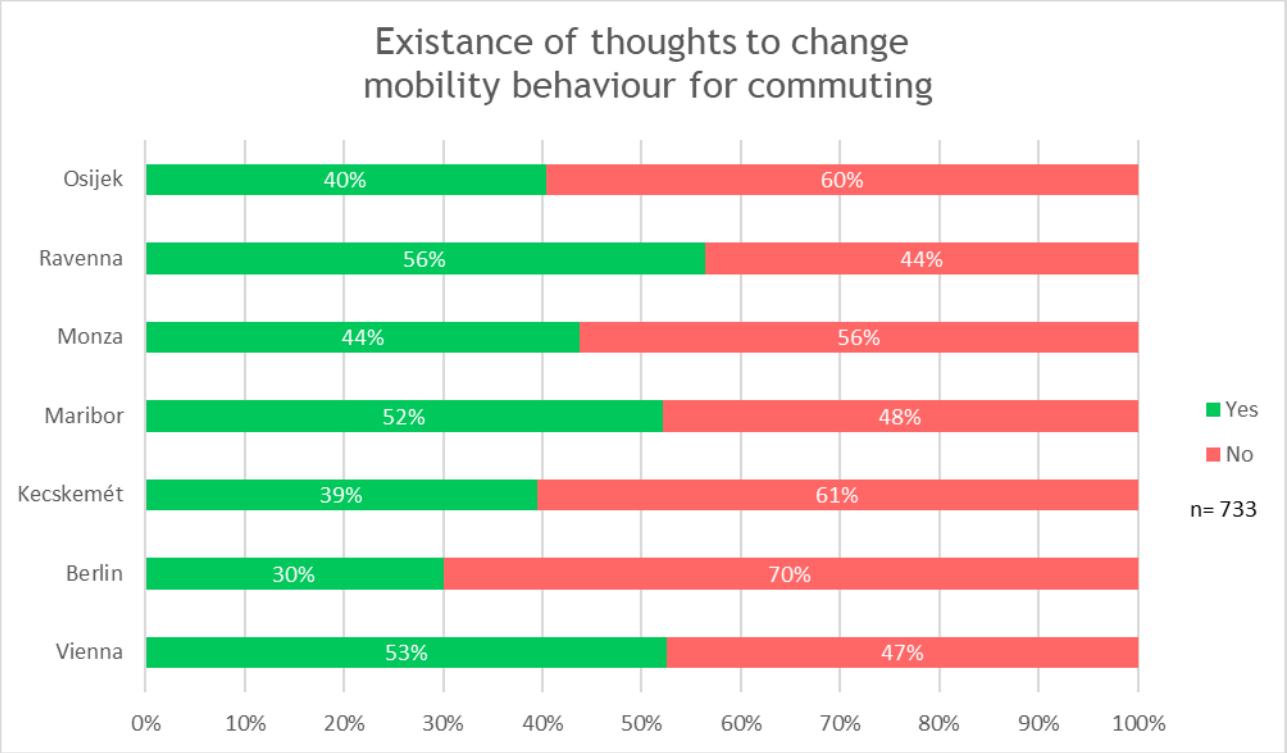


Figure 42: Existance of thoughts to change mobility behaviour for commuting per pilot area

Apart from this general statement regarding their willingness to change their commuting behaviour, respondents were also asked, if they would adapt their mobility behaviour, if the following infrastructures were available: if the use of sustainable means of transport (walking/cycling/public transport) would be rewarded (Figure 43), better public transport, bicycle infrastructures, carpooling services, carsharing services, scooter-sharing services, bike-sharing services were available (see Figure 44-Figure 49).

Rewarding sustainable means of transport (like walking, cycling, PT) receives shares above 50% regarding "*yes, definitely* or *rather yes*) across the pilot areas except for Ravenna. (28%) (see Figure 43).

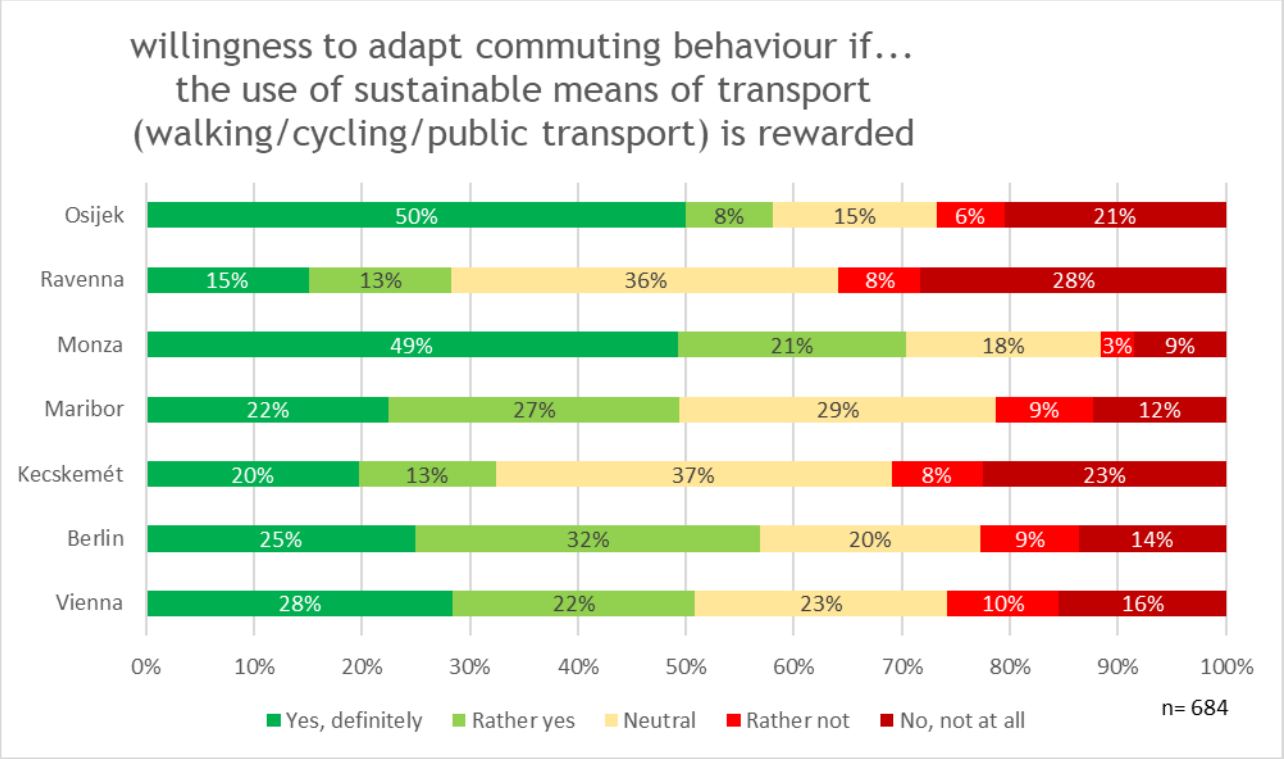


Figure 43: willingness to adapt commuting behaviour if...rewards are available per pilot area

Better public transport show shares of more than 50% with the statements "*Yes, definitely*" or "*Rather yes*" (Figure 44).

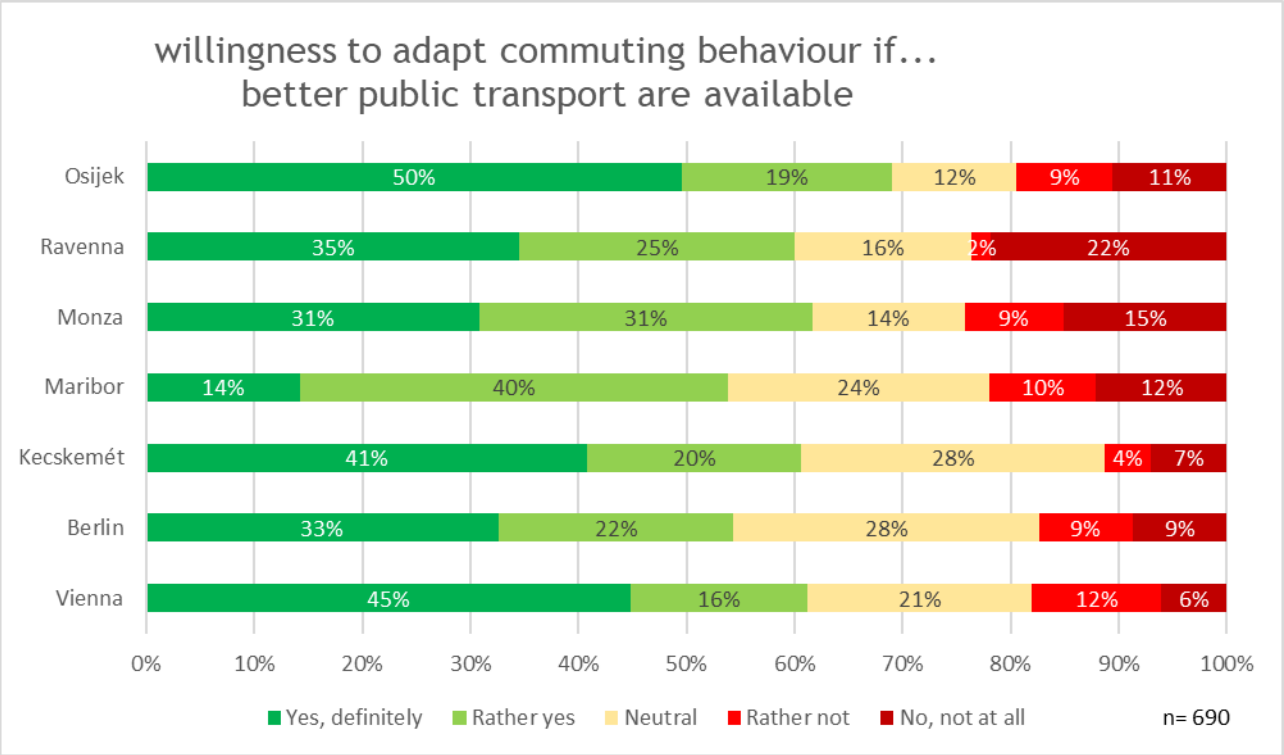


Figure 44: willingness to adapt commuting behaviour if...(better) PT supply available per pilot area

Better bicycle infrastructure receives shares between 40% (Ravenna) to 76% (Monza), while the statements "*Yes, definitely*" or "*Rather yes*" regarding the availability of better carpooling services receive the highest shares in Ravenna (34%) (see Figure 45-Figure 47).

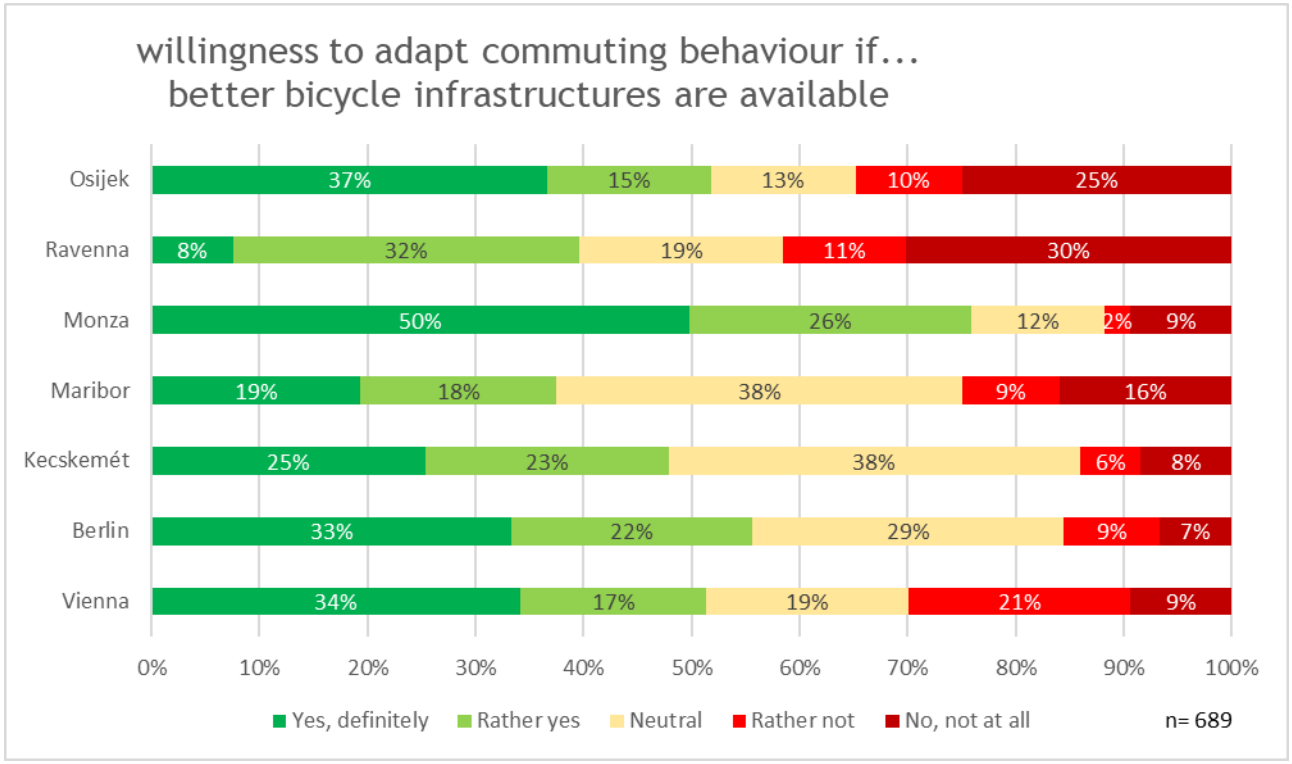


Figure 45: willingness to adapt commuting behaviour if...better bicycle infrastructure was available per pilot area

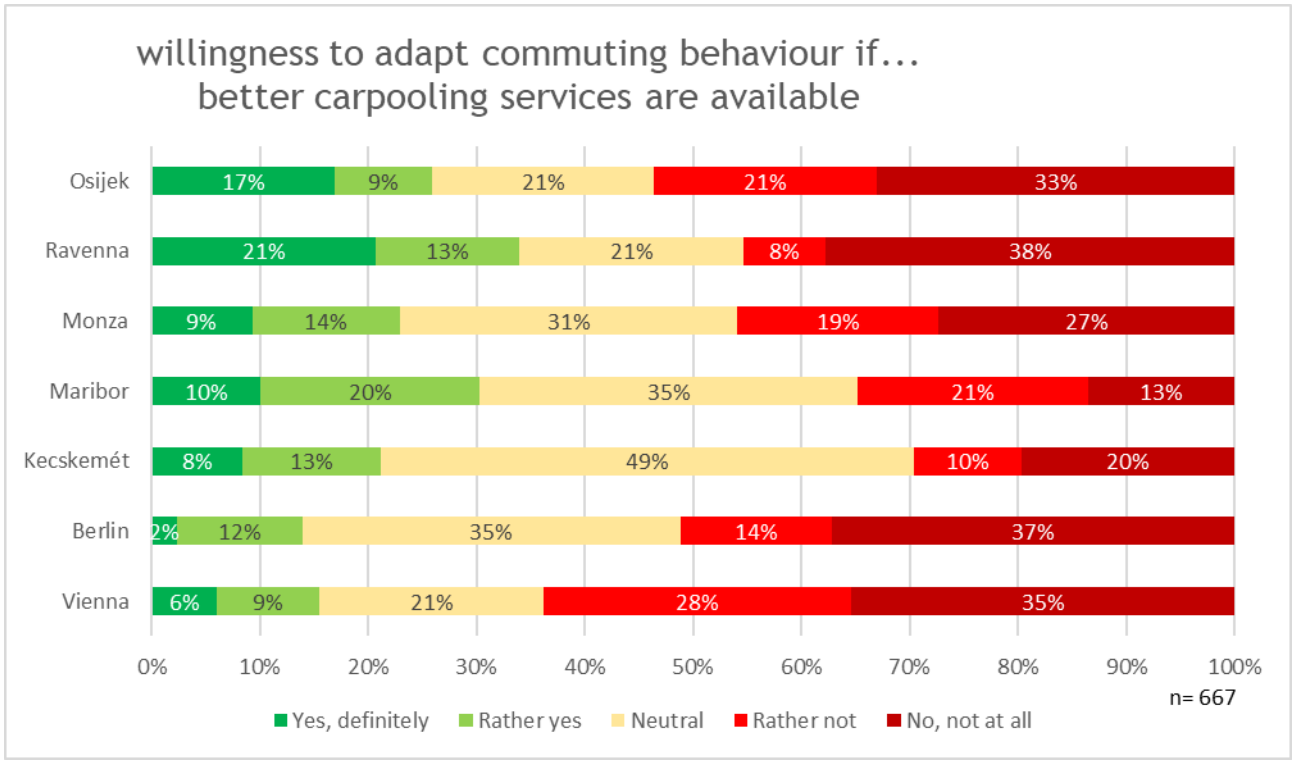


Figure 46: willingness to adapt commuting behaviour if...better carpooling are available per pilot area

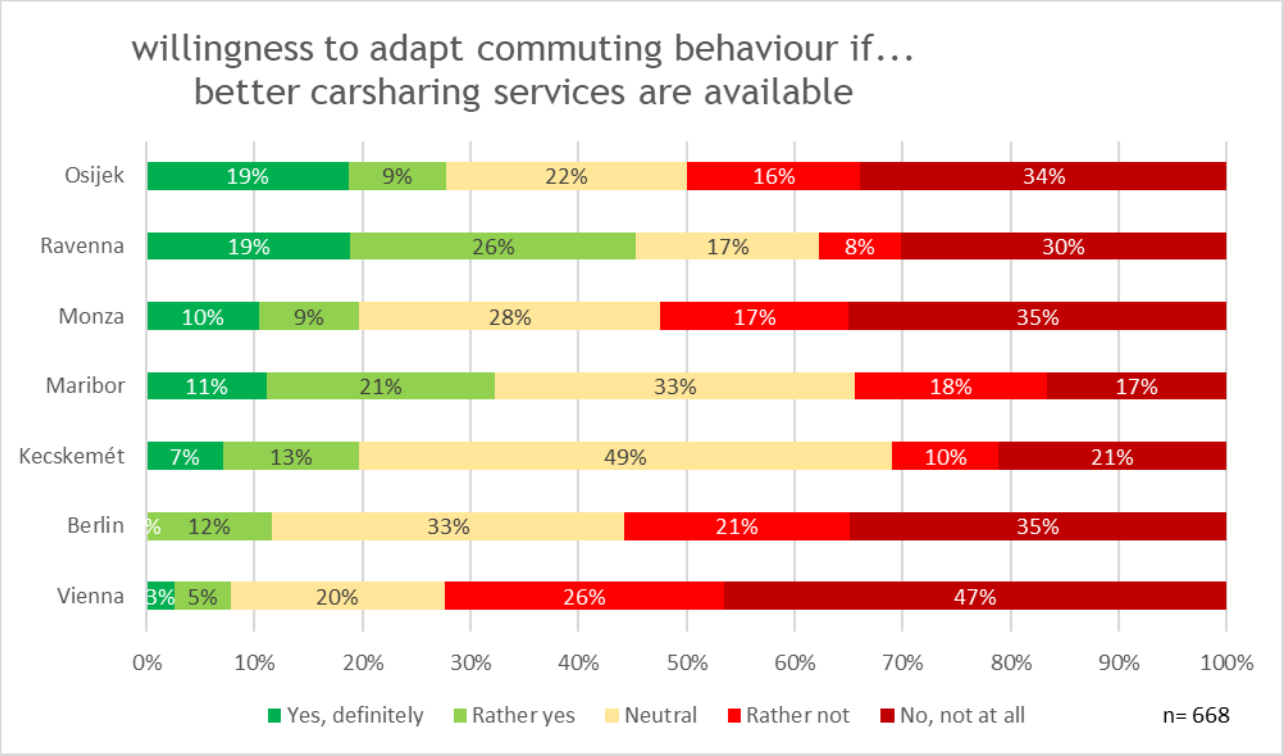


Figure 47: willingness to adapt commuting behaviour if...better carsharing services are available per pilot area

Better scooter-sharing services are interesting for respondents in Osijek (26% *yes, definitely* and 12% *rather yes*), while shares in the other pilot areas are below 20% (see *Figure 48*).

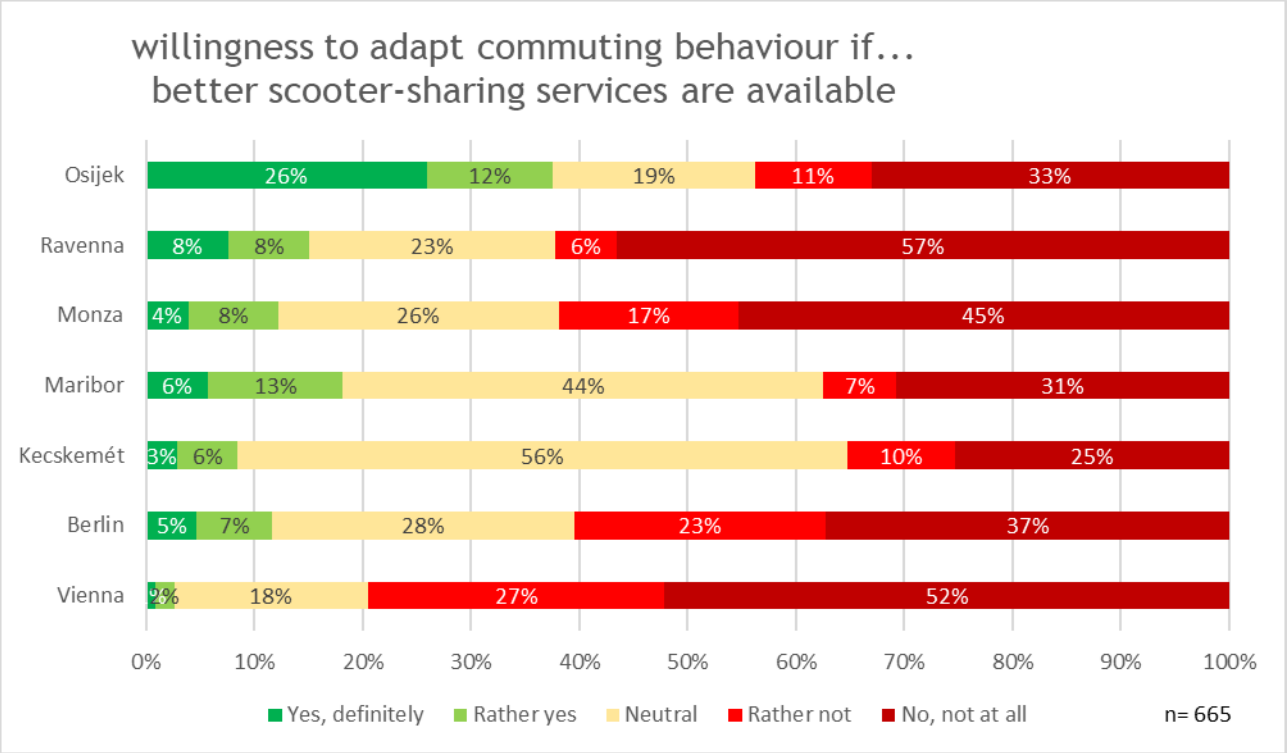


Figure 48: willingness to adapt commuting behaviour if...better scooter-sharing services are available per pilot area

Bike-sharing services are interesting for changing behaviour in Osijek, (25% *yes, definitely* and 13% *rather yes*), followed by Maribor (10% *yes, definitely* and 25% *rather yes*), Berlin (9% *yes, definitely* and 20% *rather yes*), and Monza (12% *yes, definitely* and 17% *rather yes*) (see *Figure 49*).

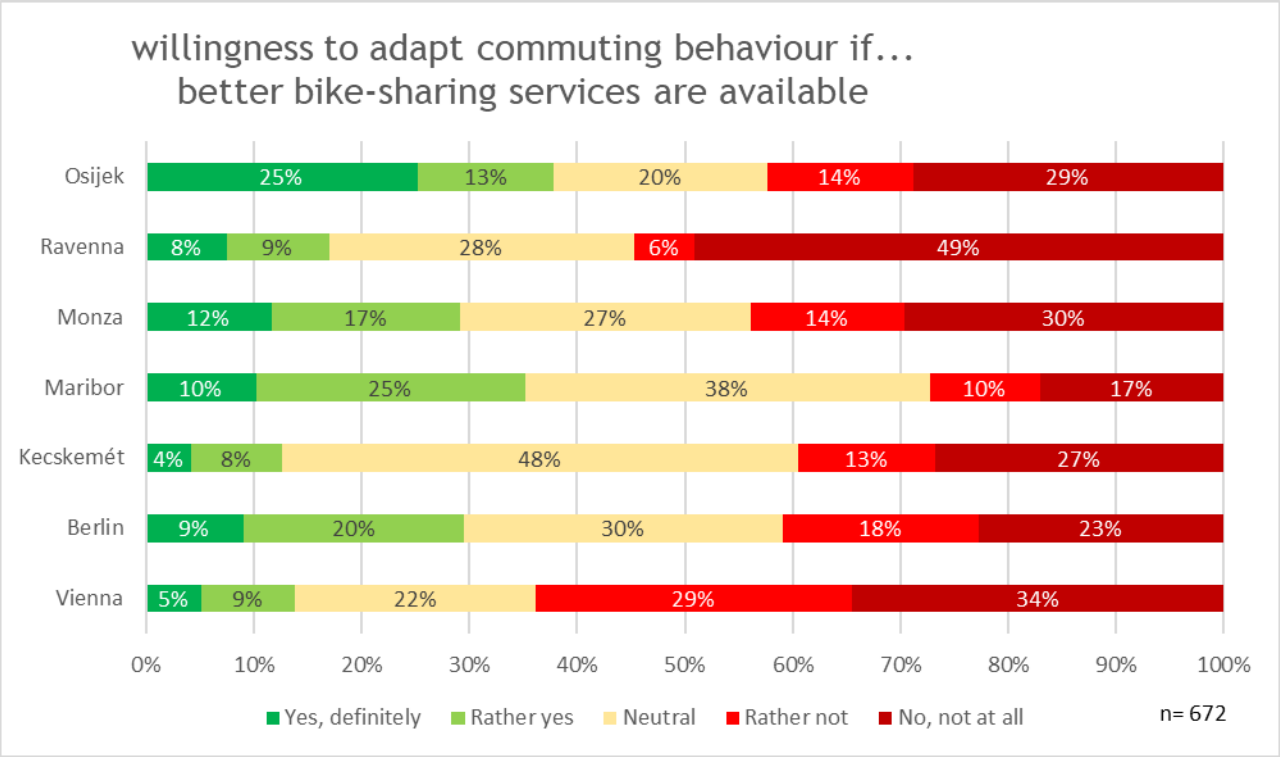


Figure 49: willingness to adapt commuting behaviour if...better bike-sharing services are available per pilot area

In some pilot areas, respondents stated that they would definitely change their behaviour if other measures were implemented. In **Monza** some respondents state their willingness to change their behaviour would exist, if showers and changing rooms with lockers were available. Other respondents' answers relate to bicycle infrastructure, company vehicles and company bicycles or reimbursement of maintenance expenses. For **Ravenna** it is stated that "*On days of thick fog, alter shift times to allow for less dangerous posturing while waiting for it to clear*" and improvement regarding road safety like (fixing roads, creation of cycle paths, safe pavements, lit streets.) For **Vienna**, the improvement of cycling infrastructure to improve safety is mentioned and direct PT.

4.9. Availabilty or services at university/ workplace

Respondents were asked about the following availability or services at their university or workplace: covered parking spaces for cars, parking spaces for cars (uncovered), covered parking spaces for bicycles, parking spaces for bicycle (uncovered), lockable bicycle boxes, showers, bicycle repair stations, bike-sharing, charging infrastructure for e-bicycles, charging infrastructure for e-cars and public transport.

4.9.1. Car related

Uncovered parking spaces are available in all pilot areas according to the respondents' statements (Figure 50).

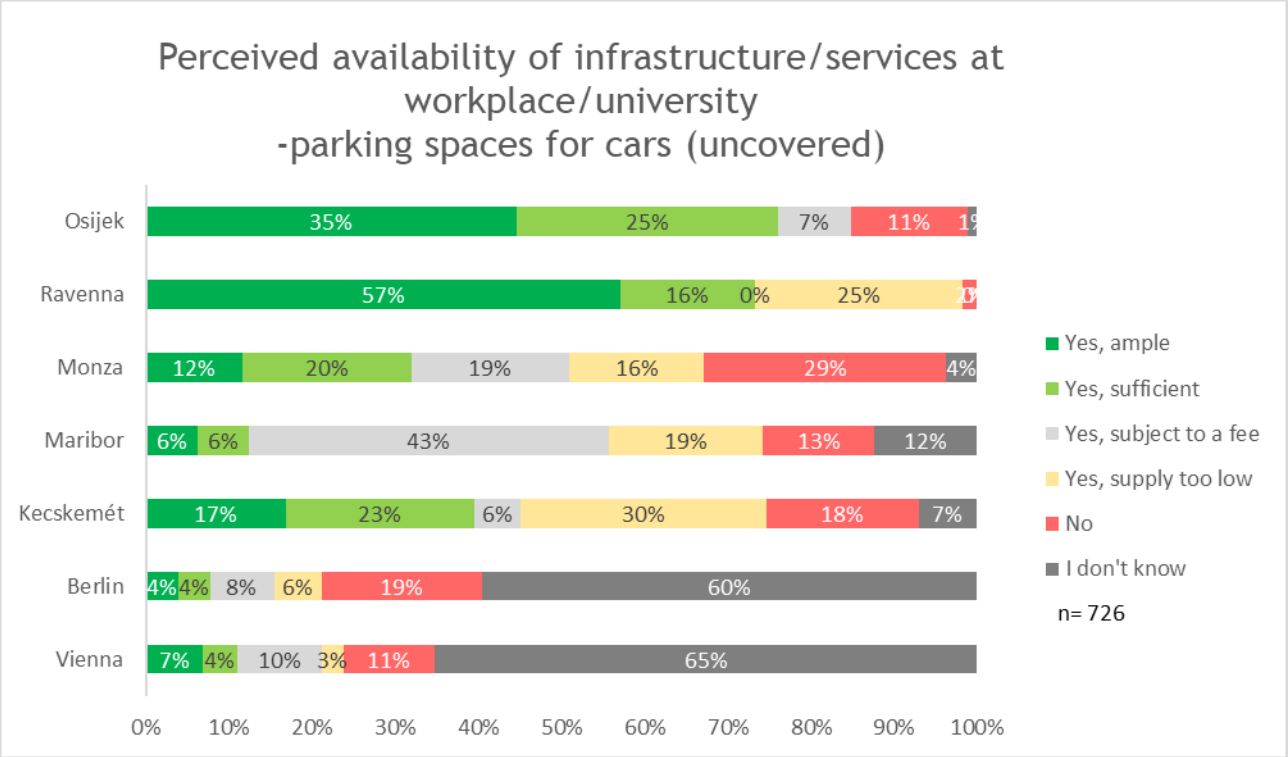


Figure 50: Perceived availability of infrastructure/services at workplace/university - parking spaces for cars (uncovered) per pilot area

Covered parking spaces for cars are rather not available to the respondents' knowledge or they don't know about them (Figure 51).

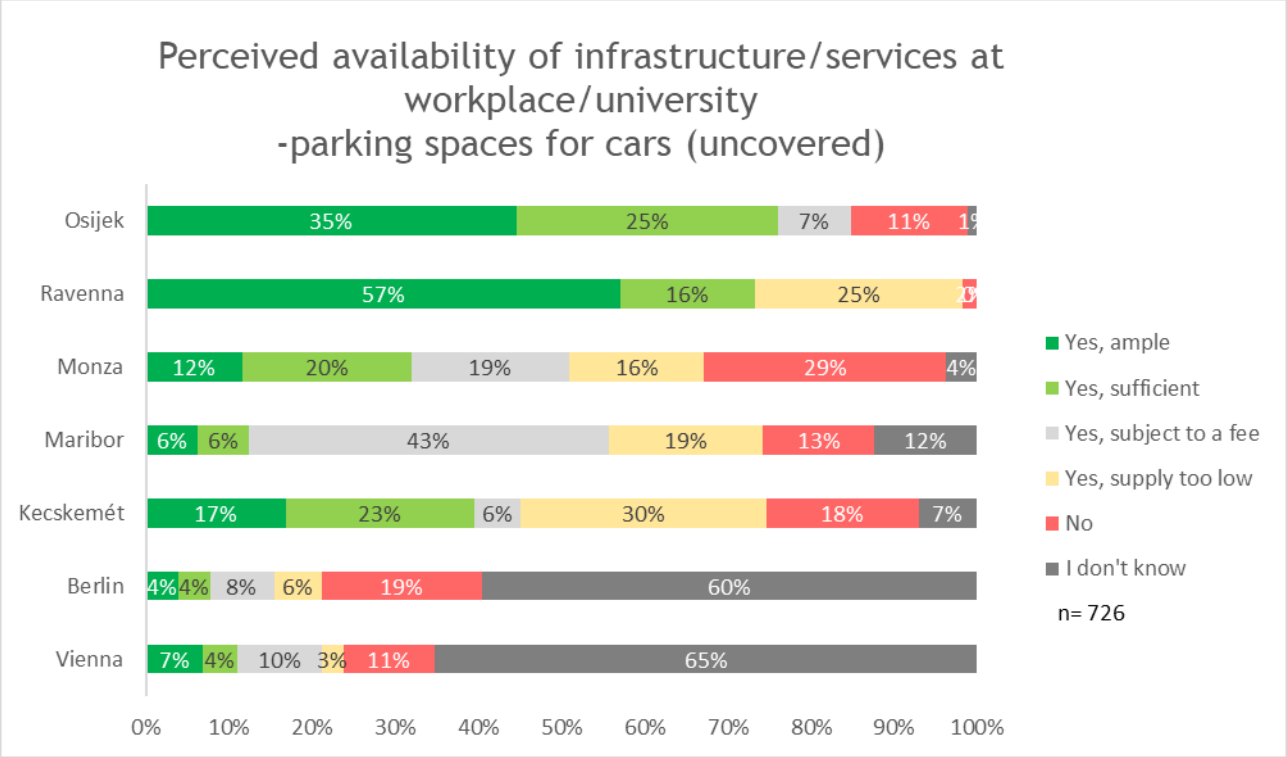


Figure 51: Perceived availability of infrastructure/services at workplace/university - covered parking spaces for cars- per pilot area

Charging infrastructure for e-cars is perceived by some respondents as available, the majority of the respondents across the pilot areas state that it either is not available or that they do not know (Figure 52).

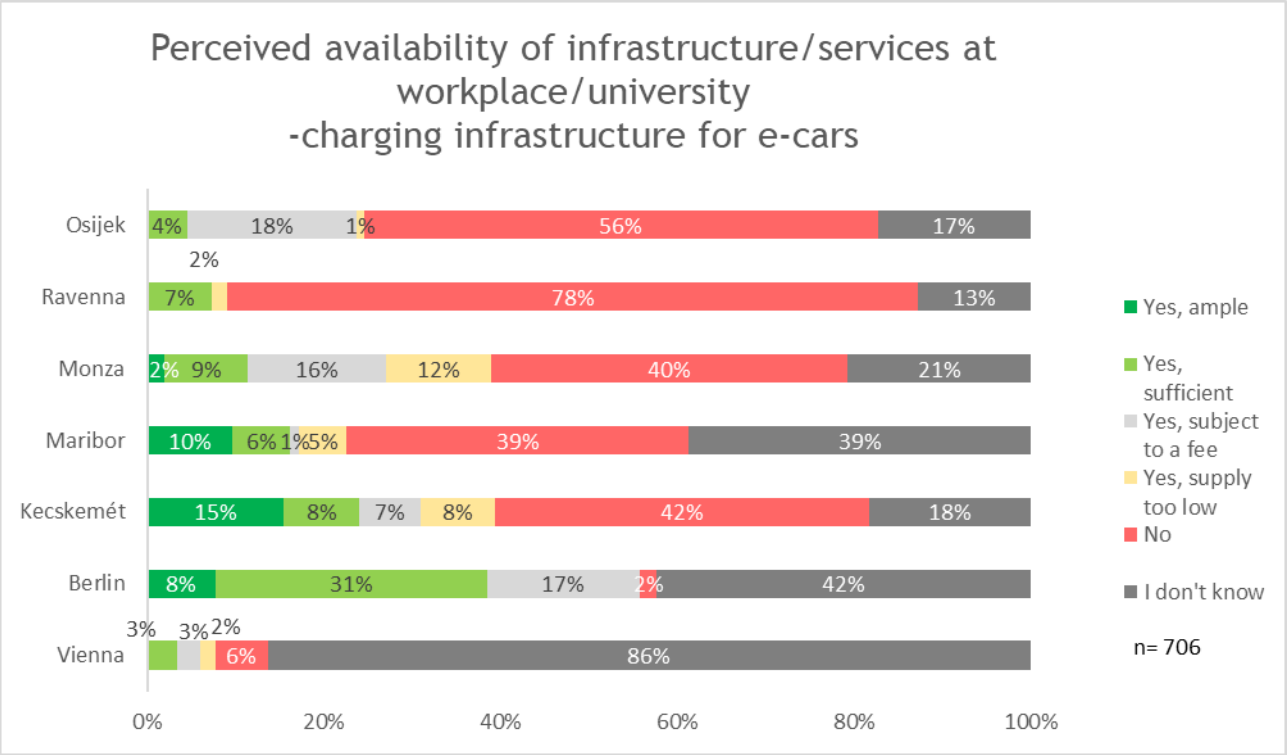


Figure 52: Perceived availability of infrastructure/services at workplace/university - charging infrastructure for e-cars- per pilot area

4.9.2. Bicycle related

Uncovered parking spaces for bicycles are mostly available according to the respondents whereas covered parking spaces for bicycles covered parking spaces for bicycles are also available but to a lesser degree (Figure 53 & Figure 54).

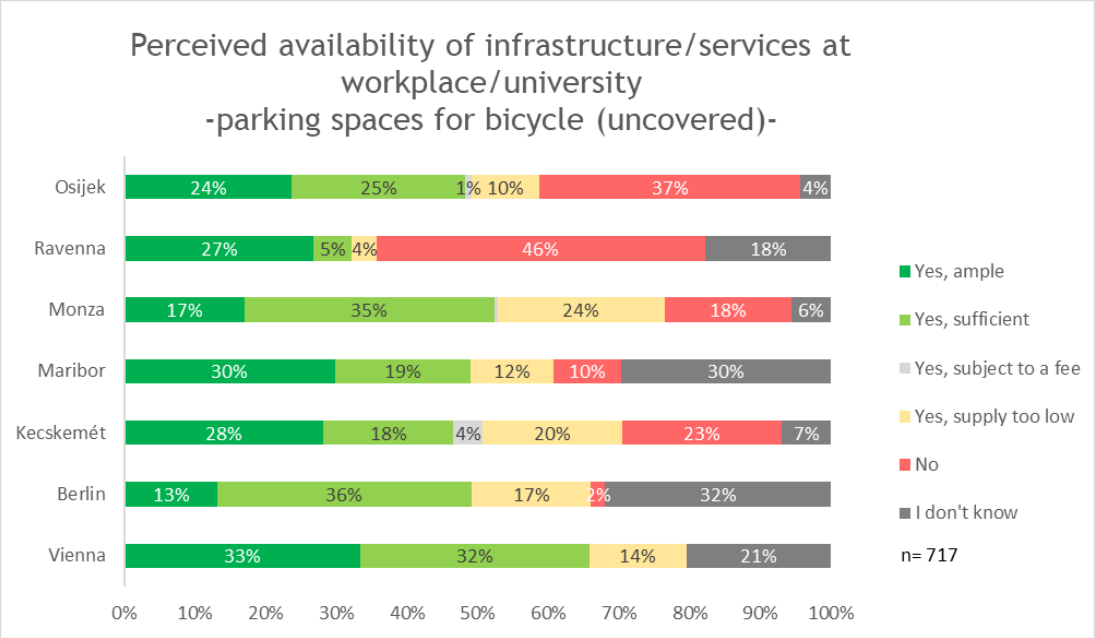


Figure 53: Perceived availability of infrastructure/services at workplace/university - parking spaces for bicycles (uncovered)- per pilot area

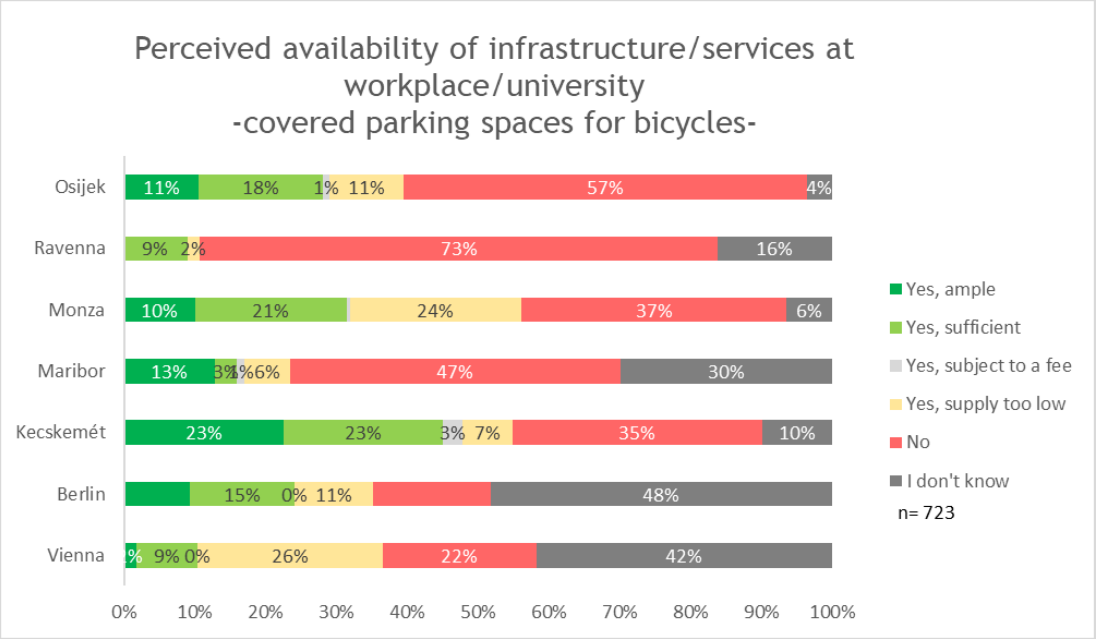


Figure 54: Perceived availability of infrastructure/services at workplace/university - covered parking spaces for bicycles- per pilot area

Repair stations for bicycles are stated to rather not be available to the respondents' knowledge. As in all pilot areas, some respondents also state that the service is available, the visibility and information provision about the service has potential to be increase the share of respondents, who know about the service Figure 55).

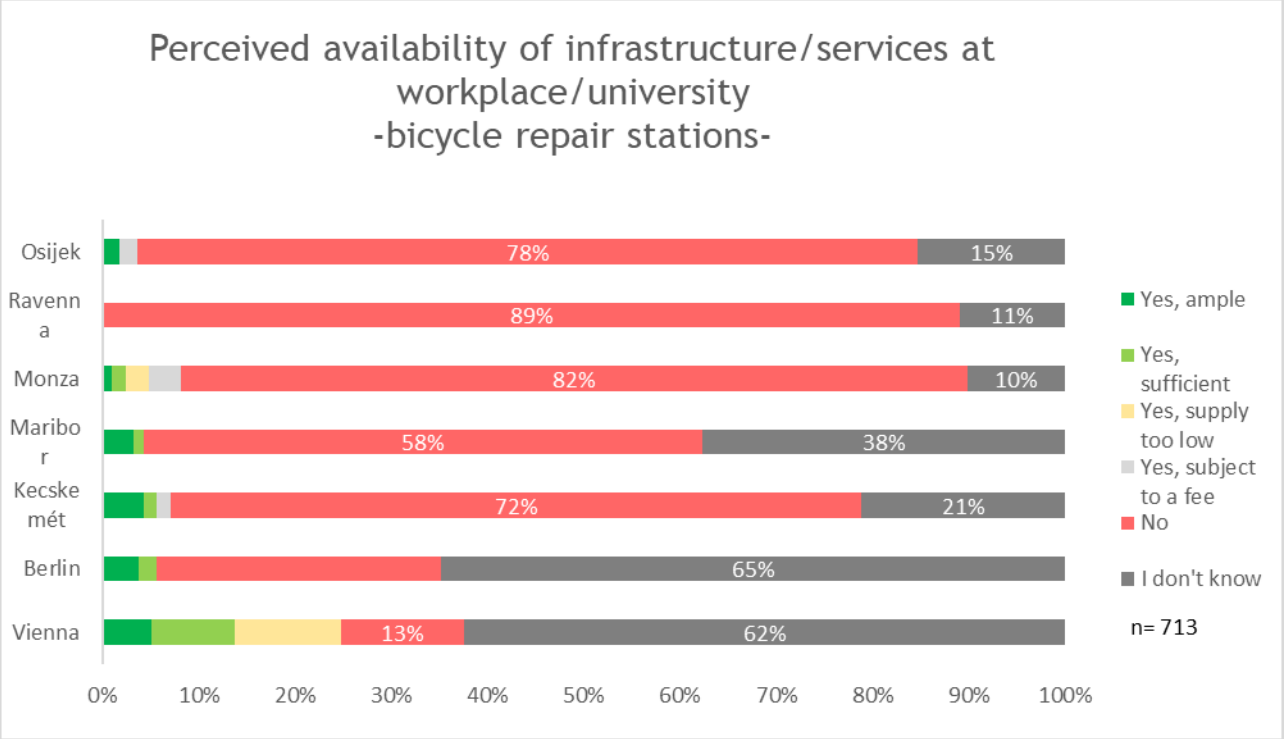


Figure 55: Perceived availability of infrastructure/services at workplace/university - bicycle repair stations- per pilot area

In Osijek, Ravenna, Monza, Maribor and Kecskemét, the majority of respondents states that bike-sharing services are not available, but some respondents state that they are available (Figure 56).

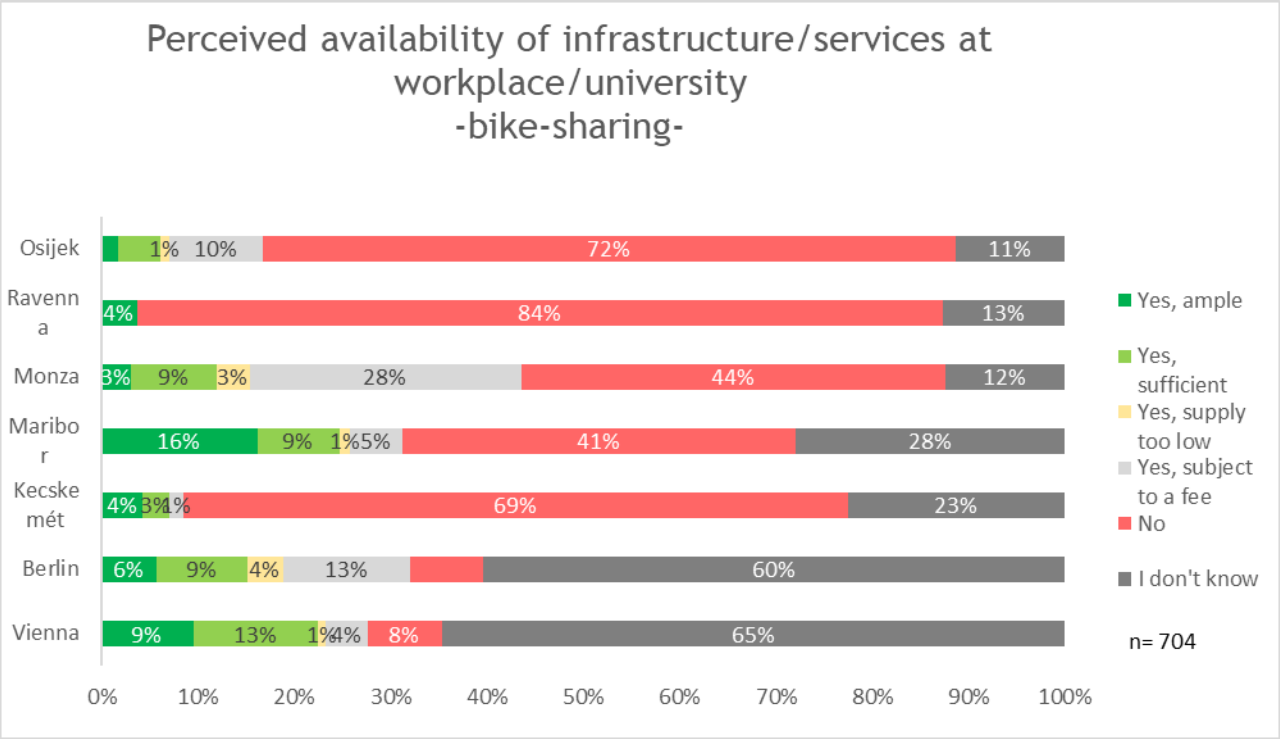


Figure 56: Perceived availability of infrastructure/services at workplace/university - bike-sharing- per pilot area

Lockable bicycle boxes are perceived as available in all pilot areas, but the majority states that they either do not know about this or that it is not available (Figure 57).

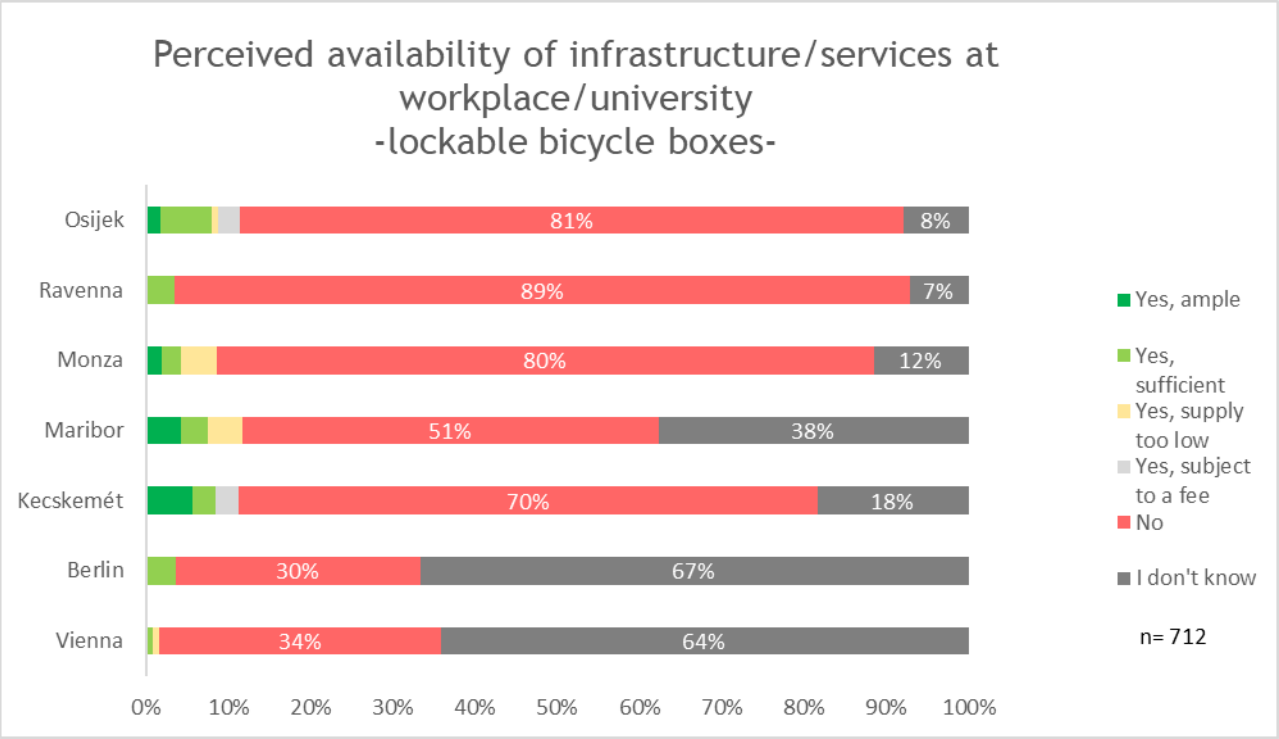


Figure 57: Perceived availability of infrastructure/services at workplace/university - lockable bicycle boxes - per pilot area

Charing infrastructure for e-bicycles is perceived as available by the minority of the respondents (Figure 58).

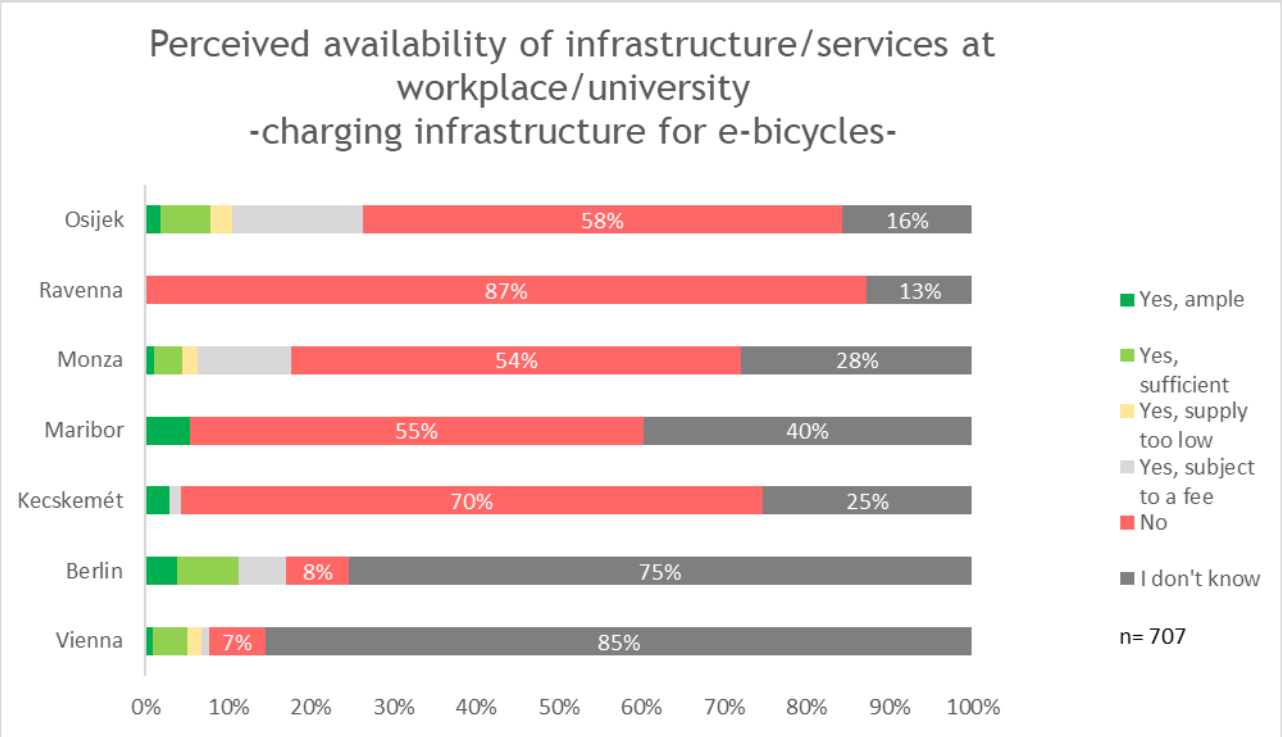


Figure 58: Perceived availability of infrastructure/services at workplace/university - charging infrastructure for e-bicycles per pilot area

4.9.1. Public transport related

Public transport seems to be available to the majority of respondents, expect for Ravenna (Figure 59).

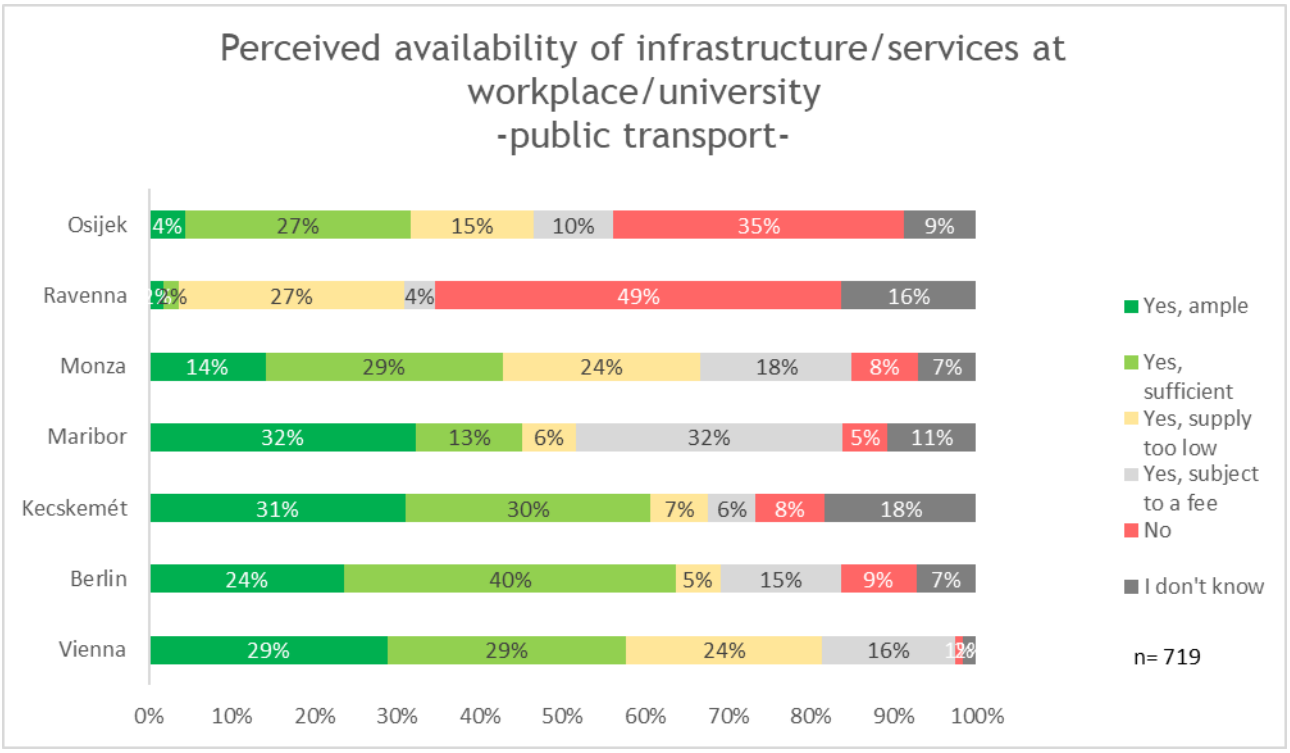


Figure 59: Perceived availability of infrastructure/services at workplace/university - public transport per pilot area

4.9.2. Other services

Showers are rather not available to the respondents' knowledge, expect for Ravenna (Figure 60). This leads us to the consideration that all pilot areas can learn from Ravenna' case regarding knowledge provision about showers.

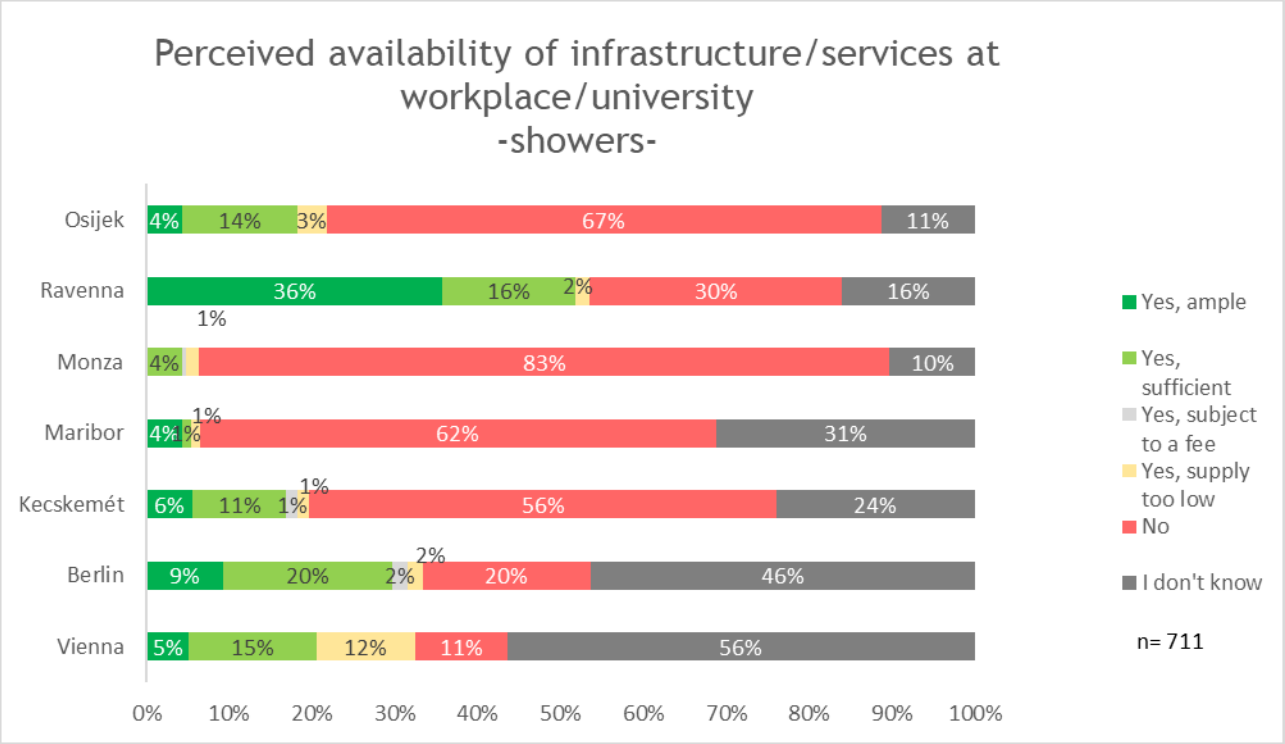


Figure 60: Perceived availability of infrastructure/services at workplace/university - showers- per pilot area

We conclude, that infrastructure and services are perceived available by some respondents but others do either not know or state that it is not available. Therefore, we assume that information provision about available services and infrastructures might need be considered by the pilot areas to improve mobility related knowledge among employees or students in their pilot are if the infrastructure and services shall be available to all students or employees.

4.10. Stated importance regarding measures at university/ workplaces

The respondents were also asked the following question "*How important do you consider the following measures for your university/workplace?*". The analysis of the responses follows below.

4.10.1. Bicycle related

Regarding the introduction/expansion of cycle path network, the majority of respondents considers this important across the pilot areas, except for Berlin, where the majority states to be neutral about this (45%) or as not important (12%) (Figure 61).

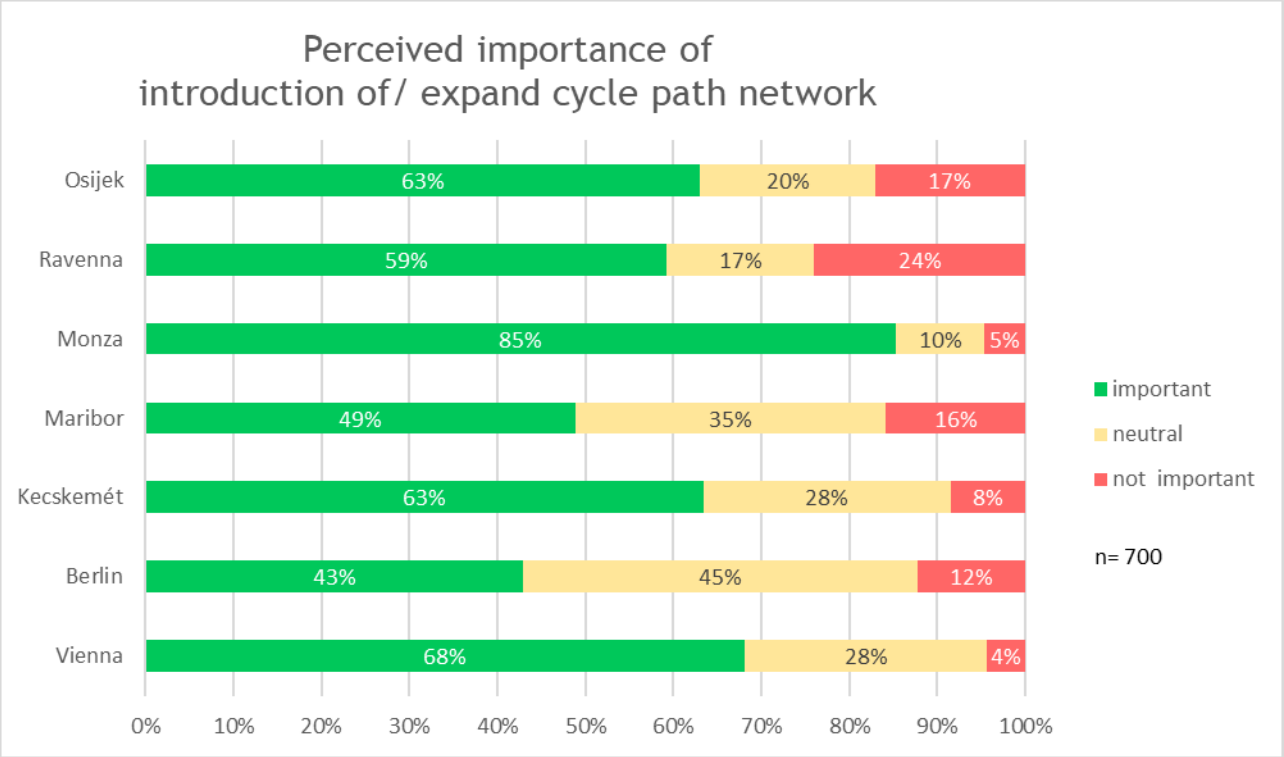


Figure 61: Perceived importance of introduction of/expansion of cycle path network per pilot area

Introducing or adding more bicycle parking spaces or services stations for bicycles is not considered important or neutral by the majority of respondents across the pilot areas, except for Monza, where more than 50% consider it important (Figure 62 & Figure 63).

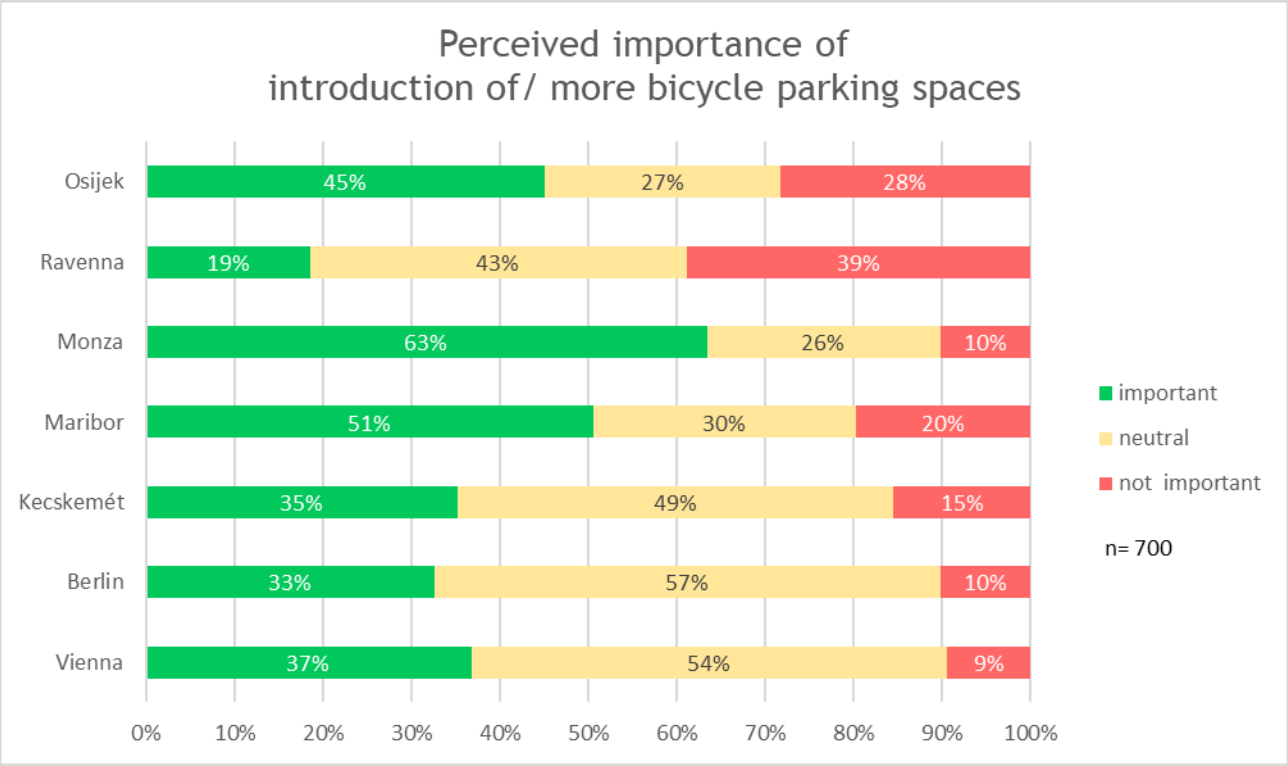


Figure 62: Perceived importance of introduction of/more bicycle parking spaces per pilot area

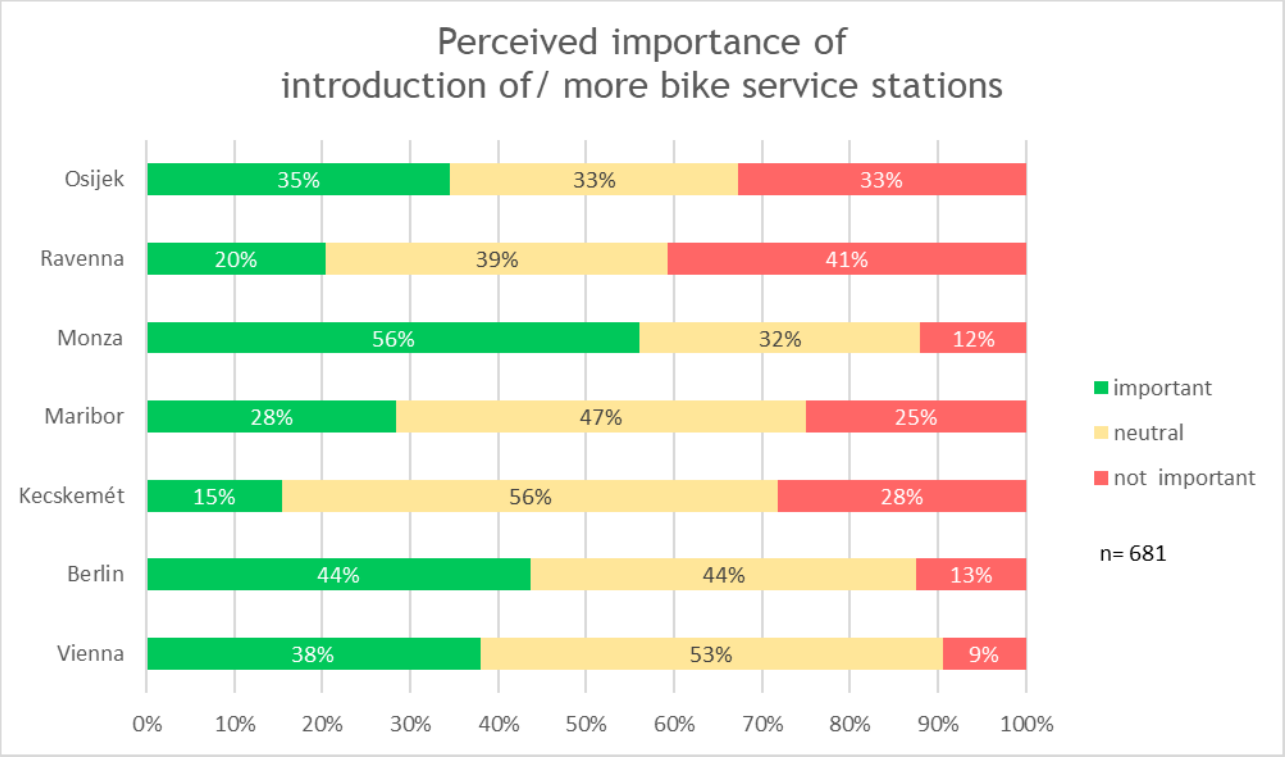


Figure 63: Perceived importance of introduction of/more bike service stations per pilot area

The importance of the introduction or expansion of charging infrastructure for e-bicycles is considered neutral or not important across the pilot areas, except for Osijek, where the majority of 53% consider it important and in Maribor (41%) (Figure 64).

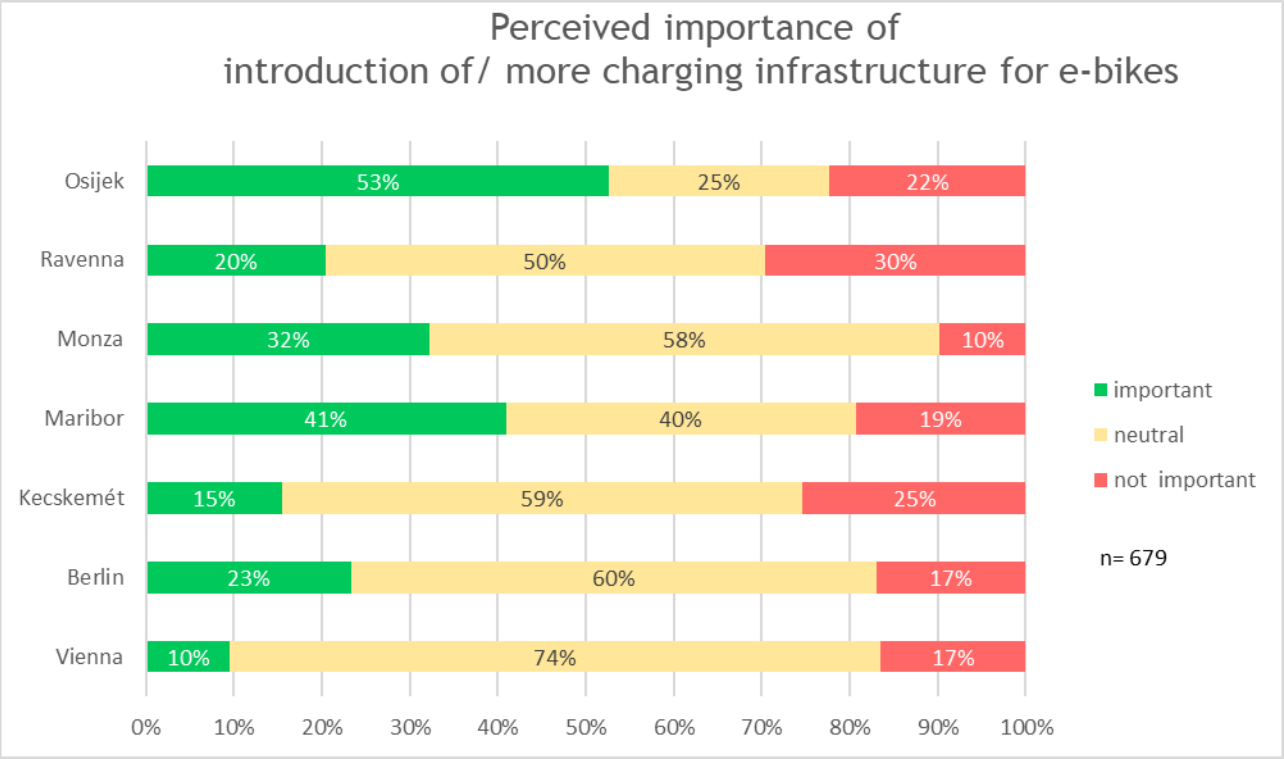


Figure 64: Perceived importance of introduction of/more charging infrastructure for e-bikes per pilot area

Introducing or expanding rental bikes or scooters is considered neutral or not important by the majority of respondents but Osijek and Maribor receive rather high shares of 43% considering it important (Figure 65).

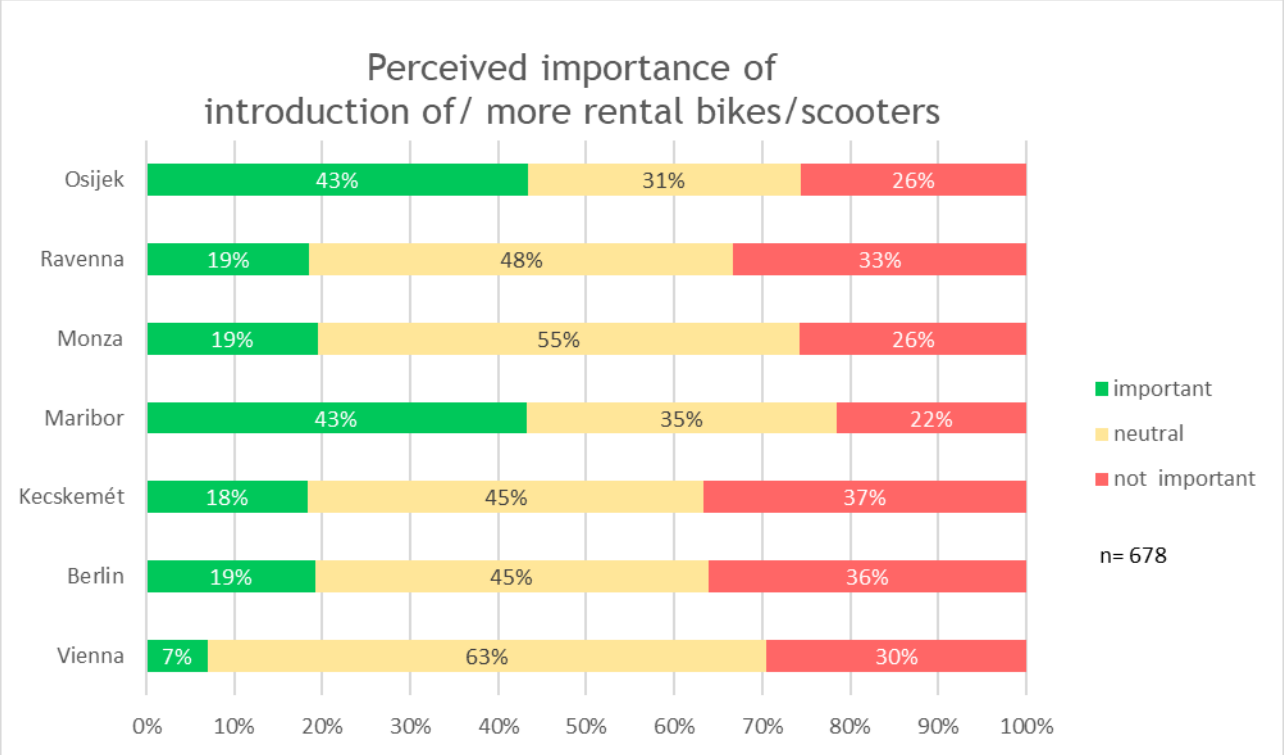


Figure 65: Perceived importance of introduction of/more rental bikes/scooters per pilot area

The importance of more company (e-) bicycles is considered important by the majority of respondents in Osijek, while for the rest of the pilot areas, this is not the case (Figure 66).

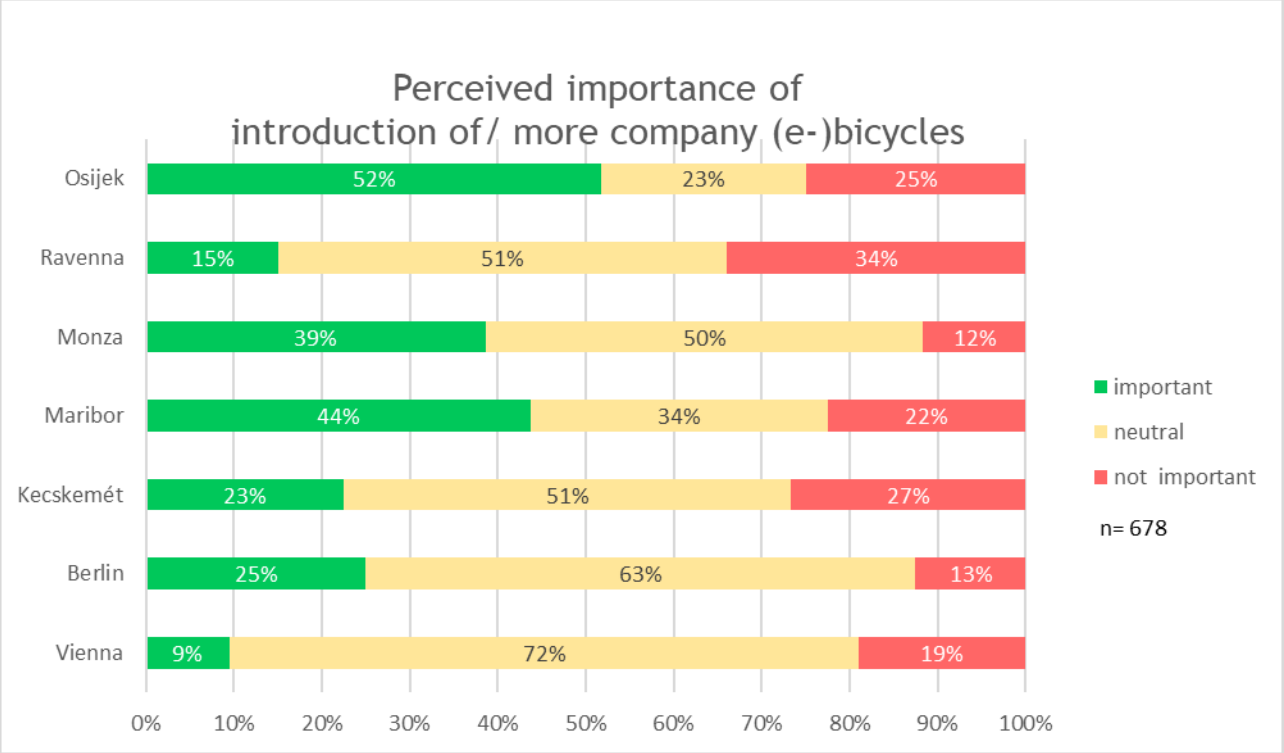


Figure 66: Perceived importance of introduction of/more company (e-) bicycles per pilot area

Accompanying measures like the introduction of shower rooms (Figure 67) or improving the visibility of the marking of showers is considered important by the minority of the respondents across the pilot areas (Figure 68). But marking for showers/ providing higher visibility for showers receives rather high shares in Vienna (49%) and Berlin (38%), but it is still stated by the minority of the respondents.

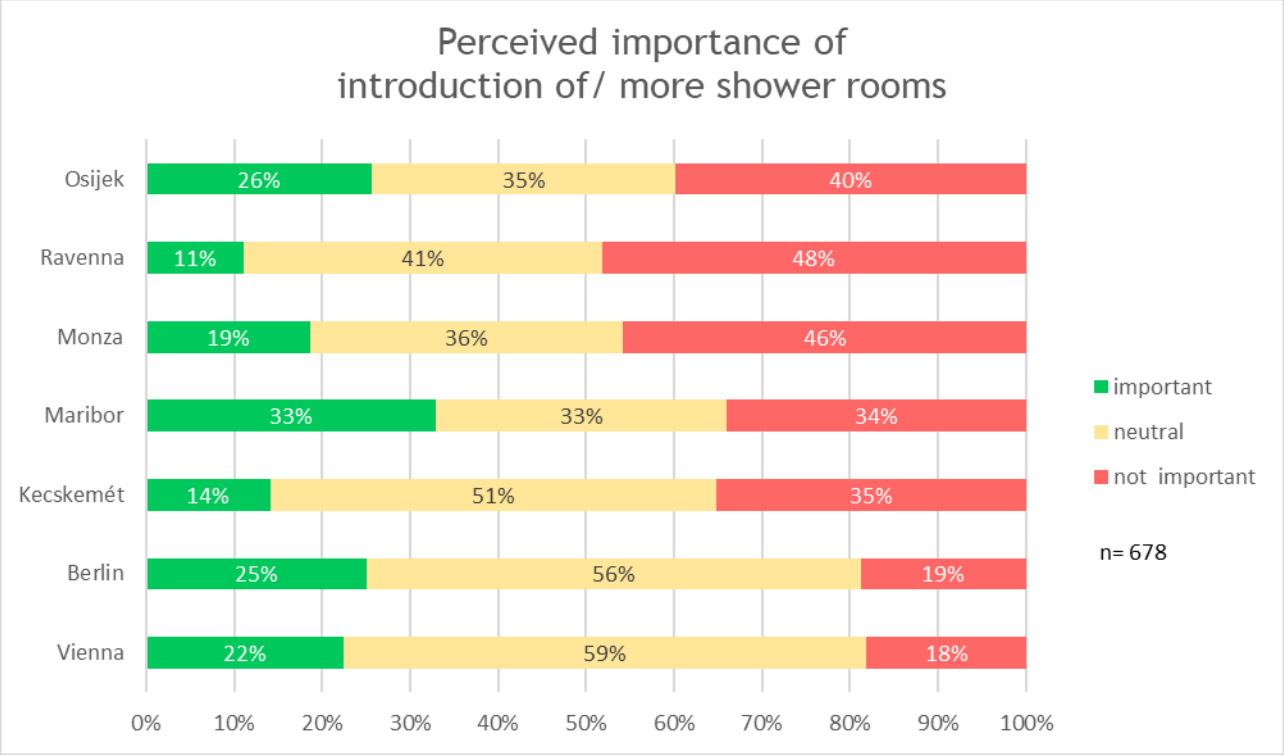


Figure 67: Perceived importance of introduction of/ more shower rooms per pilot area

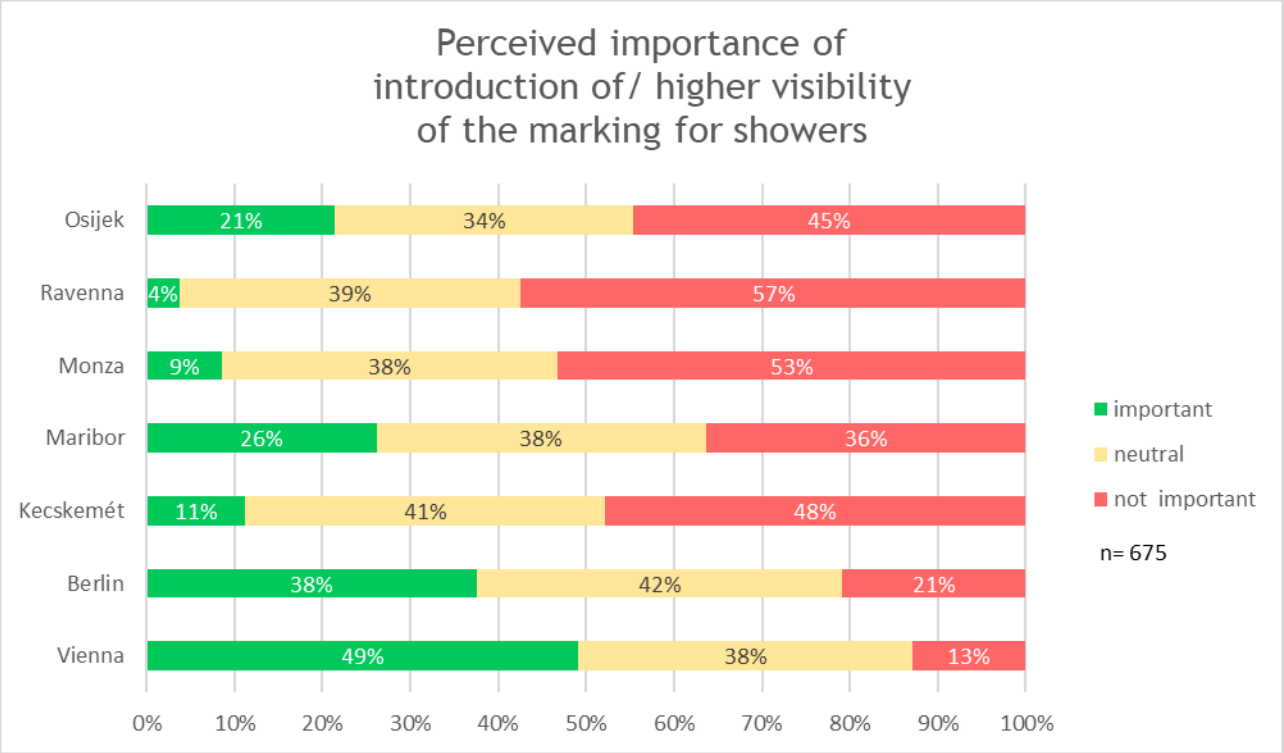


Figure 68: Perceived importance of introduction of/ higher visibility of the marking for showers per pilot area

4.10.2. Public transport related

The introduction or improvement of PT intervals and PT connections are considered important by the majority of respondents across the pilot areas, except for Berlin (46%) (Figure 69 & Figure 70).

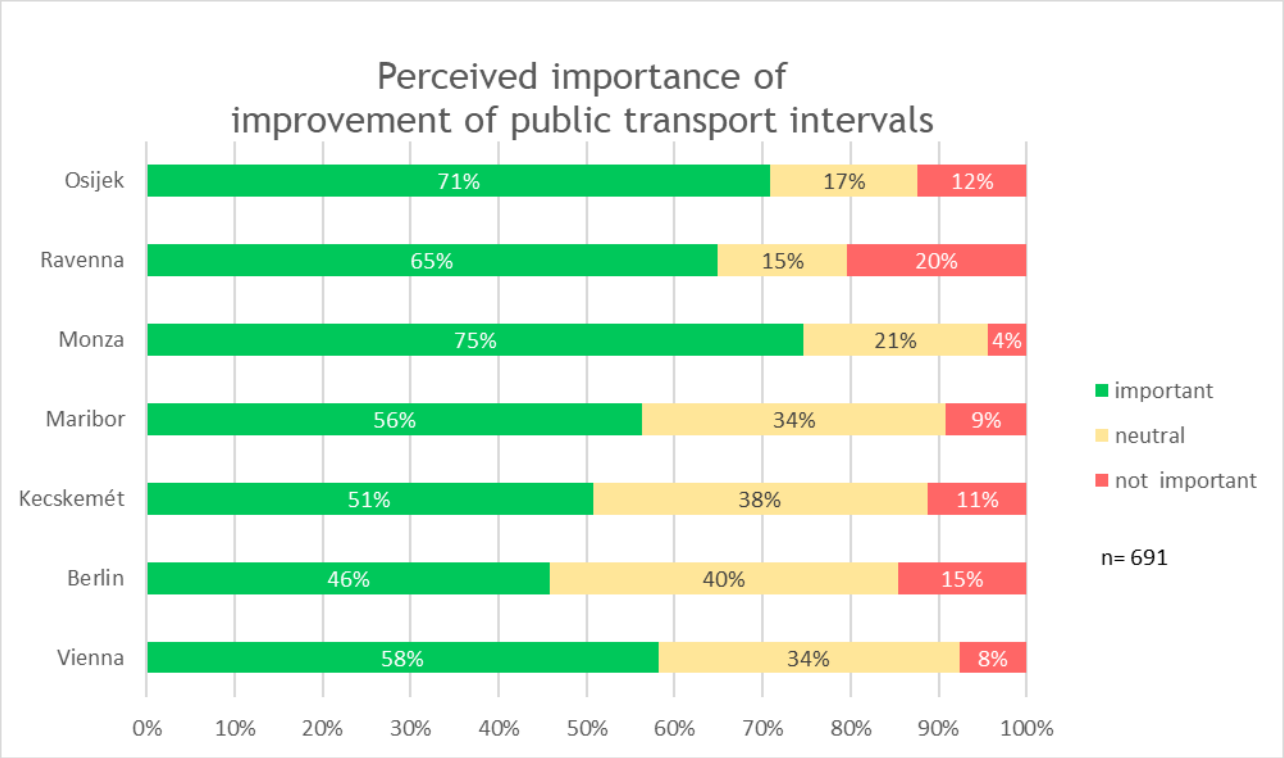


Figure 69: Perceived importance of improvement of public transport intervals per pilot area

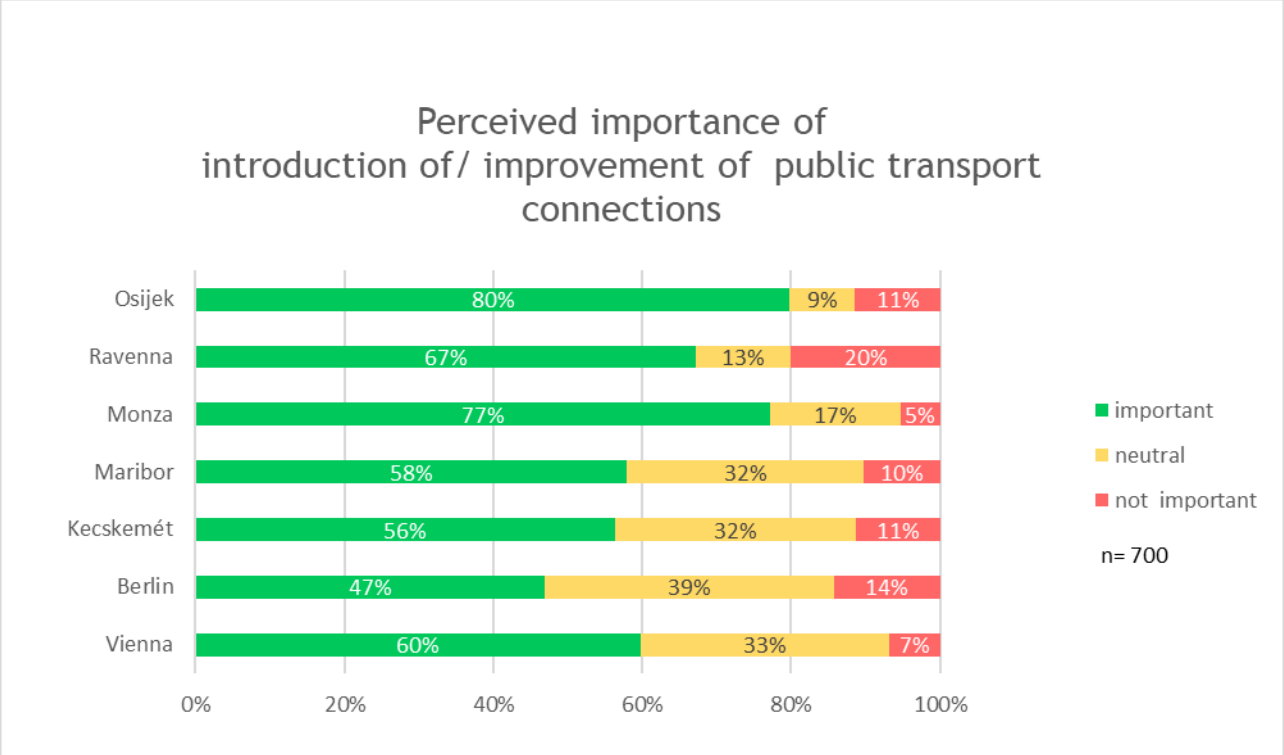


Figure 70: Perceived importance of introduction of/ improvement of public transport connections per pilot area

The importance of the extension of PT operating hours differes across the pilot areas: in Ravenna 74% state this as important, followed by 69% in Monza, and 62% in Osijek. In Vienna, Maribor and Kecskemét the respondents who consider this important vary around 40% while in Berlin only 26% consider it important (Figure 71).

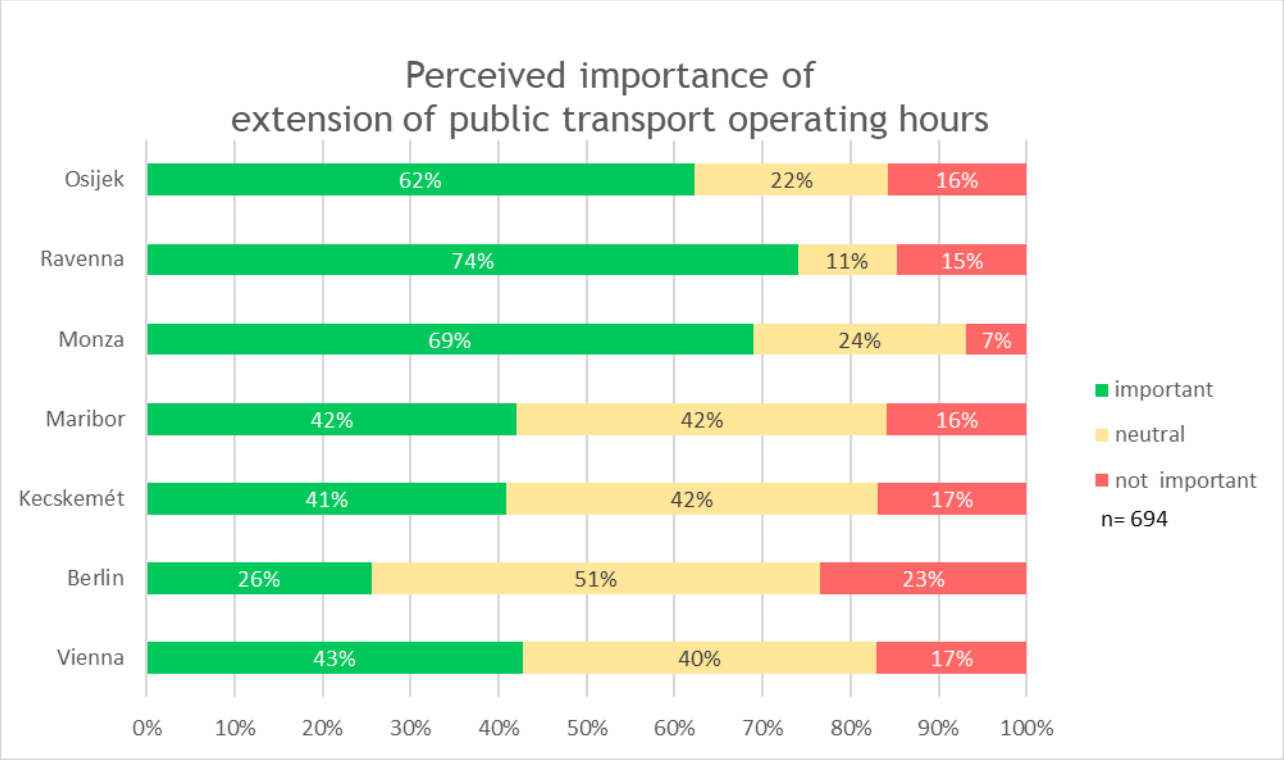


Figure 71: Perceived importance of extension of public transport operating hours per pilot area

The importance of providing or improving PT departure times on info screens varies across the pilot areas: In Monza, the majority of 73% considers this important, followed by 72% in Osijek. Berlin (57%) and Maribor (56%) follow. The lowest shares (41%) regarding importance are provided in Ravenna and Vienna (Figure 72).

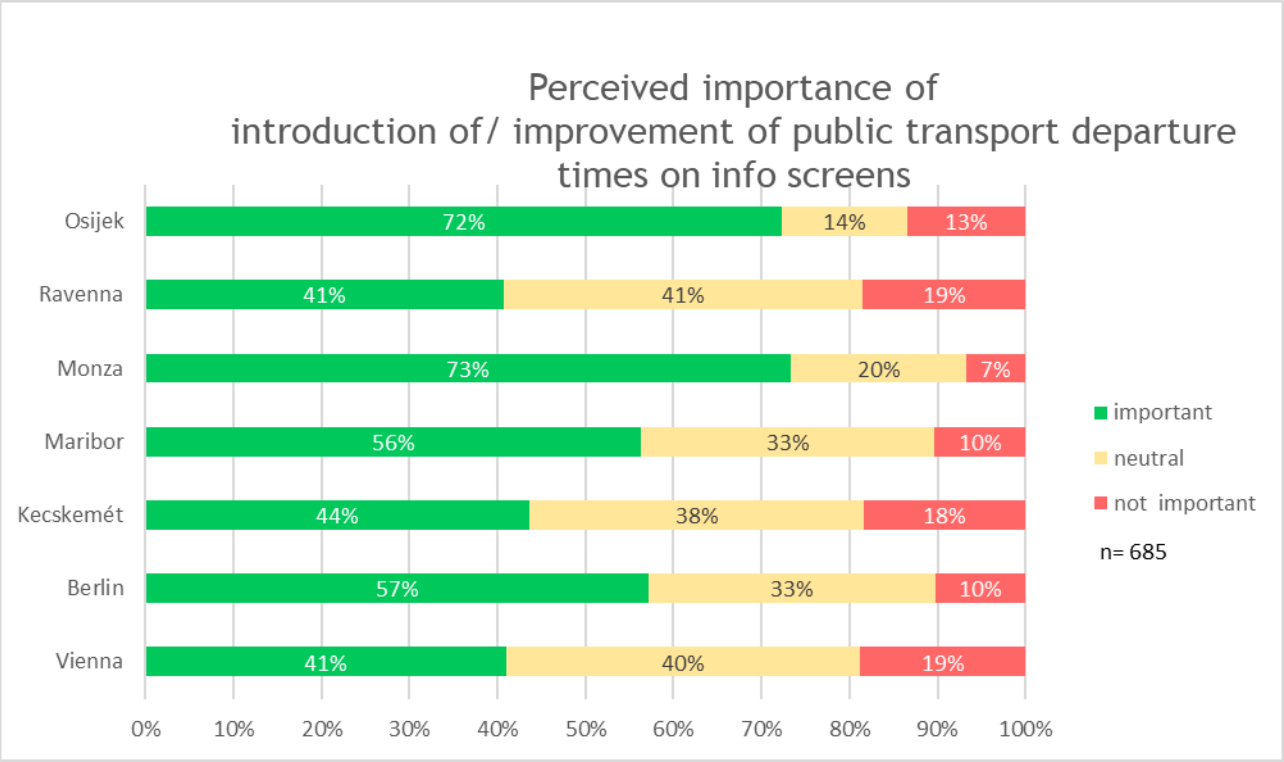


Figure 72: Perceived importance of introduction of/improvement of public transport departure times on info screens per pilot area

4.10.3. Monetary measures

The importance of introducing or improving monetary related measures were also asked:

Introducing or improving PT related student tickets or job tickets is considered important by the majority of respondents across the pilot areas, except for Ravenna (30%) and Kecskemét (39%) (Figure 73).

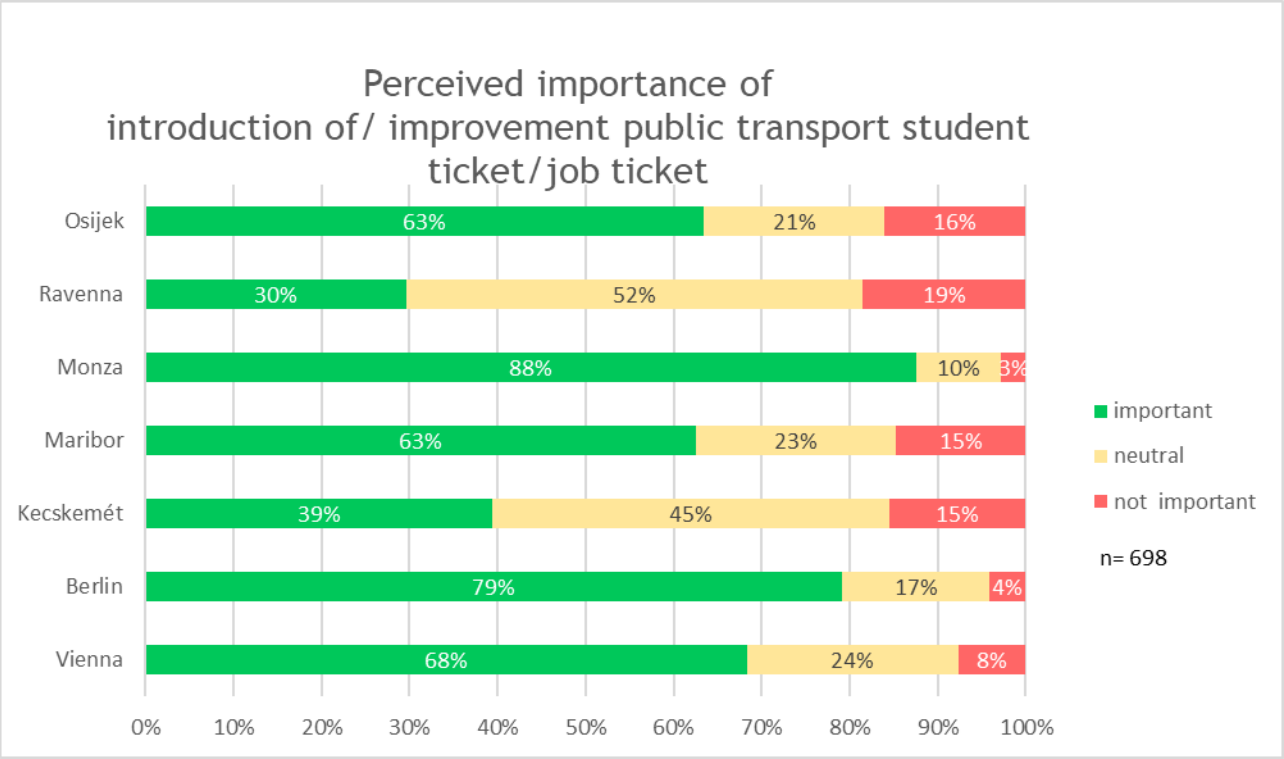


Figure 73: Perceived importance of/ improvement of public transport student/job ticket per pilot area

The same pattern is visible for the introduction or improvement of an incentive and reward system for sustainable means of transport (Figure 74).

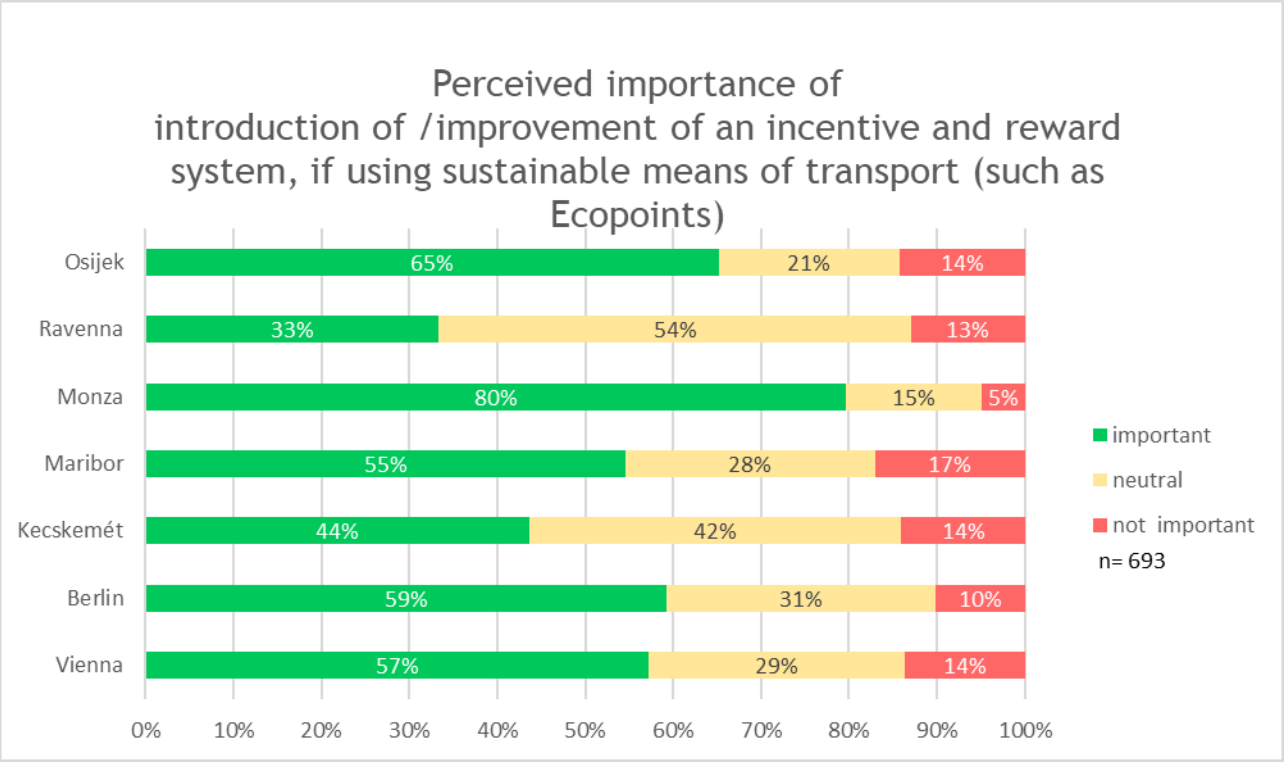


Figure 74: Perceived importance of incentives & reward system per pilot area

The majority of respondents across the pilot areas, considers improving public transport fares important, except for Kecskemét (15%) (Figure 75).

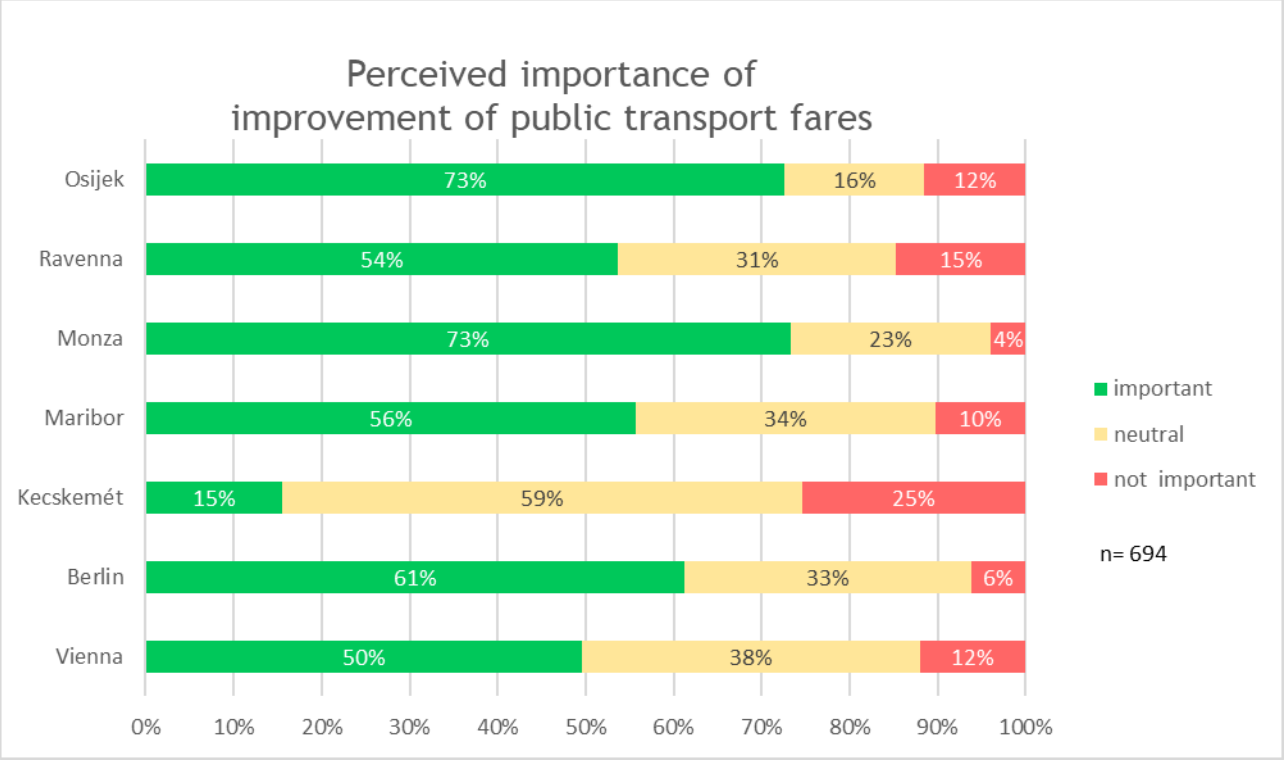


Figure 75: Perceived importance of improvement of public transport fares per pilot area

4.10.4. Employment related measures

The introduction or more flexible form of working such as home office days or smart working is considered important by the majority of the respondents, except for Ravenna (33%), followed by Berlin (48%) (Figure 76).

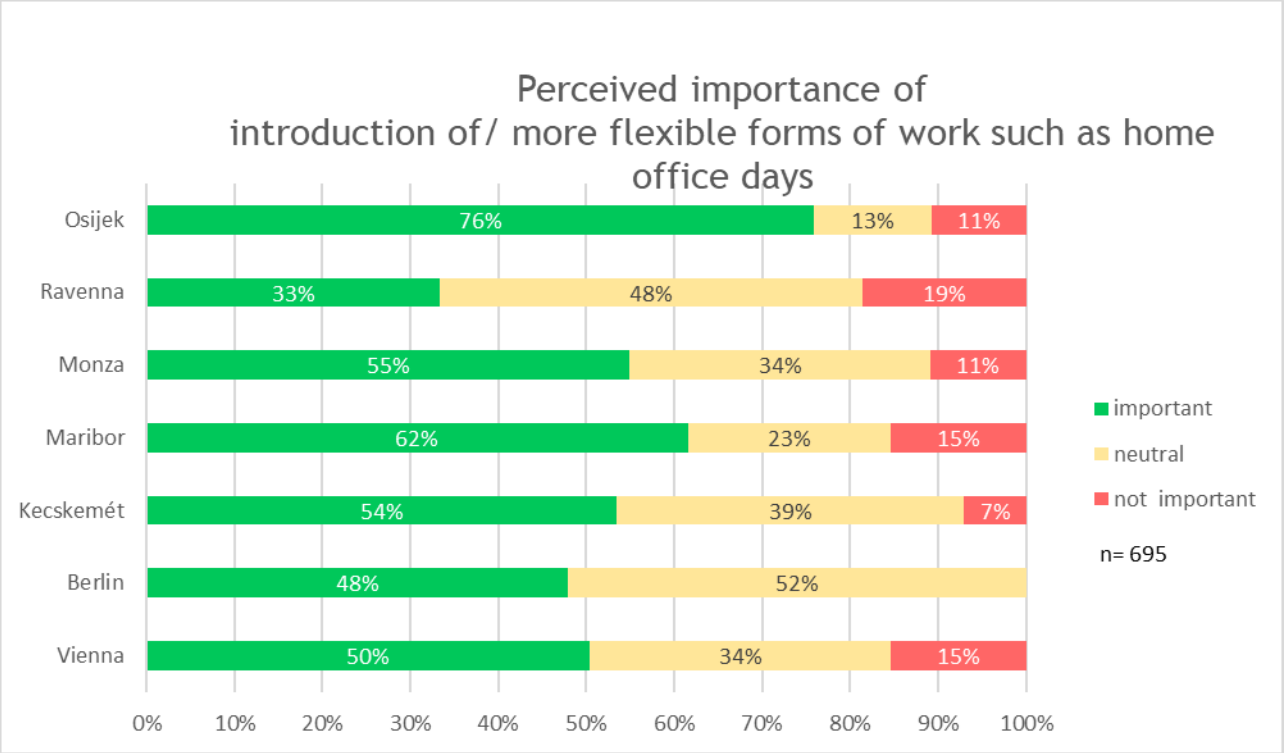


Figure 76: Perceived importance of introduction of/ more flexible forms of work such as home office days per pilot area

4.10.5. Other improvement

Some respondents stated that other improvements are important. Respondents, who wanted to share other improvements, stated the following: For **Ravenna** better road conditions are mentioned. For **Monza**, free parking or lower parking costs are mentioned for employees in the city centre/ PA. Apart from this, providing financial aid or the use of electric vehicles for necessary trips is asked for, like: *"At least for the travel necessary to my social service work, the use of the transports provided by the public administration (electric cars, electric bikes for operators or financial aid for the purchase of an electric car)."* And investing in sustainability in general is mentioned. For **Maribor**, free parking lots for electric vehicles and better road infrastructure are mentioned, while in Kecskemét, lockable bike racks with cameras are stated. For **Berlin**, stated other improvements are the following: bike repair stations and pedestrian crossing are mentioned regarding active transport modes and more safety and regarding PT, cleanliness at the Schöneberg S-Bahn station is stated. For **Vienna**, lockers for hire are requested so that cyclists can store spare clothing for which only persons with a BOKU Card have access. It is suggested to provide lockage multiweekly. Also changing rooms with lockers are suggested. Car related measures are suggested like, parking spaces for students and fewer cars on Peter-Jordan-Strasse.

4.11. Mobility Management

4.11.1. Knowledge about mobility management

Respondents were asked if they know what mobility management is. Roughly half of the respondents in the pilot areas stated to know what mobility management are, except for Osijek, where only 19% stated to have knowledge about this matter. In Maribor (58%) and Kecskemét (55%), the majority stated to not know about mobility management measures, whereas in Ravenna (59%), Berlin (52%) and Vienna (51%) the majority of respondents stated to have knowledge about this (Figure 77).

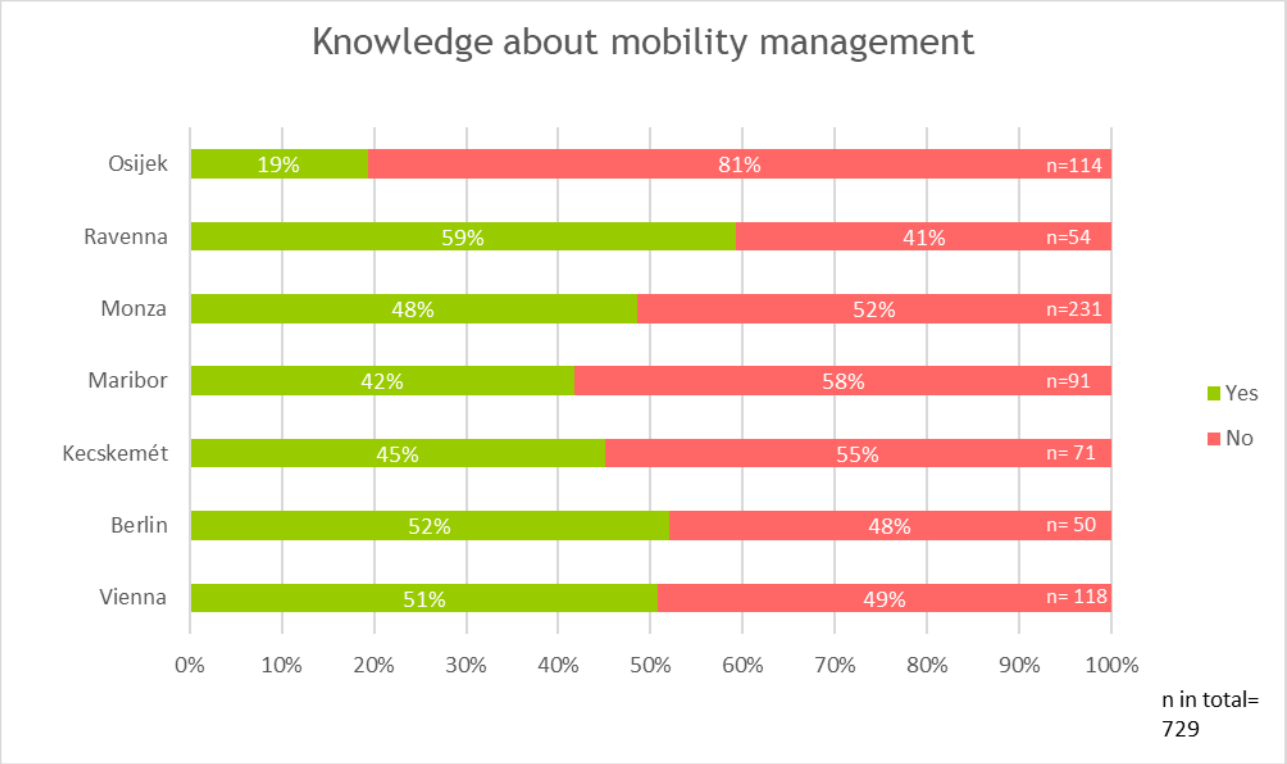


Figure 77: Knowledge about mobility management

4.11.2. Knowledge about mobility manager at university or workplace

Regarding the question "*Is there a mobility manager at your workplace/university?*", the majority of respondents stated to have no knowledge throughout the pilot areas: only in Vienna the respondents state that they have knowledge about a mobility manager, although officially this does not exist at the moment (although it existent in the past (Figure 78).

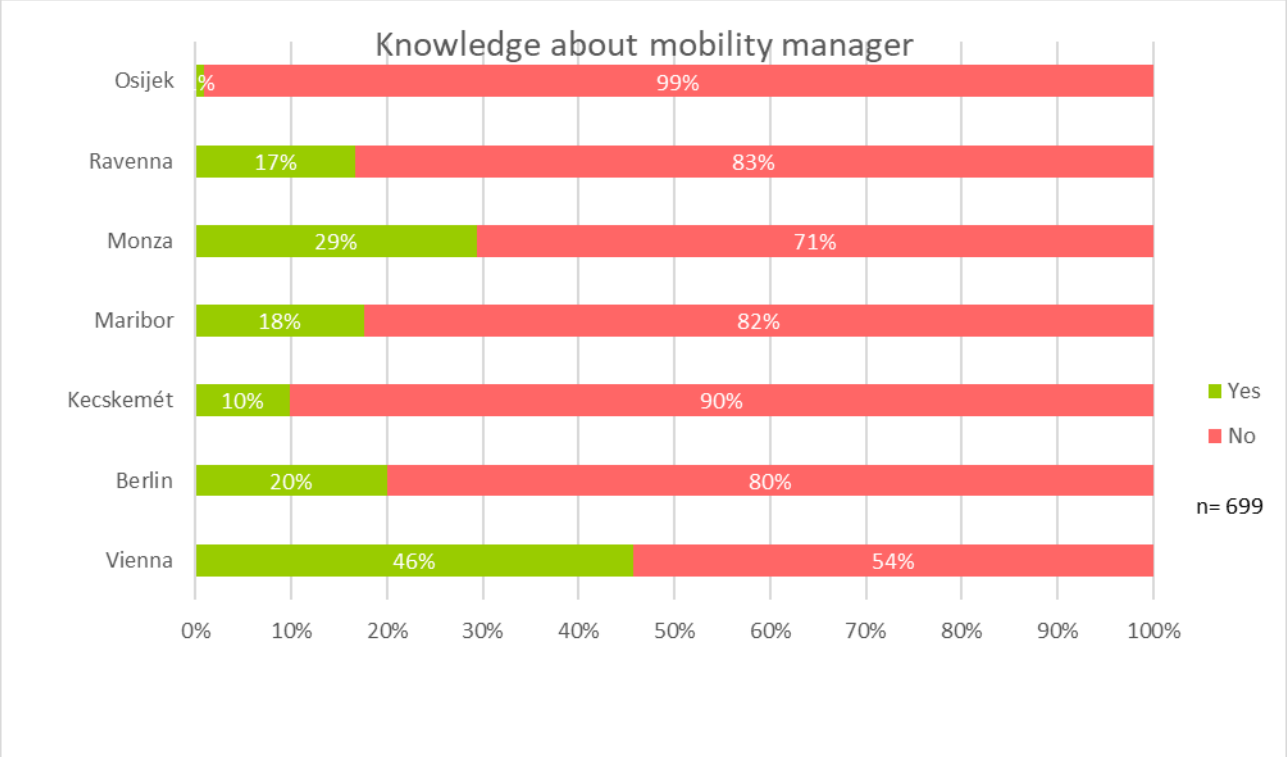


Figure 78: Knowledge about mobility manager per pilot area Subgroup of respondents who stated to have knowledge about mobility management at university/workplace

4.11.3. Knowledge about mobility initiatives at university or workplace & participating in them

Awareness around mobility initiatives at their university or workplace is rather low as the majority of respondents across all pilot areas states to have no knowledge about them. Only in Maribor, there is rather high awareness with 44% (Figure 79).

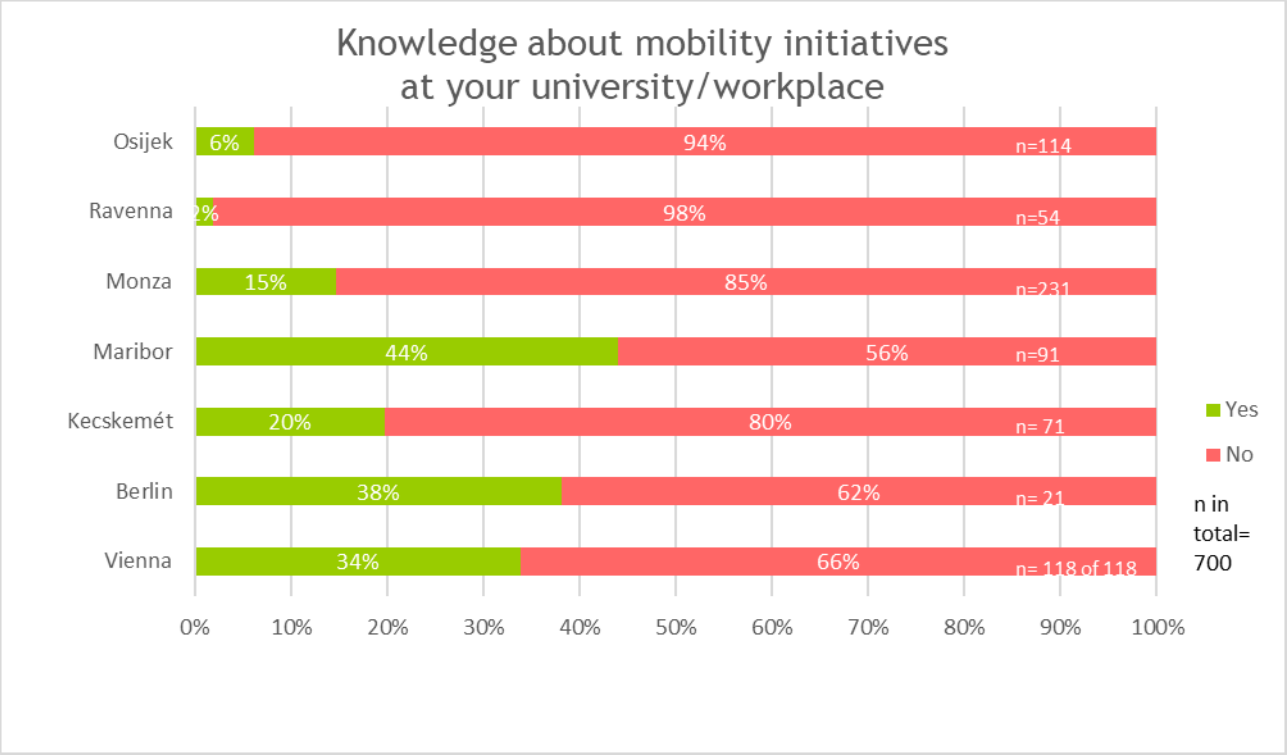


Figure 79: Knowledge about mobility initiatives at university/workplace per pilot area

Respondents, who have stated to have knowledge about mobility management initiatives were also asked, if they have joined such initiatives.

In Osijek, only 6% stated to have knowledge about mobility management initiatives, but 71% of them have actually joined. The same situation exists for Ravenna, where only 2% stated to have knowledge about mobility management initiatives and from those 2%, 100% have joined the initiative. This can lead to the conclusion, that knowledge around mobility management initiatives is important so that people also join them (*Figure 80*).

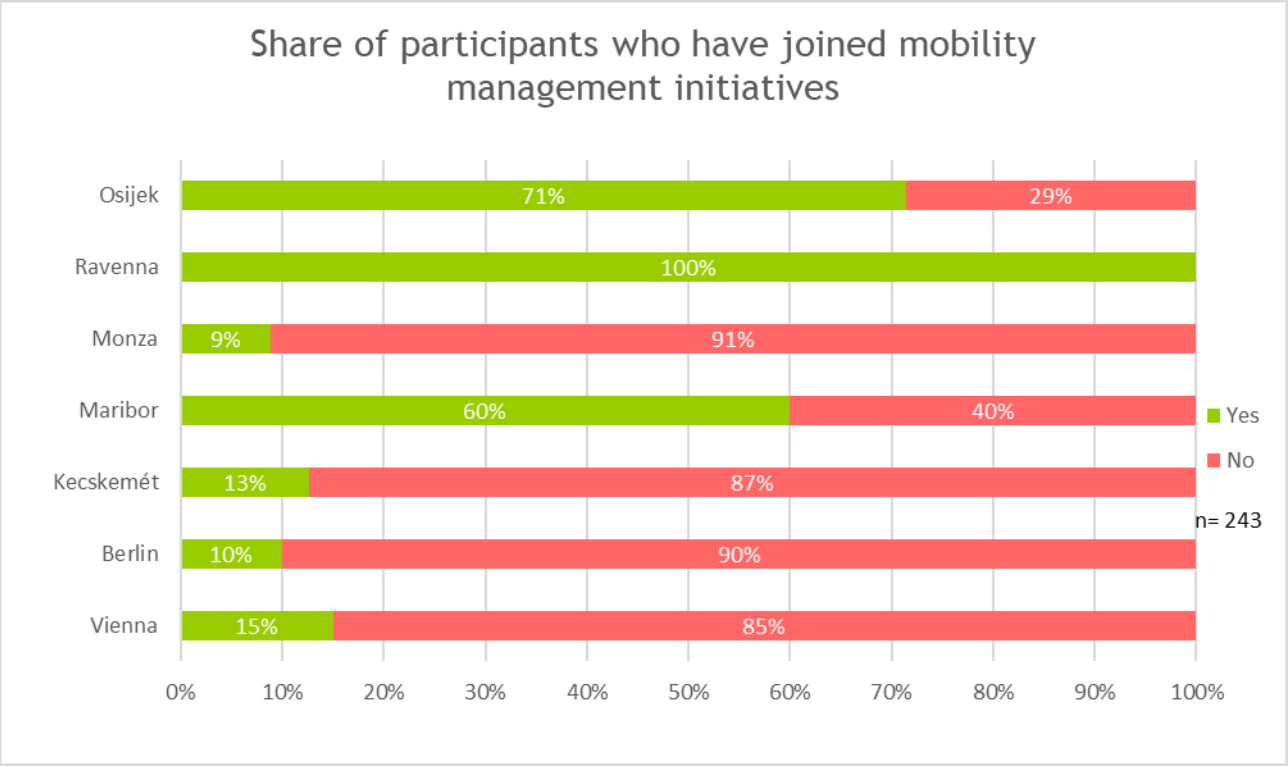


Figure 80: Share of participants who joined mobility management initiatives per pilot area

But knowledge alone is not enough as the results of the other pilot areas indicate that knowledge around initiatives exists but actually very few respondents, who know about the initiatives have joined them (e.g. Berlin shows where 38% know about the initiative but only 10% joined them (Figure 81). This can lead to the conclusion that the type of initiative also needs to suit people (e.g. circumstances, target group etc.)

Comparing the number total number of respondents per pilot area with the number of respondents, who have actually joined a mobility mangement activity shows, that only a very limited share of respondents of the whole sample, has actually joined an moblity mangament initiative. Monza shows the highest share of respondents, who have joined with 24%, followed by Kecskemét with 13%.

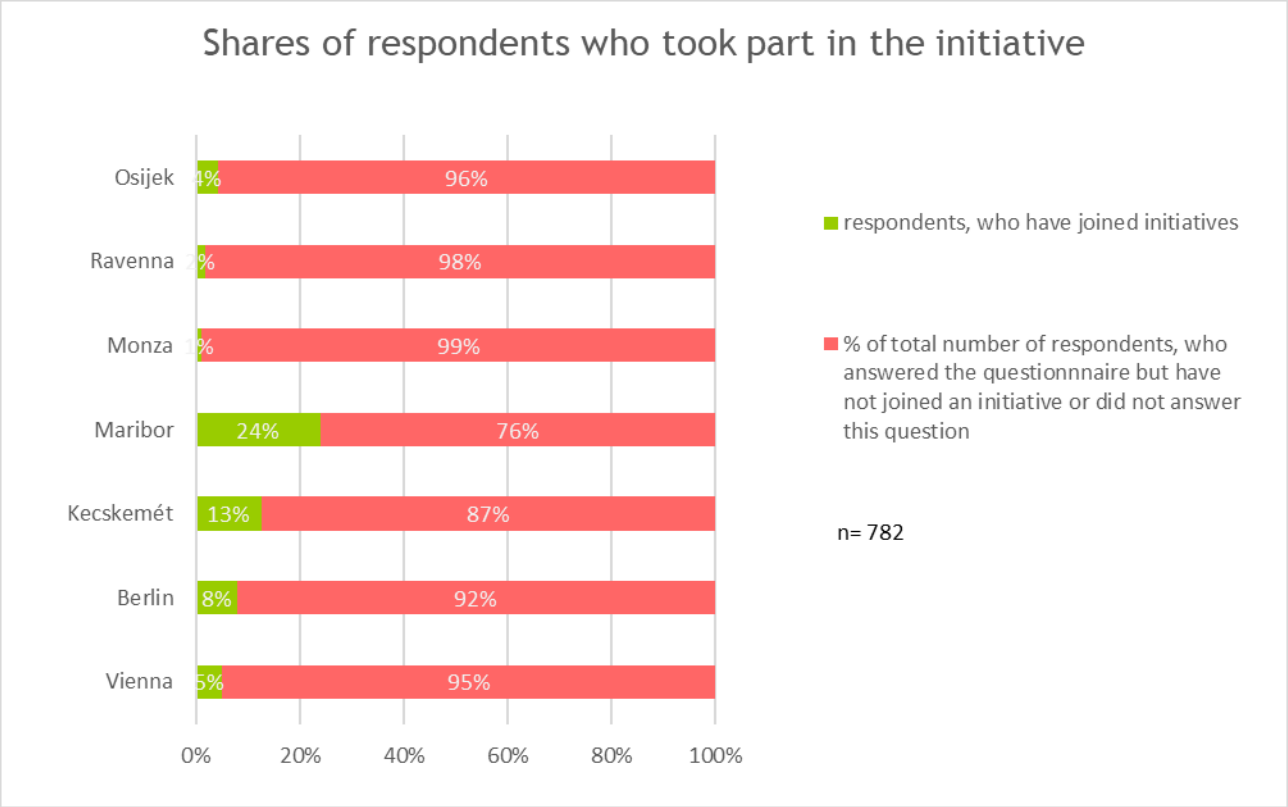


Figure 81: Comparison of respondents, who joined mobility initiatives. All respondents per pilot area

4.11.4. Knowledge about incentives at university or workplace & receipt

Respondents were also asked, if their university of workplace provides incentivises to them if they support mobility management policies. The majority answered that they do not receive incentives, except for Berlin, were 52% answered with "*yes*" (Figure 82).

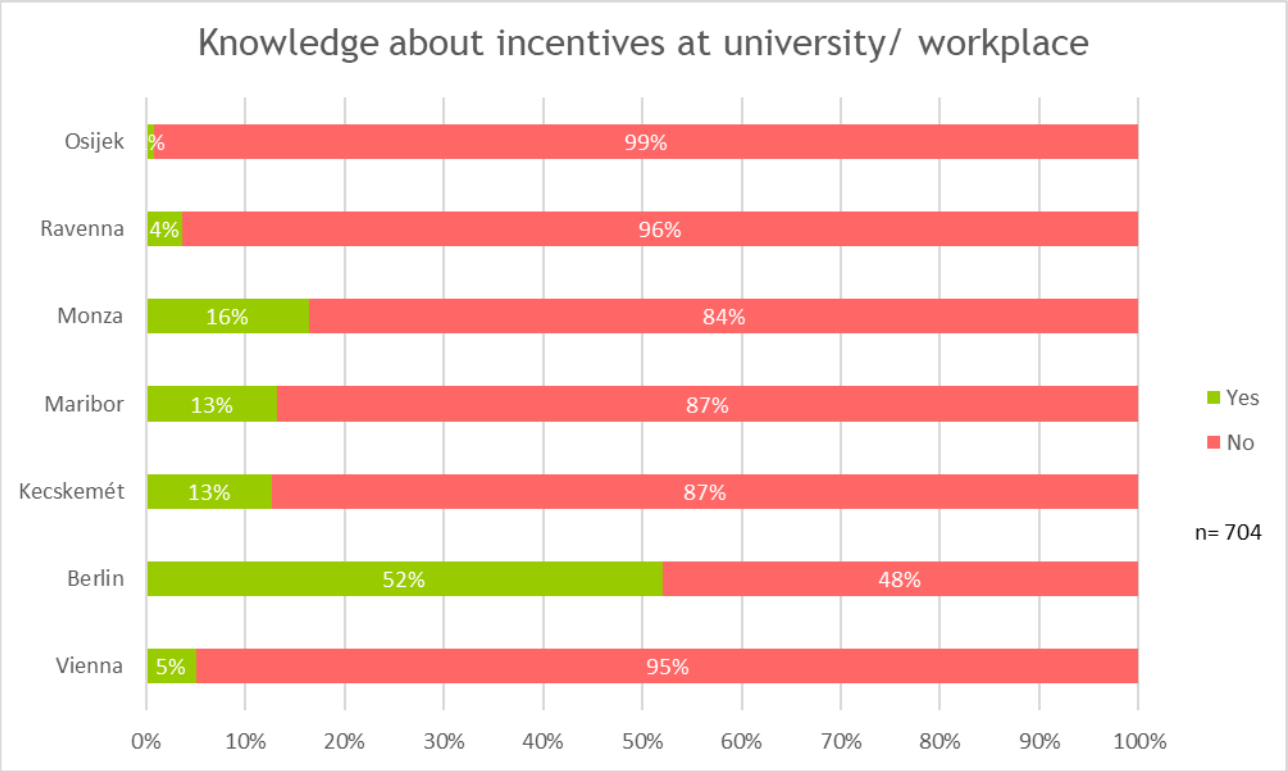


Figure 82: Knowledge about incentives at university/workplace per pilot area

If respondents have knowledge about the incentives, they were also asked, if they received those incentives. Most of them disagreed, except for Monza, Maribor, Kecskemét and Berlin. The majority of respondents did not receive incentives (Figure 83).

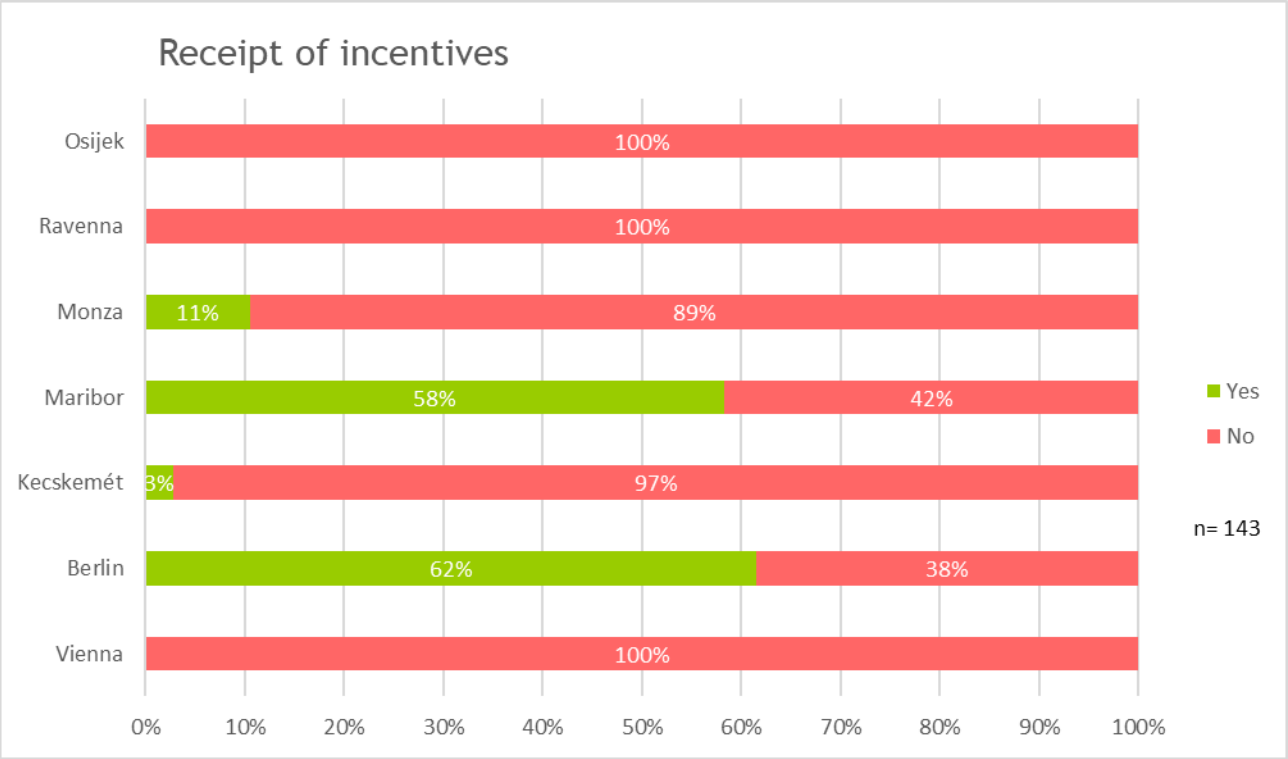


Figure 83: Receipt of incentives per pilot area

4.11.5. Importance of implementation of mobility management actions at company/university

The implementation of mobility management actions at their university or workplace is considered rather important by the respondents across the pilot areas. Monza shows the highest agreement (83%), followed by Vienna (82%), Ravenna (76%), Maribor (67%), Berlin (66%), Osijek (65%). Kecskemét shows the lowest agreement with this (48%) (Figure 84).

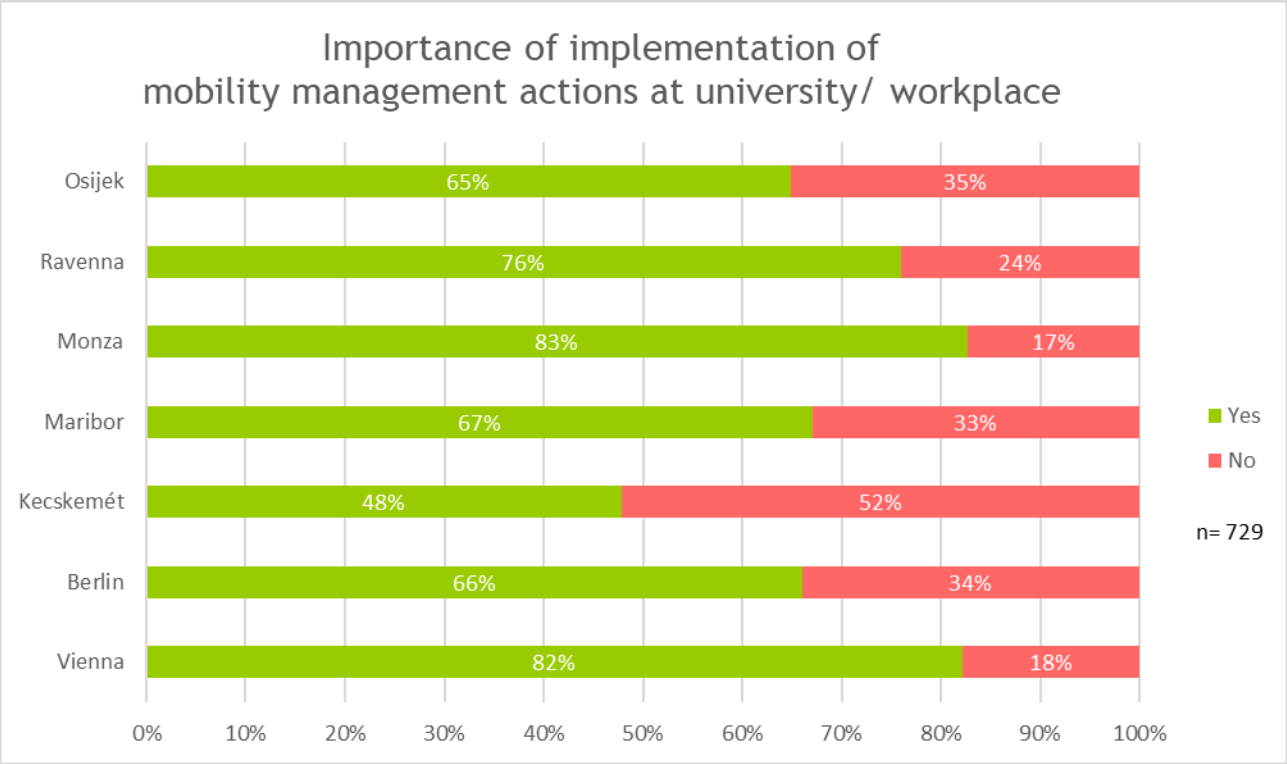


Figure 84: Importance of implementation of mobility mangement at university/workplace per pilot area

5. Conclusions and recommendations

Current commuting behaviour

Overall, private car usage as a driver is an (almost) daily mobility behaviour across the pilot areas (except for Berlin and Vienna). Private car commuters hold the potential to provide carpooling options for colleagues, which could support a reduction in CO2 emissions. Commuting in a private car as a passenger is less common across the pilot areas. But those, who commute as passengers in private cars, could be valuable role models for sharing their advantages (compared to driving by themselves) and therefore help reduce private car usage as a driver.

Apart from car usage, active transport modes like cycling with a private bicycle and walking exist as commuting behaviours as well. Cyclist and PT users are potentially interesting to address as role models: eliciting their preferences for their daily mode choice and broadcasting their strategies to deal with barriers along their commuting trip with their mode of transport might encourage current car users to switch to public transport modes (if the personal circumstances match). Apart from role modelling, existing frequent mobility behaviour of cycling, walking and PT usage are essential to address via sustainable provision of infrastructure, e.g. cycle paths, improvements of infrastructure (surfaces, lighting etc.) to sustain the already existing sustainable commuting practise in the long-term. Therefore, promoting actions for

addressing commuters' needs might raise awareness for sustainable transport mode which might lead to encourage further commuters, who might not commute by active transport modes yet.

Regarding other activities than working in combination with commuting: high shares of the respondents state to include (almost) never or less frequently than monthly activities in their commuting trips. But, including such activities on a (almost) daily basis or 1-3 days per week is a common behaviour for some respondents, which we suggest to consider when mobility management activities are planned and implemented as the combination of different trip purposes does require some reliability of the transport mode to be able reach the other activity in time (like bringing/ picking up kids) but also some **flexibility** of the transport mode as shopping, other errands or leisure activities might require an adaption of the route to reach different addresses.

Factors for mode choice

Overall, we summarise that all discussed factors are considered important but the factors price, comfort and environment vary regarding importance across the pilot areas. We assume that the factor **health** is considered as an important reason for choosing private bicycle for commuting. Therefore, addressing health related aspects of active mobility in mobility management campaigns might be of help to shift modal split towards active transport modes.

Trip experience

Road safety issues are experienced in all pilot areas but it varies in the pilot areas. Stress is occurring by the majority of the respondents, but very little in Maribor where commuting by walking is used (almost) daily by a rather high share of the respondents. We assume, that conditions for walking in Maribor might be beneficial for their trip experience. Also, across all pilot areas it needs to be considered that between 22% to 41% of the respondents state to experience harassment/ cat-calling less frequently to regularly, which might impact the overall trip experience and needs to be addressed.

Gender-specific improvements: We conclude, that addressing light conditions is crucial and can be a gender-specific obstacle if kept unaddressed, but also addressing road conditions (for walking and cycling) and car drivers' behaviour towards other road users have the potential to improving gender-specific barriers along commuting trips. Overall, we conclude that gender-specific improvements are seen regarding lighting, improving the conditions of sidewalks and cycling paths and improvement of security to reduce safety and security concerns.

Accessibility-specific improvements: We conclude, that providing sufficient infrastructure for cyclist and pedestrians and sufficient light is essential to improve accessibility for commuters, who arrive by bicycle or by foot to counteract existing safety concerns. Also, implementing measures that keep those infrastructures clear of undesirable objects that prevent the movement upon those (like trees, e-scooters) but also regarding aesthetics (like dog excrements and trash) might improve accessibility.

Summarised, we conclude, that infrastructure provision or improvements (light, cycle path, etc.) for pedestrians and cyclist are suggested to improve accessibility but also behavioural aspects, like car drivers' behaviour towards cyclist and pedestrians is considered improvable.

Willingness to change behaviour

We conclude, that the willingness to change behaviour exists throughout the pilot areas but mostly this represents the minority. The existing willingness to change the behaviour could be addressed with GreenPATH activities.

Perceived availability of infrastructure and services

We conclude, that infrastructure and services are perceived by some respondents but other do either not know or state that it is not available. Therefore, we assume that information provision about available

services and infrastructures might need be considered by the pilot areas to improve mobility related knowledge among employees or students in their pilot are.

Mobility management

Only a little share of the respondents has actually joined a mobility management measure before. Knowledge about mobility management alone is not enough to actually join the mobility management initiatives. From this we conclude that the mobility management initiatives need to be customised.

6. References

Batiajew, V., Klementschitz, R., Roider, O., 2019. Methodology for data collection on users mobility needs. WP.T1 – D.T1.2.11.

statista, 2024a. Definition Repräsentativität [WWW Document]. Defin. Repräsentativität. URL https://de.statista.com/statistik/lexikon/definition/116/repraesentativitaet/

statista, 2024b. Definition Stichprobe [WWW Document]. URL https://de.statista.com/statistik/lexikon/definition/128/stichprobe/

7. Annex

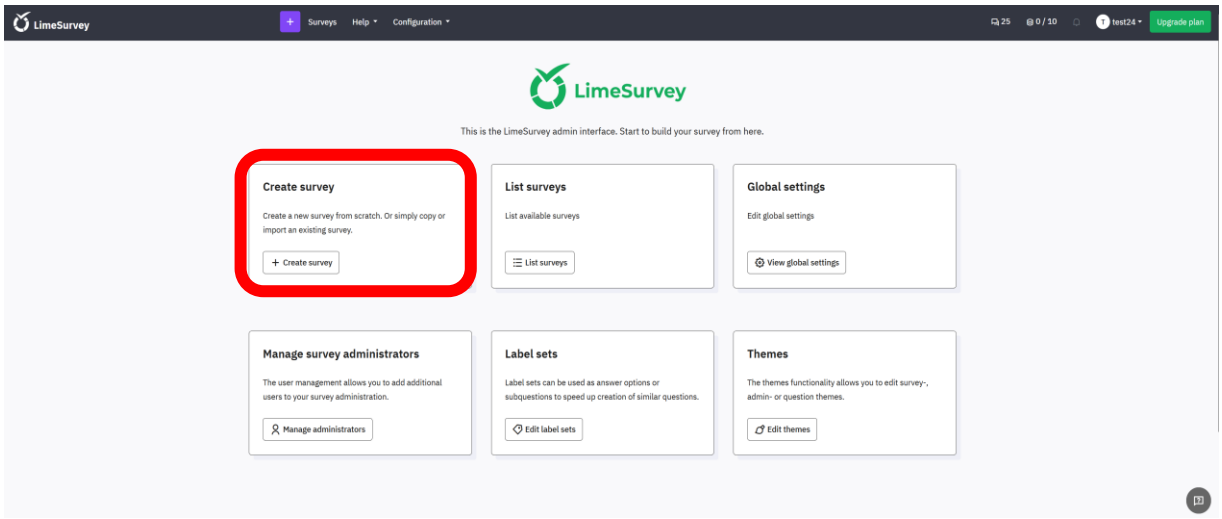
7.1. Screenshots of code list

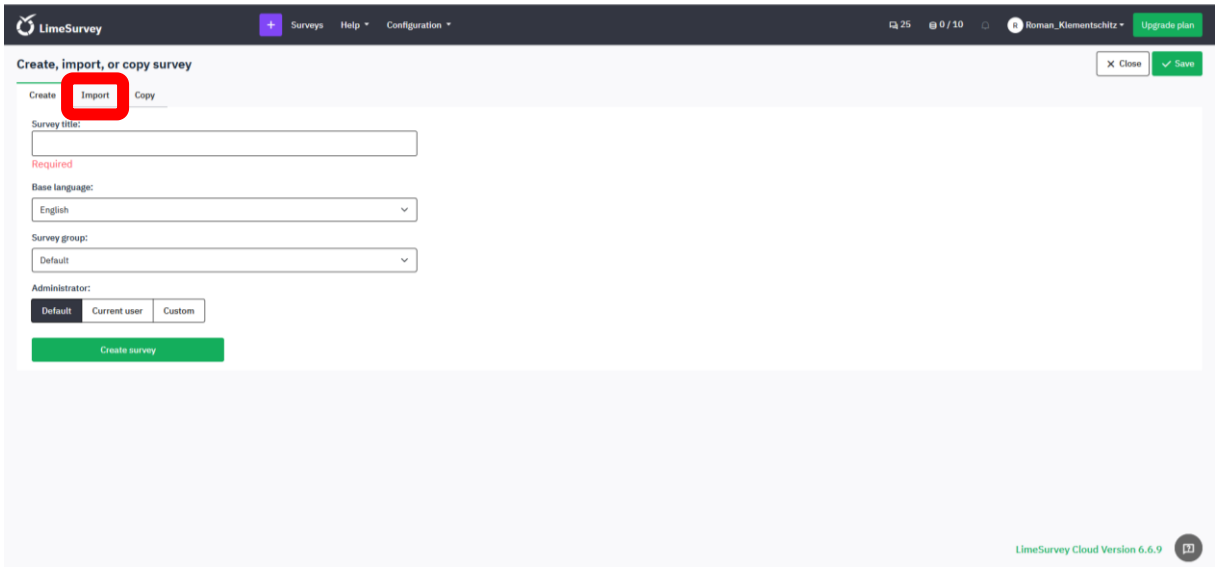
GreenPATH Code list for user survey by BOKU				
Nr.	Question/ question code	Data type	Code for answer	Value label	Special conditions: question will be shown if:
1	1. Please indicate the nature of your affiliation with the univer	int	1	student	
			2	employee	
			3	student and employee	
2	2. What means of transport do you usually use for commuting d	int	1	never/almost never	
	public transport		2	less frequently than monthly	
	by foot (whole trip)		3	1-3 days per month	
	bicycle (private)		4	1-3 days per week	
	bicycle (shared)		5	daily or almost daily	
	e-bike (private)				
	e-bike (shared)				
	e-scooter (private)				
	e-scooter (shared)				
	private car (driver)				
	private car (passenger)				
	company car				
	company e-car				
	car sharing				
	car pooling				
	motorcycle				
	e-motorcycle				
	other transportation (e.g. skateboard):				
	Please specify "other":	txt			Q2=Q2oth
3	3. Do you combine the following means of transport within one	int	1	Yes	
	car and public transport		2	No	
	bicycle and public transport				
	by foot and public transport				
	other combination				
	Please specify "other":	txt			Q3=Q3oth
4	4. What activities does your commuting trip include (during the	int	1	never/almost never	
	bringing kids		2	less frequently than monthly	
	picking up kids		3	1-3 days per month	
	shopping		4	1-3 days per week	
	running errands other than shopping		5	daily or almost daily	
	leisure activities (e.g. meeting friends, sports)				
	other				
	Please specify "other":	txt			Q4=Q4oth
5	5. Which factors describe your reasons for your commuting pra	int	1	not important	
	price		2	rather not important	
	flexibility		3	neutral	
	time-efficiency		4	rather important	
	availability		5	very important	
	environment				
	comfort				
	reliability				
	journey duration				
	independence				
	health				
	safety				
	weather				
	other				
	Please specify "other":	txt			Q5=Q5oth
6	6. Please rate how you experience the following factors during	int	1	I do NOT experience this at all	
	stress		2	I experience this less frequently	
	road safety issues		3	I experience this regularly	
	harassment/ cat-calling etc.				
7	7. How well lit is your walk to the university (e.g. from the car	int	1	not well lit	
		int	2	rather not well lit	
		int	3	neutral	
		int	4	rather well lit	
		int	5	well lit	
8	8. Do you encounter any gender-specific obstacles/barriers on t	int	1	Yes	
		int	2	No	
	If yes. Please explain:	txt			Q8=1
9	9. Do you encounter accessibility-specific obstacles/ barriers o	int	1	Yes	
		int	2	No	
	If yes. Please explain:	txt			Q9=1
10	10. Which statement describes your attitude towards your com	int	1	Unfortunately, commuting is unavoidable.	
		int	2	I have to commute to get to university. I acknowledge this.	
		int	3	I can make use of my commuting time.	
		int	4	I enjoy my commuting time.	

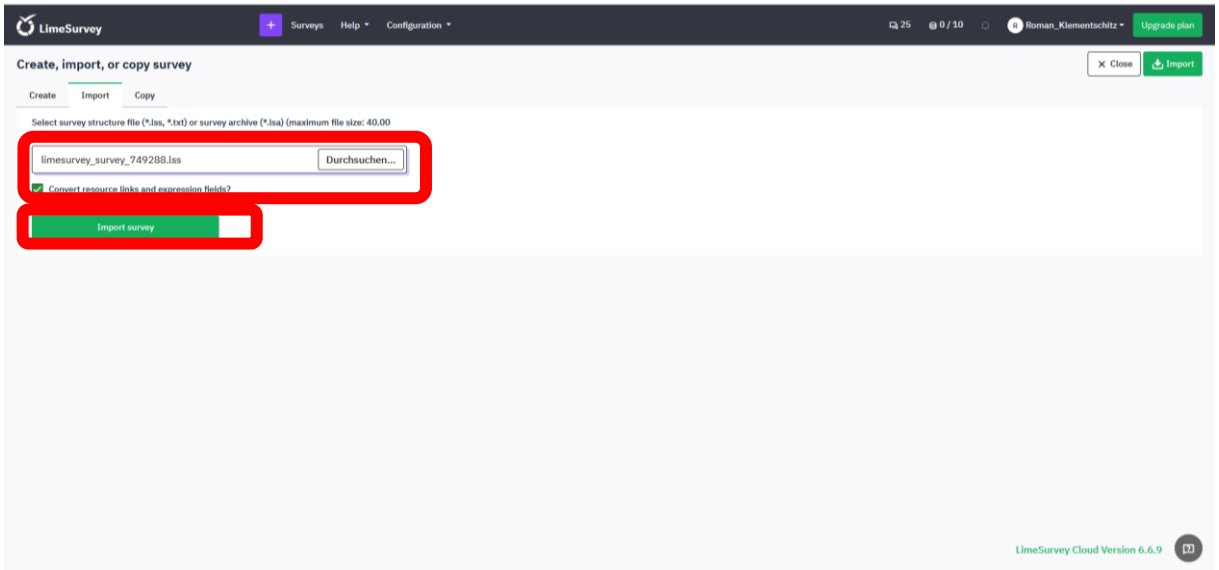
11	11. Which infrastructure/services are available at your workpla	int	1	No	
	covered parking spaces for cars		2	Yes, ample	
	parking spaces for cars (uncovered)		3	Yes, subject to a fee	
	covered parking spaces for bicycles		4	Yes, supply too low	
	parking spaces for bicycle (uncovered)		5	Yes, sufficient	
	lockable bicycle boxes		6	I don't know	
	showers				
	bicycle repair stations				
	bike-sharing				
	charging infrastructure for e-bicycles				
	charging infrastructure for e-cars				
	public transport				
	other				
	Please specify "other":	txt			Q11=Q11oth
12	12. How important do you consider the following measures for	int	1	not important	
	introduction of/ more bicycle parking spaces		2	neutral	
	introduction of/ more bike service stations		3	important	
	introduction of/ more shower rooms				
	introduction of/ higher visibility of the marking for showers				
	introduction of/ expand cycle path network				
	introduction of/ more rental bikes/scooters				
	improve public transport intervals				
	introduction of/ improve public transport connections				
	improve public transport fares				
	extension of public transport operating hours				
	introduction of/ improvement public transport departure times on info screens				
	introduction of/ improvement public transport student ticket/job ticket				
	Introduction of/ more flexible forms of work such as home office days/ online lectures				
	introduction of an incentive/ improvement of and reward system, if using sustainable means of transport (such as Ecopoints)				
	introduction of/ more charging infrastructure for e-bikes				
	introduction of/ more company (e-)bicycles				
	other improvements				
	Please specify "other improvements":	txt			Q12=Q12oth
13	13. Would you personally wish for gender-specific improvement	int	1	Yes	
			2	No	
	If yes: what kind of:	txt			Q13=1
14	14. Would you personally like to see improvements in terms of	int	1	Yes	
			2	No	
	If yes: what kind of:	txt			Q14=1
15	15. Have you ever thought about changing your mobility behavi	int	1	Yes	
			2	No	
16	16. Please indicate your willingness to adapt your commuting b	int	1	No, not at all	
	if better public transport are available		2	Rather not	
	if better bicycle infrastructures are available		3	Neutral	
	if better carpooling services are available		4	Rather yes	
	if better carsharing services are available		5	Yes, definitely	
	if better scooter-sharing services are available				
	if better bike-sharing services are available				
	if the use of sustainable means of transport (walking/cycling/public transport) is rewarded				
	other:				
	Please specify "other":	txt			Q16=Q16oth
17	17. Do you know what mobility management is?	int	1	Yes	
			2	No	
18	18. Is there a mobility manager at your workplace/university?	int	1	Yes	
			2	No	
19	19. Do you know, if your company/university implemented mot	int	1	Yes	
			2	No	
	If yes, have you ever joined one of these initiatives?	int	1	Yes	Q19=1
			2	No	Q19=1
20	20. Do you know if your company/university provides incentives	int	1	Yes	
			2	No	
	If yes, have you ever received them?	int	1	Yes	Q20=1
			2	No	Q20=1
21	21. Do you think is important to implement Mobility Managemei	int	1	Yes	
			2	No	
22	22. Please select:	int	1	female	
			2	male	
			3	diverse	
			4	I do not wish to answer	
23	23. Year of birth:	int			
24	24. Highest level of education completed:	int	1	No qualification	
			2	Compulsory school-leaving certificate	
			3	Compulsory school with apprenticeship	
			4	A-Levels	
			5	University	

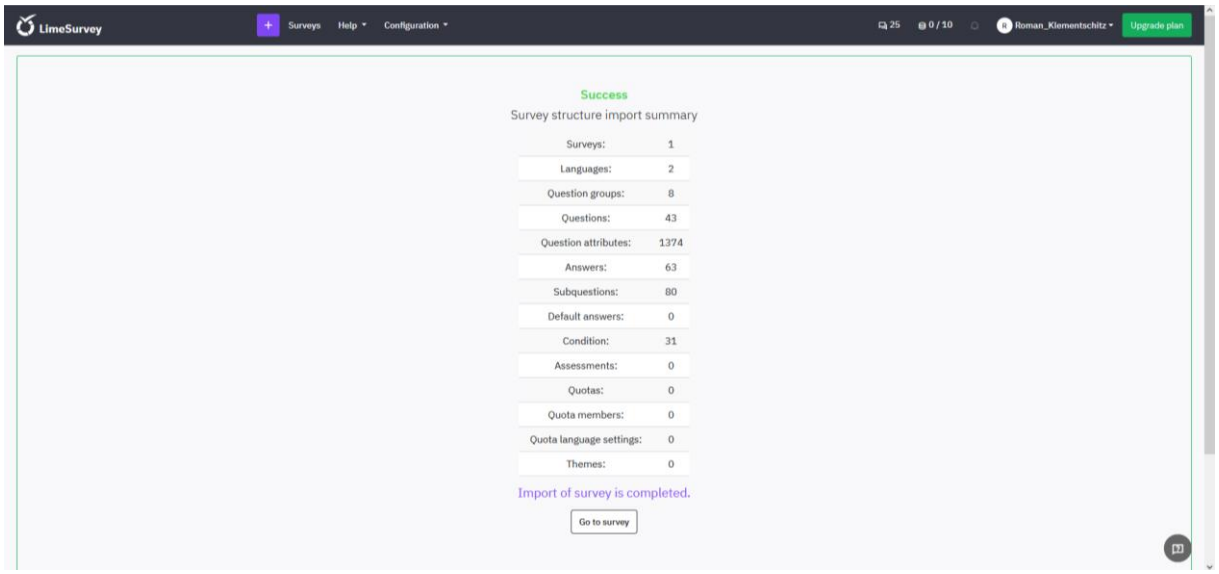
25	25. Do you have a driver's license? (car, motorcycle)	int	1	Yes	
		int	2	No	
26	26. Working contract	int	1	full-time /at least 30 hours per we	Q1=Q1em or Q1=Q1ste
			2	part-time (less than 30 hours per	Q1=Q1em or Q1=Q1ste
			3	in training	Q1=Q1em or Q1=Q1ste
			4	not working	Q1=Q1em or Q1=Q1ste
27	27. Working time flexibility	int	1	Yes	Q1=Q1em or Q1=Q1ste
			2	No	Q1=Q1em or Q1=Q1ste
28	28. Smart working/ Home office	int	1	Yes	Q1=Q1em or Q1=Q1ste
			2	No	Q1=Q1em or Q1=Q1ste
29	29. Position within the company	int	1	Corporate management	Q1=Q1em or Q1=Q1ste
			2	Department management	Q1=Q1em or Q1=Q1ste
			3	Employee	Q1=Q1em or Q1=Q1ste
			4	Other	Q1=Q1em or Q1=Q1ste
30	30. Is there anything else you would like to tell us?	txt			

7.2. Screenshots for LimeSurvey Import survey



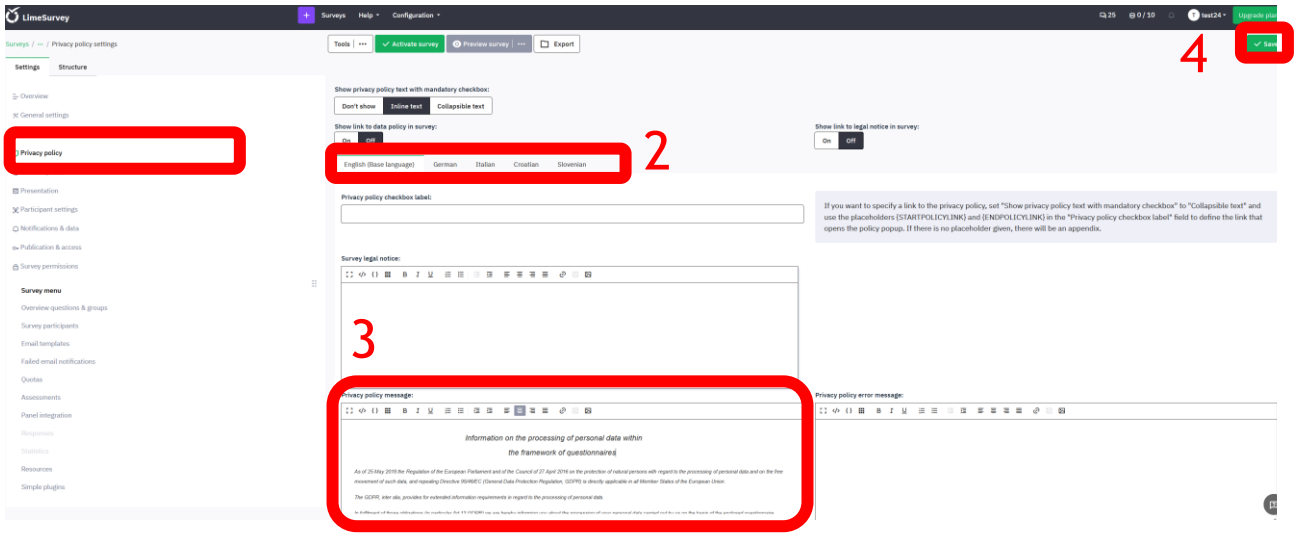





LimeSurvey
Surveys
Help
Configuration
25
0 / 10
Roman_Klementschitz
Upgrade plan
Success
Survey structure import summary
Surveys: 1
Languages: 2
Question groups: 8
Questions: 43
Question attributes: 1374
Answers: 63
Subquestions: 80
Default answers: 0
Condition: 31
Assessments: 0
Quotas: 0
Quota members: 0
Quota language settings: 0
Themes: 0
Import of survey is completed.
Go to survey

7.3. Screenshots of adjusting questionnaire to your local requirements

7.3.1. Screenshots of for editing data protection



Important: make sure you select the language that you like to choose for your survey and edit the data protection for this particular language in your preferred language unless you like to provide data declaration in English language!

Please translate the text to your local language and edit the "##" under No. 7 & No. 8 to edit according to your pilot area and copy paste it to your LimeSurvey.
The following text is a copy of the text in LimeSurvey.

Information on the processing of personal data within the framework of questionnaires

As of 25 May 2018 the Regulation of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation, GDPR) is directly applicable in all Member States of the European Union.

The GDPR, inter alia, provides for extended information requirements in regard to the processing of personal data.

In fulfilment of those obligations (in particular Art 13 GDPR) we are hereby informing you about the processing of your personal data carried out by us on the basis of the enclosed questionnaire.

1. **What type of personal data (hereinafter "Data") will be processed?**

We will process the Data asked for in the enclosed questionnaire and provided by you voluntarily.

2. **What is the purpose of the data processing?**

Analysis of participants' mobility behaviour and attitude towards mobility management to draw conclusions, compare across participating European participants and dissemination of results.

3. **What is the legal basis for the data processing?**

You are under no obligation to complete and return the enclosed questionnaire. The disclosure of your data is voluntary. The processing of your Data is carried out for the above-mentioned purpose on the basis of the consent given by you on the enclosed questionnaire.

The consent can be revoked at any time with effect for the future and without any adverse consequences for you. Upon revocation of consent we will, from this time, no longer process your Data for the above-mentioned purpose and, in particular, delete any Data (still) stored.

4. **Will the Data be transferred to other persons or entities in whole or in part?**

Yes, within the GreenPATH consortium in EU (link to project consortium webpage here)

5. **Are the recipients mentioned under Item 4 located outside the EU/outside the EEA and/or are they an international organisation?**

No

6. **How long will the Data be stored and/or what are the criteria for determining the storage period?**

25 years.

7. **What are your rights as a data subject?**

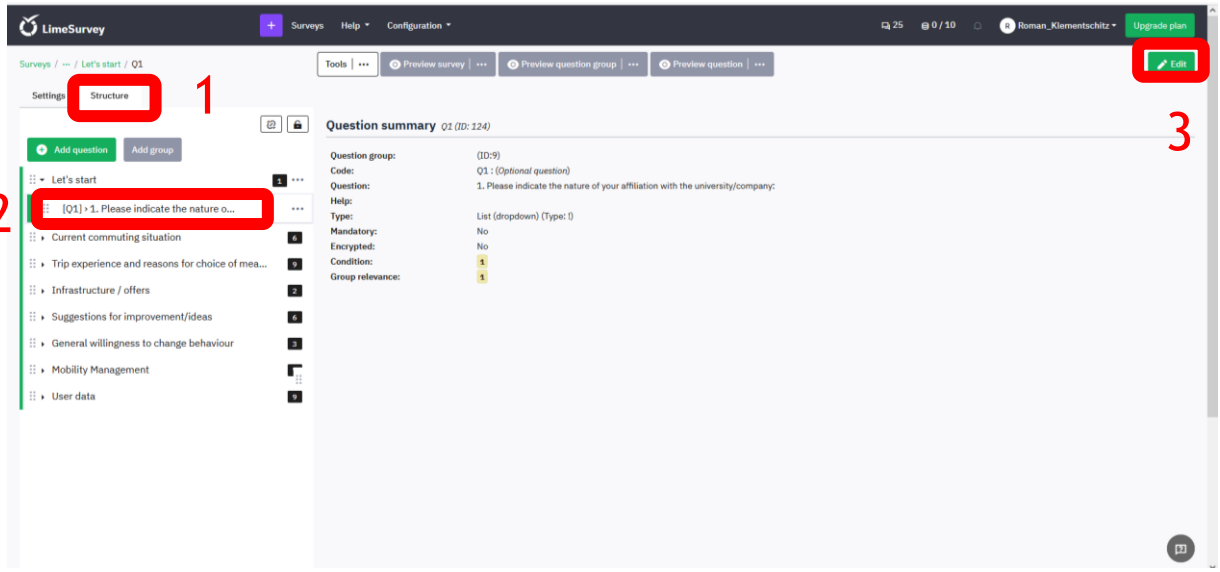
Generally, you have a right to request from ## access to and rectification or erasure of your Data or restriction of processing concerning you or to object to processing as well as the right to data portability.

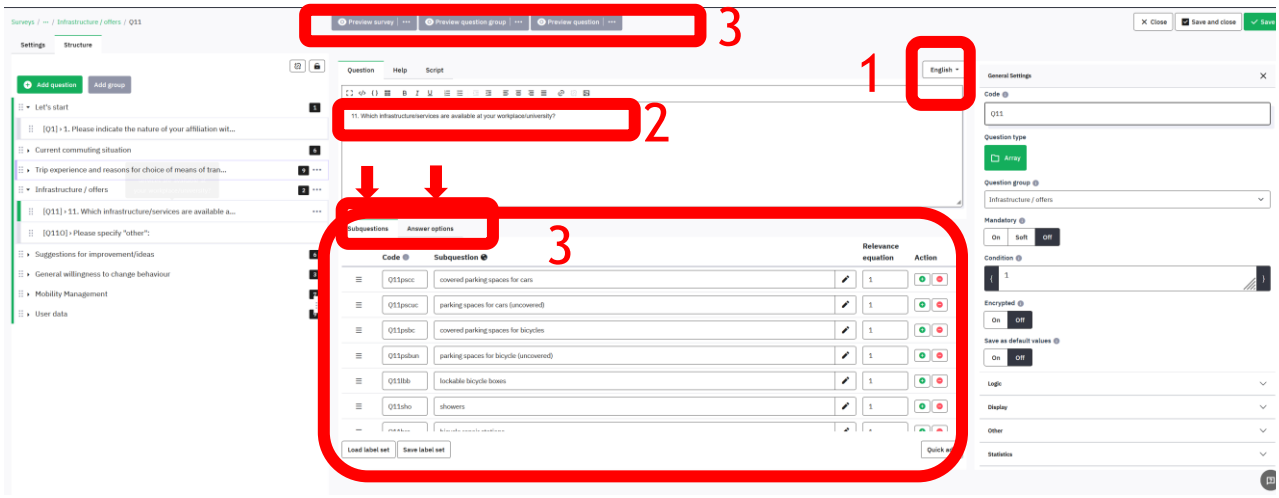
To exercise these rights please contact our data protection officer (for contact details see Item 8).

In addition, you have the right to lodge any appeals you may have with the data protection authority.

8. **Contact details of the controller and their data protection officer: ##**

7.3.2. Screenshots for editing questionnaires





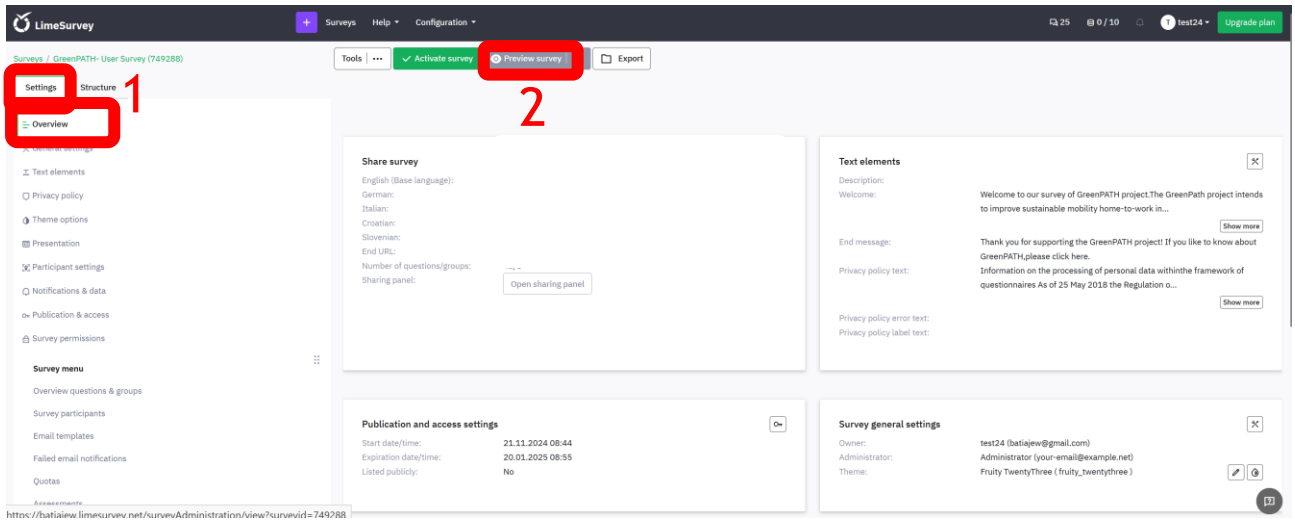
6 Choose the language that you prefer for your survey. This will also be the one, that you will share with your participants.
IMPORTANT: make sure you ALWAYS select the language that you like to edit for EACH question! Otherwise the questions will show up in English language in your survey.

7 Translate this particular question into your local language

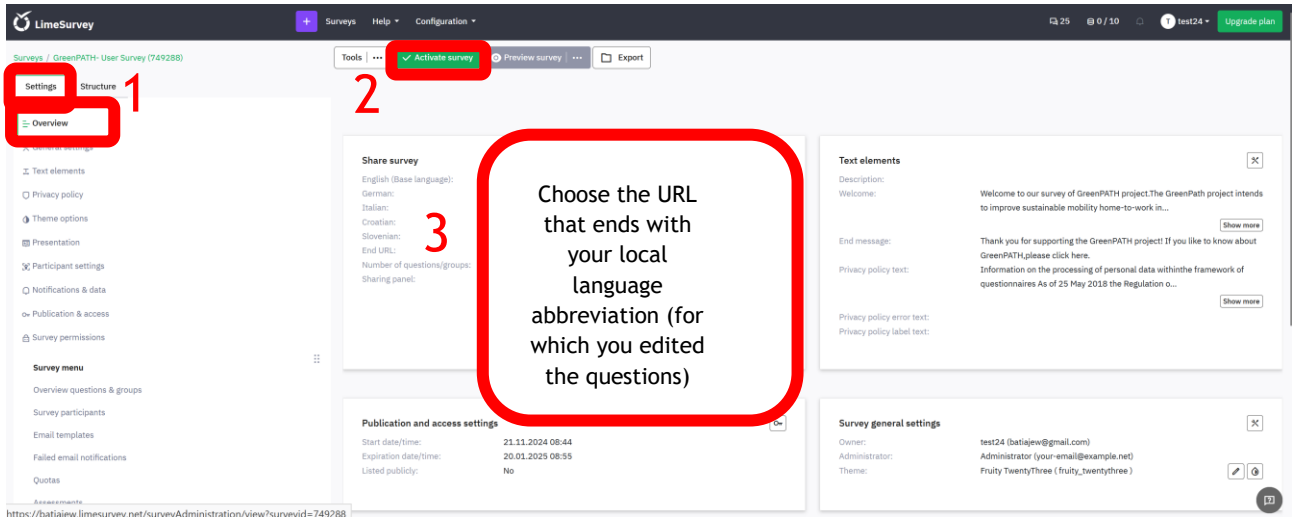
8 Translate this particular subquestions and answers into your local language (make sure to also translate.

9 Please make sure to keep the codes as you see them!

7.4. Screenshots of survey preview

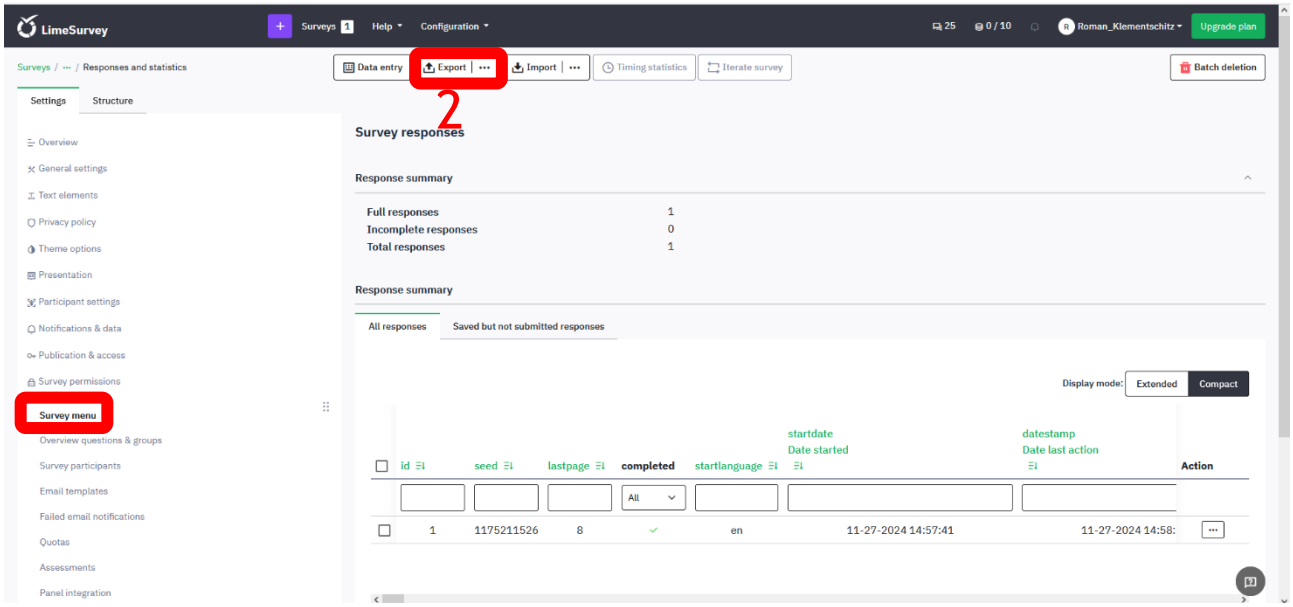


7.5. Screenshots of survey activation & link for sharing

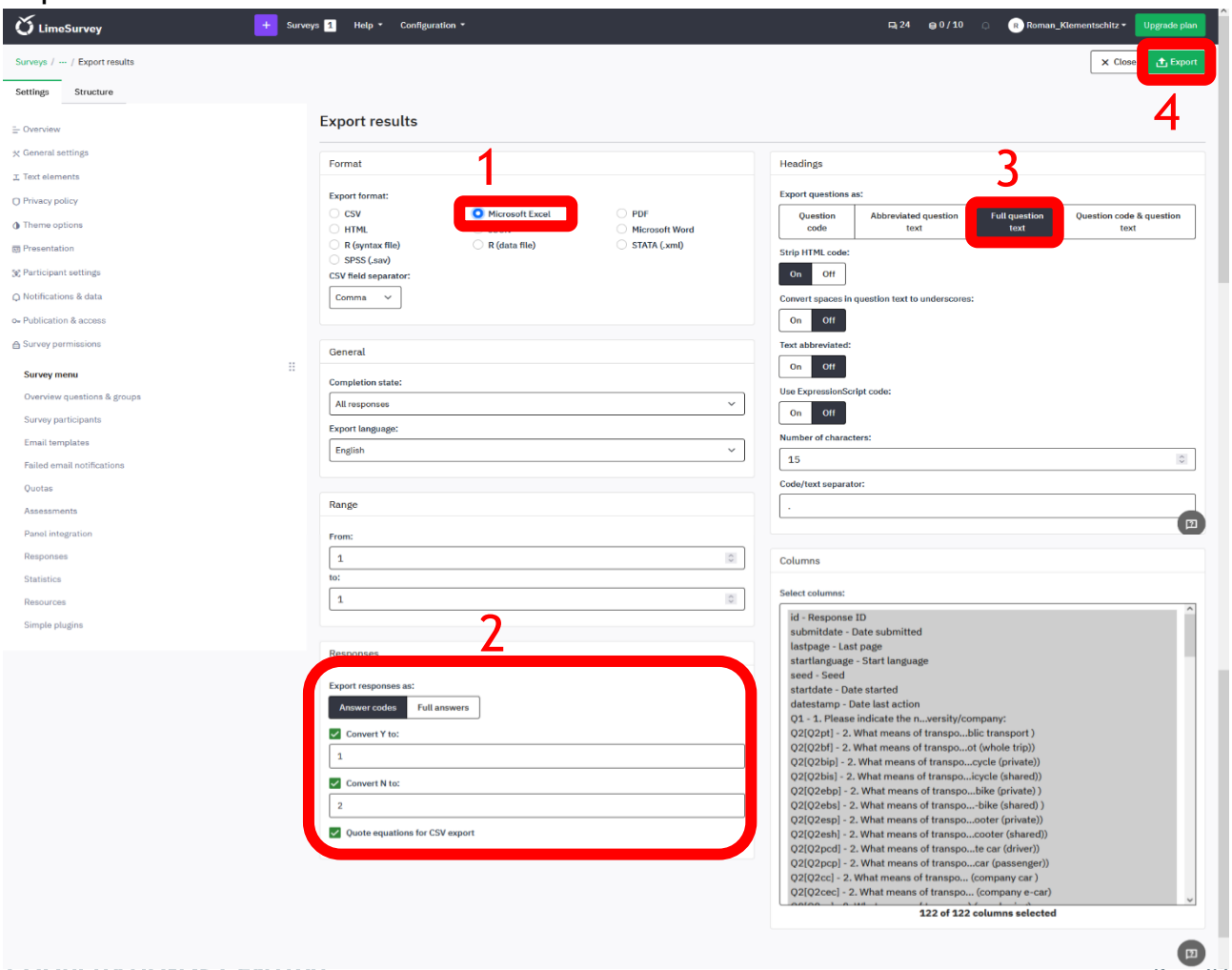


7.6. Screenshot for Export in LimeSurvey

Step 1



Step 2



7.7. Screenshot of Export Excel File

GreenPATH Results per pilot area [insert your pilot area here]															
Response ID	1. Please ind	2. What meas	2. What meas	2. What meas	2. What meas	2. What meas	2. What meas	2. What meas	2. What meas	2. What meas	2. What meas	2. What meas	2. What meas	2. What meas	2. What meas
example	1	1	2	3	4	5	1	1	1	1	2	1	2	1	2
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															

7.8. Template of the user survey

Interreg CENTRAL EUROPE

Co-funded by the European Union

GreenPATH

D.1.2.1 Empowering stakeholders for a shared and sustainable mobility

User Survey Template

by BOKU University

Version 2

11 2024

Introduction

Welcome to our survey of GreenPATH project. The GreenPath project intends to improve sustainable mobility house-to-work initiatives in 6 different target areas in Europe. We ask you to dedicate 10 minutes of your time to providing us important information on how to improve house-to-work travels.

(Section A) Compulsory questions

Start

1. **Please indicate the nature of your affiliation with the university/company:**
   Please select

Current commuting situation

2. **What means of transport do you usually use for commuting during the work week/most days?** *(If you prior selected "student" or "student and employee" please select for your trip to your university. If you prior selected "employee" please make your select for your trip to your workplace.)*

	never/ almost never	less frequently than monthly	1-3 days per month	1-3 days per week	daily or almost daily
public transport					
by foot (whole trip)					
bicycle (private)					
bicycle (shared)					
e-bike (private)					
e-bike (shared)					
e-scooter (private)					
e-scooter (shared)					
private car (driver)					
private car (passenger)					

company car	
company e-car	
car sharing	
car pooling	
motorcycle	
e-Motorcycle	
other transportation (e.g. skateboard):	

Please specify “other”: _____

3. **Do you combine the following means of transport within one trip for commuting?**
(If you prior selected "student" or "student and employee" please answer for your trip to your university. If you prior selected "employee" please make your select for your trip to your workplace.)

car and public transport	◯ yes	◯ no
bicycle and public transport	◯ yes	◯ no
by foot and public transport	◯ yes	◯ no
other combination	◯ yes	◯ no

Please specify “other”: _____

4. What activities does your commuting trip include (during the working week/most days)?

	never/almost never	less frequently than monthly	1-3 days per month	1-3 days per week	daily or almost daily
bringing kids					
picking up kids					
shopping					
running errands other than shopping					
leisure activities (e.g. meeting friends, sports)					
other:					
Please specify "other": _____					

Trip experience & reasons for choice of means of transport

5. Which factors describe your reasons for your commuting practice best, related to your primary means of transport?

	not important	rather not important	neutral	rather important	very important
price					
flexibility					
time-efficiency					
availability					
environment					
comfort					
reliability					
journey duration					
independence					
health					
safety					
weather					
Other					
Please specify “other”:					

6. Please rate how you experience the following factors during your commuting trip?

	I do NOT experience this at all	I experience this less frequently	I experience this regularly
stress			
road safety issues			
harassment/ cat-calling etc.			

7. **How well lit is your walk to the university (e.g. from the car/bicycle/public transport to the university building)?**

- ○ Not well lit
- ○ Rather not well lit
- ○ Neutral
- ○ Rather well lit
- ○ Well lit

8. **Do you encounter any gender-specific obstacles/barriers on the last section of the route (by foot) to the work/university building?**

○ yes ○ no

If yes. Please explain:_____

9. **Do you encounter accessibility-specific obstacles/ barriers on the last section of the route (on foot) to the work/university building?**

○ yes ○ no

If yes. Please explain:_____

10. **Which statement describes your attitude towards your commuting practice best? (Choose one)**

- ○ Unfortunately, commuting is unavoidable.
- ○ I have to commute to get to university. I acknowledge this.
- ○ I can make the most of my commuting time.
- ○ I enjoy my commuting time.

Infrastructure / offers

11. Which infrastructure/services are available at your workplace/university?

	1 No	2 Yes, ample	3 Yes, subject to a fee	4 Yes, supply too low	5 Yes, sufficient	0 Don't know
covered parking spaces for cars						
parking spaces for cars (uncovered)						
covered parking spaces for bicycles						
parking spaces for bicycle (uncovered)						
lockable bicycle boxes						
showers						
bicycle repair stations						
bike-sharing						
charging infrastructure for e-bicycles						
charging infrastructure for e-cars						
public transport						
other:						
Please specify “other”: ___						

Suggestions for improvement/ideas

12. How important do you consider the following measures for your university/workplace?

	1 not important	2 neutral	3 important
introduction of/ more bicycle parking spaces			
introduction of/ more bike service stations			
introduction of/ more shower rooms			
introduction of/ higher visibility of the marking for showers			
introduction of/ expand cycle path network			
introduction of/ more rental bikes/scooters			
improve public transport intervals			
introduction of/ improve public transport connections			
improve public transport fares			
extension of public transport operating hours			
introduction of/ improvement public transport departure times on info screens			
introduction of/ improvement public transport student ticket/job ticket			

Introduction of/ more flexible forms of work such as home office days/ online lectures
introduction of an incentive/ improvement of and reward system, if using sustainable means of transport (such as Ecopoints)
introduction of/ more charging infrastructure for e-bikes
introduction of/ more company (e-)bicycles
other improvements:
Please specify "other improvements“:

13. **Would you personally wish for gender-specific improvements for your commuting trip?** (please answer for the walk from public transportation to the university building/ workplace)

◯ yes ◯ no

If yes: what kind of:_____

14. **Would you personally like to see improvements in terms of accessibility on your commuting trip?** (please answer for the walk from public transportation to the university building/ workplace)

◯ yes ◯ no

If yes: what kind of:_____

General willingness to change behaviour

15. Have you ever thought about changing your mobility behaviour for your commuting travels?

○ yes ○ no

16. Please indicate your willingness to adapt your commuting behaviour if the following infrastructure and services would be available at your workplace/ university:

	No, not at all	Rather not	Neutral	Rather yes	Yes, definitely
if better public transport are available					
if better bicycle infrastructures are available					
if better carpooling services are available					
if better carsharing services are available					
if better scooter-sharing services are available					
if better bike-sharing services are available					
if the use of sustainable means of transport (walking/cycling/public transport) is rewarded					
other:					

Please specify “other”: _____

Mobility Management

17. Do you know what mobility management is?

◯ yes ◯ no

18. Is there a mobility manager at your workplace/university?

◯ yes ◯ no

19. Do you know, if your company/university implemented mobility management initiatives (e.g. Mobility Days)?

◯ yes ◯ no

If yes, have you ever joined one of these initiatives?

◯ yes ◯ no

20. Do you know if your company/university provides incentives to you, if you support Mobility Management policies?

◯ yes ◯ no

If yes, have you ever received them?

◯ yes ◯ no

21. Do you think is important to implement Mobility Management actions in your company/university?

◯ yes ◯ no

User data

22. Please select:

- ○ female
- ○ male
- ○ diverse
- ○ I do not wish to answer

23. Year of birth: _____

24. Highest level of education completed:

- ○ No qualification
- ○ Compulsory school-leaving certificate
- ○ Compulsory school with apprenticeship
- ○ A-levels
- ○ University

25. Do you have a driver's license? (car, motorcycle)

○ yes ○ no

26. Working contract (if 1.=yes)

- ○ full-time /at least 30 hours per week
- ○ part-time (less than 30 hours per week
- ○ in training
- ○ not working

27. Working time flexibility

◯ yes ◯ no

28. Smart working/ Home office (if 1.=yes)

◯ yes ◯ no

29. Position within the company (if 1.=yes)

◯ Corporate management

◯ Department management

◯ Employee

◯ Other

30. Is there anything else you would like to tell us?_____

(Section B) Suggestions for in-depth, non-mandatory questions to be analyzed by individual partners (not by BOKU)

Status quo (current commuting situation)

31. How many days a week do you travel to work/university?

Wählen Sie ein Element aus.

32. What means of transport do you usually use for commuting during the work week/most days?

	never/ almost never	less frequently than monthly	1-3 days per month	1-3 days per week	daily or almost daily
cargo bike (private)					
Public transport specifics:					
Long distance train/bus					
Regional train/bus					
Urban transport					

33. What is your distance from home to work (In case you do not know, please use google maps and select the means of transport that fits your actual trip the most)?

duration (in min):

in km:

34. How far is the nearest public transportation station from your home that you would or could use to get to work (in m)?

_____ m

☐ I do not know

35. How frequently does it operate per hour during your commuting hours?

_____per hour

☐ I do not know

36. How far is the nearest public transportation station from your work/ university that you would or could use to get home (in m) ?

_____ m

☐ I do not know

37. How frequently does it operate per hour during your commuting hours?

_____per hour

☐ I do not know

Trip experience & reasons for choice of means of transport

Think of a typical trip on the most common means of transport you use to get to university/work.

38. Which means of transportation did you use?

Please select

How would you describe your trip experience? _____

Infrastructure / offers

	No, never use it	Yes, infrequently	Yes, use regularly
covered parking spaces for cars			
parking spaces for cars (uncovered)			
covered parking spaces for bicycles			
parking spaces for bicycle (uncovered)			
lockable bicycle boxes			
showers			
Bicycle repair stations			
Bike-sharing			
charging infrastructure for e-bicycles			
charging infrastructure for e-cars			
public transport			
Other:			
Please specify:__			

Suggestions for improvement / ideas

39. Do you have any suggestions for improving the use of bicycles, public transport or foot walk for your commuting trips? _____

40. At the private property of your university/ your workplace:_____

41. For the entire trip: _____

42. How important do you consider the following measures at your university/workplace and would you use it?

	1 not important	**2 neutral**	**3 important**
More bicycle parking spaces			
I would use it	◯ yes ◯ no		
More bike service stations			
I would use it	◯ yes ◯ no		
More shower rooms			
I would use it	◯ yes ◯ no		
Higher visibility of the marking for showers			
I would use it	◯ yes ◯ no		
Expand cycle path network			
I would use it	◯ yes ◯ no		
Rental bikes / scooters			
I would use it	◯ yes ◯ no		
Improve public transport intervals			
I would use it	◯ yes ◯ no		

Improve public transport connections	
I would use it	◯ yes ◯ no
Improve public transport fares	
I would use it	◯ yes ◯ no
Extension of public transport operating hours	
I would use it	◯ yes ◯ no
(Improvement of) public transport departure times on info screens	
I would use it	◯ yes ◯ no
(Improvement of) public transport job ticket	
I would use it	◯ yes ◯ no
Introduction of flexible forms of work such as home office days	
I would use it	◯ yes ◯ no
Introduction of an incentive and reward system, if using sustainable means of transport (such as Ecopoints)	
I would use it	◯ yes ◯ no
Charging infrastructure for e-bikes	
I would use it	◯ yes ◯ no
Company (e-)bicycles	

I would use it	◯ yes ◯ no
Other improvements:	
Please specify:	
I would use it	◯ yes ◯ no

General willingness to change behaviour

43. Have you ever thought about changing your mobility behaviour for your commuting travels?

◯ yes ◯ no

Because:_____

44. Have you ever changed your main means of transport for your trip to university/work in recent years and why?

◯ yes ◯ no

Because:_____

In which way: _____

45. Would you be willing to commute exclusively by public transport?

◯ yes ◯ no ◯ not at all

Under what specific circumstances would you do this?_____

46. Would you be willing to commute exclusively by foot?

◯ yes ◯ no ◯ not at all

Under what specific circumstances would you do this?_____

47. Would you be willing to commute exclusively by bike?

◯ yes ◯ no ◯ not at all

Under what specific circumstances would you do this?_____

48. Would you be willing to commute via carpooling (commuting with colleagues in 1 car)?

◯ yes ◯ no ◯ not at all

Under what specific circumstances would you do this?_____

49. Would you be willing to commute via car sharing (commuting with a car sharing car)?

◯ yes ◯ no ◯ not at all

Under what specific circumstances would you do this?_____

User data

50. Time at which you usually start your working day (clock time):_____

51. Number of employees/students at the company location where you work (number of employees):

◯ < 9 employees

◯ 10-49 employees

◯ 50-249 employees

◯ > 250 employees

52. Which of the following means of transportation are available to you for your commuting to university/workplace?

	available in the household
Bicycle	◯ yes ◯ no
I also use it personally	◯ yes ◯ no
E-bike	◯ yes ◯ no
I also use it personally	◯ yes ◯ no
Moped or motorcycle	◯ yes ◯ no

	I also use it personally	◯ yes ◯ no
Car		◯ yes ◯ no
	I also use it personally	◯ yes ◯ no
Other vehicles (e-scooter, etc.)		◯ yes ◯ no
	Please specify:	_____
	I also use it personally	◯ yes ◯ no

53. Do you have one of the listed tickets for public transport covering your trip to work/ university?

Please select

ZIP Code of your main residence:_____

Place of residence:_____

54. Income (net monthly) **Please select**

55. Do you need to take care of care activities?

◯ yes ◯ no

Activity level

56. How would you rate your activity level? **Please select**

57. Please rate your weight **Please select**

(Section C) Any other, non-mandatory questions to be analyzed by individual partners may be added as well