



ACTIVE TRAVEL AUDIT QUESTIONNAIRE

AN URBACT II PROJECT



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The following questionnaire is based upon the questionnaire of BYPAD. It has been modified and extended to include additional points of view and walking.

The questionnaire has been prepared for use during the Active Travel Audit Process.

How does the city government receive information about the needs of cyclists / pedestrians?

Level 0	<input type="radio"/>	no activity
Level 1	<input type="radio"/>	only when necessary and if there are problems
Level 2	<input type="radio"/>	from planning manuals, occasional analyses
Level 3	<input type="radio"/>	Pro- active communication with the users to ask for feedback and active work with a data base for complaints and suggestions, regular surveys on user satisfaction
Level 4	<input type="radio"/>	co-ordination with various stakeholders, regular user needs analysis of different active travel target groups (elderly, parents with small children, children, impaired persons etc). Active travel user panels

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

What are the possibilities for cyclists / pedestrians to actively participate in the decision making process of transport policy?

Level 0	<input type="radio"/>	no possibilities
Level 1	<input type="radio"/>	only with sufficient pressure
Level 2	<input type="radio"/>	in major projects, sometimes
Level 3	<input type="radio"/>	within the framework of regular meetings (users, co-workers, politicians, experts)
Level 4	<input type="radio"/>	Cyclists / pedestrians are continuously involved in decision making processes from the start on. This is valid for the strategic level as well as for operative projects and they get financial recompensation for their work

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

What is the status of active travel in daily life?

Level 0	<input type="radio"/>	Cycling and walking aren't considered as means of transport at all or only as modes for poor people that cannot afford a motorised vehicle
Level 1	<input type="radio"/>	Walking has a poor image and the bicycle is mainly used for leisure and sportive trips.
Level 2	<input type="radio"/>	The bicycle is mainly used from students and commuters. There exist some role models (well known persons) that promote active travel
Level 3	<input type="radio"/>	Active travel is of good image. Cycling is used by all age groups and for all trip purposes. Active travel as part of active life style and is well refelected by the media.
Level 4	<input type="radio"/>	Active travel is a mainstream activity that is normal for the majority of the population and the people feel proud of their behaviour and decision makers give priority to active travel strategies and projects

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

How is active travel anchored in transport policies?

Level 0	<input type="radio"/>	no statements concerning active travel
Level 1	<input type="radio"/>	individual statements existent, but no major concern
Level 2	<input type="radio"/>	communal walking / bicycle traffic concept existent, however, uncoordinated with other concepts
Level 3	<input type="radio"/>	active travel is an important element of the mobility strategy with measurable objectives and clear true frame.
Level 4	<input type="radio"/>	In additional to Level 3 active travel is also part of other policies co-ordinated with mobility policy. If there are strategic conflicts decisions are taken regularly in favour of active mobility.

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

How intensive is the co-operation with external organisations (neighbouring municipalities, province, etc.)?

Level 0	<input type="radio"/>	no co-operation
Level 1	<input type="radio"/>	from time to time consultations with external partners
Level 2	<input type="radio"/>	occasional working groups regarding specific cycling / walking issues
Level 3	<input type="radio"/>	regular co-operation with higher authorities, co-operation with other municipalities
Level 4	<input type="radio"/>	permanent steering committee regarding active travel policy with representatives from various authorities and external partners

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

To what extent does the city development policy support active travel ?

Level 0	<input type="radio"/>	active travel is not considered within city development
Level 1	<input type="radio"/>	active travel infrastructure is taken into account at the end of the planning of city development projects
Level 2	<input type="radio"/>	in large, strategically-important projects, all means of transport are considered from the start (e.g. reconstruction of main streets or of train station area or new building areas)
Level 3	<input type="radio"/>	active travel is an integral part of all development and reconstruction projects, attractive bicycle parking areas are compulsory in new building projects, additional space for pedestrians is provided even if it reduces parking space for cars
Level 4	<input type="radio"/>	City development focus on minimizing of car use and maximizing active travel support (eg. By minimizing parking space in collective garages with a few hundred meters walking distance). Car free areas.

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

How is the funding of active travel policies guaranteed?

Level 0	<input type="radio"/>	no budget
Level 1	<input type="radio"/>	funding of measures to repair or rebuild infrastructure to avoid dangerous situations
Level 2	<input type="radio"/>	cause-orientated budget for infrastructure and activities of initiatives
Level 3	<input type="radio"/>	dedicated active travel budget, medium-term investment-plan, also (expensive) long-term projects are implemented inclusive regular means for soft policies
Level 4	<input type="radio"/>	dedicated active travel budget, medium-term investment-plan, also (expensive) long-term projects are implemented inclusive regular means for soft policies

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

Who is responsible for the implementation of active travel policies?

Level 0	<input type="radio"/>	nobody is responsible for bicycle traffic
Level 1	<input type="radio"/>	active travel tasks are occasionally taken over by civil engineering
Level 2	<input type="radio"/>	responsibility for active travel is clearly assigned and anchored in job description (bicycle and / or walking commissioner)
Level 3	<input type="radio"/>	co-operation of the staff of different departments to support active travel with clear definition of tasks and responsibilities
Level 4	<input type="radio"/>	regular co-operation with many departments normally unrelated to traffic policy (Health, Environment, Youth, Economy, Tourism, Public Relations). Resources allocated to active travel are equal to car traffic activities.

Need for action

- Low Remarks:
- Medium
- High

Suggestions:

Quality of the pedestrian network in city/town

Level 0	<input type="radio"/>	There is no network at all; no suitable infrastructure for pedestrians
Level 1	<input type="radio"/>	pedestrian infrastructure is restricted to problem areas and focuses on filling gap-measures
Level 2	<input type="radio"/>	pavements along main roads with defined standards are available
Level 3	<input type="radio"/>	network of high-quality pedestrian facilities (wide pavements, resting facilities, appropriate solutions for crossing, junctions, removal of barriers, sign postings,...) available
Level 4	<input type="radio"/>	dense network of high-quality walking facilities within the entire municipal area, easy possibilities to cross the streets everywhere, at the same time restrictive measures for car use at a big scale

Need for action

- Low Remarks:
- Medium
- High

Suggestions:

Quality of the bicycle traffic network in city/town

Level 0	<input type="radio"/>	There is no network; no suitable infrastructure for cyclistst
Level 1	<input type="radio"/>	bicycle traffic infrastructure is restricted to problem areas and focuses on filling gap-measures
Level 2	<input type="radio"/>	main routes with defined standards available, one way roads for motorists are open for cyclists in both directions
Level 3	<input type="radio"/>	network of high-quality bicycle traffic facilities (bike paths, parking spaces, junctions, sign postings,...)
Level 4	<input type="radio"/>	dense network of high-quality bicycle facilities in an hirachic structure within the entire municipal area (highest hirachy is a net of bicycle super-highways), at the same time restrictive measures for car use at a big scale

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

How is the maintenance of the bicycle and pedestrian infrastructure organized?

Level 0	<input type="radio"/>	no organization: infrastructure is not maintained
Level 1	<input type="radio"/>	maintenance measures only in the case of serious problems and complaints
Level 2	<input type="radio"/>	maintenance measures only along main corridors
Level 3	<input type="radio"/>	equal priority to car traffic with regard to road maintenance, special equipment for maintenance and cleaning
Level 4	<input type="radio"/>	higher priority than car traffic with regard to road maintenance, special equipment for maintenance and cleaning. Year-round, , unproblematic cycling possible (winter services), standardized management of complaints

Need for action

- Low Remarks:
- Medium
- High

Suggestions:

What is done to increase the safety of walking / cycling?

Level 0	<input type="radio"/>	no special measures to improve safety
Level 1	<input type="radio"/>	elimination of single black spots, occasional public-education activities to reduce injuries and accidents (promotion of reflectors etc.)
Level 2	<input type="radio"/>	maintenance measures only along main corridors
Level 3	<input type="radio"/>	yearly programme of measures and campaigns to raise awareness with focus on the behaviour motorists (stop for crossing pedestrians, appropriate speed, opening of car doors, minimal distance when take over cyclists etc.) additional to infrastructure - introducing of shared space areas
Level 4	<input type="radio"/>	intensive enforcement of speed limit 30, enforcement of red light drivers at junctions clear commitment to "vision zero" (no fatalities or heavily injured) additional to infrastructure

Need for action

- Low Remarks:
- Medium
- High

Suggestions:

What is done to park bicycles and decrease theft?

Level 0	<input type="radio"/>	no actions taken or inadequate and low quality bicycle racks
Level 1	<input type="radio"/>	bicycle stands situated at that locations where space is easily available
Level 2	<input type="radio"/>	safe bicycle parking next to the living areas and to the target areas (schools, companies, shops, leisure time facilities and train stations) Registration of bicycle frame numbers in a central data base.
Level 3	<input type="radio"/>	In addition to level 2 , half of the parking stands are rain protected and in addition bicycle parking boxes for expensive and electric bicycles (with charging kit). Support of companies which purchase cycling parking equipment.
Level 4	<input type="radio"/>	In addition to Level 3 bicycle stations at the main railway station and/or the city center. Offering at least the same number of safe and rain protected bicycle racks as car parking places in public space.

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

How well is the public informed concerning active travel policy and activities?

Level 0	<input type="radio"/>	not well informed: city provides no information related to cycling / walking
Level 1	<input type="radio"/>	information via community/local media (e.g.: municipality newspaper) from time to time
Level 2	<input type="radio"/>	Official regular press releases regarding new projects, public-information events / information products for citizens like a map of bike routes are provided from time to time.
Level 3	<input type="radio"/>	always up-to-date, easily accessible information at the municipality homepage including regular information about visions, goals and planned measures (different information products for citizens)
Level 4	<input type="radio"/>	specific communication strategy for cycling / walking, tailor-made informational material (brochures, flyers,...) and interactive elements to motivate pedestrians and cyclists to get in contact with the city

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

How well is the public informed concerning active travel policy and activities?

Level 0	<input type="radio"/>	no signposting existing
Level 1	<input type="radio"/>	signpostings exist for cyclists or pedestrains on special locations without specific information on distance and duration
Level 2	<input type="radio"/>	signpostings exist for cyclists or pedestrains on special locations with specific information on distance or duration
Level 3	<input type="radio"/>	signpostings exist for cyclists and pedestrains on special locations with specific information on distance or duration
Level 4	<input type="radio"/>	signpostings for pedestrians and cyclists exist for different target groups in well readable style on road as well as on signboards as well as maps for overview. Distances and duration of trips are shown in meters/ km and minutes.

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

What is done in the fields of traffic education and training?

Level 0	<input type="radio"/>	nothing: no activities
Level 1	<input type="radio"/>	traffic education for primary school children with minimal requirements: behavioural rules, avoidance of danger,...
Level 2	<input type="radio"/>	bicycle training courses in protected areas for school children
Level 3	<input type="radio"/>	bicycle training courses in real traffic environment for school children
Level 4	<input type="radio"/>	regular, high-quality training for all ages and different additional target groups like migrants, young parents..., instructions on independent and joyful cycling

Need for action

- Low Remarks:
- Medium
- High

Suggestions:

What initiatives are taken to encourage cycling / walking of various age groups?

Level 0	<input type="radio"/>	none
Level 1	<input type="radio"/>	Ad hoc occasional initiatives on traffic safety are supported by the city
Level 2	<input type="radio"/>	Few employers and schools offer support to individuals for concrete, potentially isolated actions and campaigns (traffic snake game, collective step collection et.)
Level 3	<input type="radio"/>	The city regularly organises/co-ordinates broadly actions for different target groups (biker's breakfast, accompanied cycling to school, best employer regarding active travel-awards, joint walking actions, campaigns in cooperation with medical doctors, city-wide cycle to work campaign etc.)
Level 4	<input type="radio"/>	in addition to Level 3the city offers comprehensive, professionally organized and long-term active travel campaigns (health, environment,...), attractive incentives for participants (awards, prizes,...) and to sozialisatation towards active travelfor all age groups

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

What is done to tame motorised traffic?

Level 0	<input type="radio"/>	Nothing
Level 1	<input type="radio"/>	few traffic calmed zones (speed limit 30 in front of schools)
Level 2	<input type="radio"/>	Zonal 30 km/h speed limit, pilot applications of narrowing roads, access restrictions for selected streets,
Level 3	<input type="radio"/>	speed limit 30 in all streets (except priority roads) of the municipal area, temporary car free areas (school streets, playing streets) introduction of pilot implementation of shared space in mixed traffic areas, living streets
Level 4	<input type="radio"/>	preferential treatment of active travel on “main routes of cycling and / or walking”, prioritisation for pedestrians at traffic lights etc. systematic application of shared space and continuous implementation of living streets

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

What is done to ensure an efficient use of public space regarding parking space management and access restrictions for motorized traffic?

Level 0	<input type="radio"/>	Nothing or some zones for limited parking time but no paid parking
Level 1	<input type="radio"/>	There exists paid parking with low tariffs and time limitations in some streets
Level 2	<input type="radio"/>	Isolated paid parking in tensed city areas. Continuous extension of the paid parking areas. Efficient enforcement strategies are in place and the money is earmarked for investments in sustainable mobility.
Level 3	<input type="radio"/>	Area wide paid parking in public space with fees higher than in garages (market price) and continuous increase of the parking fees related to price index. Paid access to enter inner city zones for motorised modes.
Level 4	<input type="radio"/>	In addition to Level 3, continuous transformation of parking space for cars into space for active travel (pedestrian pavements and bicycle infrastructure). General ban on motorised two-wheelers with combustion engines in inner city areas.

Need for action

Low	<input type="radio"/>	Remarks:
Medium	<input type="radio"/>	
High	<input type="radio"/>	

Suggestions:

How are data for active travel collected and adopted?

Level 0	<input type="radio"/>	no collection of data
Level 1	<input type="radio"/>	collection of data regarding usage and safety only due to special occasions, in direct relation to concrete problems
Level 2	<input type="radio"/>	occasional countings on main routes, media monitoring
Level 3	<input type="radio"/>	regular countings within the entire active travel network, representative household surveys (every 5 years), data base for active travel safety available, publication of results as baseline for planning
Level 4	<input type="radio"/>	automatic permanent counting points with feedback-display, household surveys with special analysis, periodic evaluation for success control and adoption of action plans

Need for action

- Low Remarks:
- Medium
- High

Suggestions: