BUILT ENVIRONMENT, TRAVEL BEHAVIOR, AND SUBJECTIVE WELL-BEOMA GIlbrandt

Exploring gender differences in the city of Groningen, the Netherlands

Colophon

Title: Built environment, Travel behaviour, and Subjective well-being Author: Jonas Vollbrandt Student number s3079465 Contact j.vollbrandt@student.rug.nl

Program: Spatial Planning and Design (Technische Planologie) Degree: Bachelor of Science University: Rijksuniversiteit Groningen Faculty: Spatial Science

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Abstract

The impact of subjective spatial characteristics on travel behaviour and subjective well-being has received increasing attention over the past decades due its implications for spatial planning. However, less emphasis has been put on gender differences in this respect. Using primary data collected via an online tool, this paper examines the impact of subjective built environment (BE) characteristics on the neighbourhood level on travel behaviour and subjective well-being (SWB) with correlation tests. The results suggest that various built environment characteristics correlate positively with subjective well-being. The exact BE aspects and the strengths of the correlation differs between women and men. Additionally, for men travel time for active travel also correlates positively with subjective well-being. The influence of the built environment on travel behaviour varies as well between the genders, with much more BE items influence travel related outcomes of the women. These results should inform policy makers when designing neighbourhood layouts that women and men value various spatial characteristics differently and that the characteristics influence the travel behaviour of both genders differently.

Future studies of the built environment should try to confirm these findings in a different or larger spatial setting and using a bigger sample, and should include a mediator model accounting for travel behaviour.

Keywords: built environment, subjective spatial characteristics, travel behaviour, well-being, gender difference

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1. Introduction

1.1 Background and relevance

Throughout human history, urbanization has been a key element in the process of social development (Bairoch, 1988). It has been projected that by the year 2050 around 68% of the world's population will live in cities. This development is mainly fuelled by rural-urban migration and the population decline in some former industrial cities (UN, 2018). Next to economic reasons such as increased economy of scales and specialisation (World Bank, 2009), it is believed that urbanisation or living in cities can impact the quality of life (QOL). This impact can be either negative through crime, congestion or contagious diseases (Glaeser, 2011) or positive through income gains (Glaeser, 2011), improved transportation and therefore accessibility of services and a higher amenity coverage, like education or health facilities (Bhattari & Budd, 2019).

Quality of life is a multifaceted concept, which is used in various disciplines and at different spatial scales. Therefore, various definitions for this complex concept are proposed including a variety of different measurement tools depending on the context (Mohit, 2013). Some basic indicators include wealth, employment, the natural and physical environment and different precursor of well-being (Gregory et al., 2009). The World Health Organization (1998) defines QOL as "an individual's perception of their position of life in the context of the culture and value system in which they live and in relation to their goals, expectations, standards and concerns" (p.11). QOL research, using either objective or subjective measurements, gains increasing recognition in branches of spatial planning (Mohit, 2013). Subjective well-being (SWB) can be used as one of the subjective measurements of QOL (Costanza et al., 2005).

With achieving high levels of subjective well-being being one of the most important political goals (Stiglitz et al., 2009), therefore also a prime goal of spatial planning (Thin, 2012) it is recognized that the city and the neighbourhood can have influence on the individuals' well-being (Leyden et al., 2011). Various aspects of the built environment can be related to subjective well-being, a personal evaluation of one's life, such as density and land use (Hajrasouliha et al., 2018) or neighbourhood environmental quality and perceived safety (Kyttä et al., 2016). Yet the mechanism under which different spatial forms influence SWB remain largely unclear (Mouratidis, 2019). It is therefore important to investigate this relation, especially in light of gender differences, since women and men evaluate characteristics of the built environment differently (Koskela and Pain, 2000).

Next to that, others (Yin et al., 2020; Wang et al., 2020) have found that the built environment on different scales (city and neighbourhood) influences travel behaviour. According to the findings of Handy et al. (2005), aspects influencing travel behaviour are (among others) perceived accessibility by different modes, attractiveness of the trip and the perception of safety using different modes. Therefore, it is crucial to explore the influences of the built environment on travel behaviour (Bothe, 2010) since a shift towards more eco-friendly commuting modes is seen as a corner stone for sustainable development in the mobility sector (Mikiki and Panagiotis, 2012). Furthermore, different aspects of travel behaviour (mode choice, travel time) can have an impact on subjective well-being (van Wee & Ettema, 2016). While Sweet and Kanaroglou (2016) investigated gender differences with regard to the role of travel behaviour on subjective well-being, they acknowledge that the direct link between travel time and SWB remains unclear. Empirical evidence on gender differences in travel behaviour suggesting significant differences in travel behaviour, needs and opportunities between women and men, such as shorter work commutes for women (Madden, 1981), more complex travel trips for women (Wheatly, 2014) and less car use for women (Uteng, 2011). Therefore, it is important to gather more data about the relation between the travel behaviour and wellbeing to make well informed policy recommendations based on different system users (Ettema & Schekkerman, 2015; Brereton et al., 2007).

1.2 Research aim and question

This research investigates gender difference in the relation between perceived built environment characteristics, travel behaviour and subjective well-being. To do so, the extent to which the above-mentioned relations differ between women and men is being examined in a specific neighbourhood (Oosterparkwijk) in the city of Groningen. It is first of all important to identify a suitable measurement tool for subjective well-being, as well as to define the set of BE characteristics this research focuses on.

Therefore, this research adopts the following research question:

"How and to what extent do perceived built environment characteristics on the neighbourhood level affect travel behaviour and subjective well-being when comparing women and men?"

Consequently, the following sub-questions are employed to investigate the different building blocks of the main question:

- 1. How can subjective well-being be measured in the field of spatial planning?
- 2. Which spatial variables on the neighbourhood level can be identified for a subjective evaluation of the BE characteristics?
- 3. What is the relation between built environment characteristics on the neighbourhood level and well-being/travel behaviour?
- 4. What is the relation between travel behaviour and well-being?

While all four sub-questions inform the theoretical framework, especially the last two shape the conceptual framework.

1.3 Reading guide

This research adopts the following structure: the second chapter discusses core concepts and theories and will end with the associated conceptual model. In chapter three the methodology is described, ensuring the reproducibility of this research. In chapter four the results of the primary data collection are presented and discussed in light of existing literature. An answer to the research questions is given in the last chapter, including policy implications, limitations of the research and future research suggestions.

2. Theoretical framework

2.1 Subjective well-being

Subjective well-being can be described as a self-reported measurement of an individual's well-being (Diener et al., 1985). According to Diener and Suth (1997) subjective well-being is made out of three components, which can be measured independently from each other, namely: positive affect, negative affect and life satisfaction. While the first two refer to affective, emotional aspects of the construct, life satisfaction refers to a cognitive, judgmental process. Important to note here is that the satisfaction judgment is dependent on a comparison between the current circumstances and a standard that each individual sets for him-/herself. This means, it centres on the person's own judgement and not upon external criteria (Diener et al., 1999). A meta-analysis of Batz & Tay (2018) suggests no differences in subjective well-being between women and men.

2.1.2 Measurement dimension

For the measurement of the cognitive judgmental component of subjective well-being the 'Satisfaction with Life Scale' (SWLS) has been developed by Diener et al. (1985). This scale assess satisfaction with the respondent's life as a whole, therefore does not assess specific domains. The SWLS consists out of five self-report statements (see table 2), which are being rated on a 7-point Likert scales ranging from 'totally disagree' to 'totally agree' (Diener et al., 1985). With regard to suitability of this measurement, cognitive well-being has found recognition in several studies concerning spatial planning and transport planning (e.g. Ettema & Schekkerman, 2015; Archer et al., 2013).

2.2 Built environment characteristics and subjective well-being

An important distinction can be made between objective and subjective built environment characteristics. While objective variables are normally based on official statistics and land use data from spatial planning departments like population density or land use mix (Yin et al., 2020), subjective characteristics involve the evaluation of respondents themselves, like aesthetic or safety (Saelenes & Handy, 2010). The findings of Mouratidis (2019) show that the perceived availability of facilities (like shops or for leisure) influence SWB positively through the option of participating in activities. Negative influence on SWB can arise from low levels of safety perception or feelings of neighbourhood unattractiveness (Mouratidis, 2021).

An important argument brought forward by Ettema & Schekkerman (2015) concerns the differing nature of subjective and objective built environment characteristics. The subjective assessment of a certain BE characteristic is by definition biased towards one's preferences and is therefore a better predictor of subjective well-being (Ettema & Schekkerman, 2015).

Considering the parallels in research aim the items used by Ettema & Schekkerman (2015) are deemed to be suitable variables for this research. In total 34 items were used, which can be summarized into seven categories: attractiveness, facilities and public space, accessibility, traffic safety, car accessibility, social safety, nuisance. An overview of the item is presented in appendix 2.

2.3 Travel behaviour

Travel behaviour refers to the complex decision-making process of travellers, with regard to mode choice, route choice and other travel related factors (Li et al., 2019). According to Axhausen (2007) travel behaviour research investigates the physical movement of people outside their reference locations for any purpose. The reference location is defined as the place where a person returns to at the end of the day. Axhausen (2007) defines a set of basic elements, which need to be chosen by the traveller, in order to fully grasp one's travel behaviour. These are the purpose of the trip, duration of the trip (time in minutes), destination of the trip, participants of the trip and expenditure of the trip (Axhausen, 2007). The research on hand uses travel mode and minutes per travel mode (in a week) as predictor for travel behaviour.

2.3.1 Travel behaviour and perceived built environment

Much attention has been devoted to the relationship between travel behaviour and the built environment on neighbourhood level in recent years (see for example Wang et al., 2018). Evidence shows that the BE on this scale can influence different travel-related outcomes, such as mode choice (Handy et al., 2016). The findings of Saelens et al. (2003) suggest that higher perceived rates of safety and aesthetics in a neighbourhood environment stimulate active transportation. The work of Humpel et al. (2004) on this topic highlights gender differences in the sense that men were twice as likely to increase walking when the perception of aesthetics in the neighbourhood is increased.

The work of Van Acker et al. (2011) brings forward an important argument: the connection between the built environment might be partly a matter of personal tendency towards certain mobility outcomes. A person with a pro-environmental attitude preferring public transport might choose for a residential location with good public transport options (Van Acker et al., 2011).

2.3.2 Travel behaviour and subjective well-being

Subjective well-being may be influenced by travel in both a direct and an indirect way. While the direct influence is caused by the exposure to both the physical and social environment during travel, the indirect influence is linked to the instrumental role of traveling for participation in activities (van Wee & Ettema, 2016).

Exposure to the travel environment, being either the physical or the social one, can trigger an emotional response which results in a certain mood (Olsson et al., 2013). While active travel modes (walking, cycling) are more associated with higher levels of well-being, travel by car or public transport is associated with lower levels. This difference may be caused by better opportunities of enjoying the environment when using active modes of travel (Gatersleben and Uzzel, 2007). The indirect arises from the fact that travel can increase the action space of an individual and therefore enables activity participation through which life satisfaction can be increased (Ettema et al., 2010). Delbosc and Currie (2011) found out that the lack of transportation options and the associated lower levels in activity participation affects subjective well-being negatively. Specific literature on gender differences with regard to travel behaviour and subjective well-being has not been found. Nevertheless, several mediating factors could play role here, such as the lower levels of car ownership among women therefore less autonomy with regard to mobility options (Best & Lanzendorf, 2005).

2.3.3 Travel time and subjective well-being

The effect of travel time on subjective well-being is dependent on various factors. Most literature focuses on travel time with regard to commuting. Here, findings are rather straight forward, implying that extending the commuting time decreases well-being (Nie & Sousa-Poza, 2016; Stutzer & Frey, 2008; Choi, Coughlin & D'Ambrosio, 2013). This picture gets nuanced when considering different types of mode. Martin et al. (2014) analysis show that commuting time spent walking increases well-being, while time spent driving decreases it. The same holds true when comparing cycling and public transport. While travel time on the bike positively influences well-being mainly through interdomain transfer effects such as health benefits through physical activity (Gatersleben & Uzzel, 2007), time spent on public transport has a negative association with well-being (Wener et al., 2003). Another factor in this relation is the trip itself. The findings of Archer et al. (2013) show that travel time is not always perceived as wasted time but can be experienced as pleasant when the travel is undertaken for its inherent value.

To end this section, two interesting findings of Kroesen (2014) are presented which have been established specifically in the Dutch context. Firstly, his findings suggest that the effect of commuting time on subjective well-being is mediated by a person's satisfaction with her/his social contacts, an argument already brought forward by Robert Putnam (2000). Secondly, the findings indicate that commuting time matters little in how the Dutch population evaluates subjective well-being.

2.4 Conceptual model

In figure 2.1 the proposed conceptual model for this study is shown. Firstly, people's wellbeing tends to be influenced by built environment characteristics on the neighbourhood level directly (Wang and Wang, 2016) and indirectly when the travel behaviour acts as mediating role between them (Sun et al., 2017). Secondly, travel behaviour affects well-being because it enhances the ability of people to participate in activities (Zhang and Van Acker, 2017). Thirdly, gender tends to influence travel behaviour through differences in mobility needs (Anxo et al., 2007) or mode choice (Uteng, 2011) between women and men. Finally, to account for the aim of this research gender is linked to well-being.

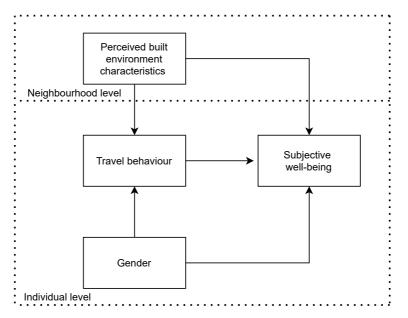


Figure 2.1: Conceptual model (Author, 2021)

2.5 Hypothesis

In light of the discussed literature in the theoretical framework and the conceptual model the following hypothesis are posed:

H1: There is a difference in effect of the perceived BE characteristics on subjective well-being between women and men.

H2: There is a difference in effect of the perceived BE characteristics on travel behaviour between women and men.

H3: Travel behaviour, as mediator between BE and well-being, is affected differently by the perceived built environment characteristics between women and men.

3. Methodology

3.1 Study area

For this research the neighbourhood "Oosterparkwijk" (figure 3.1) in the city of Groningen, Netherlands, has been chosen. The selection of this particular study area is based on three reasons. Firstly, while only a few studies have investigated the above described topic in the Netherlands, the geographical focus of these studies is the Randstad, in particular Utrecht (Ettema & Schekkermann, 2015; Ettema & Smajic, 2015). Secondly, the neighbourhood is made out of five "buurten" (districts), which have been built in different time periods. While the neighbourhood is heterogenous at large, the various districts are homogenous in themselves when looking at the built environment. Lastly, it is convenient for the researcher to employ his data collection here because he lives in this neighbourhood himself and knows it therefore well.

Sample and population characteristics (if available) are shown in table 1. These suggest that the sample represents the population in terms of gender quite

fairly. For the age distribution an overrepresentation of the age groups 18-24 and 25-44 can be noticed, while the other two groups are underrepresented. In terms of district coverage, there is an overrepresentation in the Gorechtbuurt, while the Vogel- and Florabuurt are underrepresented. The distribution between renter and owner represents well the population with a light deferral towards the owner. The population characteristics are based on the statistical bureau of the municipality of Groningen (Gemeente Groningen, 2021).

	Sample	Population
	(%)	(%)
Gender		
Female	50.0	50.6
Male	50.0	49.4
Age		
18-24	31.4	17.3
25-44	57.1	40.8
45-64	8.6	19.1
65+	2.9	8.5
Area/District		
Vogelbuurt	21.4	38.4
Florabuurt	11.4	21.3
Gorechbuurt	52.9	22.6
Bloemenbuurt	8.6	11.9
Damsterbuurt	5.7	5.8
Household composition		
Single	44.3	50.6
Single parent	1.4	6.3
Couple without children	37.1	19.3
Couple with children	1.4	7.5
Other	15.7	16.3
Tenure		
Renter	78.6	73.5
Owner	21.4	26.5
Car access and driver's license		
Has access to car	42.9	
Has driver's license	87.1	
Working situation		
Nojob	12.9	
Part time	37.1	
Full time	34.3	
Other	15.7	
Working location		
Works from home	47.1	

Table 1: Sample characteristics

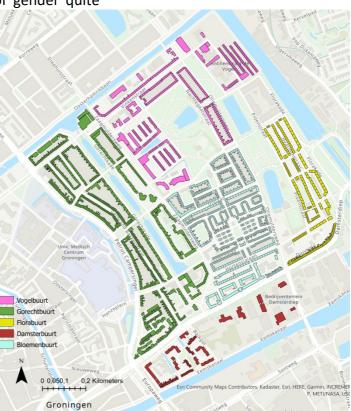


Figure 3.1: Map of neighbourhood with residential/mixed-use buildings only (colours indicating different districts) (Author, 2021).

3.2 Data collection

This research adopts a mixed-methods approach, a literature review is combined with an online questionnaire. An overview of the used methods in relation to the research questions is visualized in figure 3.2.

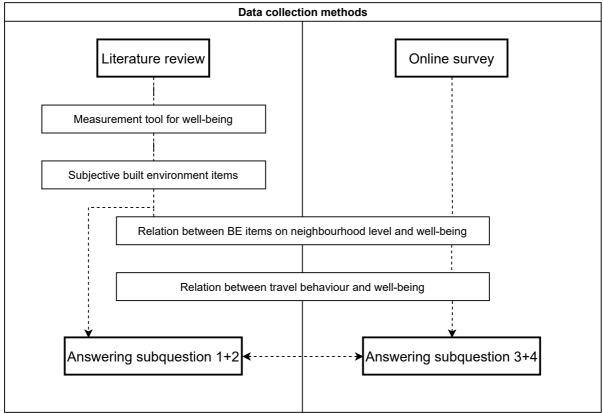


Figure 3.2: Data collection methods (Author, 2021)

A detailed description of the methodological approach can be found appendix 1.

3.2.1 Literature review

A literature review was employed to narrow down the scope of this research and elaborate on relevant concepts. The literature review helped to give answer to the first three subquestions and provided input for the survey questions. While for sub-question 1 a suitable measurement tool for subjective well-being (SWB) in the field of spatial planning was found, for sub-question 2 relevant subjective built environment characteristics were assembled. Additionally, the literature review provides the opportunity to position the findings in a larger theoretical context (Clifford et al., 2016).

Different search engines like "SmartCat" or "Google Scholar" were used to find relevant literature. The literature concerns German, Dutch and international scientific literature, in order to gain a broadest possible understanding of the topic.

3.2.2 Questionnaire design

Survey research has proven to be useful for acquiring information about the characteristics, behaviours and attitudes of populations by administrating a standardized questionnaire /survey to a sample (McLafferty, 2016). The primary data has been collected via an online

survey tool (Qualtrics). Access to Qualtrics was provided via the University of Groningen. The questionnaire was made up out of a combination of multiple-choice, matrix and constant-sum questions. An English and a Dutch version of the questionnaire was provided.

Three themes have formed the basis for the questionnaire design. The first theme concerned the socio-demographic characteristics (such as age, gender etc.) and questions about travel behaviour (travel mode, travel time in minutes). To account for the covid-19 situation, especially the appeal to work or study from home as much as possible, a question pertaining the current work location was included.

For the second theme a set of subjective built environment characteristics was used to evaluate to what extent respondents agree with the description of their neighbourhood. In

total 34 items, spread over seven categories, were rated on a 5-point Likert scale.

The third theme (table 2) concerns questions about the cognitive well-being of the respondent and is based on the "5items Satisfaction with Life Scale (SWLS) by Diener et al. (1985), which are rated on a 7-point Likert scale.

Statements	
In most ways my life is close to my ideal	
The conditions of my life are excellent	
I am satisfied with my life	
So far I have gotten the important things I	want in life
If I could live my life over, I would change a	Imost nothing
Scoring	
Extremely satisfied	31-35
Satisfied	26-30
Slightly satisfied	21-25
Neutral	20
Slightly dissatisfied	15-19
Dissatisfied	10-14
Extremely dissatisfied	5-9

Table 2: Satisfaction With Life Statements & Scoring

In appendix 2, an overview of the question per theme, including measurement levels, answer options and an explanation of the aim of the question is shown.

3.2.3 Recruiting participants

Via letterbox invites

For the recruitment of participants, a number of techniques have been employed. An invitation to participate in the research via the letterbox was one of them. For this purpose, a flyer was prepared, consisting of a small introduction to the research, a QR code and a link for the online questionnaire and a short explanation of the data management. Consequently, the invites have been put in the letterbox of residents. By adopting this approach, it is most likely that only residents of the Oosterparkwijk have filled in the questionnaire.

For this research stratified sampling was used in order to account for the five different districts within the Oosterparkwijk. By employing this sampling technique, it could be ensured that all residents had an equal chance of being selected (Maduekwe & de Vries, 2019). Based on the random points selected by ArcGis in the period from 31.03 until 28.04 500 flyers (see appendix 3) have been distributed throughout the neighbourhood, 100 flyers per district. In appendix 4 a flowchart of the steps taken in ArcGis Pro, including further description, is presented.

Via online platforms

Since it is known that spreading invites anonymously via the letterbox delivers a low response rate, several neighbourhood initiatives have been approached by the researcher with the question if they are willing to share information on the research on their social media

channels. On 23.04.21 the "Wijkkrant Oosterparkwijk" (neighbourhood newspaper) published an online article about the student's research. The article can be found via the following link:

https://wijkkrantoosterpark.nl/feb-2021-47-1/technische-planologie-onderzoekoosterparkwijk/.

Via social networks

Lastly, respondents for the questionnaire were recruited via the social network of the student himself. This approach included asking friends (living in the neighbourhood) and neighbours directly to fill in the questionnaire, and spreading the link to the online survey on his own social media channels.

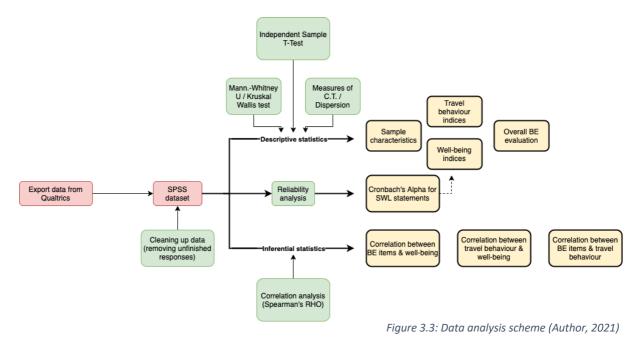
The last two recruitment techniques did not follow a certain sampling framework but might be described as convenience or accessibility sampling. The coverage of the sample might therefore be biased towards certain subgroups of the population, namely residents of a certain age group (comparable to the research himself) and residents living in proximity of the researcher. Due to the covid-19 situation and the corresponding physical distance measures (1,5 meters) it was not possible to approach residents on the streets.

3.3 Data analysis

The aim of the data analysis in this research was twofold. First, descriptive statistics was used to summarize and describe the features from the sample, in order to compare if the sample is a good representation of the population (residents of the five districts). Next to measurements of central tendency and dispersion to describe the sample, non-parametric tests (Kruskal-Wallis; Mann-Whitney U) for analysis of variance was used to check if the differences between the districts and genders was significant (Burt et al, 2009). Second, a series of Spearman Correlation was used to examine possible relationships between the subjective well-being score (sum of the five SWL-statements scores per respondent) and the BE characteristics / travel behaviour (time in minutes per mode in a week), as well as between BE items and travel behaviour. The correlation tests are done twice. During the first round of tests the gender difference is not taking into account meaning that all cases went into the test simultaneously. In the second round of tests, the 'split file' tool is used to split the data set according to their response on the questions "What is your gender?". The test is therefore done two times for each variable, based on the gender. The Spearman Rho correlation establishes whether there is a positive of negative correlation between two variables (BE items & travel behaviour, BE items & SWLS, travel behaviour & SWLS) and how strong this correlation is (Venhort, 2020).

The author would like to point out an important step within the analysis: despite that the individual statements of the SWL are rated on an (ordinal) Likert-scale, the overall score being the sum of the single answers is considered as a ratio variable. Therefore, the mean is being used in further analysis. This approach is in accordance with the literature (see for example: Ettema & Schekkerman, 2015; Statistics Netherlands, 2012).

In figure 3.2 the data analysis scheme is shown. The boxes highlighted in red indicate data sets, the boxes in green indicate steps taken within SPSS and the boxes in yellow are outcome.



3.4 Ethical considerations

In an effort to act ethically, it is important to be transparent and honest about the objectives and intentions of the research, and the process of data collection and analysis (Hay, 2016). No power asymmetry between the researcher and the survey respondents was present since the respondents choose voluntary to fill in the questionnaire in absence of the researcher. With regard to positionality of the researcher, it influences both how the research is conducted, its outcomes and how the results are interpreted (Rowe, 2014). Based on the distinction suggested by Merton (1972) the researcher would classify himself as an insider being a 'member of the specified group or occupants of a specified social status' since he is living in the same neighbourhood and experiences therefore the same built environment characteristic. Furthermore, the data will be collected anonymously and the final outcome, a bachelor thesis, will only be shared within the student's organisation namely the University of Groningen.

General

In the time from 23.04 until 30.04 a total of 76 responses were recorded via the online tool Qualtrics. Six responses were unfinished and therefore considered missing, which leaves 70 valid cases. Sample characteristics are presented in table 1.

	Mean	Std. Deviation	Cronbach's alpha
SWLS	26.18	7.93	0.85
Gender			
Female	26.00	6.55	
Male	26.37	6.19	
Area/District			
Vogelbuurt	28.00	5.49	
Florabuurt	24.62	5.26	
Gorechbuurt	25.35	6.65	
Bloemenbuurt	30.66	4.92	
Damsterbuurt	23.50	7.93	

4.1 Descriptive statistics

The results of descriptives of well-being indices are summarized in table 3. The average levels of the cognitive well-being, suggest that the sample has a reasonable level of well-being, given the theoretical minimum and maximum. The average of the SWLS (26,1857) indicates a life satisfaction between slightly satisfied and satisfied. When accounting for gender differences, the data shows nearly the same results, with men scoring slightly higher on the SWLS. However, this difference is not significant at α = 0.05 according to the Mann-Whitney U test. The same holds true when comparing the five different districts of the neighbourhood. According to the Kruskal-Wallis test the difference between the districts is not significant at α = 0.05.

For reliability analysis, Cronbach's alpha was calculated to assess the internal consistency of the SWL-statements. The internal consistency is satisfying with Cronbach's alpha = 0.85 (Blanz, 2015).

When considering travel behaviour (table 4), the results show that active travel (cycling/walking) is the most used mode of choice, followed by the car. The picture gets more nuanced when taking gender differences into account. The active travel remains the main mode, but for women a combination of modes is the second most

	Overall (%)	Women (%)	Men (%)
Mode			
Active travel	74.3	77.1	71.4
Car	14.3	8.6	20.0
Public Transport	1.4	2.9	
Combination of modes	10.0	11.4	8.6

Table 4: Descriptives of mode choice

used mode while for men this is the car. This goes in line with the findings of Susilo and Maat (2007), who found active travel modes the preferred modes in a Dutch context.

For travel time per mode the results show differences for all modes of transport (table 5), with women spending more time on active travel and public transport while men spent more time on the car. However, these differences are not significant at α = 0.05 according to the independent samples test.

Regarding the evaluation of the built environment, no statistical difference (α = 0.05) is found between women and men when considering the overall evaluation (mean of ranks) according to the Mann-Whitney U test. When looking for individual built environment characteristics the picture gets a bit more nuanced. Six of the 34 items show significant differences according

to the Mann-Whitney test with α = 0.05. While women agree more with that the neighbourhood looks attractive and that the people in the neighbourhood are trustworthy,

	Overall		Women	Women		
	Mean	Std. D.	Mean	Std. D.	Mean	Std. D.
Minutes per mode						
Active travel	176.77	164.82	190.20	181.59	163.34	147.60
Car	53.87	110.91	39.88	77.42	67.85	136.25
Public transport	32.25	68.62	45.20	86.44	19.31	41.68

Table 5: Descriptives of minutes per mode

men rate the car accessibility and traffic safety for pedestrian higher. The other two items concern situations at night/in the dark. For the individual BE characteristics no significant difference (α = 0.05) was found when comparing the five districts of the neighbourhood.

Taken together, the results suggest no significant differences in well-being levels between gender or districts within the study area. The absence of gender differences is in agreement with the findings of Batz & Tay (2018), who performed a meta-analysis of SWB-related research. Furthermore, the results of the SWL-score are in line with other studies on this wellbeing indicator in a Dutch context: 26,14 (Ettema & Schekkermann, 2015) or 26,21 (Statistics Netherlands, 2012). With regard to travel behaviour, only the second most used mode-choice varies between genders, while the minutes per mode show no significant differences. The results for the mode choice, again go in line with findings from other scholars indicating that men use the car more (Uteng, 2011) while women tend to make more combined trips (Polk, 2003; Elias, Newmark and Shiftan, 2008). For the evaluation of the built environment, the overall score suggests no significant difference between gender and districts. In terms of individual BE characteristics, there are six aspects where significant differences between women and men can be found. Of particular interest are the statements about cycling in the dark and being alone outside at night. The results suggest that women agree less with both statements. This goes in line with the findings of Ravensbergen et al. (2020) suggesting that women fear for personal safety during in the dark or at night due to (e.g.) past experiences of sexual harassment.

Appendix 5 (table 14+15) provides an overview of the relevant SPSS output used for this section.

4.2 Correlation tests

4.2.1 Satisfaction with Life

The results of the Spearman's rank coefficient are shown in table 6. Due to simplicity, only the significant (α = 0.05) ones are shown for correlations with the overall satisfaction with life score (SWLS). The results suggest that seven of the built environment characteristics show a positive correlation with the cognitive well-being outcome (SWL score). While three of the items show a weak correlation (<0.3), the Table 6: Correlation Coefficients (whole data set) for other four items show a moderate

	Correlation	
	Coefficient	p-value
Attractiveness of neighbourhood		
Neighbourhood meets requirements	0.277	.020
Accessibility of neighbourhood		
Neighbourhood is accessible by PT	0.263	.028
Neighbourhood is accessible by car	0.253	.035
Traffic safety in neighbourhood		
Traffic is safe for pedestrians	0.383	.001
Social safety in neighbourhood		
Not afraid to go out by myself at night	0.342	.004
It is safe to cycle in the dark	0.410	.000
There are many people on the street	0.315	.008

correlations with overall satisfaction with life score

correlation (0.3-0.5). The interpretation of the strengths of the relationship is based on 'Additional notes for Statistics 2' (Venhorst, 2020).

No variable of the other two themes (socio-demographic characteristics; travel behaviour) correlates significantly (α = 0.05) with the SWLS when testing for both genders together (the whole data set).

The results get more nuanced when taking gender differences into account (splitting the file according to gender). Here, the results suggest that the SWL-score for women is positive correlated with five built environment characteristics and the score for men is positive correlated with nine BE characteristics and one travel behaviour aspect. Results of this correlation tests are shown in table 7. Again, only statistically significant (α = 0.05) correlations with the SWL-score are shown. All correlations are moderate in their strength, with even two strong correlations for the men regarding social safety in the neighbourhood.

	Correlation		Correlation	1 I
	Women	p-value	Men	p-value
Travel behaviour			0.460	.005
Travel time for active travel				
Attractiveness of neighbourhood				
Neighbourhood meets requirements			0.349	.019
Facility coverage and open spaces				
There are sufficient shops for daily use			0.415	.013
There is enough public space	0.339	.047		
Accessibility of neighbourhood				
Neighbourhood is accessible by PT			0.447	.007
Neighbourhood is accessible by car			0.371	.028
Work location is well accessible			0.425	.011
Traffic safety in neighbourhood				
Traffic is safe for pedestrians	0.342	.044	0.443	.008
Social safety in neighbourhood				
Not afraid to go out by myself at night	0.353	.037	0.399	.018
It is safe to cycle in the dark	0.385	.022	0.507	.002
			0.510	.002

 Nuisance in neighbourhood
 0.495

 There is no nuisance from other residents
 0.495

Table 7: Correlation Coefficient (according to gender) for correlations with overall satisfaction with life score

.002

Taken together, the results of the correlation analysis show only positive correlations between the different built environment characteristics/travel behaviour and the SWL-score. A positive coefficient indicates a positive association between both variables. This implies that the SWL score tends to increase when the respondent agrees more with a description of a built environment characteristic. Taking the example of "It is safe to cycle in the dark": higher agreement with this statement tends to increase the overall SWL-score of this respondent. The findings for traffic safety and neighbourhood attractiveness are in line with results from other research (Ettema & Schekkerman, 2015) positively adding to life satisfaction. Furthermore, social safety is likely related to a feeling of independence, which has been identified as being beneficial for well-being (Ryan and Deci, 2000). This is again confirmed by the findings of Cao (2016) and Morris (2011) who identified safety and attractiveness as being determinants of life satisfaction.

Appendix 4 (table 16) provides an overview of the relevant SPSS output used for this section.

4.2.2 Travel behaviour

The results of the Spearman's rank coefficient are shown in table 8. Due to simplicity, only the significant (α = 0.05) ones are shown for correlations between travel time in minutes per mode and BE items. Correlation tests for the mode choice are not possible, since this is nominal data. The results suggest that in total eleven BE items correlate with minutes travelled with the While the majority of

	Minutes	Minutes		
	with car	p-value	with PT	p-value
Attractiveness of neighbourhood				
Neighbourhood meets requirements	-0.225	.033		
There is no vandalism	-0.324	.006		
Accessibility of neighbourhood				
Neighbourhood is accessible by PT			0.256	.032
Neighbourhood is accessible by car	0.295	.013		
Traffic safety in neighbourhood				
Traffic is safe in neighbourhood	-0.372	.002	0.443	.008
Traffic is safe for cyclist	-0.298	.012		
Traffic is safe for pedestrian	-0.292	.014		
Social safety in neighbourhood				
There is a small chance of burglary			-0.277	.020
There are many people on the street	-0.240	.046		
Nuisance in neighbourhood				
There is no nuisance from traffic	-0.269	.024		
There is no litter	01200		-0.288	.016

car and with public transport. Table 8: Correlation Coefficient (whole data set) for correlations with BE items

correlations is negative, only three correlations are positive. Next to that, only two of the correlations are of moderate strength (0.3-0.5), while the rest is weak (<0.3).

When accounting for differences according to gender (split file) the picture gets more nuanced. The correlation coefficients are shown in tables 9 - 11. It gets immediately women's visible that travel behaviour (minutes per mode) is influenced built bv more environment characteristics in total, but also the individual minutes per mode. While for the men in total seven items correlate with their travel behaviour (two with active travel, four with the car, and one with PT), 12 items correlate with travel behaviour of the women (four with active travel, five with the car, and five with PT). Furthermore, while for men the correlations are either positive (active travel, PT) or negative (car) per category, for the women they are mixed in two

	Correlation	Correlation		
	Women	p-value	Men	p-value
Attractiveness of neighbourhood				
Neighbourhood looks attractive			0.402	.017
Facility coverage and open spaces				
There are enough other facilities	- 0.420	.012		
Traffic safety in neighbourhood				
Traffic is safe for pedestrians			0.456	.006
Nuisance in neighbourhood				
There is no nuisance from other residents	-0.405	.016		
There is no nuisance from air pollution	-0.344	.043		
There is no graffiti	-0.342	.044		

Table 9: Correlation Coefficient for Active travel

	Correlation		Correlation	
	Women	p-value	Men	p-value
Attractiveness of neighbourhood				
There is no vandalism			-0.347	.041
Facility coverage and open spaces				
There is a health centre			-0.362	.033
Car accessibility of neighbourhood				
Neighbourhood is accessible by car	0.505	.002		
There is sufficient parking space	0.382	.024		
Traffic safety in neighbourhood				
Traffic is safe	-0.403	.016	-0.346	.042
Traffic is safe for pedestrians	-0.450	.007		
Traffic is safe for cyclist	-0.358	.035		
Social safety in neighbourhood				
There are many people on the street			-0.371	.028

Table 10: Correlation Coefficient for the Car

categories (car, PT). All correlations are of moderate strength (0.3-0.5). It is interesting to see that for the women several BE items from the same category exert influence on certain travel behaviour outcome (e.g. minutes for active travel are influenced by three items from the category "nuisance"), while for the men there is no pattern visible and therefore less conclusive.

Taken together, the results of the correlation analysis show vast differences between women and men when considering the influence of BE items on travel behaviour (minutes per mode). The findings of Mao and Wang (2020) hold comparable results for spousesettings, where the influence of BE Table 11: Correlation Coefficient for Public Transport items on travel behaviour is

	Correlation		Correlation	
	Women	p-value	Men	p-value
Attractiveness of neighbourhood				
There is no litter			-0.370	.029
Accessibility of neighbourhood				
Neighbourhood is accessible by PT	0.406	.016		
Car accessibility of neighbourhood				
Neighbourhood is accessible by car	-0.440	.008		
There is sufficient parking space	-0.377	.025		
Traffic safety in neighbourhood				
Traffic is safe	0.345	.042	-0.346	.042
Traffic is safe for cyclist	0.338	.047		

inconsistently between women and men. While there is much literature on built environment characteristics influencing travel behaviour and related outcomes, results are rarely/not broken up according to genders. Therefore, the results are discussed more generally in comparison to existing literature. The negative influence of nuisance such as air pollution on active travel experienced by women is recognized by the study of Haddak & Mahdjoub (2017). Next to that, the distance to public transport infrastructure and therefore its perceived accessibility can influence the time spent on public transport (Bothe, 2009), which is found for women in the spatial area in the research on hand. The findings of Singleton & Wang (2014) support the results concerning men, where perceived traffic safety influences time spent on active travel. Furthermore, for men the results indicate that neighbourhood attractiveness influences minutes spent on active travel. This is supported by the findings of Ogilvie et al. (2008) who found attractiveness of the local environment as determinant for active travel. Lastly, the rather straightforward finding that car accessibility and sufficient parking space positively influences the time spent on car travelling is supported by the literature (Geurs, 2010; McCahillet al., 2016).

Appendix 5 (table 17) provides an overview of the relevant SPSS output used for this section.

4.3 Mediator model

Due to the small sample size testing for the mediator hypothesis was not possible. Nevertheless, since at least for the men certain BE items have an influence on travel behaviour (minutes per active travel), and travel behaviour has an influence on subjective well-being, the claim of travel behaviour acting as mediator can be supported.

5. Conclusion

In this research, the relation between subjective built environment characteristics on the neighbourhood level, travel behaviour and a conceptualisation of well-being has been investigated in a neighbourhood of the city of Groningen. A special focus of this research was the presence of gender differences when it comes to the influence from perceived spatial characteristics. The findings show that a gender difference with regard to the relationship between perceived built environment characteristics on the neighbourhood level and travel behaviour and subjective well-being is present. A general difference between women and men is the amount of BE items that have an influence. While the subjective well-being of men is under influence of more built environment characteristics, women's travel behaviour is influenced more by the built environment. With regard to the influence of travel behaviour on subjective well-being a relationship for the men could be established, while for the women no statistically relation was found. Regarding the evaluation of the neighbourhood, it can be concluded that for men especially accessibility and social safety of/in the neighbourhood are of importance when considering well-being, while for the women this is less distinct. With regard to the influence from BE characteristics on travel behaviour this had only little influence on men mostly on minutes travelled by car, while for women especially nuisance in the neighbourhood, car accessibility and traffic safety influenced travel behaviour (all modes). The results hold some implications for policy making. When designing and maintaining the built environment a gender perspective should be incorporated, which takes differing needs of women and men into account constructing a more equal city. The "Manual of Urban Planning for Everyday Life's" of the municipality of Barcelona (2019) or the Handbook for "Gender-Inclusive Urban Planning Design" of the World Bank (2020) could be of help here. The aim is to facilitate spaces for both women and men and stimulate incentives for sustainable mobility.

Limitations and future research suggestions

Despite the case study method (Oosterparkwijk) offered a suitable method for answering the research question as it takes a specific spatial area and scale into account, it is important to acknowledge certain limitations of this research with regard to explanatory power and generalizations of findings. Firstly, the sample size (n=70) is rather small and decreases the explanatory power of the results. Secondly, the skew in sample with regard to age and area questions the generalization of the results for the whole neighbourhood, as well as for a larger population Lastly, the small sample size offered only limited statistical analysis. While it was desired to perform a multiple regression analysis and a mediator model, the sample size proofed only sufficient for a correlation analysis.

Further research should investigate the gender differences in the relationship between subjective spatial characteristics on the neighbourhood level, travel behaviour and subjective well-being using a larger sample size accounting for a better representation of the population in terms of age and district coverage, as well as using other spatial areas (e.g. other neighbourhoods in the city of Groningen) to provide for better generalisation. Next to that, other components of travel behaviour (like purpose of the trip participants) suggested by Axhausen (2007) could be used to provide for a more holistic understanding of the influence of travel behaviour on subjective well-being directly or indirectly as mediator. Another interesting future research could concern a post-corona situation, since the results of Möhring et al. (2020) suggest that the corona pandemic decreased subjective well-being.

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Appendix

Appendix 1: Methodological approach

RQ: "How and to what extent do perceived built environment characteristics on the neighbourhood level affect travel behaviour and	information? Influence of built environment characteristics on the neighbour- hood scale and	collection During data collection (from week 11 until 19) and while writing TF	obtain the data Qualtrics using a survey Survey based on literature review	to archive the data? Answer to the main research question will be giving using the information provided by the four sub-questions, either from literature or primary data collected in course of the study	search question will b ation provided by thu her from literature of in course of the stud
affect travel behaviour and subjective well-being when	hood scale and travel behaviour	while writing TF	literature review	Data analysis will be described in length in	escribed in length in
comparing women and	on subjective			the method section of the thesis itself	the thesis itself.
men?"	well-being				
SQ1: "How can subjective	Definition and	While writing TF,	Academic literature	N/A	Reading/comparing
well-being be measured in	measurement of	before primary			articles,
the field of spatial planning?	subjective well-	data collection			Citing obtained
	being	(Week 6-10)			information
SQ2: "Which spatial variables	Set of perceived	While writing TF,	Academic literature	N/A	Reading/comparing
on the neighbourhood level	built environment	before primary			articles,
can be identified for a	characteristics for	data collection			Citing obtained
subjective evaluation of the	neighbourhood	(Week 6-10)			information
BE characteristics?	evaluation				
SQ3: "What is the relation	Influence of built	During data	Qualtrics using a	Data will be archived	Data will be analysed
between perceived built	environment	collection	survey	in Qualtrics,	in SPSS (see chapter
environment characteristics	characteristics on	Week 6-10)		imported later to	on data analysis)
on the neighbourhood level	travel behaviour			Excel and then to	
and travel behaviour?"				SPSS for data analysis	
SQ4: "What is the relation	Influence of	During data	Qualtrics using a	Data will be archived	Data will be analysed
between travel behaviour	travel behaviour	collection	survey	in Qualtrics,	in SPSS (see chapter
and well-being?"	on subjective	Week 6-10)		imported later to	on data analysis)
	well-being			Excel and then to	
				SPSS for data analysis	

Appendix 2: Overview survey question

Table 13: Survey questions with measurement level, answer options and explanation of aim of the question

Q#	Question	Measurement level	Answer options	Aim of question
			phic characteristics	
Q1	What is your gender?	Nominal	Female Male Other	Question gathers general information about the sample Enables the gender comparison aimed on in this research
Q2	What is your age?	Ordinal	18-24 25-44 45-64 65+	Question gathers general information about the sample Allows for the opportunity to separate age groups later on in the data analysis
Q3	In which district of the Oosterparkwijk do you live?	Nominal	Vogelbuurt Florabuurt Gorechtbuurt Bloemenbuurt Damsterbuurt	Question gathers general information about the sample Enables the comparison between different districts and its corresponding objective BE characteristics
Q4	What is your household composition?	Nominal	Single Single parent Couple without children Couple with children Other	Question gathers general information about the sample Gives insight into respondent's household composition which can affect travel behaviour
Q5	What is your living condition?	Nominal	Renter Owner	Question gathers general information about the sample
Q6	Do you have a driver's license?	Binary	Yes No	Question gathers general information about the sample Can be related to travel behaviour, because it influences the mode choice
Q7	Do you have access to a car?	Binary	Yes No	Question gathers general information about the sample

				Can be related to travel
				behaviour and well-being, because it influences the
				action space of a person
				and therefore the ability
				to take part in activities
				(Ettema et al., 2010).
Q8	What is your	Nominal	No job Part time	Question gathers general information about the
	working situation?		Full time	sample
			Other	Information can provide
				insight about the general
				time budget the
				respondent has
Q9	In light of the	Binary	Yes	Question gathers general
	current situation:		No	information about the
	Do you work from home?			sample Information can be linked
	nomer			to respondents travel
				behaviour
	I	Trave	l behaviour	
Q10	What is your main	Nominal	Active travel	Question aims to identify
	mode of		(cycling/walking)	the main mode of
	transportation?		Car	transport
			Public transport	Information can be linked
			Combination of modes	to well-being, since active travel can contribute to
			modes	subjective well-being
				(Gatersleben & Uzzel,
				2007)
Q11	Could you please	Ratio	(t) in minutes per	Question aims to identify
	indicate how		mode:	the amount of time per
	much time (in		Active travel	mode + total travel time
	min.) you spend		Car Dublic transmost	in a week
	on each travel mode, when		Public transport	
	considering the			
	last seven days			
	-	jective built env	vironment character	istics
Q13	Neighbourhood	Ordinal	Respondents	Questions aim to identify
	meets		indicate on a 1-5	the perception of the
	requirements		Likert scale in	respondent towards the
Q14	Neighbourhood is		how much they	attractiveness of the
Q15	quit		agree with the statement	neighbourhood
UL2	Neighbourhood looks attractive			
				<u> </u>

016		1. Totally	
Q16	Houses are well	1: Totally	
017	maintained	disagree	
Q17	There is no	2: Disagree	
010	vandalism	3: Neutral	
Q18	I trust the people	4: Agree	
	in my	5: Totally agree	
010	neighbourhood		
Q19	There are		Questions aim to identify
	sufficient shops		the attitude of the
020	for daily use		respondents towards
Q20	There are		facilities and public
	sufficient non-		spaces of the
0.24	daily shops		neighbourhood
Q21	There is a health		
000	centre		
Q22	There are enough		
	other facilities		
Q23	There are enough		
0.24	bars/restaurants		
Q24	There is enough		
0.05	public space		
Q25	There is enough		
0.00	green space		
Q26	Neighbourhood is		Questions aim to identify
	accessible by		the attitude of the
0.07	public transport		respondents towards
Q27	Neighbourhood is		general accessibility of
	accessible by bike		the neighbourhood
Q28	Neighbourhood is		
	accessible on foot		Information can be linked
Q29	City centre is well		to travel behaviour,
0.00	accessible		especially mode choice since this might be
Q30	Work location is		affected by the overall
	well accessible		accessibility
Q31	Traffic in		Questions aim to identify
QSI			the attitude of the
	neighbourhood is safe		
022	Traffic is safe for		respondents towards traffic safety of the
Q32			neighbourhood
033	cyclists		neignibuunuuu
Q33	Traffic is safe for		Information can be
	pedestrians		related to travel mode
			choice, since perceived traffic safety can affect
			the choice

0.24	NI 1 I I I I I I I I I I I I I I I I I I			
Q34	Neighbourhood is			Questions aim to identify
	accessible by car			the attitude of the
Q35	There is sufficient			respondents towards car
	parking space			accessibility of the
				neighbourhood
				Information can be
				related to travel mode,
				especially the car
Q36	Sufficient street			Questions aim to identify
	lighting			the attitude of the
Q37	I am not afraid to			respondents towards
	go out by myself			social safety of the
	at night			neighbourhood
Q38	It is safe to cycle			
0.50	in the dark			
Q39	Children can play			
Q39	safely			
Q40	There is a small			
Q40				
0.11	chance of burglary			
Q41	There are many			
	people on the			
	street			
Q42	There is no			Questions aim to identify
	nuisance from			the attitude of the
	traffic			respondents towards
Q43	There is no			nuisance in the
	nuisance from air			neighbourhood
	pollution			
Q44	There is no			
	nuisance of other			
	residents			
Q45	There is no graffiti			
Q46	There is no litter			
	L	Cognitiv	ve well-being	
Q47	In most ways my	Ordinal*	7-point Likert-	Questions aim to identify
	life is close to my		scale:	the satisfaction with life
	ideal		7: Strongly agree	of the respondent,
Q48	The conditions of		6: Agree	assessing the satisfaction
	my life are		5: Slightly agree	as a whole
	excellent		4: Neither agree	
Q49	I am satisfied with		nor disagree	
Q49			3: slightly	
050	my life		disagree	
Q50	So far I have		2: Disagree	
	gotten the		-	
	important things I		1: Strongly	
	want in life		disagree	

Q51	If I could live my		
	life over, I would		
	change almost		
	nothing		

*Despite the measurement level for cognitive well-being being ordinal (when considering the answer possibilities in words), the result can be seen as a **ratio outcome**, because the scores (1-7) for the five statements are being add up to one final score (with 5 the lowest score and 35 the highest score). The final score is then being worded again. The student adopts this approach from Ettema & Schikkermann (2015)



Wilt u mij helpen? Vul dan nu mijn enquete in! Het duurt maar slechts 5 minuten.

Voor mijn bachelor scriptie doe ik onderzoek naar de relatie tussen de gebouwde omgeving, reisgedrag en welzijn.



Link: https://rug.eu.qualtrics.com/jfe/form/SV_cN0TqUgVEZdNale

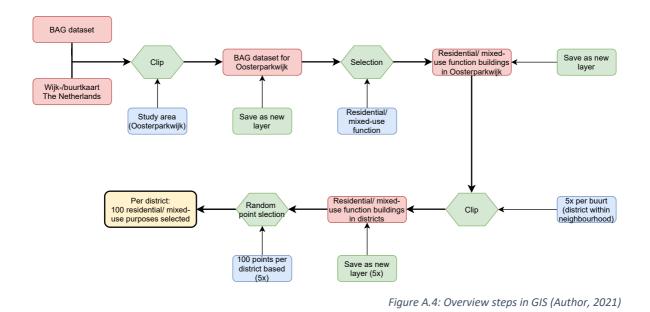
Voor vragen kunt u mij bereiken via: j.vollbrandt@student.rug.nl

Alle antwoorden zijn volledig anoniem en worden alleen voor dit onderzoek gebruikt!



Figure A.3: Flyer for promoting online questionnaire (Author, 2021).

Appendix 4: GIS analysis



Additional information on GIS analysis:

- Data sets: Two datasets were used for this analysis. First, the dataset from the BAG (Basisregistratie Adressen en Gebouwen), contains information over every building and its associated units. Per building the amount of its units and their associated functions are counted. Second, a base map from the Central Bureau voor de Statistiek contains information over the official neighbourhood and district boundaries.
- Accuracy: The dataset BAG was downloaded from the website GEO-Dienst, which is run by the university of Groningen. The platform itself claims to have accurate and up-to-date information. The base map from the municipality was cross-checked for accuracy by means of the website of the municipality.
- Excluding buildings: For the distribution of the flyer only buildings with a residential function should be included in the sampling frame. For this the attribute table of the BAG dataset was checked and all buildings with either only a residential function or a mixed function (including residential function) was selected.
- Random selection: Certain buildings could have multiple residential units (e.g. studentflats), and therefore multiple addresses. Because the random selection was based on the residential units (addresses) one building could have been selected multiple times.
- Sampling strategy for buildings with multiple addresses: When a chosen building had multiple addresses but only was chosen once, the lowest street number was chosen.

Sources used in analysis

- GEO-Dienst (2021). Basisregistratie Adressen en Gebouwen (BAG). Retrieved on March 02, 2021 from <u>https://geodienst.xyz/data/municipalities.php</u>. Groningen: Rijksuniversiteit Groningen.
- CBS (2020). Wijk- en Buurtkaart 2020, Versie 1. Retrieved on March 03, 2021 from https://data.overheid.nl/dataset/13726-wijk--en-buurtkaart-2020-versie-1. The Hague: Statistics Netherlands.

Appendix 5: SPSS Output

Question /	SPSS O								
Information									
Q1: Gender			Wł	nat is y	our gei	nder	?		
			Frequen	icy P	ercent	Valid	Percent	Cumulative Percent	
	Valid	Female		35	50,0		50,0	50,0	
		Male		35	50,0		50,0	100,0	
		Total		70	100,0		100,0		
Q2: Age			1	What i	s your	ageʻ	?		
			Frequen	cy P	ercent	Val	id Percent	Cumulative Percent	
	Valid	18-24	:	22	31,4		31,4	31,4	_
		25-44		40	57,1		57,1	88,6	_
		45-64		6	8,6		8,6	97,1	_
		65+		2	2,9		2,9	100,0	_
		Total	1	70	100,0		100,0		_
	_						-		-
Q3: District		In whic	n district	of the	Oosterp	barkv	vijk do you		
				quency	Percen	t V	alid Percent	Cumulative Percent	
	Valid	Vogelbuu		15	21,		21,4	21,4	
		Florabuurt		8	11,		11,4	32,9	
		Gorechtbu		37	52,		52,9	85,7	
		Bloemeni Damsterk		6	8,		8,6	94,3	
		Total	Juan			5,7 5,7 0,0 100,0		100,0	
	+								
Q4:			What is yo	our hou	sehold o	omp	osition?		
Household				Frequer	ncy Per	cent	Valid Percent	Cumulative t Percent	
composition	Valid	Single				44,3	44,3	44,3	
		Single-paren			1	1,4	1,4		
		Couple witho				37,1	37,1		
		Couple with (hildren		1	1,4	1,4		
		Other Total				15,7 00,0	15,7		
	+						,		_
Q5: Living condition			What is	s your	living	cond	dition?		
			Frequen	cy P	ercent	Val	id Percent	Cumulative Percent	_
	Valid	Renter		55	78,6		78,6	78,6	_
		Owner		15	21.4		21,4	100,0	
					21,4 100,0				

Table 14: Frequencies for descriptive statistics

Q6 + Q7:						
Driver's			Do you ha	ve a driv	ers license?	
license + access to car			Frequency	Percent	Valid Percent	Cumulative Percent
	Valid	Yes	61	87,1	87,1	87,1
		No	9	12,9	12,9	100,0
		Total	70	100,0	100,0	
			Do you ha	ave acce	ss to a car?	
			Frequency	Percent	Valid Percent	Cumulative Percent
	Valid	Yes	30	42,9	42,9	42,9
		No	40	57,1	57,1	100,0
		Total	70	100,0	100,0	
Working condition + location			Frequency	Percent	Valid Percent	Cumulative Percent
location			Frequency	Percent	Valid Percent	Percent
	Valid	No job	9	12,9	12,9	12,9
	-	Parttime	26	37,1	37,1	50,0
	-	Fulltime Other	24	34,3	34,3	84,3
	-	Total	70	15,7 100,0	15,7 100,0	100,0
		Total	70	100,0	100,0	
	Cons	idering t		situation, work from	with regard to home?	
			Frequency	Percent	Valid Percent	Cumulative Percent
	Valid	Yes	33	47,1	47,8	47,8
		No	36	51,4	52,2	100,0
		Total	69	98,6	100,0	
	Missing	System		1,4		
	Total		70	100,0		

Q10: Main mode of	What	is your main mod		sportatio		taking the las	st 7 days into
transportation			Fr	equency	Percent	Valid Percent	Cumulative Percent
	Valid	Active travel (cycling/walking)		52	74,3	74,3	74,3
		Car		10	14,3	14,3	88,6
		Public transport		1	1,4	1,4	90,0
		Combination of diffe modes	erent	7	10,0	10,0	100,0
		Total		70	100,0	100,0	
Q11: Time (in			Desc	riptive	Statistics		
minutes) per			Ν	Minimur	m Maxim	um Mean	Std. Deviation
mode	Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days? - Active travel (cycling/walking)		70	0,	0 840	,00 176,7714	164,82860
	indicat (in min on eac when d	you please e how much time utes) you spend h travel mode, considering the last ? - Car	70	0,	0 660	,00 53,8714	110,91124
	indicat (in min on eac when c	you please e how much time iutes) you spend h travel mode, considering the last ? - Public transport	70	,0	0 360	,00 32,2571	68,62029
	Valid N	l (listwise)	70				

Table 15: Relevant statistical tests for descriptive statistics

Test used	SPSS output										
Reliability				c	Case	Processi	ng Sumn	nary			
analysis:	Reliability S	Statistics	5				Ν	%	_		
Cronbach's	Cronbach's			Cases		lid cluded ^a	70	100,0	_		
Alpha	Alpha	N of Item	าร		To		70	100.0	_		
For the internal	,856		5			e deletion b s in the pro	ased on all		-		
consistency of				v	anable	is in the pro	ceuure.				
the five SWLS-											
statements											
Compare		Levene's Test f	or Equality of	lependent	Sample	s Test					
means: Ind. Samples T-		Variar F	sig.	t	df	Sig. (2-tailed)	t-test for Equality Mean Difference	of Means Std. Error Difference	95% Confidence Differe Lower		
•	SWLScore Equal variances assumed	,021	,885	-,244	68	,808	-,37143	1,52408	-3,41269	2,66983	
Test	Equal variances not assumed			-,244	67,785	,808,	-,37143	1,52408	-3,41287	2,67001	
For comparing											
SWLS scores											
between											

women and												
men												
NPar Test:	-		Ranks									
Kruskal-Wallis		In which district						Test Sta	atistics ^{a,}	b		
test		Oosterparkwijk		Ν	Mean	Pank	_		SWL	Score		
For comparing	SWLScore	live? Vogelbuurt		15		41.60		skal-Wallis	s H	7,178		
SWLS scores	011200010	Florabuurt		8		27,94	df	np. Sig.		.127		
		Gorechtbuurt		37		33,20			Nallis Test			
between		Bloemenbuurt		6		50,75	b		Variable:			
districts/areas		Damsterbuurt Total		4 70		26,13		Oosterpa	strict of the arkwijk do y			
		Total		70				live?				
Comparing				Gro	un St	tatisti						
means:				Gro	up Si	latisti	5			0	td. Error	
Ind. Samples T			What is you	ır gender'	?	N	Mea	n St	d. Deviati		Mean	
Test	Could you p		Female			35	190,20	000	181,596	97	30,69549	
For comparing	indicate how (in minutes)											
minutes per	on each trav when consid	el mode, lering the last	Male			35	163,34	429	147,605	19	24,94983	
mode between	7 days? - Ac	tive travel							-		-	
women and	(cycling/walk Could you pl		Female		-	35	39,8	857	77,428	06	13.08773	
men	indicate how	much time	1 officialo			00	55,61	557	11,420		10,00770	
	(in minutes) on each trav	el mode,	Male			35	67,8	571	136,259	30	23,03203	
	when consid 7 days? - Ca	lering the last r							,			
	Could you p		Female		35		45,20	000	86,44917		14,61258	
	indicate how (in minutes)											
	on each trav	el mode,	Male			35	19,3143		41,68493		7,04604	
		lering the last blic transport										
			Independent Sampler Tert									
	Independent Samples Test Levene's Test for Equality of											
			Variances					t-test for Equalit Mean			Confidence Interval of the Difference	
	Could you please	Equal variances	F ,702	Sig. ,405	t ,679	df 68	Sig. (2-tailed) ,499	Difference 26,85714	Difference 39,55638	Lower -52,07638	Upper 105,79067	
	indicate how much time (in minutes) you spend on each travel mode,										105.05000	
	when considering the I 7 days? - Active travel (cycling/walking)	est Equal variances not assumed			,679	65,275	,500	26,85714	39,55638	-52,13610	105,85039	
	Could you please indicate how much time (in minutes) you spend	Equal variances assumed	4,289	,042	-1,056	68	,295	-27,97143	26,49081	-80,83301	24,89015	
	(in minutes) you spend on each travel mode, when considering the I 7 days? - Car	Equal variances not assumed			-1,056	53,884	,296	-27,97143	26,49081	-81,08492	25,14206	
	Could you please indicate how much time		10,034	,002	1,596	68	,115	25,88571	16,22264	-6,48606	58,25749	
	(in minutes) you spend on each travel mode, when considering the I 7 days? - Public transp	Equal variances not			1,596	49,000	,117	25,88571	16,22264	-6,71491	58,48634	
	r days r - r done dansp	SIL.										
NPar Test:	±											
Mann-Whitney T		•••										
For comparing rat	ing on BE	items										
Q13:												
-												
Neighbourhoo d looks												
-												
d looks												
d looks attractive												

Q32: Traffic is				Ranks							
safe for							Sum of				
pedestrians			What is your	gender?	N N	lean Rank	Ranks				
Q34:	Statements abo		Female	-	35	40,43	1415,00				
Neighbourhoo	attractiveness o neighbourhood		Male		35	30,57	1070,00				
d is accessible	Neighbourhood		Total		70						
by car	Statements abo	t	Female		35	40.07	1420.50				
Q37: I am not	attractiveness o	fthe -				40,87	1430,50				
afraid to go out	neighbourhood the people in m		Male		35	30,13	1054,50				
by myself at	neighbourhood	*	Total		70						
night	Statements abo		Female		35	31,47	1101,50				
Q38: It is safe	safety - Traffic is pedestrians	sate for	Male		35	39,53	1383,50				
to cycle in the			Total		70						
dark	Statements abo		Female		35	27,84	974,50				
	safety - I am not go out by mysel		Male		35	43,16	1510,50				
	yo cara,, co.		Total		70						
	Statements about social		Female		35	27,10	948,50				
	safety - It is safe in the dark	e to cycle	Male		35	43,90	1536,50				
	in the dant		Total		70						
	Statements abo	out car	Female		35	30,37	1063,00				
	accessibility - Neighbourhood	is	Male		35	40,63	1422,00				
	accessible by c	ar	Total		70						
	Test Statistics ^a										
		Statements	Statements	i statistics							
		statements about attractiveness of the neighbourhoo d - Neighbourho od looks attractive	statements about attractiveness of the neighbourhoo d - I trust the people in my neighbourhoo d	Statements about traffic safety - Traffic is safe for pedestrians	Statements about social safety - I am not afraid to go out by myself at night	Statements about social safety - It is safe to cycle in the dark	Statements about car accessibility - Neighbourho od is accessible by car				
	Mann-Whitney U	440,000	424,500	471,500	344,500		433,000				
	Wilcoxon W	1070,000	1054,500	1101,500	974,500		1063,000				
	Z Asymp. Sig. (2-tailed)	-2,152	-2,409	-2,136	-3,315		-2,248				
	a. Grouping Variabl	1000		,000	,00	000,	,025				

Question /	SPSS ou	tput										
Informatio												
n												
Correlation					Co	rrelations						
test: Spearman'						Statements about attractiveness of the neighbourhoo d - Neigbourhoo	Statements about general accessibility - Neighbourho od is accessible by	Statements about car accessibility - Neighbourho od is	Statements about traffic safety - Traffic	Statements about social safety - I am not afraid to go out by	Statements about social safety - It is	Statements about social safety - There are many
s RHO					SWLScore	d meets the requirements	public transport	accessible by car	is safe for pedestrians	myself at night	safe to cycle in the dark	people on the street
Only pairs	Spearman's rho	WLScore		n Coefficient	1,000	,277	,263	,253	,383	,342 ^{**}	,410**	,315**
	_		Sig. (2-tail N		70	,020 70	,028 70	,035 70	,001 70	70	,000	,008 70
of question	а	Statements about attractiveness of the neighbourhood -	Correlatio	n Coefficient	,277 [*]	1,000	,329 ^{**} ,005	,249	,278	,261	,272	,012
with	١	leighbourhood - Veigbourhood meets the equirements	N N	eu)	70	. 70	70	70	70	,029	,023	,925
significant		Statements about general accessibility -	Correlatio	n Coefficient	,263	,329	1,000	,272	,215	,404	,398	,128
(α= 0.05)	A B	veighbourhood is accessible by public	Sig. (2-tail	ed)	,028	,005		,023	,074	,001	,001	,289
• •	s	ransport Statements about car		n Coefficient	70 ,253 [*]	,249	70 ,272	70	,103	70 ,453 ^{***}	70 ,445	,105
correlation	a N	accessibility - Veighbourhood is	Sig. (2-tail		,035	,037	,023		,396	,000	,000	,385
are shown.	s	accessible by car Statements about traffic	N Correlatio	n Coefficient	70 ,383	70 ,278	,215	70 ,103	70	,320 ^{**}	70 ,392	70 ,059
*both		safety - Traffic is safe for oedestrians	Sig. (2-tail N	ed)	,001 70	,020 70	,074 70	,396 70	70	,007	,001 70	,627 70
		Statements about social safety - I am not afraid to		n Coefficient	,342**	,261	,404**	,453	,320	1,000	,806	-,081
genders		to out by myself at night	Sig. (2-tail	ed)	,004 70	,029 70	,001 70	,000	,007	. 70	,000	,507 70
	S	Statements about social safety - It is safe to cycle	Correlatio	n Coefficient	,410	,272	,398	,445	,392	,806	1,000	-,037
	i	n the dark	Sig. (2-tail	ed)	,000 70	,023 70	,001 70	,000 70	,001 70	,000	70	,759 70
		Statements about social safety - There are many	Correlatio	n Coefficient	,315	,012	,128	,105	,059	-,081	-,037	1,000
	p	eople on the street	Sig. (2-tail	ed)	,008 70	,925 70	,289 70	,385 70	,627 70	,507 70	,759 70	70
Correlation test: Spearman' s RHO						Corre	lations ^a Statemen about facilities coverage There is enough	Stater - about safety-	abo nents safe traffic not Traffic go	afraid to a out by	Statements about social safety - It is safe to cycle	Statements about nuisance - There is no nuisance from other
Only pairs	Cocormonia rh	o SWLScore		Corrolatio	n Coofficien	SWLScore			trians	night .353	in the dark .385	residents .495
	Spearman's rh	0 SAAFSCOLG		Sig. (2-tai	n Coefficien led)	t 1,000	-	39 047	,342	,353	,385	,49:
of question				Ν		35		35	35	35	35	
•		Statements abou		Correlatio	n Coefficien	t ,339	1,	000	,367 [°] ,030	,272	,290	,34
•		facilities coverag			(bol)				.0.30	,114	,091 35	0,
with		facilities coverag is enough public		N	led)	,047 35		35	35	35	30	
with significant		is enough public Statements abou	space It traffic	N	led) n Coefficien	35		35 67 [*]		35 ,159	,156	,2
with significant $(\alpha = 0.05)$		is enough public	space It traffic	N Correlatio Sig. (2-tai	n Coefficien	35 t ,342 ,044	,3 ,1	67 [*] 030	35 1,000	,159 ,362	,156 ,371	,1
with significant $(\alpha = 0.05)$		is enough public Statements abou safety - Traffic is pedestrians Statements abou	space It traffic safe for It social	N Correlatio Sig. (2-tai N	n Coefficien	35 t ,342 ,044 35	; ,3 ; ;	67*	35	,159	,156	,11
with significant (α= 0.05) correlation		is enough public Statements abou safety - Traffic is pedestrians	space t traffic safe for t social afraid to	N Correlatio Sig. (2-tai N	n Coefficien led) n Coefficien	35 t ,342 ,044 35	; ',3 ; ; ',	67 [*] 030 35	35 1,000 35	,159 ,362 35	,156 ,371 35	,11 ; ,2;
with significant (α= 0.05) correlation are shown.		is enough public Statements abou safety - Traffic is pedestrians Statements abou safety - I am not go out by myself	space It traffic safe for It social afraid to at night	N Correlatio Sig. (2-tai N Correlatio Sig. (2-tai N	n Coefficien led) n Coefficien led)	35 t ,342 ,044 35 t ,353 t ,037 35	; ,	67 [°] 30 35 272 114 35	35 1,000 35 ,159 ,362 35	,159 ,362 35 1,000 35	,156 ,371 35 ,870 ^{***} ,000 35	,11 ; ,2; ,19 ;
with significant (α = 0.05) correlation are shown.		is enough public Statements abou safety - Traffic is pedestrians Statements abou safety - 1 am not a Statements abou safety - 1 lis safe	space t traffic safe for at social afraid to at night t social	N Correlation Sig. (2-tai N Correlation Sig. (2-tai N Correlation	n Coefficien led) n Coefficien led) n Coefficien	385 t	; , ,3 ; ; ; ; ; ; ;	67 [*] 030 35 272 114 35 290	35 1,000 35 ,159 ,362 35 ,156	,159 ,362 35 1,000 35 ,870**	,156 ,371 35 ,870 ^{**} ,000	,1 ;2 ;1 ; ;2 ; ;1
with significant (α= 0.05) correlation are shown.		is enough public Statements abou safety - Traffic is pedestrians Statements abou safety - I am not a go out by myself Statements abou	space t traffic safe for at social afraid to at night t social	N Correlatio Sig. (2-tai N Correlatio Sig. (2-tai N	n Coefficien led) n Coefficien led) n Coefficien	35 t ,342 ,044 35 t ,353 t ,037 35	; , ,3 ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	67 [°] 30 35 272 114 35	35 1,000 35 ,159 ,362 35	,159 ,362 35 1,000 35	,156 ,371 35 ,870 ^{***} ,000 35	,1 ;2; ,2; ;; ;2; ;2; ;2; ;1;
with significant (α = 0.05) correlation are shown. *women		Is enough public Statements abou safety - Traffic is pedestrians Statements abou safety - I am not ago out by myself Statements abou safety - It is safe in the dark Statements abou	t traffic safe for t social afraid to at night t social to cycle	N Correlatio Sig. (2-tai N Correlatio Sig. (2-tai N Correlatio Sig. (2-tai	n Coefficien led) n Coefficien led) n Coefficien led) n Coefficien	t .342 .044 .044 .353 .037 .385 t .385 .022 .385 .022 .385 .022 .385 .022 .385 .022 .385 .022 .385 .022 .385 .022 .385 .024 .037 .037 .037 .037 .037 .037 .037 .037	i , 3 , 3 , . , . , . , . , . , . , . , . , . , .	67° 030 35 272 114 35 290 091 35 40°	35 1,000 35 ,159 ,362 35 ,156 ,371 35 ,274	,159 ,362 35 1,000 	,156 ,371 35 ,870 ^{**} ,000 35 1,000 35 ,281	,11 3 ,22 ,15 3 ,28 ,28 ,10
with significant (α= 0.05) correlation are shown.		is enough public Statements abou safety - Traffic is pedestrians Statements abou safety - 1 am not go out by myself Statements abou safety - 1 is safe in the dark	t traffic safe for t social afraid to at night t social to cycle is no	N Correlatio Sig. (2-tai N Correlatio Sig. (2-tai N Correlatio Sig. (2-tai N	n Coefficien led) n Coefficien led) n Coefficien led) n Coefficien	36 t ,342 ,044 35 t ,353 ,037 36 t ,385 t ,385 ,022 36	i , 3 , 3 ,	67° 030 35 272 114 35 290 091 35	35 1,000 35 ,159 ,362 35 ,156 ,371 35	,159 ,362 35 1,000 35 ,870 ,000 35	,156 ,371 35 ,870 ^{**} ,000 35 1,000	,27 ,11 3 ,22 ,19 3 ,28 ,10 3 1,00

Table 16: SPSS output of Spearman's rank correlation coefficient (satisfaction with life)

Correlation						Correla	tions ^a						
test:					Could you please indicate how much time (in minutes) you								
Spearman'					spend on each travel	Statements about	Statements	Statements					
s RHO					mode, when considering the last 7 days? - Active	attractiveness of the neighbourhoo d -	about facilities coverage - There are	about general accessibility - Neighbourho od is	Statements about car accessibility - Neighbourho	Statements about general accessibility -	Statements about social safety - I am not afraid to	Statements about social	Statements about social safety - There
Only pairs				SWLScore	travel (cycling/walki ng)	Neigbourhoo d meets the requirements	sufficient shops for daily use	accessible by public transport	od is accessible by car	Work location is well accessible	go out by myself at night	safety - It is safe to cycle in the dark	are many people on the street
of question	Spearman's rho	SWLScore	Correlation Coefficient	1,000	,460	,394	,415	,447	,371	,425	,399	,507**	,510
of question			Sig. (2-tailed)		,005	,019	,013	,007	,028	,011	,018	,002	,002
with		Could you please	N Correlation Coefficient	.460	35	35	35	35	35	35	35	35	35
with		indicate how much time	Correlation Coefficient	,460	1,000	,300	,136	-,121	-,011	,194	-,068	,185	,282
significant		(in minutes) you spend on each travel mode, when considering the last	Sig. (2-tailed)	,005		,080	,437	,488	,951	,264	,699	,287	,100
-		7 days? - Active travel (cycling/walking)	N	35	35	35	35	35	35	35	35	35	35
(α= 0.05)		Statements about attractiveness of the	Correlation Coefficient	,394	,300	1,000	,556	,308	,344	,273	,532	,526	,032
		neighbourhood -	Sig. (2-tailed)	,019	,080,		,001	,072	,043	,113	,001	,001	,857
correlation		Neigbourhood meets the requirements	Ν	35	35	35	35	35	35	35	35	35	35
		Statements about facilities coverage - There	Correlation Coefficient	,415	,136	,556	1,000	,264	,296	,295	,584	,465	,131
are shown.		are sufficient shops for	Sig. (2-tailed)	,013	,437	,001		,125	,084	,085	,000	,005	,453
ala		daily use	N	35	35	35	35	35	35	35	35	.474	35
*men		Statements about general accessibility -	Correlation Coefficient	,447	-,121	,308	,264	1,000	,518	,201	,564		,144
		Neighbourhood is accessible by public	Sig. (2-tailed)	,007	,488	,072	,125		,001	,247	,000	,004	,408
		transport	N	35	35	35	35	35	35	35	35	35	35
		Statements about car accessibility -	Correlation Coefficient	,371	-,011	,344	,296	,518	1,000	,321	,613	,667	,063
		Neighbourhood is accessible by car	Sig. (2-tailed)	,028	,951	,043	,084	,001		,060	,000	,000	,718
		Statements about	N Correlation Coefficient	.425	.194	.273	.295	.201	.35	35	.460	.487	.126
		general accessibility -	Sig. (2-tailed)	.011	.194	.113	,295	,201	.060	1,000	,400	,407	,120
		Work location is well accessible	N	35	35	35	35	35	35	35	35	35	35
		Statements about social	Correlation Coefficient	,399	-,068	,532	,584	,564	,613	,460	1,000	,677**	,044
		safety - I am not afraid to go out by myself at night	Sig. (2-tailed)	,018	,699	,001	,000	,000	,000	,005		,000	,804
			N	35	35	35	35	35	35	35	35	35	35
		Statements about social safety - It is safe to cycle	Correlation Coefficient	,507	,185	,526	,465	,474	,667	,487	,677	1,000	,151
		in the dark	Sig. (2-tailed)	,002	,287	,001	,005	,004	,000	,003	,000	35	,385
		Statements about social	N Correlation Coefficient	.510	.282	.032	.131	.144	.063	.126	.044	.151	35
		safety - There are many people on the street	Sig. (2-tailed)	.002	,100	.857	.453	.408	,000	.469	.804	.385	.,
		heathe outline sneet.	N	35	35	35	35	35	35	35	35	35	35

Informatio	SPSS or	utput										
n												
Correlation				Corr	alations							
test:				Could you please								
Spearman'				indicate how much time (in minutes) you spend on	Statements about attractiveness of the	Statements about	Statements about car	Statements			Statements	Statements
s RHO				each travel mode, when considering the last 7	neighbourhoo d - Neigbourhoo d meets the	attractiveness of the neighbourhoo d - There is	accessibility - Neighbourho od is accessible by	about traffic safety - Traffic in the neighbourhoo	Statements about traffic safety - Traffic is safe for	Statements about traffic safety - Traffic is safe for	about social safety - There are many people on the	about nuisance - There is no nuisance
Only pairs	Companya da se	Could you please	Operation Operation	days? - Car	requirements	no vandalism	car .295	d is safe	cyclists	pedestrians	street	from traffic
	Spearman's rho	indicate how much time (in minutes) you spend	Correlation Coefficient	1,000		-,324	.013	.002	.012	-,292	-,240	
of question		on each travel mode, when considering the last	Sig. (2-tailed)		,033							,024
with		7 days? - Car		70	70	70	70	70	70	70	70	70
		Statements about attractiveness of the	Correlation Coefficient Sig. (2-tailed)	-,255	1,000	,315	,249	,216	,233	,278	,012	,363
significant		neighbourhood - Neigbourhood meets the	N	70	70	,008	70	70	,053	,020	,925	70
-		statements	Correlation Coefficient	324	.315	1.000	068	.431	.243	.107	250	.441
(α= 0.05)		attractiveness of the neighbourhood - There is	Sig. (2-tailed)	,006	,008		,576	,000	,043	,378	,037	,000
correlation		no vandalism	N	70	70	70	70	70	70	70	70	70
correlation		Statements about car accessibility -	Correlation Coefficient	,295	,249	-,068	1,000	,045	-,007	,103	,105	-,155
are shown.		Neighbourhood is accessible by car	Sig. (2-tailed)	,013	,037	,576		,713	,956	,396	,385	,201
are shown.		Statements about traffic	N Correlation Coefficient	372	,216	.431	.045	70	.518	.380	027	.177
*both		safety - Traffic in the	Sig. (2-tailed)	,002	,210	.000	,043	1,000	,518	.001	.825	,142
both		neighbourhood is safe	N	70	70	70	70	70	70	70	,020	70
genders		Statements about traffic safety - Traffic is safe for	Correlation Coefficient	-,298	,233	,243	-,007	,518	1,000	,429	-,028	,293
Schachs		cyclists	Sig. (2-tailed)	,012	,053	,043	,956	,000		,000	,817	,014
		Statements about traffic	N Constanting Constanting	-,292	.278	70	70	.380	,429	70	70	70
		safety - Traffic is safe for	Correlation Coefficient Sig. (2-tailed)	-,292	.020	.107	.103	,380	,429	1,000	,059	,136
		pedestrians	N	70	70	,378	,390	70	70	70	,027	70
		Statements about social	Correlation Coefficient	-,240	,012	-,250	,105	-,027	-,028	,059	1,000	-,207
		safety - There are many people on the street	Sig. (2-tailed)	,046	,925	,037	,385	,825	,817	,627		,085
			N	70	70	70	70	70	70	70	70	70
		Statements about nuisance - There is no	Correlation Coefficient	-,269	,363	,441	-,155	,177	,293	,136	-,207	1,000
		nuisance from traffic	Sig. (2-tailed)	,024	,002	,000	,201	,142	,014	,261	,085	
		s significant at the 0.05 level (N	70	70	70	70	70	70	70	70	70

Table 17: SPSS output of Spearman's rank correlation coefficient (travel behaviour)

Correlation										
test:				Could you	orrelations ^a					
				please indicate how						
Spearman' s RHO Only pairs				much time (in minutes) you spend on each travel mode, when considering the last 7	Statements about attractiveness of the neighbourhoo	Statements about facilities	Statements	Statements about nuisance -	Statements about nuisance -	Statements
of question				days? - Active travel (cycling/walki ng)	d - Neighbourho od looks attractive	coverage - There are enough other facilities	about traffic safety - Traffic is safe for pedestrians	There is no nuisance from other residents	There is no nuisance from air pollution	about nuisance - There is no graffiti
with	Spearman's rho	Could you please	Correlation Coefficient	1,000	,402	,275	,456	,159	-,022	,132
significant		(in minutes) you spend on each travel mode,	Sig. (2-tailed)		,017	,110	,006	,362	,902	,448
(α= 0.05)		when considering the last 7 days? - Active travel (cycling/walking)	N	35	35	35	35	35	35	35
correlation		Statements about attractiveness of the	Correlation Coefficient	,402	1,000	,210	,413	,579	,472	,253
are shown.		neighbourhood - Neighbourhood looks attractive	Sig. (2-tailed)	,017 35	35	,227 35	,014 35	,000	,004	,142
*active		Statements about facilities coverage - There	Correlation Coefficient	,275	,210	1,000	,383	,470	,265	,053
		are enough other facilities	Sig. (2-tailed)	,110 35	,227	35	,023	,004 35	,124	,762 35
travel, both		Statements about traffic safety - Traffic is safe for	Correlation Coefficient	,456	,413	,383	1,000	,446	,132	,113
genders		pedestrians	Sig. (2-tailed) N	,006 35	,014 35	,023	35	,007 35	,448	,519 35
are show		Statements about nuisance - There is no	Correlation Coefficient Sig. (2-tailed)	,159	,579 ^{**}	,470 ^{**} .004	,446	1,000	,681	,369
separately		nuisance from other residents	N	35	35	35	35	35	35	35
separately		Statements about nuisance - There is no	Correlation Coefficient Sig. (2-tailed)	-,022	,472**	,265	,132	,681 ^{**}	1,000	,333
		nuisance from air pollution	N	,902	35	,124	,440	,000	35	35
		Statements about nuisance - There is no	Correlation Coefficient Sig. (2-tailed)	,132	,253	,053	,113 ,519	,369	,333	1,000
					.142			,029	,051	· · · ·
	**. Correlation	graffiti s significant at the 0.05 level (is significant at the 0.01 level gender? = Male	N 2-tailed).	35	35	35	35	35	35	35
	**. Correlation	s significant at the 0.05 level (is significant at the 0.01 level	N 2-tailed).	35 Co					35	35
	**. Correlation	s significant at the 0.05 level (is significant at the 0.01 level	N 2-tailed).	35	35				35 about nuisance There is no mulsance from air pollution	35 about nuisance - There is no graffit
	**. Correlation	s significant at the 0.05 level (is significant at the 0.01 level gender? = Male Could you please indicate how much time	N 2-tailed). (2-tailed). Correlation Coefficient	Could you please indicate how much time (in minutes) you spend on each travel considering the last 7 days? - Active travel (cycling/walki	35 rrelations ^a Statements about attractiveness of the neighbourho d- Neighbourho od looks attractive 093	Statements about facilities coverage- There are enough other facilities -,420	35 Statements about traffic safety - Traffic is safe for pedestrians -,200	35 Statements about nuisance There is no nuisance from other residents -,405°	Statements about nuisance - There is no nuisance follution -,344	Statements about nuisance- There is no graffiti -,342
	**. Correlation a. What is your	s significant at the 0.05 level (is significant at the 0.01 level gender? = Male Could you please indicate how much time (in minute) you spend on each travel mode, when considering the last	N 2-tailed). (2-tailed). Correlation Coefficient Sig. (2-tailed)	Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days? - Active travel (cycling/walki ng) 1,000	35 rrelations ^a Statements about attractiveness of the neighbourboon od looks attractive -,093 ,595	35 Statements about facilities coverage There are enough other facilities -,420 ,012	35 Statements about traffic is safety - Traffic is safe for pedestrians -,200 ,249	35 Statements about nuisance - There is no nuisance from other residents -,405	Statements about nuisance from air pollution -,344	Statements about nuisance- There is no graffi -,342 ,044
	**. Correlation a. What is your	Could you please indicate how much time (in minute) you spend on each travel mode, sw then considering the last	N 2-tailed). (2-tailed). Correlation Coefficient Sig. (2-tailed) N	Co Could you please indicate how much time (in minutes) you spend on each travel mode, when the last/ travel the last/ travel (cycling/walki ng) 1,000 35	35 rrelations ^a Statements about attractiveness of the neighbourhoo d. Neighbourhoo d. Neighbourhoo attractive -,093 .595 35	Statements about facilities coverage- There are enough other facilities .420 .012	Statements about traffic is safe for pedestrians -,200 ,249 35	35 Statements about nuisance from other residents -,405 ,016 35	Statements about nuisance - There is no nuisance from air pollution -,344 .043 35	Statements about nuisance - There is no graffit -,342 .044 35
	**. Correlation a. What is your	Could you please indicate how much time (in minute) you spend on aach tave mode, when considering the last 7 days? - Active tareel (cycling/walking) Statements about attractiveness of the neighbourhood -	N 2-tailed). (2-tailed). Correlation Coefficient Sig. (2-tailed)	Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days? - Active travel (cycling/walki ng) 1,000	35 rrelations ^a Statements about attractiveness of the neighbourboon od looks attractive -,093 ,595	35 Statements about facilities coverage There are enough other facilities -,420 ,012	35 Statements about traffic is safety - Traffic is safe for pedestrians -,200 ,249	35 Statements about nuisance - There is no nuisance from other residents -,405	Statements about nuisance from air pollution -,344	Statements about nuisance- There is no graffi -,342 ,044
	**. Correlation a. What is your	Could you please indicate how much time (in minute) you spend on each travel mode, when considering the last 7 days? - Active travel (cycling/walking) Statements about attractiveness of the	N 2-tailed). (2-tailed). (2-tailed). Sig. (2-tailed) N Correlation Coefficient	Could you please indicate how much time (in mode, when considering the last 7 days? - Active tradi (cycling/walki ng) 1,000 - 35 -,093	35 rrelations ^a Statements about attractiveness of the neighbourhoo d. Neighbourhoo d. Neighbourhoo attractive -,093 .595 35	Statements about facilities coverage enough other facilities .420° .012 .355 .352°	35 Statements about traffic is safe for pedestrians -,200 .249 35 .331	35 Statements about ruisance- There ince from other residents -,405 [°] ,016 35 ,107	Statements about nuisance from air pollution -,344 ,043 35 ,226	Statements about nuisance- There is no graffiti
	**. Correlation a. What is your	Could you please indicate tat the 0.05 level (is significant at the 0.01 level gender? = Male Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days? - Active travel (cycling/walking) Statements about attractiveness of the mighbourhood iooks attractiveness about facilities coverage - There	N 2-tailed). (2-tailed). Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient	Co Could you please indicate how much time (in minutes) you spend on each travel considering the last 7 days? - Active travel (cycling/walki ng) 1,000 -	35 rrelations ^a Statements about attractiveness of the neighbourhoo d- Neighbourho od looks attractive -,093 .595 35 1,000 35 1,000	Statements about facilities coverage There are enough other facilities -,420° ,012 35 ,352° ,038	35 Statements about traffic safety - Traffic is safe for pedestrians -,200 ,249 35 ,331 ,052 35 ,388	35 Statements about nuisance from other residents 	Statements about nuisance from air pollution -,344 [*] ,043 35 ,226 ,192 35 ,300	Statements about nuisance- There is no graffiti
	**. Correlation a. What is your	Could you please indicate have mode, indicate have mode the indicate have mode the indicate have mode the indicate have mode, when considering the last 7 days? - Active travel (cycling/walking) Statements about attractiveness of the neighbourhood - Neighbourhood looks attractive Statements about	N 2-tailed). (2-tailed). (2-tailed). Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N	Could you please indicate how much time (in minutes) you spend on each travel considering the last 7 days? - Active travel (cycling/walki ng) 1,000 	35 rrelations ^a Statements about attractiveness of the neighbourhoo d - 0.003 attractive -,093 .595 35 1,000	35 Statements about facilities coverage- There are enough other facilities ,420 .012 ,352 ,352 ,038 ,355	Statements about traffic safety - Traffic is safe for pedestrians -,200 .249 .35 .331 .052 .35	35 Statements about nuisance from other residents .405 .016 .35 .107 .542 .35	Statements about nuisance from air pollution -,344 ,043 35 ,226 ,192 35	Statements about nuisance- There is no graffiti -,342 .044 .044 .05 .109 .533 .35
	**. Correlation a. What is your	Could you please indicate tat the 0.05 level (is significant at the 0.01 level gender? = Male Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days? - Active travel (cyclingkvalking) Statements about attractiveness of the neighbourhood - Neighbourhood looks attractive Statements about facilities coverage - There are enough other	N 2-tailed). (2-tailed). (2-tailed). Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient	Could you please indicate how much time (in minutes) you spend on each travel considering the last 7 days? - Active travel (cycling/walki ng) 1,000 	35 rrelations ^a Statements about attractiveness of the neighbourhoo d od looks attractive -,093 595 355 1,000 -,038 355 355 355 355 355 355 355 3	35 Statements about facilities coverage- There are enough other facilities 	35 Statements about traffic safety - Traffic is safe for pedestrians -200 .249 .331 .052 .388 .021	35 Statements about nuisance from other residents .405 .016 .35 .057 .744 .35 .057 .744 .35 .274	Statements about nuisance from air pollution -,344* .043 .043 .35 .226 .192 .300 .080 .35 .176	Statements about nuisance - There is no graffit -,342 ,044 35 ,044 35 ,109 ,533 35 ,308 ,072 35 -,091
	**. Correlation a. What is your	Could you please indicate how much time (in minute) you spend on each tave indicate how much time (in minute) you spend on each tave i mode, when considering the last 7 days? - Active tavel (cycling/walking) Statements about attractiveness of the neighbourhood - Neighbourhood looks attractive Statements about facilities corage - There are enough other facilities.	N 2-tailed). (2-tailed). (2-tailed). Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N	Co Could you please indicate how much time (in minutes) you spend on each travel considering the last 7 days? - Active travel (cycling/walki ng) 1,000 1,000 	35 rrelations ^a Statements about attractiveness of the neighbourhoo d- Neighbourho od looks attractive -,093 .595 35 1,000	35 Statements about facilities coverage- There are enough other facilities -,420 .012 .012 .012 .012 .035 .038 .035 .038 .035 .038 .021	35 Statements about traffic safety - Traffic is safe for pedestrians -,200 .249 .35 .331 .052 .35 .388 .021 .35 .388 .021 .35 .300 .052 .35 .388 .021 .35 .021 .052 .052 .052 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .055 .0	35 Statements about nuisance from other residents -,405° ,016 35 ,107 ,542 35 ,057 ,744 35 ,274 ,112	Statements about nuisance from air pollution -,344 [*] ,043 35 ,226 ,192 35 ,300 ,080 35 ,176 ,313	Statements about nuisance- There is no graffiti
	**. Correlation a. What is your	Could you please indicate tat the 0.05 level (is significant at the 0.01 level gender? = Male Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last (in minutes) you spend on each travel mode, when considering the last (cycling/walking) Statements about statractiveness of the relighbourhood - Neighbourhood looks attractiveness of the relighbourhood looks	N 2-tailed). (2-tailed). (2-tailed). Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient	35 Could you please indicate how much time (in mode, when considering the last 7 days? - Active tradi (cycling/walki ng) 1,000 1,000 35 -,093 35 -,200 ,249 35 -,200 ,249 35 -,405	35 rrelations ^a Statements about attractiveness of the neighbourhoo Neighbourhoo Neighbourhoo od looks attractive -,093 35 1,000 355 038 35 351 351 352 351 351 351 351 351 351 351 351 351 351 351 351 351 351 355 355 355 355 355 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 	35 Statements about facilities coverage mough other facilities .420 .012 .352 .352 .038 35 .388 .021 .355 .057	35 Statements about traffic safey - Traffic is safe for pedestrians -,200 .249 .351 .331 .052 .331 .052 .388 ⁶ .021 .35 .021 .35 .021 .35 .274	35 Statements about nuisance from other residents .405 .016 .35 .057 .744 .35 .057 .744 .35 .274	Statements about nuisance from air poliution -,344 .043 .35 .226 .192 .355 .300 .080 .355 .1766 .313 .313 .35 .079	Statements about nuisance- musance- risanc graffit , 342 , 044 35 , 109 , 533 35 , 308 , 072 35 , 308 , 072 35 , 091 , 604 , 604 , 604
	**. Correlation a. What is your	Could you please indicate at the 0.05 level (is significant at the 0.01 level gender? = Male	N 2-tailed). (2-tailed). (2-tailed). Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed)	35 Could you please indicate how much time (in minutes) you spend on each travel considering the last 7 days? - Active travel (cycling/walki ng) 1,000 	35 rrelations ^a Statements about attractiveness of the neighbourhoo d - Neighbourhoo d, 595 355 1,000 355 355 1,000 355 355 1,000 355 355 1,000 355 355 1,000 355 355 1,000 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 355 	35 Statements about facilities -,420 ,012 ,012 ,012 ,012 ,012 ,012 ,013 ,012 ,013 ,012 ,013 ,012 ,013 ,012 ,013 ,015 ,038 ,057 ,744	35 Statements about traffic safety - Traffic is safe for pedestrians -,200 .249 .35 .331 .052 .35 .388 .021 .35 .1,000 .24 .21 .35 	35 Statements about nuisance from other residents .405 .016 .35 .057 .744 .35 .057 .744 .35 .274 .112 .35 .274 .112. .35	Statements about nuisance from air pollution -,344 .043 .043 .35 .226 .192 .35 .300 .080 .35 .176 .313 .35 .079 .654	Statements about nuisance - There is no graffit -,342 ,044 35 ,109 ,533 35 ,308 ,308 ,308 ,308 ,308 ,308 ,308 ,308
	**. Correlation a. What is your	Could you please is significant at the 0.05 level (is significant at the 0.01 level gender? = Male Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days? - Active travel (cycling/walking) Statements about attractiveness of the neighbourhood looks attractive Statements about facilities coverage - There are enough other facilities coverage - There are enough other facilities is safe for pedestrians Statements about muisance - There is no muisance in or there residents statements about	N 2-tailed). (2-tailed). (2-tailed). Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient	35 Could you please indicate how much time (in mode, when considering the last 7 days? - Active tradi (cycling/walki ng) 1,000 1,000 35 -,093 35 -,200 ,249 35 -,200 ,249 35 -,405	35 rrelations ^a Statements about attractiveness of the neighbourhoo Neighbourhoo Neighbourhoo od looks attractive -,093 35 1,000 355 038 35 351 351 352 351 351 351 351 351 351 351 351 351 351 351 351 351 351 355 355 355 355 355 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 357 	35 Statements about facilities coverage mough other facilities .420 .012 .352 .352 .038 35 .388 .021 .355 .057	35 Statements about traffic safey - Traffic is safe for pedestrians -,200 .249 .351 .331 .052 .331 .052 .388 ⁶ .021 .35 .021 .35 .021 .35 .274	35 Statements about nuisance from other residents 	Statements about nuisance from air poliution -,344 .043 .35 .226 .192 .355 .300 .080 .355 .1766 .313 .313 .35 .079	Statements about nuisance- musance- risanc graffit , 342 , 044 35 , 109 , 533 35 , 308 , 072 35 , 308 , 072 35 , 091 , 604 , 604 , 604
	**. Correlation a. What is your	Could you please is significant at the 0.05 level (is significant at the 0.01 level gender? = Male Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days? - Active travel (cycling/walking) Statements about attractiveness of the neighbourhood looks attractive Statements about facilities coverage - There are enough other facilities coverage - There are enough other facilities coverage - There are enough other facilities is safe for pedestrians Statements about nuisance - There is no nuisance from other residents Statements about nuisance - There is no nuisance from air	N 2-tailed). (2-tailed). (2-tailed). Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N	35 Could you please indicate how much time (in mode, when considering the last 7 days? - Active tradi (cycling/walki ng) 1,000 1,000 35 -,093 35 -,093 35 -,200 ,249 35 -,200 ,249 35 -,405 -,405	35 rrelations ^a Statements about attractiveness of the neighbourhoo Neighbourhoo Neighbourhoo od looks attractive -,093 	35 Statements about facilities coverage mough ather facilities .420 .012 .352 .352 .038 35 .388 .021 .355 .388 .021 .355 .355 .388 .021 .355 .057 .744 .355 .300 .300 .300 .300 .300 .300 .300 .300 .300 .300 .300 .300 .300 .300 .300 .300 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .300 .355 .300 .355 .300 .355 .300 .355 .300 .355 .300 .300 .300 .300 .300 .300 .300 .300	35 Statements about traffic safety-Traffic is safe for pedestrians -,200 ,249 355 ,331 ,052 355 ,324 ,021 355 1,000	35 Statements about ruisance- There is no full other residents 405 [°] .016 .016 .057 .744 .057 .744 .057 .744 .057 .744 .057 .744 .057 .744 .057 .744 .057 .744 .057 .744 .057 .079 .056 .079 .056 .079 .056	Statements about nuisance from air poliution -,344 .043 .35 .226 .192 .35 .300 .080 .35 .176 .313 .35 .079 .654 .35 .1,000	Statements about nuisance- There is no graffil , 342 [*] , 044 35 , 109 , 533 35 , 308 , 072 35 , -091 , 604 35 , 202 , 244 35 , 202 , 244 35 , 202 , 244 35 , 202 , 244 35 , 201 , 2
	**. Correlation a. What is your	Could you please indicant at the 0.05 level (is significant at the 0.01 level gender? = Male	N 2-tailed). (2-tailed). Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient	35 Could you please indicate how much time (in minutes) you spend on each travel considering the last 7 days? - Active travel (cycling)walki ng) 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	35 rrelations ^a Statements about attractiveness of the neighbourhoo d .093 .595 .355 .355 .355 .355 .335 .331 .052 .331 .052 .355 .331 .052 .355 .331 .052 .355 .355 .355 .355 .355 .355 .355 .3	35 Statements about facilities coverage- There are enough other facilities .420° .012 .012 .035 .352° .038 .355° .388° .388° .021 .355 .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .356° .366° .356° .366° .356° .366° .356° .366° .356° .366° .356° .366° .356° .366° .356° .366° .356° .366° .366° .356° .366° .366° .356° .366° .356° .366° .356° .366° .366° .366° .366° .356° .366° .366° .366° .356° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .366° .3	Statements about traffic safety - Traffic is safe for pedestrians 200 .249 .351 .331 .052 .331 .052 .335 .388° .021 .388° .021 .355 .274 .112 .355 .274 .112 .355 .274	35 Statements about nuisance from other residents -,405 ,016 35 ,017 ,542 35 ,057 ,744 35 ,274 ,112 35 1,000 35 ,079	Statements about nuisance - There is no nuisance from air pollution -,344 ,043 355 ,226 ,192 355 ,300 ,080 355 ,176 ,313 355 ,079 ,654 35	Statements about nuisance- There is no graffii ,044 355 ,109 ,109 ,533 355 ,308 ,072 355 ,308 ,072 355 ,091 ,604 355 ,202 ,202 ,244 35 ,417
	**. Correlation a. What is your	Could you please is significant at the 0.05 level (is significant at the 0.01 level gender? = Male Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last (in minutes) you spend on each travel mode, when considering the last (cycling/walking) Statements about attractiveness of the neighbourhood looks attractiveness of the neighbourhood looks attractive Statements about facilities coverage - There are enough other facilities careage - There facilities careage	N 2-tailed). 2-tailed). (2-tailed). Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) Coefficient Sig. (2-t	35 Could you please indicate how much time (in minutes) you spend on each travel considering the last 7 days? - Active travel (cycling/walki ng) 1,000 	35 rrelations ³ Statements about attractiveness of the neighbourhoo d - Neighbourhoo d - od looks attractive -,093 .595 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .355 .35	35 Statements about facilities coverage- There are enough other facilities .420 .012 .012 .012 .035 .038 .035 .038 .038 .035 .038 .035 .038 .035 .057 .744 .355 .057 .744 .355 .067 .744 .355 .080 .080 .080 .080 .035	35 Statements about traffic safety - Traffic is safe for pedestrians -,200 .249 .249 .355 .331 .0552 .355 .388 .021 .355 .1,000	35 Statements about nuisance from other residents .405 .016 .355 .057 .744 .355 .057 .744 .112 .35 .057 .744 .112 .35 .057 .744 .112 .35 .057 .000 .000 .000 .000 .000 .000 .00	Statements about nuisance - There is no nuisance jollution 344* .043 .35 .226 .192 .35 .300 .080 .35 .176 .313 .35 .079 .654 .35 .1,000	Statements about nuisance- There is no graffiti 35 .044 35 .044 35 .044 35 .038 .072 35 .008 .072 35 .009 .604 35 .202 .244 35 .202 .244 35 .202 .244 35 .201 .013 35

Correlation				С	orrelations ^a						
test:			Could you please								
Spearman' s RHO			indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days? - Car	Statements about attractiveness of the neighbourhoo d - There is no vandalism	Statements about facilities coverage - There is a health care centre	Statements about car accessibility - Neighbourho od is accessible by car	Statements about car accessibility - There is sufficient parking space	Statements about traffic safety - Traffii in the neighbourho d is safe	safety - Traf	c about tra fic safety - Tr	fic safety - There affic are many pr people on the
Only pairs Spearman's rho	Could you please indicate how much time	Correlation Coefficient	1,000	-,347	-,362	.168					186 -,371
of question	(in minutes) you spend on each travel mode,	Sig. (2-tailed)		,041	,033	,335	,329	,04	2 ,1	50	283 ,028
with	when considering the last 7 days? - Car	Ν	35	35	35	35	35	5 3	5	35	35 35
	Statements about attractiveness of the	Correlation Coefficient Sig. (2-tailed)	-,347	1,000	,404 [*] ,016	-,022					075 -,240 668 ,164
significant	neighbourhood - There is no vandalism	N	35	35	35	35	35	5 3	5	35	35 35
(α= 0.05)	Statements about facilities coverage - There is a health care centre	Correlation Coefficient Sig. (2-tailed)	-,362	,404	1,000	-,004	,331				211 ,055 224 ,754
, ,	Statements about car	N Correlation Coefficient	35	35	35 -,004	35				35 72	35 35 279 ,063
correlation	accessibility - Neighbourhood is	Sig. (2-tailed)	,100	,900	,981	1,000	,150				104 ,718
are shown.	accessible by car Statements about car	N Correlation Coefficient	35	35	.331	35				35 01	35 35 105 -,021
*car, both	accessibility - There is sufficient parking space	Sig. (2-tailed)	,329	,043	,052	,455		. ,10	8 ,5	65	548 ,906
	Statements about traffic	N Correlation Coefficient	35 -,346	35 ,528	35	,244				35 0 ^{°°} ,4	35 35 60 ^{**} -,083
genders	safety - Traffic in the neighbourhood is safe	Sig. (2-tailed) N	,042	,001	,060	,157				00 35	005 ,637 35 35
are show	Statements about traffic safety - Traffic is safe for	N Correlation Coefficient	35	,488	,246	35					35 35 23 ^{°°} -,154
separately	cyclists	Sig. (2-tailed)	,150 35	,003	,153 35	,683				35	001 ,377 35 35
separatery	Statements about traffic safety - Traffic is safe for	Correlation Coefficient	-,186	,075	,211	,279	,105	5 ,460			,206
	pedestrians	Sig. (2-tailed) N	,283	,668	,224	.104				01 35	. ,235 35 35
	Statements about social	Correlation Coefficient	-,371	-,240	,055	,063					206 1,000
	safety - There are many	01- (0.4-110	0.00								
**. Correlation	safety - There are many people on the street is significant at the 0.05 level is significant at the 0.01 level r gender? = Male		,028 35	.164 35 Cor	.754 35 relations ^a	.,718 35				35	35 35
**. Correlation	safety - There are many people on the street is significant at the 0.05 level is significant at the 0.01 level	N (2-tailed).		35	35 relations ^a	35					
**. Correlation	safety - There are many people on the street is significant at the 0.05 level is significant at the 0.01 level	N (2-tailed).	Could you please indicate how	35	35 relations ^a Statements about facilities coverage - There is a	35 Statements about car					
**. Correlation	addy. There are many people on the street is significant at the 0.65 level is significant at the 0.01 level is gender? = Male Could you please	N (2-tailed).	Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last 7	35 Cor Statements about attractiveness of the neighbourhoo d - There is	35 relations ^a Statements about facilities coverage- There is a health care	Statements about car accessibility - Neighbourho od is accessible by	Statements about car accessibility - There is sufficient parking	Statements about traffic safety- Traffic in the neighbourhoo	Statements about traffic safety - Traffic is safe to	Statements about traffic safety-Traffic is safe for	35 35 Statements about social safety-There are many people on the
**. Correlation a. What is you	safety - There are many people on the street is significant at the 0.5 level is significant at the 0.01 level r gender? = Male Could you please indicate how much time (in minutes) you spend on each travel mode,	N (2-tailed). (2-tailed). Correlation Coefficient Sig. (2-tailed)	Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days? - Car 1,000	Statements about atractiveness of the neighbourhoo d - There is no vandalism -,314 ,066	35 relations ⁸ Statements about facilities coverage - There is a headth care centre .086 .625	Statements about car accessibility car car .505" .002	3: Statements about car accessibility- Three is sufficient parking space ,382' ,024	5 3 Statements about traffic safely-Traffic in the neighbourhoo d is safel d is safel d is safel 3.016	5 Statements about traffic safety - Traffic is safe for cyclists -,358 [°] ,035	Statements about traffic safety - Traffic is safe for pedestrians -,450° ,007	Statements about social safety - There are many people on the street -,106 -,545
**. Correlation a. What is you	safety - There are many people on the street is significant at the 0.5 level is significant at the 0.01 level gender? = Male Could you please indicate how much time (in minutes) you spend on each trave imode, when considering the last 7 days? - Cat	N (2-tailed). (2-tailed). (2-tailed). Sig. (2-tailed) N	Could you please much time (in minutes) you spend on seach travel mode, when considening the last 7 days? - Car 1,000 35	35 Cor Statements about attractiveness of the attractiveness of the attractivenesso of the attractivenessof of	35 relations ³ Statements about facilities coverage - There is a health care centre .086 .625 35	Statements about car accessibility car .002 .002 .002 .35	3t Statements about car about car cessibility- car sufficient patieng space 	5 3 Statements about traffic safely-Traffic in the neighbourhoo d is safel d is safel d is safel d is safel 35	5 Statements about raffic safe for cyclists .,358 0,035 35	Statements about traffic safety - Traffic is safe for pedestrians -,450" ,007 35	Statements about social safety - There are many people on the street -,106 -,545
**. Correlation a. What is you	safety - There are many people on the street is significant at the 0.05 level is significant at the 0.01 level gender? = Male Could you please indicate her much time indicate her much time indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate indicate	N (2-tailed). (2-tailed). Correlation Coefficient Sig. (2-tailed)	Could you please spend on each travel mode, when the last 7 days?- Car 1,000 35 -,314 0,066	Statements about attractiveness of the neighbourboo d - There is nov and alism 	relations ^a Statements about facilities coverage - There is a heath care centre .625 .625 .335 .020 .909	35 Statements about car accessibility- Nighbourbo of is car .505 ⁵¹ .002 35 .1141 .420	3t Statements about car accessibiliy- There is sufficient parking space .024 .024 .060 .733	5 3 Statements about traffic safety - Traffic in the eighbourbon d is safe	5 Statements about traffic safely - Taske for cyclists 	Statements safety-Traffic is safe for pedestrians ,450" ,007 335 ,139 ,426	Statements about social safety - There are - many people on the steet 106 .545 231 .182
**. Correlation a. What is you	safety - There are many people on the street is significant at the 0.05 level is significant at the 0.01 level gender? = Male Could you please indicate he man street indicate he man street and the street mode, when considering the last 7 days - Car Statements about attractiveness of the neiphourhood - There is no vandalism	N (2-tailed). (2-tailed). (2-tailed). Sig. (2-tailed) N Correlation Coefficient	25 Could you gease indicate how much time (in much time) considering the last 7 days? - Car days? - Car	35 Cor Statements about attractiveness of the attractiveness of the attractivenesso of the attractivenessof of	35 relations ^a sbout facilities coverage - coverage - control .006 .625 35 .020	Statements about car accessibility- Nighbourno of te car .505" .002 35 141	3t Statements about car accessibility- There is sufficient packing space .382 .024 .024 .060	Statements about traffic sately - Traffic in the sately - Traffic - ,403 - ,016 - 35 - ,314	5 Statements about traffic safefy - Traffic safe for cyclists 	Statements about traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traffic safety-Traf	35 35 Statements about social safety-There are many people on the street .106 .545 .231
**. Correlation a. What is you	safety-There are many people on the street is significant at the 0.5 level is significant at the 0.0 level gender? = Male Could you please indicate now much time (in minutes) you spend on each travel mode, when considering the last statactiveness of the neighbourhood - There is no vandalism	N (2-tailed). (2-tailed). (2-tailed). Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed)	Could you please indicate how much time (or mode, when considering he last? (days? - Car 1,000	35 Cor Statements attractiveness of the neighbourboo d - There is no vandailsm -,314 .066 35 1,000 35 020 900	statements about critites coverage - There is a health care cente cente cente cente coverage - there is coverage - there is co	25 Statements about ca car cess shillip- Neighbourbo od is car 505 ⁶ -,141 ,420 35 -,142 ,344	34 Statements about car accessibility space ,382' .024 35 .060 .733 35 .266 .120	5 3 Statements about traffic safety - Traffic in the neighbourhoo d is safe -,403 -,403 -,403 -,403 -,314 -,664 -,671 -,671 -,671	5 Statements about traffic safe for cyclists -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,358° -,35	Statements about traffic is safe or range -,450° ,007 35 ,139 ,450° ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 ,35 	35 35 Statements about social safety - There are many people on the street - .106 .545 .545 35 .231 .182 .35 .067 .744 .744
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Correlation			C	orrelations ^a					
est:			Could you please						
Spearman' S RHO Dnly pairs			indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days? - Public transport	Statements about nuisance - There is no litter	Statements about general accessibility- Neighbourho od is accessible by public transport	Statements about car accessibility - Neighbourho od is accessible by car	Statements about car accessibility - There is sufficient parking space	Statements about traffic safety - Traffic in the neighbourhoo d is safe	Statements about traffic safety - Traff is safe for cyclists
of question Spearman's rho	Could you please indicate how much time	Correlation Coefficient	1,000	-,370	,123	,023	-,074	-,165	-,27
with	(in minutes) you spend on each travel mode,	Sig. (2-tailed)		,029	,480	,898	,671	,345	,10
ignificant	when considering the last 7 days? - Public transport	N	35	35	35	35	35	35	
α= 0.05)	Statements about nuisance - There is no	Correlation Coefficient	-,370	1,000	-,237	-,165	,242		,3
	litter	Sig. (2-tailed)	,029	. 35	,171	,343	,161	,130	
orrelation	Statements about general accessibility -	Correlation Coefficient	,123	-,237	1,000	,518	-,006	,318	0,
re shown.	Neighbourhood is accessible by public	Sig. (2-tailed)	,480	,171		,001	,975		
public	transport Statements about car	N Correlation Coefficient	,023	35	,518	35	.130		
-	accessibility - Neighbourhood is	Sig. (2-tailed)	,898	,343	,001		,130	-	
ransport,	accessible by car	N Correlation Coofficient	35	35	35	35	35		
oth	Statements about car accessibility - There is sufficient parking space	Correlation Coefficient Sig. (2-tailed)	-,074	,242	-,006 ,975	,130 ,455	1,000	,276	
enders		N Correlation Coofficient	35	35	35	35	35		
re show	Statements about traffic safety - Traffic in the neighbourhood is safe	Correlation Coefficient Sig. (2-tailed)	-,165	,261	,318	,244	,276		,67
	Statements about traffic	N	35	35	35	35	35		
		Correlation Coefficient	-,279	,372	,091	,072	,101	-	1,0
eparately	safety - Traffic is safe for	Sig. (2-tailed)	.104	.028	.603	.683	.565	.000	
**. Correlation			.104 35	,028 35	,603 35	,683 35	,565 35		
*. Correlation **. Correlation	safety - Traffic is safe for cyclists is significant at the 0.05 level (is significant at the 0.01 level	N 2-tailed).	35 Co						
*. Correlation **. Correlation	safety - Traffic is safe for cyclists is significant at the 0.05 level (is significant at the 0.01 level	N 2-tailed).	35	35					Statements about traffic
*. Correlation **. Correlation	safely - Traffic is safe for cyclists is significant at the 0.05 level (is significant at the 0.01 level gender? = Male	N 2-tailed).	Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days 7 - Public	35 rrelations ^a Statements about nuisance - There is no	Statements about general accessibility- Neighbourho od is accessible bic public	Statements about car accessibility - Neighbourho od is accessible by	Statements about car accessibility - There is sufficient parking	Statements about traffic safey - Traffic in the neighbourhoo	Statements about traffic safety - Traffic is safe for cyclists
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*. Correlation **. Correlation a. What is you	safely - Traffic is safe for cyclists is significant at the 0.05 level (is significant at the 0.01 level r gender? = Male Could you please indicate how much time (in minutes) you spend oneach travel ming the lase when chart ming the lase the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of the spend of	N 2-failed). (2-failed). (2-failed). Sig. (2-failed) N Correlation Coefficient	Could you please indicate how much time (in minutes) you each travel mode, whing chailast7 days7 - Public transport 1,000	35 rrelations ^a Statements about nuisance - There is no litter 	Statements about general accessibility Neighbutho Neighbutho gubtic transport 406 .016 .35 .266	Statements about car accessibility- Neightistho car -,440** ,008 35 ,006	Stataments about car accessibility- Thritient parking space 377 [°] .025 35 005	Statements about traffic safety- Traffic neighbourhoo d is safe .345° .042 35 .359°	Statements about traffic safety - Traffic is safe for cyclists .,338 .047 35 .150
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*. Correlation **. Correlation a. What is you	safe/s - Traffic is safe for cyclists is significant at the 0.05 level (is significant at the 0.01 level r gender? = Male Could you please indicate how much time (in minutes) you spend on each travel mode, when considering the last 7 days? - Public transport Statements about nuisance - There is no litter Statements about general accessibility-	N 2-tailed). (2-tailed). (2-tailed). Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient Sig. (2-tailed) N Correlation Coefficient	Co Could you please indicate how much time (in indicate how munutes) you spend on each travel mode, when considering the last 7 days 7 - Public transport 1,000 35 213 	35 rrelations ^a Statements about muisance - There is no litter 1,213 -,213 -,213 -,213 -,213 -,213 -,213 -,213 -,215 -,266	Statements about general accessibility - Neighbourho od is accessible by public transport .406° .016 .35 .266 .122 .35 1,000	35 Statements about car accessibility - Neighbourho od is accessible by car -,440** ,008 35 ,006 .973 35 -,103	35 Statements about car accessibility- There is parking space -,377* 0,055 -,005 9,977 355 -,053	Statements about traffic safey - Traffic nin the neighbourhoo d is safe .042 .345 .359 .034 .359 .034 .359 .034	Statements about traffic safety - Traffic is safe for cyclists .338 .047 .35 .150 .389 .359 .359 .359 .359 .359 .359 .359 .35
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