



Special Eurobarometer 406

ATTITUDES OF EUROPEANS TOWARDS URBAN MOBILITY

REPORT

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This survey has been requested by the European Commission, Directorate-General for Mobility and Transport and co-ordinated by the Directorate-General for Communication.

http://ec.europa.eu/public_opinion/index_en.htm

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Special Eurobarometer 406 / Wave EB79.4 – TNS Opinion & Social

Special Eurobarometer 406

Attitudes of Europeans towards urban mobility

Conducted by TNS Opinion & Social at the request of the
Directorate-General for Mobility and Transport (DG MOVE)

Survey co-ordinated by the European Commission,
Directorate-General for Communication
(DG COMM "Strategy, Corporate Communication Actions and
Eurobarometer" Unit)

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INTRODUCTION

Transport is a key enabler of social and economic development, and the transport sector accounts for 9 million jobs across the EU. As 68% of EU citizens live in urban areas¹, urban transport is particularly important to future growth.

Given the high proportion of economic activity that takes place in urban areas (85% of EU GDP), problems with transport infrastructure in those areas can have serious economic consequences. Road congestion in the EU is often located in and around urban areas and costs nearly €100 billion every year, or 1% of the EU's GDP². Urban areas are also particularly exposed to the external costs of transport, with higher levels of air pollution and noise pollution. And urban areas are below average in reducing road fatalities³.

In view of the economic importance of urban areas and the problems with urban transport, a consensus has emerged that EU transport policy needs to have a much stronger urban element. To address this, the European Commission adopted the Action Plan on Urban Mobility in 2009 and published the 2011 Transport White Paper⁴ which sets the following goals for urban mobility:

- Phase out conventionally-fuelled cars in urban areas by 2050
- Achieve (near) CO₂-free city logistics in major urban centres by 2030.

Achieving these goals requires a detailed understanding of the problems faced by citizens travelling in urban areas and of the potential support for different approaches to dealing with these problems.

To that end, this survey was designed to look at Europeans':

- Transport habits;
- Experience of transport problems in EU cities;
- Opinions of measures to improve travel within cities;
- Expectations for traffic improvements within cities and their opinions of who is responsible for these improvements.

This survey was carried out by TNS Opinion & Social network in the 28 Member States⁵ of the European Union between 24 May and 9 June 2013. Some 27.680 European respondents, representative of different social and demographic groups, were interviewed face-to-face at home in their mother tongue on behalf of the Directorate-General for Mobility and Transport (DG MOVE).

¹ Eurostat estimate that 68% of the EU population lives in urban areas based on their revised urban-rural typology. See http://epp.eurostat.ec.europa.eu/statistics_explained/index.php/European_cities_-_demographic_challenges.

² Action Plan on Urban Mobility COM (2009), p. 490.

³ CARE database http://ec.europa.eu/transport/road_safety/specialist/statistics/

⁴ http://ec.europa.eu/transport/themes/strategies/2011_white_paper_en.htm

⁵ Note that Croatia was not yet an EU Member State at the time when fieldwork was conducted.

The methodology used is that of Eurobarometer surveys as carried out by the Directorate-General for Communication ("Strategy, Corporate Communication Actions and Eurobarometer" Unit)⁶. A technical note on the manner in which interviews were conducted by the Institutes within the TNS Opinion & Social network is appended as an annex to this report. Also included are the interview methods and confidence intervals⁷.

Note: In this report, countries are referred to by their official abbreviation. The abbreviations used in this report correspond to:

ABBREVIATIONS			
BE	Belgium	LT	Lithuania
BG	Bulgaria	LU	Luxembourg
CZ	Czech Republic	HU	Hungary
DK	Denmark	MT	Malta
DE	Germany	NL	The Netherlands
EE	Estonia	AT	Austria
EL	Greece	PL	Poland
ES	Spain	PT	Portugal
FR	France	RO	Romania
HR	Croatia	SI	Slovenia
IE	Ireland	SK	Slovakia
IT	Italy	FI	Finland
CY	Republic of Cyprus*	SE	Sweden
LV	Latvia	UK	The United Kingdom
		EU28	European Union – 28 Member States

* Cyprus as a whole is one of the 28 European Union Member States. However, the 'acquis communautaire' has been suspended in the part of the country which is not controlled by the government of the Republic of Cyprus. For practical reasons, only the interviews carried out in the part of the country controlled by the government of the Republic of Cyprus are included in the 'CY' category and in the EU28 average.

The Eurobarometer website can be consulted at the following address:

http://ec.europa.eu/public_opinion/index_en.htm

We wish to thank the people interviewed throughout Europe who gave their time to take part in this survey.

Without their active participation, this survey would not have been possible.

⁶ http://ec.europa.eu/public_opinion/index_en.htm

⁷ The results tables are included in the annex. It should be noted that the total of the percentages in the tables of this report may exceed 100% when the respondent has the possibility of giving several answers to the question.

MAIN FINDINGS

Half of Europeans use a car everyday (50%) which is more than the proportion who cycle (12%) or use public transport (16%) combined.

- There are notable differences between EU Member States in the proportion of respondents who use a car every day. Over eight in ten respondents in Cyprus (85%) use a car daily, eighteen percentage points more than in any other Member State. Less than a quarter of respondents in Hungary use a car at least once a day (24%).
- 16% of Europeans use public transport at least once a day and an additional 19% use it a few times a week. Only three percent of respondents in Cyprus use public transport daily. Conversely, more than a quarter of respondents in Hungary (28%) and the Czech Republic (27%) use public transport at least once a day.
 - Students are the occupational group most likely to use public transport daily (49%) and self-employed, homemakers and retired people are the occupational group least likely to use public transport this often (7%).
- Roughly one in ten respondents in Greece use a motorbike daily and approximately four in ten respondents in the Netherlands cycle daily, the highest levels for any Member State.
 - Europeans who almost never have difficulties paying bills are more likely to cycle at least once a week than those who have difficulties paying their bills most of the time (32% versus 21%).
- Roughly half of Europeans travel within cities daily (46%). Respondents from Italy (73%) and Latvia (68%) are most likely to travel within cities daily. They are least likely to travel within cities daily in Ireland (13%) and the United Kingdom (20%).

Around four in ten Europeans encounter problems when travelling within cities (38%).

- These problems are encountered most often in Malta (74%), Greece (65%) and Cyprus (63%). By contrast, these problems are rarely encountered in Finland (11%), Sweden (15%) and Denmark (18%).
- Europeans who live in large towns are most affected (45%) but even those who live in rural areas are also often affected (34%).

A substantial majority of Europeans believe that air pollution (81%), road congestion (76%), travelling costs (74%), accidents (73%) and noise pollution (72%) are important problems within cities.

- More than half of Europeans in all Member States, with the exception of Denmark (47%) and Finland (27%), believe that road congestion is an important urban problem.
 - Respondents in Malta are the most likely of all Member States to say road congestion (97%), noise pollution (92%) and air pollution (95%) are important problems.
 - Respondents in Slovakia and Greece are the most likely to believe that accidents (91% and 89%, respectively) and travelling costs (both 91%) are important urban problems.

Reduced travel costs are frequently mentioned as a way to improve travelling within cities. More than half of Europeans believe that better public transport (56%) and lower prices for public transport (59%), would be the best ways to improve urban travel.

- Respondents in Sweden are most likely of all Europeans to report that transport could be improved within cities by lower public transport prices (79%), better public transport (84%), improved cycling facilities (65%) and charges for road use (24%).

Less than a quarter of Europeans believe that the urban traffic situation will improve in the future (24%) and most believe it will stay the same (35%) or get worse (37%).

- Respondents are most pessimistic in the United Kingdom (61%) and Malta (57%), where most say that situation will get worse. The most optimistic results were in Sweden where nearly half of respondents expected the traffic situation to get better (48%).
- The majority of Europeans believe that city authorities should be mainly responsible for reducing traffic in cities (56%) with slightly less than a third saying citizens themselves (32%) and somewhat fewer saying regional authorities (29%) or the national government (27%).
 - Respondents were most likely to think that city authorities should be mainly responsible in Croatia (73%) and most likely to answer that citizens should be mainly responsible in France (56%).
 - Roughly half of respondents in Sweden (48%) believe that regional authorities should be mainly responsible for reducing traffic. Nearly seven out of ten respondents in Malta (68%) believe the national government should be mainly responsible for reducing traffic in cities.

I. EUROPEANS’ TRANSPORT HABITS

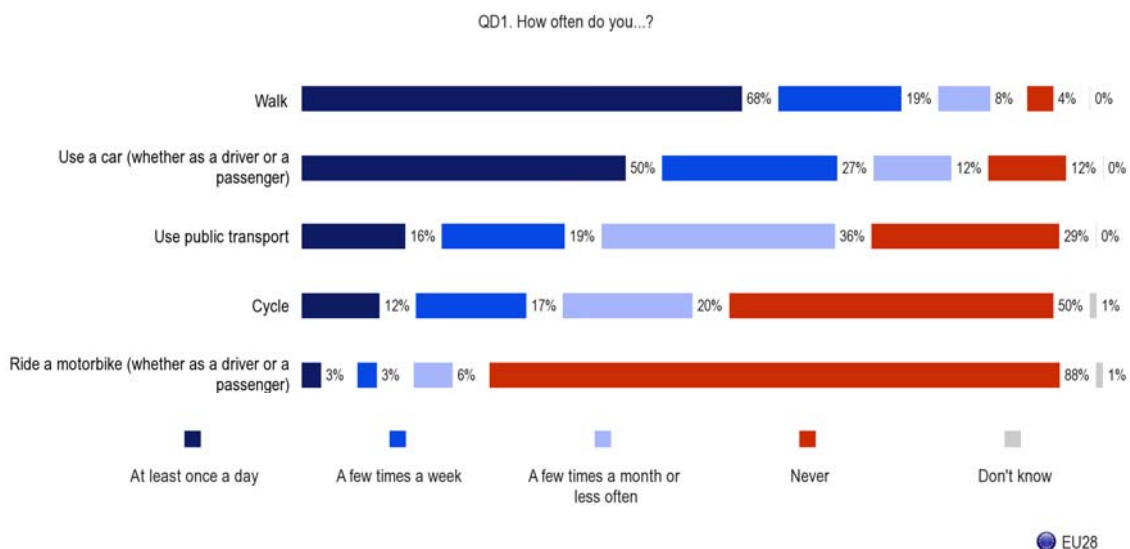
1.1. Transport mode

This chapter provides background information on the transport habits of Europeans. It looks at the various modes of transport and how frequently Europeans use them. In particular, it looks at data on Europeans’ walking habits, car use, public transport use, cycling habits, and motorbike use. The chapter also discusses data on how frequently Europeans travel within cities, and provides socio-demographic information on the users of different transport modes.

- Europeans are over twice as likely to use a car every day than to use public transport or cycle –

Europeans were asked about the various modes of transport they use⁸, and how frequently they do so. Slightly more than two-thirds of Europeans walk every day and half use a car every day (68% and 50%, respectively). However, roughly one in ten Europeans (12%) never use a car.

Fewer than one in five Europeans (16%) use public transport every day or cycle (12%) every day. Only three percent of Europeans use a motorbike daily.

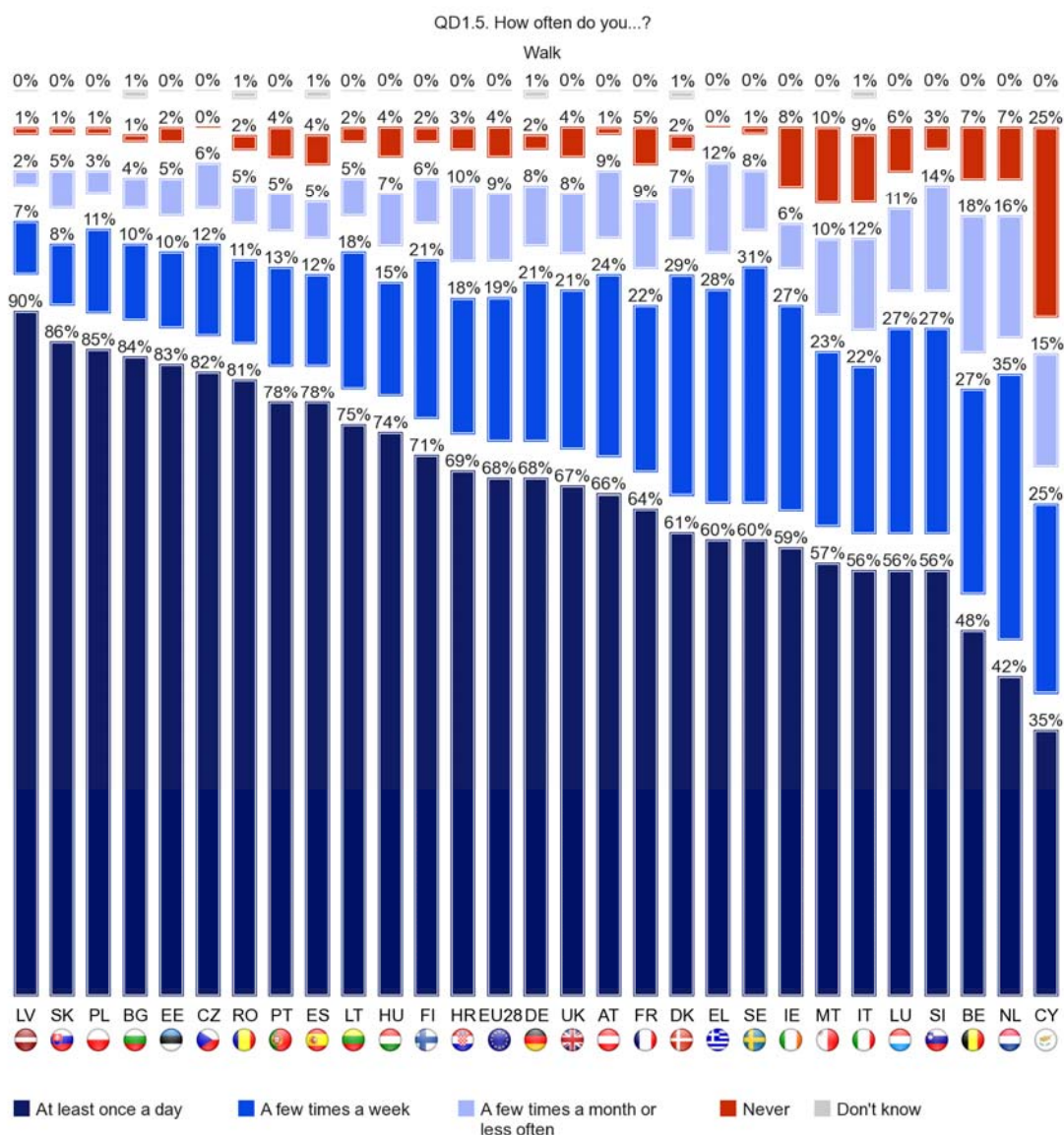


⁸ QD1 How often do you...? 1.1 Use a car (whether as a driver or a passenger); 1.2 Use public transports; 1.3 Ride a motorbike (whether as a driver or a passenger); 1.4 Cycle; 1.5 Walk / Several times a day; Once a day; Two or three times a week; About once a week; Two or three times a month; Less often; Never; Don't know

- In the majority of EU Member States, over half of respondents walk every day, with the exception of respondents in Belgium, the Netherlands and Cyprus -

Respondents are most likely to report that they walk every day in Latvia (90%), Slovakia (86%) and Poland (85%).

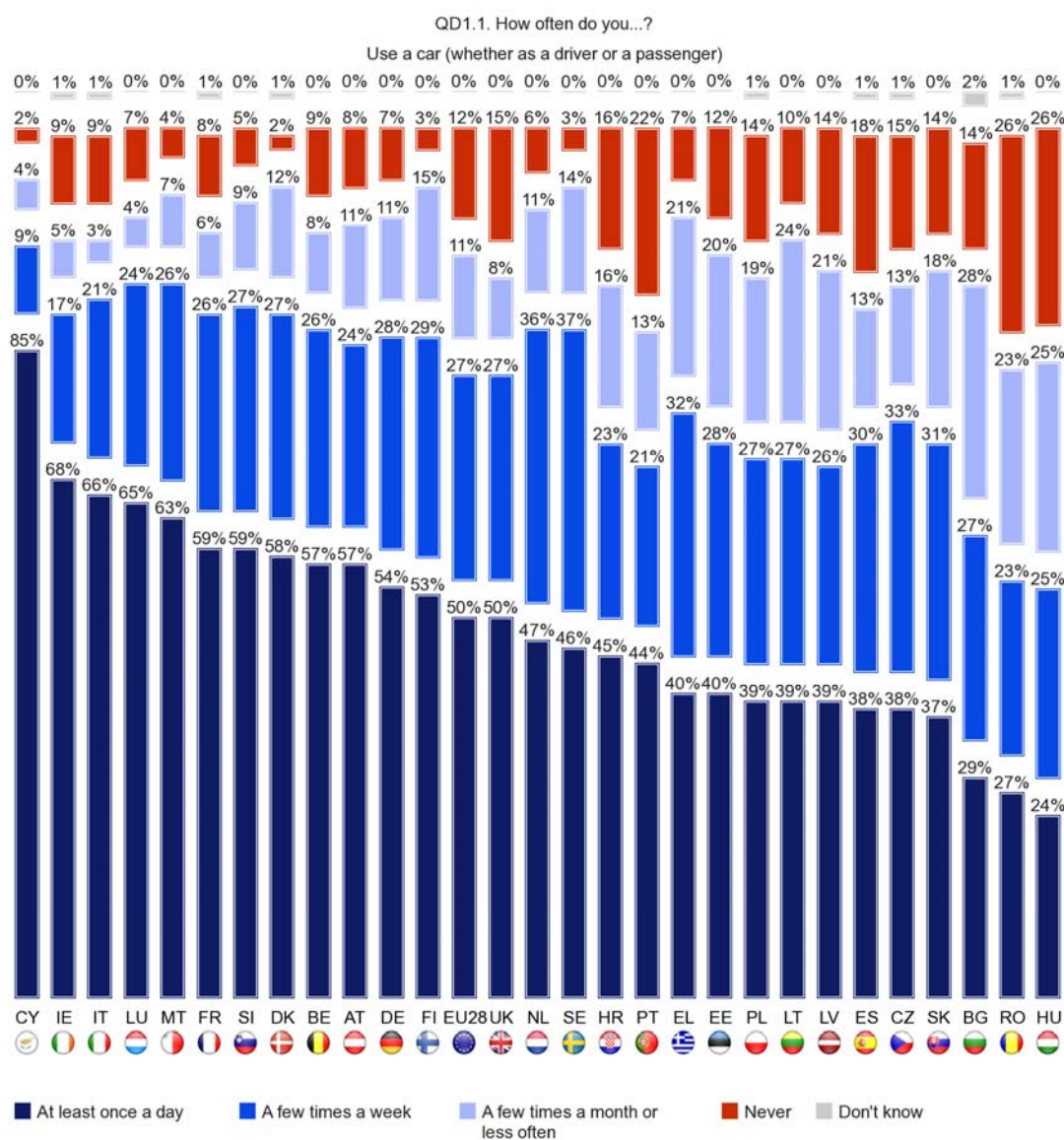
However, fewer than half of respondents in Belgium (48%), the Netherlands (42%) and Cyprus (35%) walk every day. And a quarter of respondents in Cyprus say they never walk.



- There are notable differences between EU Member States in the proportion of respondents who use a car every day -

Although half of Europeans use a car daily (50%), there are nevertheless substantial differences between EU Member States⁹. At one end of the spectrum, over eight in ten respondents in Cyprus (85%) use a car daily, at least seventeen percentage points more than in any other Member State. The proportion of respondents who use a car daily in Cyprus is 61 percentage points more than the proportion of respondents who use a car daily in Hungary (24%), where respondents are least likely to do so.

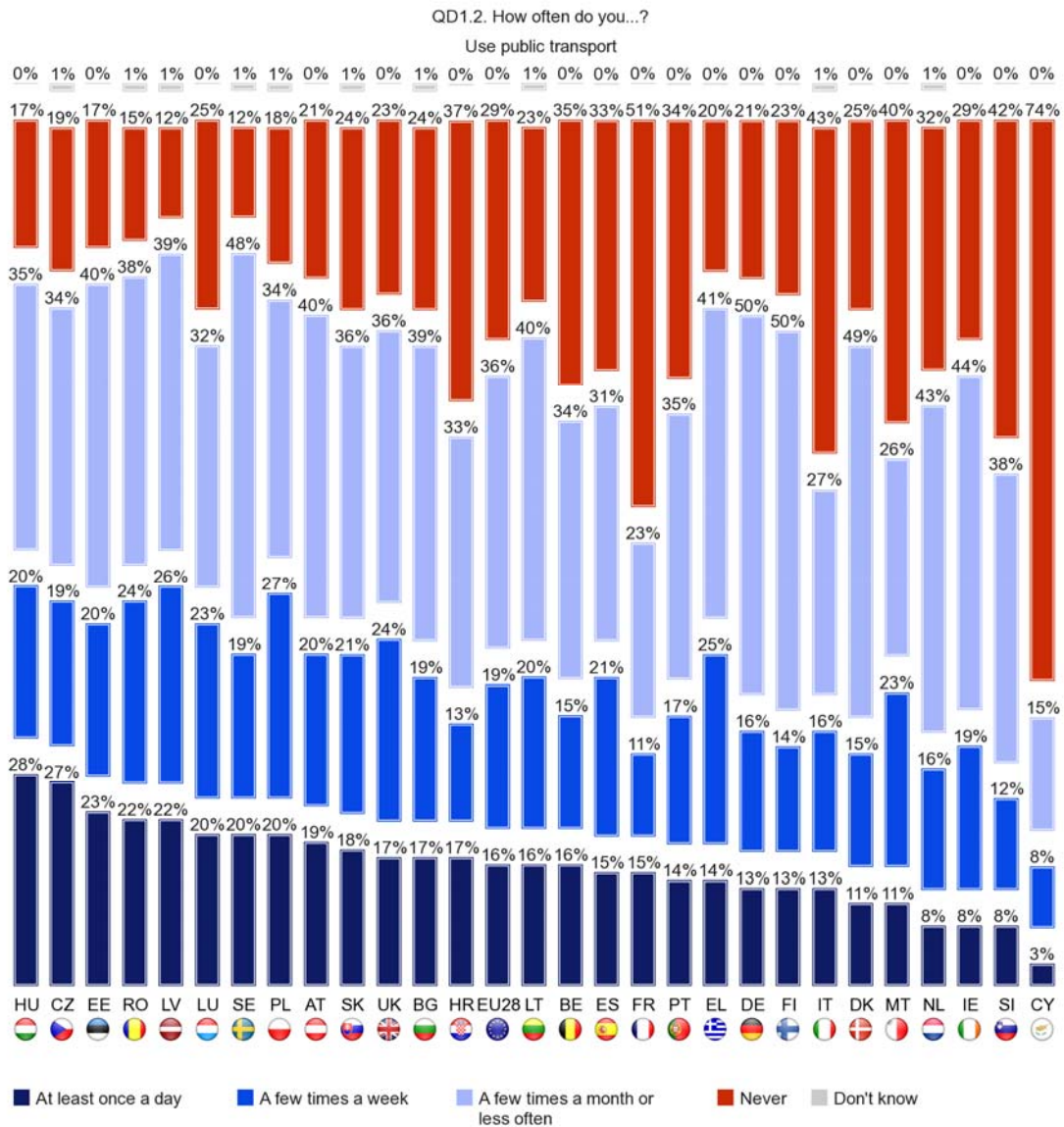
Apart from Cyprus, respondents are most likely to use a car daily in Ireland (68%), Italy (66%) and Luxembourg (65%). In addition to Hungary, respondents are least likely to use a car daily in Bulgaria (29%) and Romania (27%).



⁹ Countries that have a large majority of respondents who report they use their car at least once a day are also the countries where public transport and cycling are least used. Conversely, in countries where cars are least frequently used, public transport and bicycles are more often relied upon.

- Only three percent of respondents in Cyprus use public transport daily -

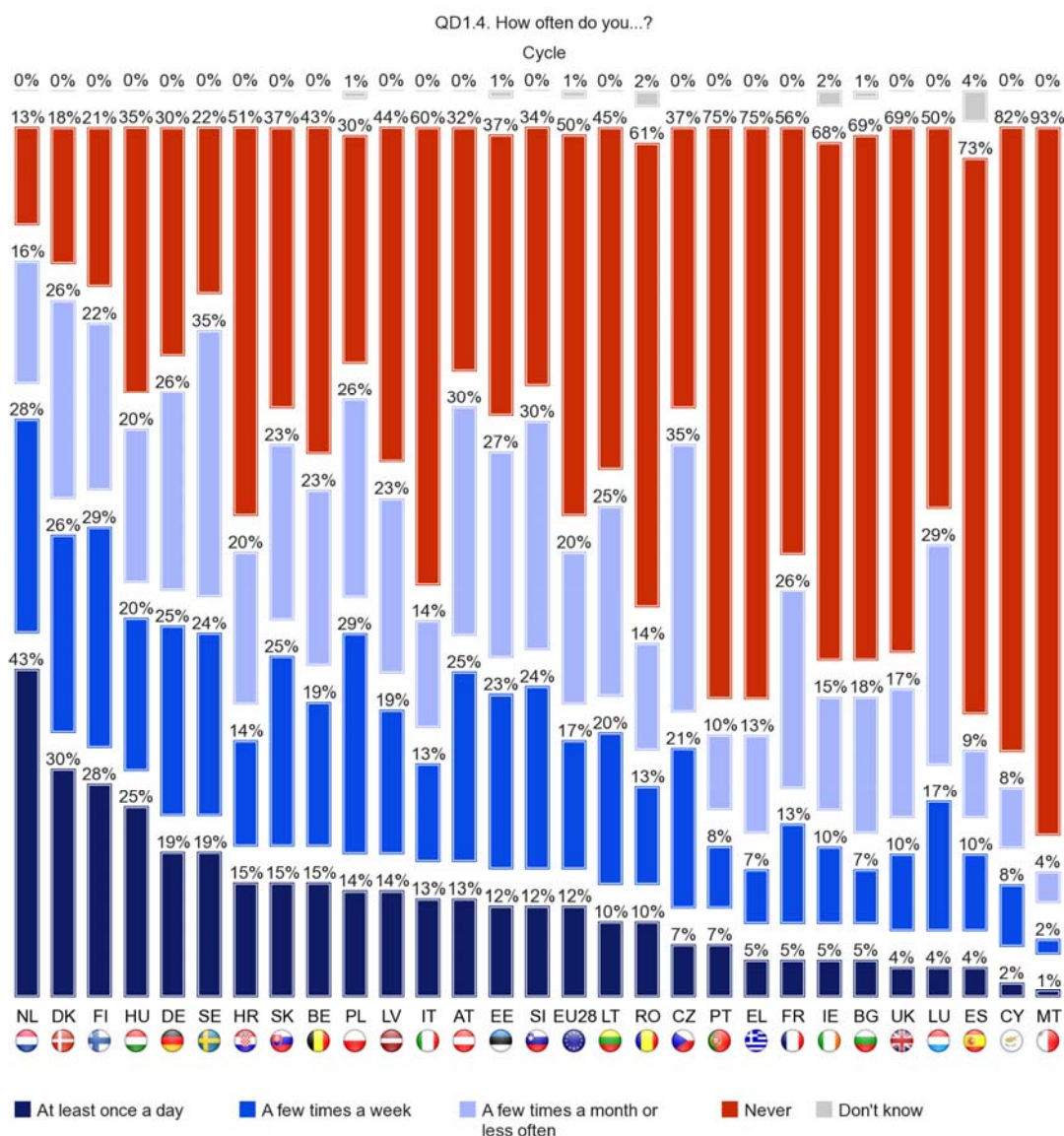
The proportion of respondents who use public transport on a daily basis varies by EU Member State. Respondents in Hungary (28%) and the Czech Republic (27%) use public transport the most on a daily basis. Conversely, respondents are least likely to use public transport daily in Cyprus (3%), Ireland (8%), Slovenia (8%) and the Netherlands (8%).



- Approximately four in ten respondents in the Netherlands cycle daily -

Approximately four in ten respondents in the Netherlands (43%) cycle daily. Roughly three in ten respondents in Denmark (30%) and Finland (28%) also cycle daily.

At the other end of the spectrum, only one percent of respondents in Malta cycle daily and over nine in ten respondents in Malta (93%) never cycle. Very small proportions of respondents in Luxembourg (4%), the United Kingdom (4%), Spain (4%) and Cyprus (2%) cycle daily.



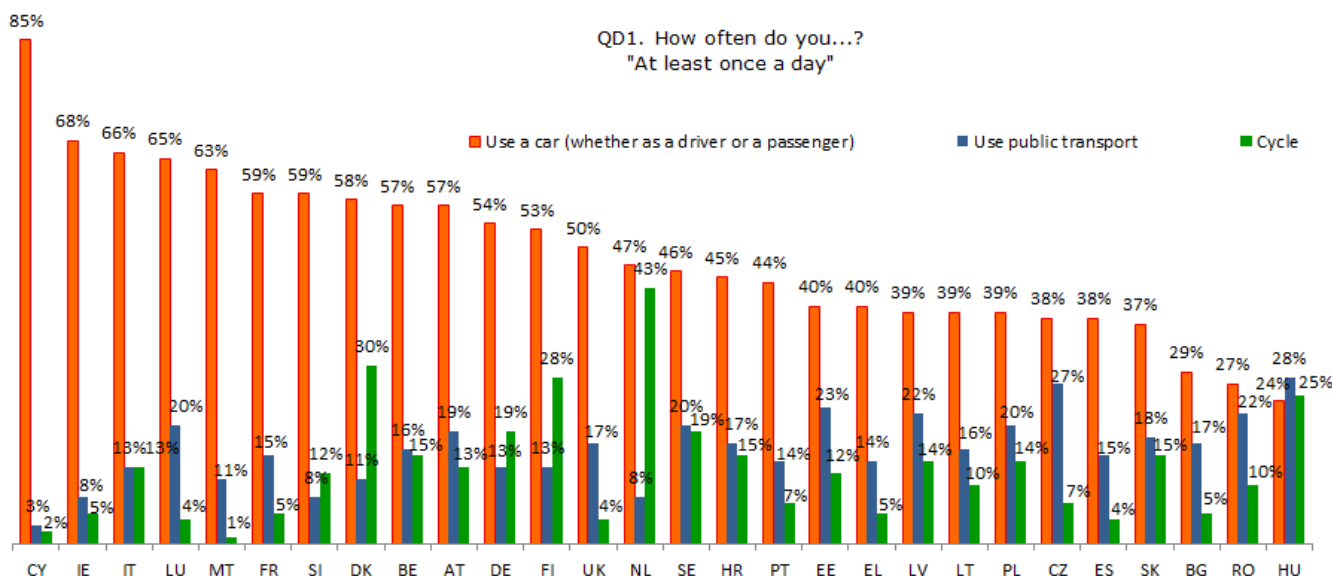
It is not surprising that in those countries that have a high rate of daily car use, public transport or bicycles are used comparatively less often. In some countries in particular, frequent use of one transport mode is evidently associated with lesser use of another.

For example, respondents in Cyprus (3%) and Ireland (8%) are least likely to use public transport daily. Almost three-quarters of respondents in Cyprus (74%) never use public transport, which could explain why such a high proportion of respondents in Cyprus use a car daily (85%). This pattern is also evident in other Member States such as Italy, Luxembourg and Malta.

However, in Hungary and Romania, where respondents are least likely to report that they use a car daily (24% and 27%, respectively), respondents are also most likely to say that they use public transport daily (28% and 22%, respectively).

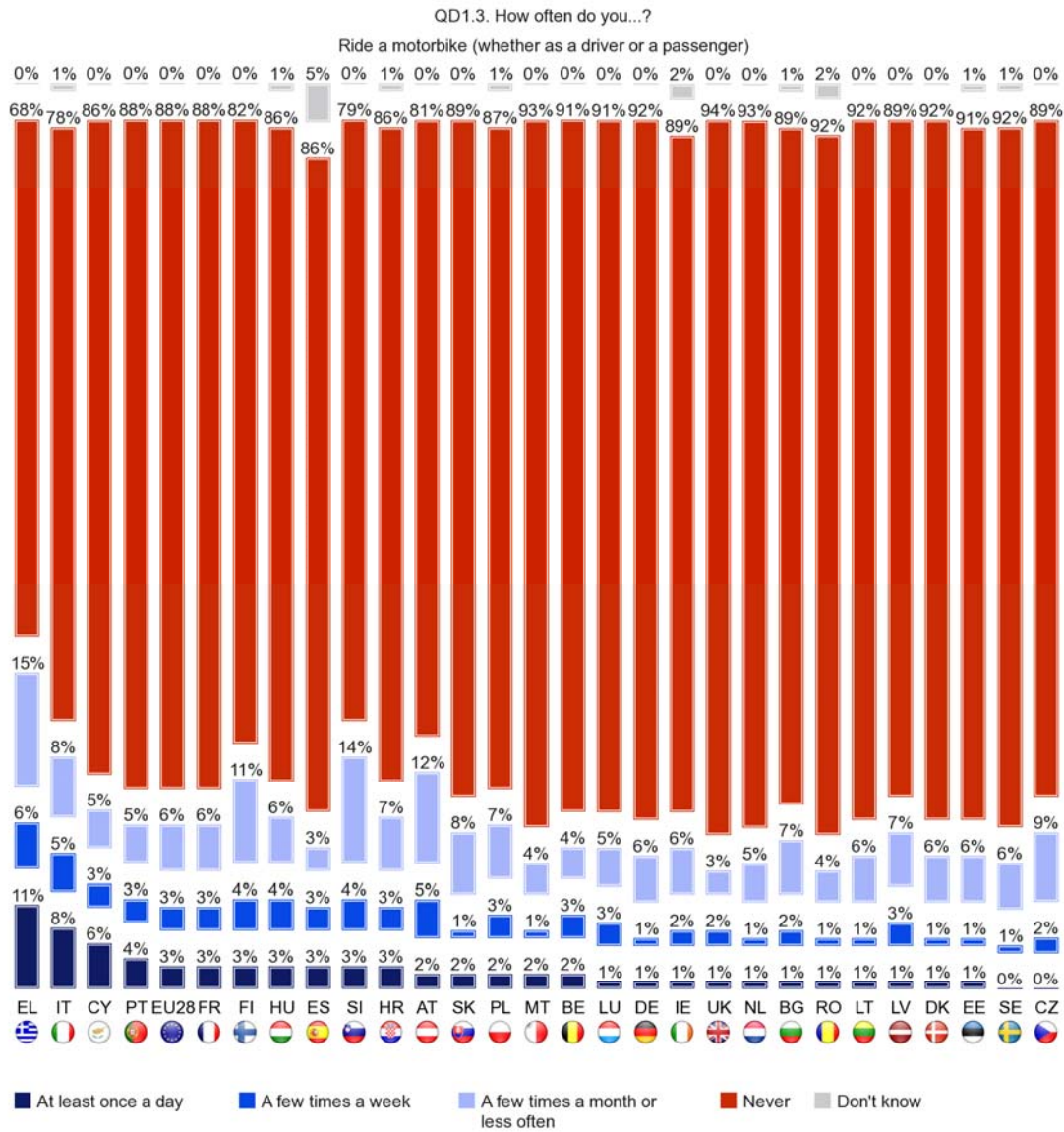
Respondents in Hungary, (28%), the Czech Republic (27%), Estonia (23%), Latvia (22%) and Romania (22%) report higher levels of daily public transport use than the EU average (16%).

Daily public transport use is also lower in the Netherlands (8%) and Slovenia (8%). The relatively low level of Dutch respondents who walk daily could be explained by the use of alternative modes of transport: about half of respondents use a car daily (47%) and over four in ten respondents cycle every day (43%). The latter is 31 percentage points higher than the EU28 average.



- Roughly one in ten respondents in Greece use a motorbike daily –

Respondents are most likely to report that they use a motorbike daily in Greece (11%), followed by Italy (8%) and Cyprus (6%). At the other end of the spectrum, almost no respondents in Sweden and Czech Republic use a motorbike daily.



Socio-Demographic Analysis

Car users

Men are more likely than women to use a car daily (57% vs. 42%). More than six in ten respondents aged 25-39 and 40-54 report using a car at least once a day (61% and 62% respectively), whereas fewer than four in ten of those aged 15-24 (39%) or 55 or older (37%) use a car at least once a day. These differences are likely to be partly explained by differences in working habits between these age groups, with more students in the 15-24 age group and more retired persons in the 55+ age group.

More than half of respondents who live in rural areas or small/mid-size towns use a car at least once a day (54% vs. 53%) while only 38% of those who live in large towns report the same. It is also more common for large households composed of at least 4 people (59%) and households with children (64%) to use a car every day.

Among occupational groups, managers are most likely to drive at least once a day (73%) and manual workers are least likely (64%). Around seven in ten of the self-employed or white-collar workers (71% and 68% respectively) drive at least once a day. These figures contrast with homemakers (37%), unemployed respondents (35%), retired respondents (30%) and students (31%).

The daily use of cars is also closely related to income levels: respondents who almost never have difficulties paying bills are more likely to use a car on a daily basis (52%) than those who have difficulties paying their bills most of the time (37%).

QD1.1 How often do you...?

Use a car (whether as a driver or a passenger)

	At least once a day	A few times a week	A few times a month or less often	Never	Don't know
EU28	50%	27%	12%	12%	0%
Sex					
Male	57%	24%	9%	10%	0%
Female	42%	30%	14%	14%	0%
Age					
15-24	39%	32%	15%	15%	0%
25-39	61%	21%	9%	9%	0%
40-54	62%	22%	8%	8%	0%
55 +	37%	33%	15%	16%	0%
Subjective urbanisation					
Rural village	54%	26%	10%	9%	0%
Small/ Mid-size town	53%	25%	10%	11%	0%
Large town	38%	29%	16%	17%	0%
Household composition					
1	34%	25%	20%	21%	1%
2	47%	31%	11%	11%	0%
3	56%	24%	9%	10%	0%
4+	59%	25%	8%	8%	0%
Respondent occupation scale					
Self-employed	71%	19%	5%	5%	0%
Managers	73%	18%	5%	3%	0%
Other white collars	68%	20%	6%	5%	0%
Manual workers	64%	19%	8%	8%	0%
House persons	37%	33%	12%	18%	1%
Unemployed	35%	30%	16%	18%	0%
Retired	30%	35%	17%	18%	0%
Students	31%	36%	17%	15%	0%
Difficulties paying bills					
Most of the time	37%	25%	16%	21%	1%
From time to time	49%	25%	12%	14%	0%
Almost never	52%	28%	10%	9%	0%
Household situation					
Single Househ. without children	36%	27%	17%	19%	0%
Single Househ. with children	42%	24%	16%	18%	0%
Multiple Househ. without children	48%	31%	10%	10%	0%
Househ. with children	64%	23%	7%	6%	0%

Public transport users

Europeans aged 15-24 are by far the most likely group to use public transport at least once a day (38%). This is 21 percentage points more than the next most common group, 25-39 year-olds (17%).

A different set of divisions is seen for public transport use. Students are the occupational group who are most likely to use public transport at least once a day, nearly half of students reporting this level of use (49%). The next most likely occupational group to use public transport are white-collar workers (20%), followed by manual workers (17%) and managers (16%).

Unlike in the case of driving, respondents who are not working have different patterns of public transport use from students. Just 13% of those who are unemployed and 7% of those who are homemakers or are retired, use public transport at least once a day.

Respondents who have difficulties paying bills most of the time are 5 percentage points more likely to use public transport at least once a day than respondents who almost never have difficulties paying bills (19% and 14% respectively).

Respondents living in single households without children are more likely to use public transport at least once a day (23%) while those in single households who have children fall slightly below (18%). Respondents in two-person households and in households with children are the least likely to use public transport at least once a day (12% and 11%, respectively).

Using public transport at least once a day is much more common among respondents in large towns (31%) than among those who live in small/mid-size towns (13%) or rural areas (8%). Four out of ten of those who live in rural areas never use public transport (40%), compared with fewer than one in five of those who live in large towns (14%).

QD1.2 How often do you...?

Use public transport

	At least once a day	A few times a week	A few times a month or less often	Never	Don't know
EU28	16%	19%	36%	29%	0%
Age					
15-24	38%	23%	24%	14%	0%
25-39	17%	17%	36%	30%	0%
40-54	12%	15%	39%	33%	0%
55 +	8%	21%	38%	32%	0%
Subjective urbanisation					
Rural village	8%	13%	39%	40%	0%
Small/ Mid-size town	13%	17%	39%	30%	0%
Large town	31%	29%	26%	14%	0%
Household composition					
1	16%	25%	33%	26%	0%
2	12%	18%	40%	29%	0%
3	17%	17%	35%	30%	1%
4+	18%	17%	34%	31%	0%
Respondent occupation scale					
Self-employed	7%	11%	39%	43%	0%
Managers	16%	14%	46%	23%	0%
Other white collars	20%	15%	36%	29%	0%
Manual workers	17%	12%	34%	36%	0%
House persons	7%	24%	37%	32%	1%
Unemployed	13%	28%	35%	24%	0%
Retired	7%	23%	38%	31%	0%
Students	49%	25%	19%	8%	0%
Difficulties paying bills					
Most of the time	19%	21%	32%	28%	1%
From time to time	17%	19%	33%	30%	0%
Almost never	14%	18%	38%	29%	0%
Household situation					
Single Househ. without children	23%	24%	30%	23%	0%
Single Househ. with children	18%	21%	31%	29%	0%
Multiple Househ. without children	13%	18%	40%	30%	0%
Househ. with children	11%	15%	38%	35%	0%

Cyclists

Daily cycling does not vary greatly across age groups. Respondents aged 15-24 are somewhat more likely to cycle at least once a day (15%) than those aged 25-39, 40-54 or 55+ (12%, 12% and 11%, respectively). However, respondents aged 15-24 are much more likely to cycle a few times a week (25%) than those aged 25-39 (18%), 40-54 (18%) or 55+ (13%). Only around a third of those aged 15-24 never cycle (36%) compared with more than six out of ten of those aged 55 or older (62%).

Managers and students are the least likely to say that they never cycle (33% and 30%, respectively). Respondents who are most likely to say that they never cycle are retired (66%), homemakers (62%) or the unemployed (55%).


Although cycling is sometimes considered a relatively cheap transport mode, nearly one in five of those who almost never have difficulties paying bills cycle a few times a week (19%) compared with one in ten of those who have difficulties paying bills most of the time (10%). Almost two-thirds of those who have these difficulties most of the time (63%) never cycle, while 46% of those who almost never have difficulty paying bills never do so.

Europeans who live in rural areas (47%) and small/mid-size towns (49%) are less likely to never cycle than those who live in large towns (56%).

QD1.4 How often do you...?

Cycle


	At least once a day	A few times a week	A few times a month or less often	Never	Don't know
EU28	12%	17%	20%	50%	1%

 Age

15-24	15%	25%	24%	36%	0%
25-39	12%	18%	25%	44%	1%
40-54	12%	18%	23%	47%	1%
55 +	11%	13%	13%	62%	1%

 Subjective urbanisation

Rural village	12%	19%	21%	47%	1%
Small/ Mid-size town	13%	18%	20%	49%	0%
Large town	10%	14%	19%	56%	1%

 Respondent occupation scale

Self-employed	11%	14%	27%	48%	1%
Managers	12%	24%	31%	33%	0%
Other white collars	11%	21%	25%	43%	1%
Manual workers	12%	18%	24%	46%	1%
House persons	10%	13%	13%	62%	2%
Unemployed	13%	15%	17%	55%	1%
Retired	11%	11%	11%	66%	1%
Students	18%	27%	24%	30%	0%

 Difficulties paying bills

Most of the time	10%	10%	15%	63%	1%
From time to time	11%	16%	19%	54%	1%
Almost never	13%	19%	22%	46%	1%

Additional Analysis

This section looks at the cross-tabulations of the multiple transport modes that respondents use. Roughly half of respondents who use a bicycle at least once a week drive daily (47%).

Respondents who use public transport less often are more likely to drive daily. A quarter of respondents who use public transport once a week drive daily (25%) while roughly two-thirds of respondents who never use public transport drive daily (67%).

However, one in five respondents who use public transport at least once a week never drive (20%) and one in ten respondents who cycle at least once a week never do so (10%).

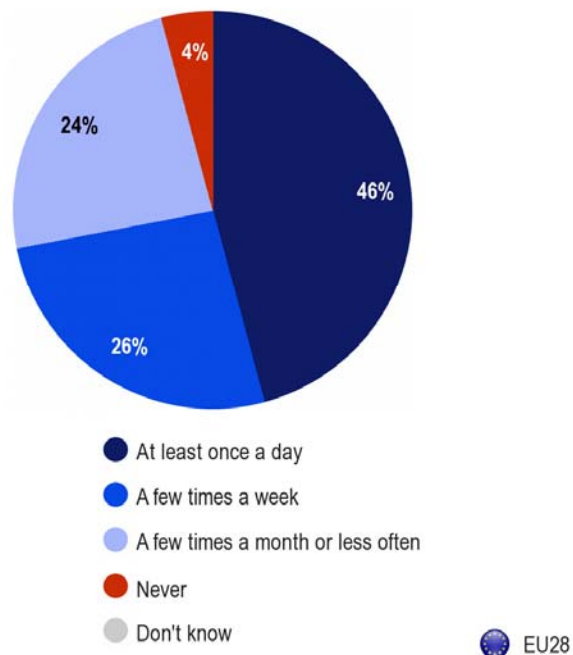
QD1.1 How often do you...?					
Use a car (whether as a driver or a passenger)					
	At least once a day	A few times a week	A few times a month or less often	Never	Don't know
EU28	50%	27%	12%	12%	0%
Use public transport					
Min. 1 time/week	25%	36%	18%	20%	0%
Less often	59%	23%	11%	8%	0%
Never	67%	21%	5%	7%	0%
Use a motorbike					
Min. 1 time/week	57%	27%	7%	9%	0%
Less often	63%	23%	10%	3%	0%
Never	48%	27%	12%	13%	0%
Use a bicycle					
Min. 1 time/week	47%	32%	11%	10%	0%
Less often	66%	21%	8%	5%	0%
Never	45%	26%	13%	16%	0%
Walk					
Min. 1 time/week	47%	28%	12%	12%	0%
Less often	69%	18%	7%	6%	0%
Never	59%	22%	5%	13%	0%

1.2. Travel within cities

- Roughly half of Europeans travel within cities daily –

Respondents were asked how frequently they travel within cities¹⁰. Roughly half of the respondents travel within cities daily (46%). Approximately a quarter of respondents (26%) travel within cities a few times a week (26%). Almost a quarter of respondents (24%) travel within cities a few times a month or less often. Only four percent of respondents never travel within cities.

QD2. How often do you travel within cities?

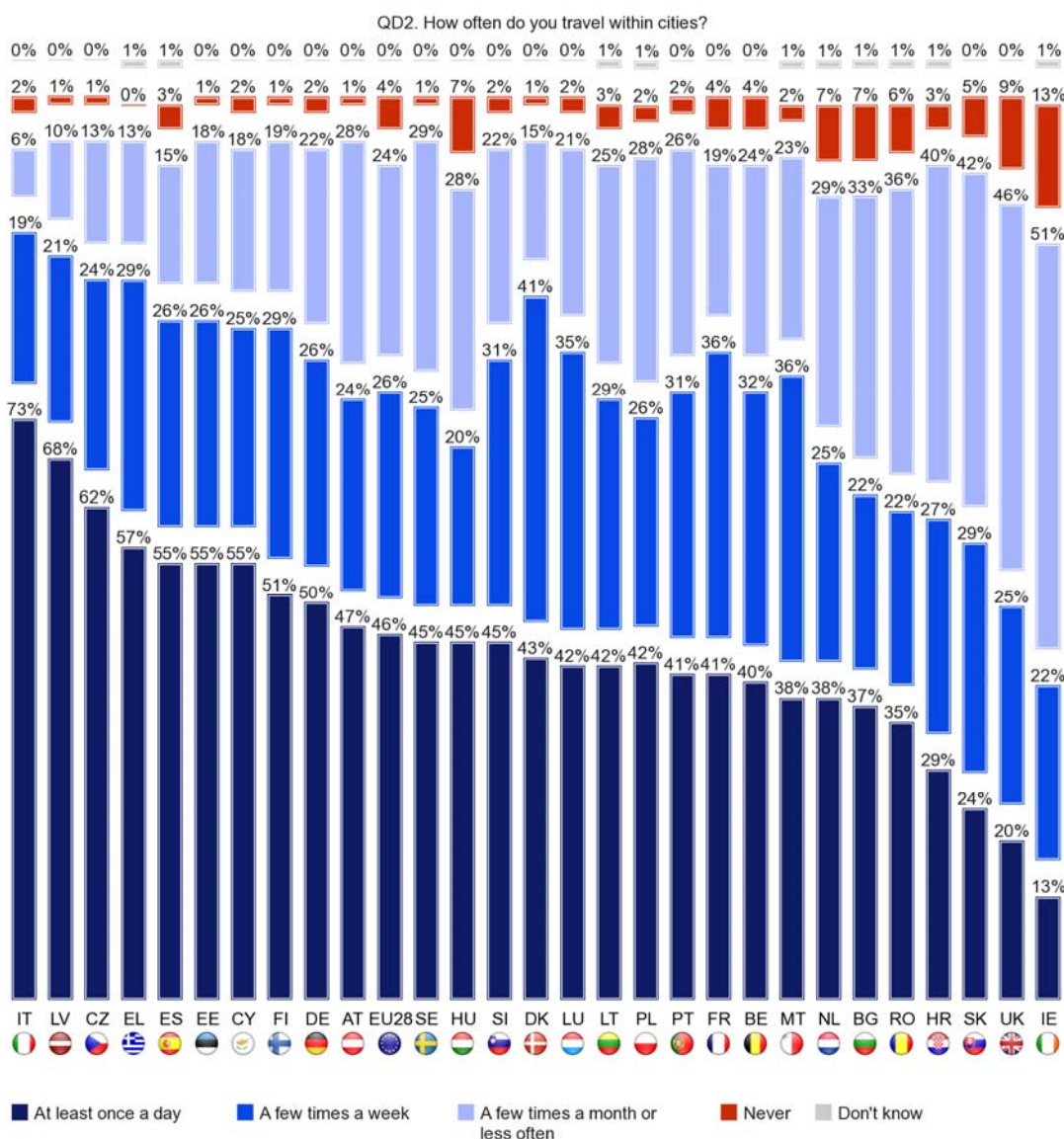


¹⁰ QD2 How often do you travel within cities? Several times a day; Once a day; Two or three times a week; About once a week; Two or three times a month; Less often; Never; Don't know

- In nine EU Member States, at least half of respondents travel within cities daily -

There are large differences between Member States in terms of daily urban travel. At least half of respondents in nine EU Member States travel within cities daily. Out of all EU Member States, respondents are most likely to travel within cities daily in Italy (73%), Latvia (68%) and the Czech Republic (62%).

However, while roughly half of respondents across the EU (46%) travel within cities daily, less than a quarter of respondents in Slovakia (24%), the United Kingdom (20%) and Ireland (13%) do so.



Socio-Demographic Analysis

As would be expected, those who live in large towns are the most likely to travel in cities at least once a day (58%). However, the proportion is not that much lower for respondents who live in small to mid-size towns (50%).

Those who travel more frequently within cities are students (64%), managers and other white collars (56% and 59% respectively) and self-employed people (54%). However, only 28% of retired respondents and 36% of homemakers report that they travel within cities at least once a day.

QD2 How often do you travel within cities?

	At least once a day	A few times a week	A few times a month or less often	Never	Don't know
EU28	46%	26%	24%	4%	0%
Subjective urbanisation					
Rural village	30%	31%	34%	5%	0%
Small/ Mid-size town	50%	26%	21%	3%	0%
Large town	58%	21%	17%	3%	1%
Respondent occupation scale					
Self-employed	54%	24%	20%	2%	0%
Managers	56%	24%	18%	1%	1%
Other white collars	59%	22%	17%	2%	0%
Manual workers	51%	25%	21%	3%	1%
House persons	36%	31%	29%	4%	1%
Unemployed	40%	28%	27%	4%	0%
Retired	28%	31%	34%	7%	0%
Students	64%	21%	14%	1%	0%

II. TRANSPORT PROBLEMS FACING EU CITIES

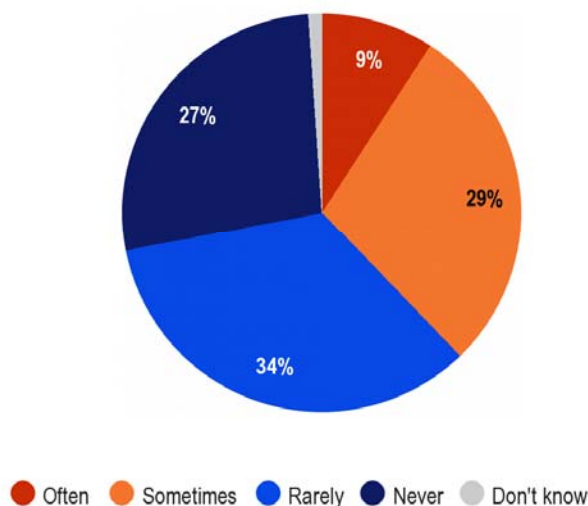
This chapter looks at Europeans' perceptions of problems related to travelling within cities including air pollution, road congestion, travelling costs, accidents and noise pollution. It also examines how these perceptions of these problems are related to each other.

2.1. Frequency of travel-related problems within cities

– Around four in ten Europeans encounter problems when travelling within cities –

Respondents were asked how often they encounter problems that limit their access to activities, goods and services when travelling within cities¹¹. Roughly four in ten Europeans (38%) often or sometimes encounter problems when travelling within cities that limit their access to activities, goods or services. Conversely, approximately six in ten Europeans (61%) who travel within cities rarely or never encounter these problems.

QD3. When travelling within cities, how often do you encounter problems that limit your access to activities, goods or services?



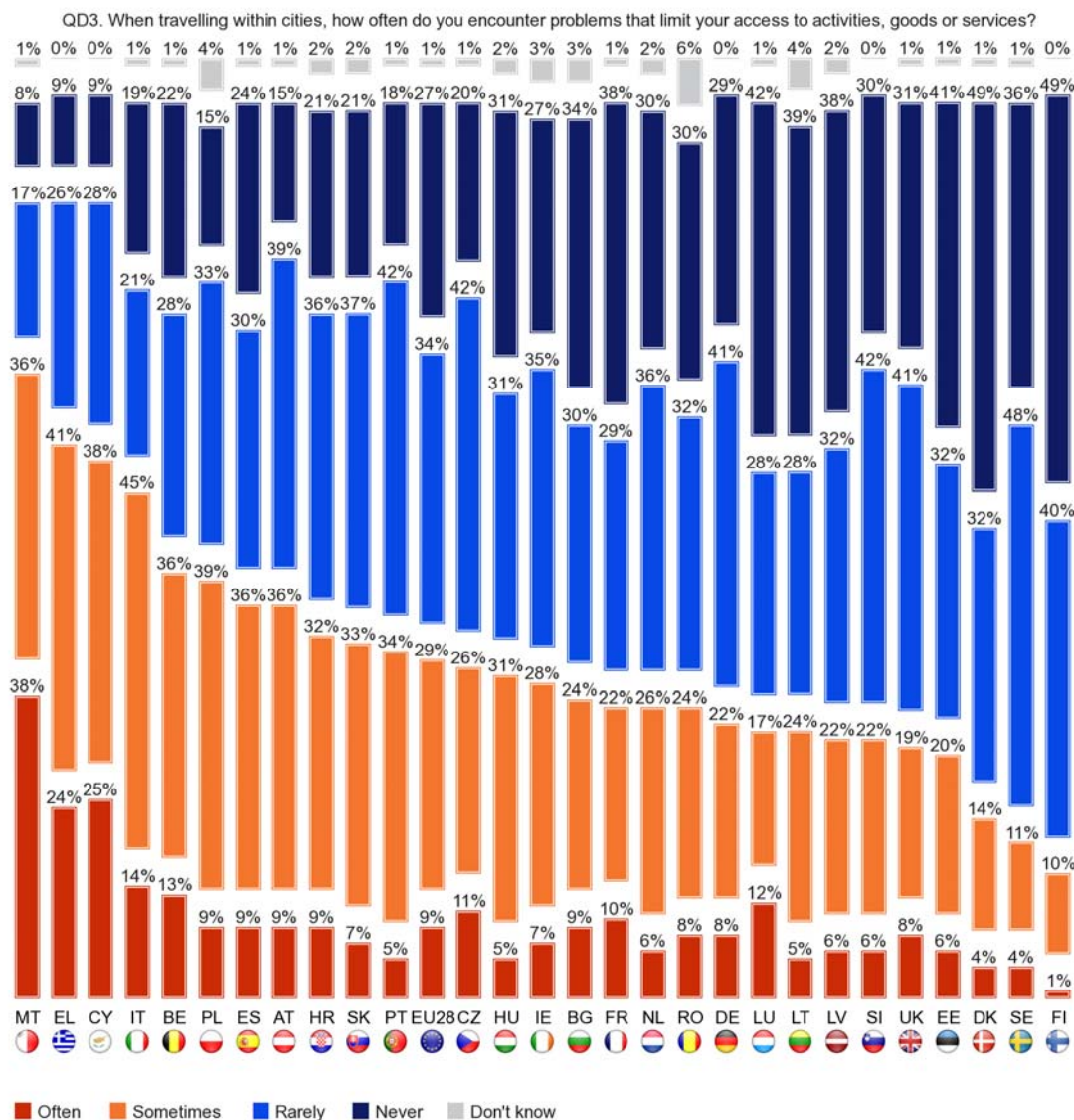
EU28

Base: Those respondents who travel within cities (n=26.542, 96% of the total sample)

¹¹ QD3 When travelling within cities, how often do you encounter problems that limit your access to activities, goods or services? Often; Sometimes; Rarely; Never; Don't Know

– A large majority of respondents in Finland, Sweden and Denmark never encounter problems that limit their access to activities, goods or services –

The proportion of respondents who experience such problems varies between EU Member States. Respondents in Malta (74%), Greece (65%) and Cyprus (63%) are most likely to encounter problems when travelling in cities. Europeans in Denmark (18%), Sweden (15%) and Finland (11%) are least likely to encounter these problems.



Base: Those respondents who travel within cities (n=26.542, 96% of the total sample)

Socio-Demographic Analysis

Respondents in large towns are considerably more likely to encounter problems that limit their access to activities, goods or services while travelling within cities. More than four in ten respondents who live in large towns (45%) encounter these problems while slightly more than one-third of those in rural areas do so (34%).

QD3 When travelling within cities, how often do you encounter problems that limit your access to activities, goods or services?

	Total 'Often/Sometimes'	Total 'Rarely/Never'	Don't know
EU28	38%	61%	1%
Subjective urbanisation			
Rural village	34%	64%	2%
Small/ Mid-size town	37%	62%	1%
Large town	45%	53%	2%

Base: Those respondents who travel within cities (n=26.542, 96% of the total sample)

Europeans who use a car at least once a week are more likely to experience these problems (40%) than respondents who use a car less often or never (both 31%). The pattern is less clear for frequent users of public transport. Four in ten of those who use public transport at least once a week experience these problems (40%), while respondents who use public transport less often than this encounter problems somewhat less frequently (35%).

However, those who never use public transport experience these problems just as much as respondents who use it at least once a week (40%). Nor is there any distinct pattern for those who cycle and those who never use a bicycle.

QD3 When travelling within cities, how often do you encounter problems that limit your access to activities, goods or services?

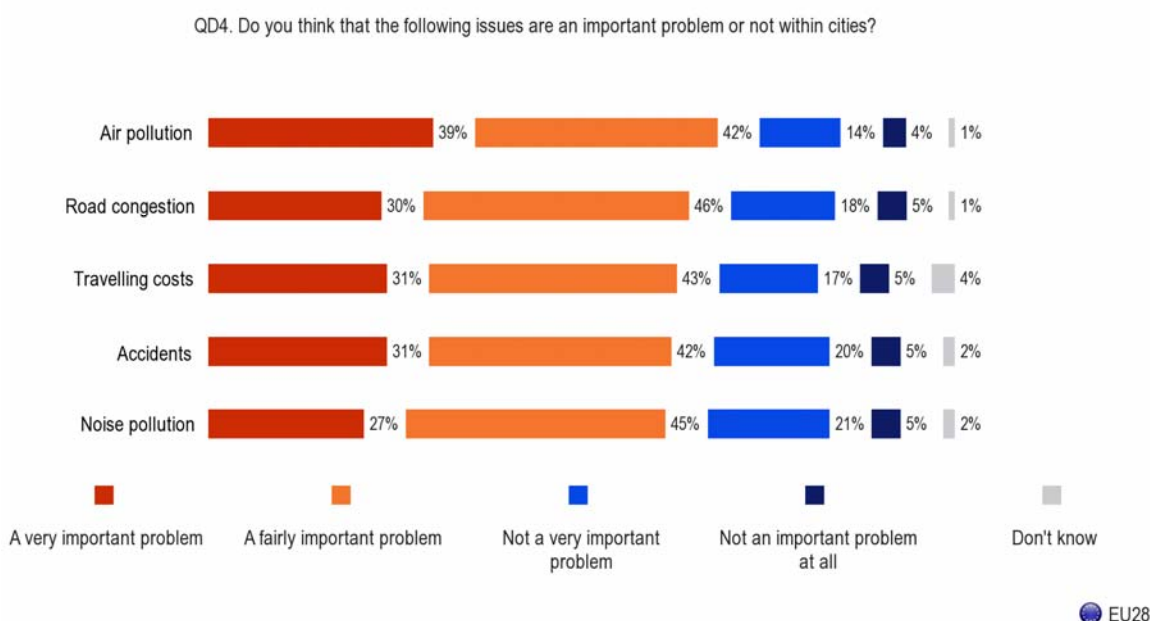
	Total 'Often/Sometimes'	Total 'Rarely/Never'	Don't know
EU28	38%	61%	1%
Use a car			
Min.1 time/week	40%	59%	1%
Less often	31%	66%	3%
Never	31%	66%	3%
Use public transport			
Min.1 time/week	40%	58%	2%
Less often	35%	63%	2%
Never	40%	59%	1%
Use a bicycle			
Min.1 time/week	37%	62%	1%
Less often	40%	59%	1%
Never	38%	60%	2%

Base: Those respondents who travel within cities (n=26.542, 96% of the total sample)

2.2. Importance of transport problems within cities

- Close to seven out of ten Europeans believe that air pollution, road congestion, travelling costs, accidents and noise pollution are important urban problems -

Respondents were asked whether they view various issues within cities as important problems¹². The overwhelming majority of Europeans believe that each issue discussed – air pollution, road congestion, travelling costs, accidents, and noise pollution – are important urban problems. Roughly eight in ten Europeans (81%) believe air pollution is an important¹³ problem, while almost three-quarters of respondents believe that road congestion (76%), travelling costs (74%) or accidents (73%) are important problems in cities. Approximately seven in ten Europeans (72%) also think that noise pollution is an important urban problem.

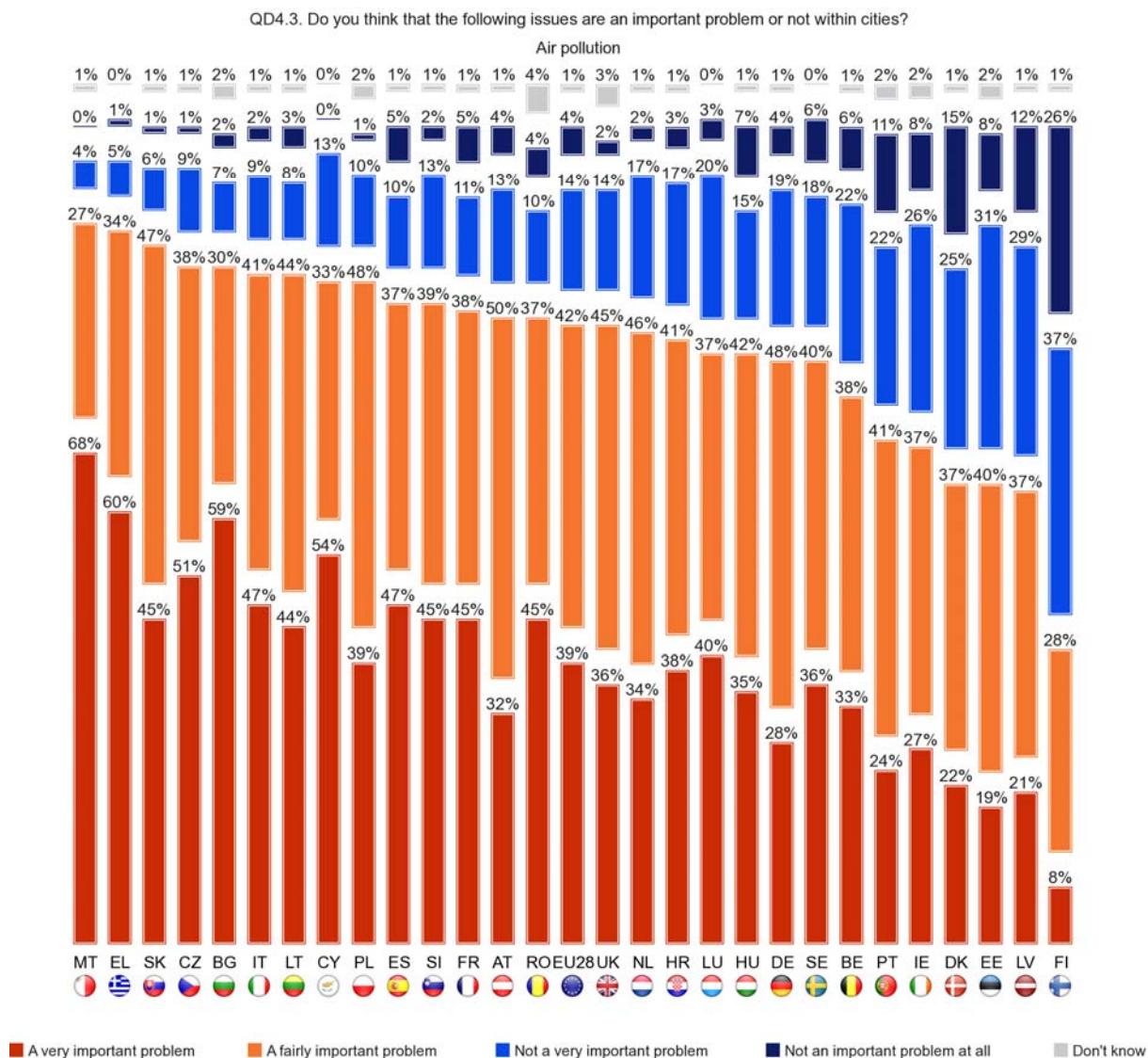


¹² QD4 Do you think that the following issues are an important problem or not within cities? 4.1 Road congestion; 4.2 Noise pollution; 4.3 Air pollution; 4.4 Accidents; 4.5 Travelling costs / A very important problem; A fairly important problem; Not a very important problem; Not an important problem at all; Don't know

¹³ Referring to both “a very important problem” and “a fairly important problem”.

- Only in Finland do a minority view air pollution as an important problem -

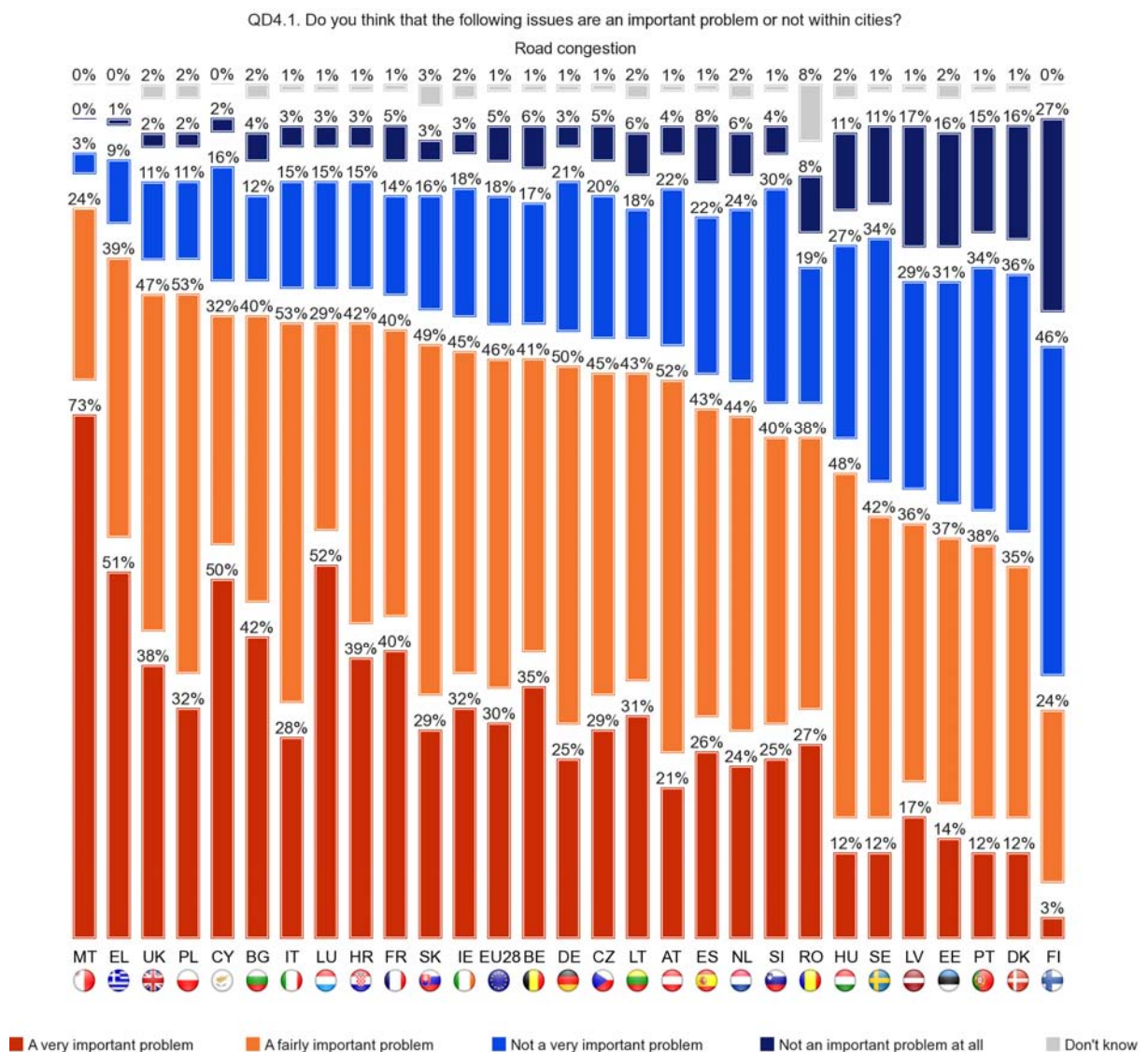
The majority of respondents in all EU Member States view air pollution as an important urban problem – with the exception of Finland, where only around one-third of respondents do so (36%). Respondents are most likely to view air pollution as an important urban problem in Malta (95%), Greece (94%) and Slovakia (92%), and least likely to do so in Estonia (59%), Latvia (58%) and Finland (36%).



- The majority of Europeans in all Member States, with the exception of Denmark and Finland, believe that road congestion is an important urban problem -

The majority of respondents in all but two Member States – Denmark (47%) and Finland (27%) – believe that road congestion is an important problem within cities. Respondents in Malta (97%), Greece (90%) and the United Kingdom (85%) are most likely to believe that road congestion within cities is an important problem.

Malta stands out as the country where the highest proportion of respondents perceive road congestion as a ‘very important’ problem, with 73% of respondents giving this response.



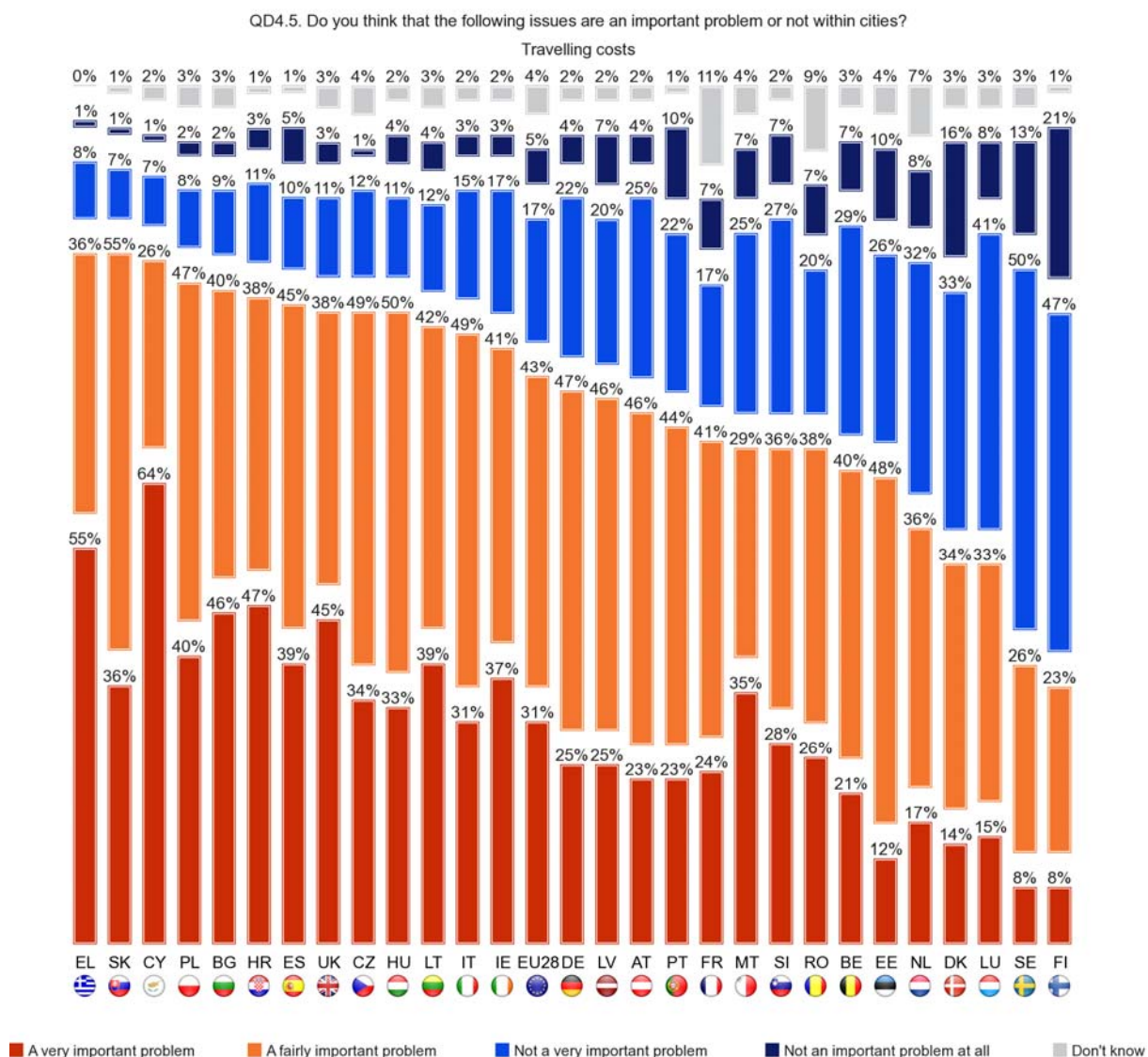
Respondents’ views on road congestion might be related to the proportion of respondents who regularly cycle in different Member States. It is possible that this relationship exists because Europeans feel safer cycling in areas where road congestion is not severe.

In Denmark (30%) and Finland (28%) the proportion of respondents who cycle daily is higher than any other EU Member State, with the one exception of the Netherlands. However, only a small proportion of respondents cycle in Malta (1%) and the UK (4%).

- In 24 Member States travelling costs are an important urban problem -

There are differences between EU Member States in the proportion of respondents who believe that travelling costs are an important problem within cities. Respondents are most likely to report that travelling costs are an important urban problem in Greece (91%), Slovakia (91%) and Cyprus (90%).

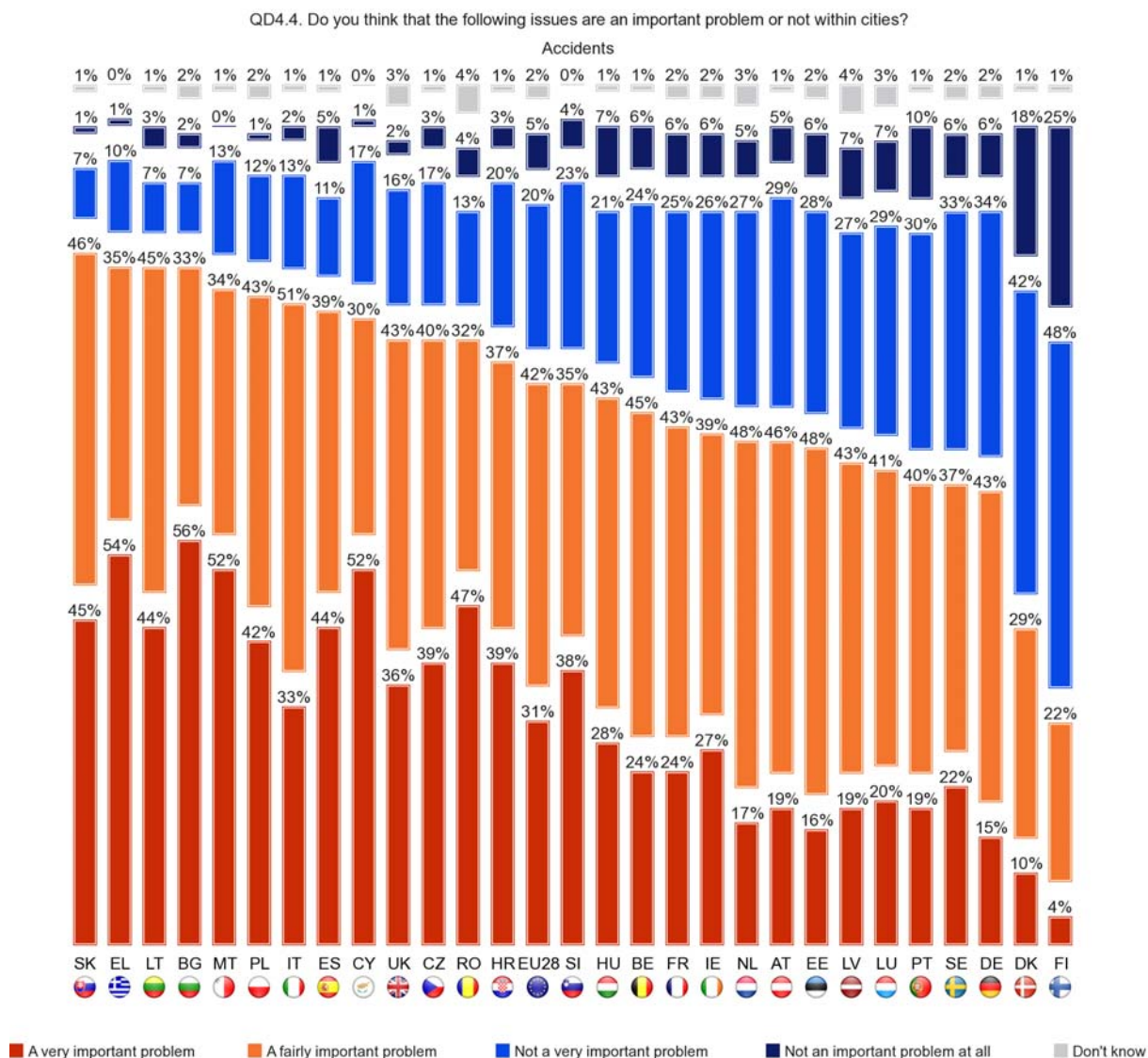
Respondents are least likely to believe that travelling costs are an important problem in Luxembourg (48%), Sweden (34%) and Finland (31%).



- In all but two Member States, a majority say accidents are an important problem -

The majority of Europeans in all EU Member States believe that accidents are an important urban problem, with two exceptions: Denmark and Finland. Approximately nine in ten respondents in Slovakia (91%), Greece (89%) and Lithuania (89%) believe that accidents are an important problem. However, respondents in Denmark (39%) and Finland (26%) are least likely to do so. In Finland, only four percent of respondents believe that accidents are a ‘very important’ urban problem.

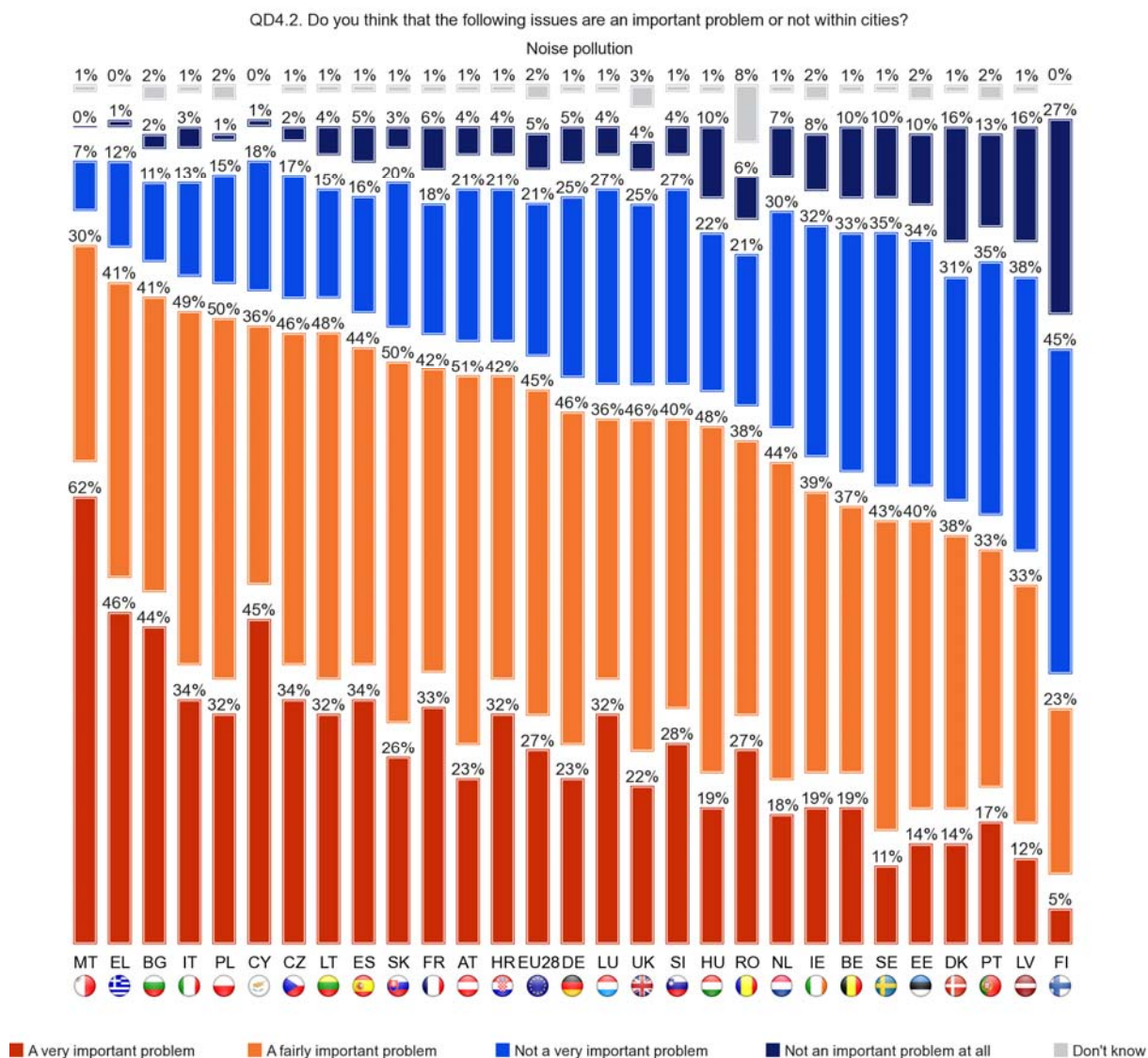
These responses seem to be only moderately related to the level of road accidents in each country. While Greece does have a high road fatality rate¹⁴, and the second highest level of concern about accidents, the most concerned country, Slovakia, has fewer road fatalities than the EU average. It should be noted, however, that these fatality figures do not distinguish between accidents in cities and those on other roads.



¹⁴ See the European Commission's summary of "Road Safety Evolution in EU" http://ec.europa.eu/transport/road_safety/pdf/observatory/historical_evol_popul.pdf. The statistics cited here are from 2011: the most recent available on the website.

- Malta is the only EU Member State where a majority of respondents view noise pollution as a very important problem -

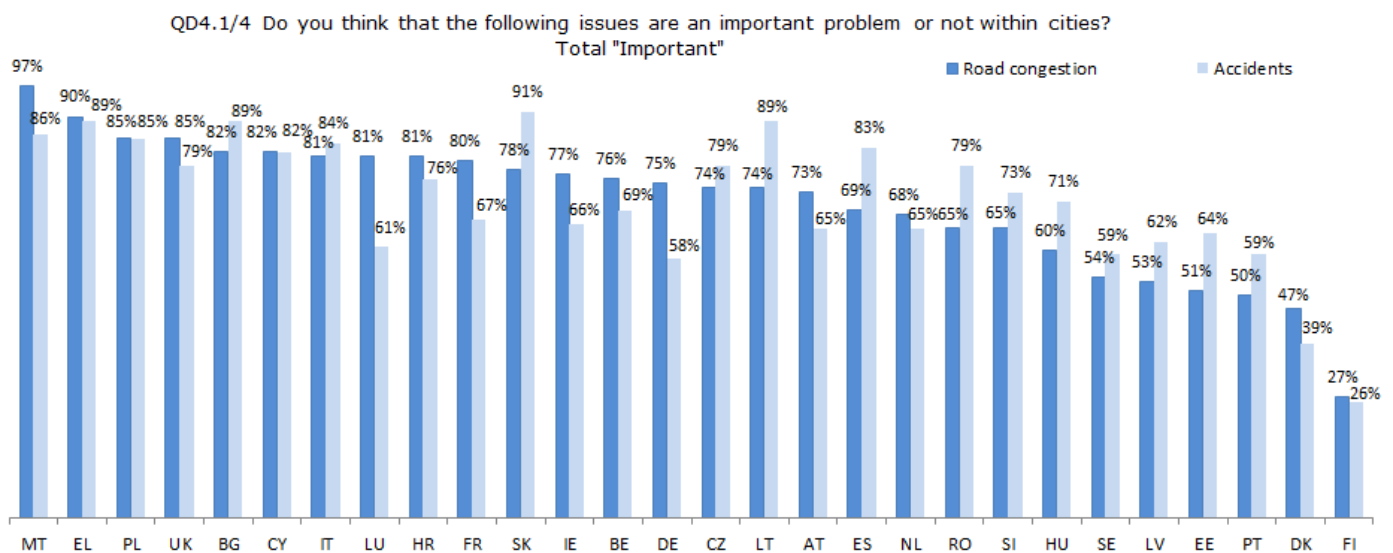
Respondents are most likely to report that noise pollution is a very important problem in Malta (62%). They are most likely to view noise pollution as an important urban problem in Malta (92%), Greece (87%) and Bulgaria (85%). Respondents are least likely to view noise pollution as an important problem in Portugal (50%), Latvia (45%) and Finland (28%).



Respondents' views on the severity of road congestion within cities seem to be related to their views on accidents within cities. For example, in Greece, roughly nine in ten respondents believe road congestion (90%) and accidents (89%) are important urban problems. Similarly in Poland, the same proportion of respondents believe that road congestion and accidents are important urban problems (both 85%).

At the other end of the spectrum, in Finland, roughly the same proportion of respondents again believe that road congestion (27%) and accidents (26%) are important problems within cities.

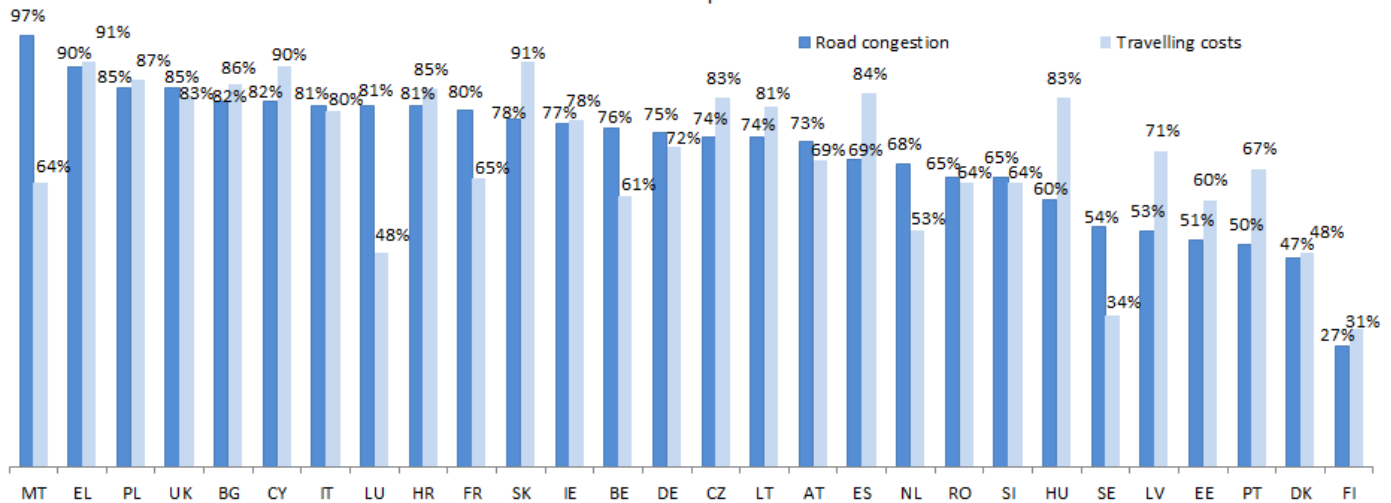
However, in 13 Member States more respondents believe that accidents are an important problem within cities than road congestion.



Respondents' views on the severity of road congestion and the importance of the problem of travelling costs also appear to be related. For example, roughly nine in ten respondents in Greece believe that road congestion (90%) and travelling costs (91%) are important urban problems. At the other end of the spectrum, similar proportions of respondents in Denmark believe that road congestion (47%) and travelling costs (48%) are important problems. The lowest figures on the importance of both problems are observed in Finland (27% for road congestion and 31% for travelling costs).

However, in a few Member States there are noticeable differences in the proportion of respondents who believe that road congestion and travelling costs are important urban problems. There is a 33 percentage point difference between the proportion of respondents in Malta who think that road congestion and travelling costs are important problems (97% and 64% respectively). There is the same percentage point difference in the proportion of respondents in Luxembourg who think that each of these problems is important within cities (81% compared with 48%).

QD4.1/5 Do you think that the following issues are an important problem or not within cities?
Total "Important"



Socio-Demographic Analysis

Respondents who live in large towns are more likely to believe that each of these five problems is important than respondents who live in small or medium sized-towns or rural areas. The largest difference was seen for road congestion, where 81% of those in large towns believe it is a problem compared with 73% of those in small and medium towns and 74% of those in rural areas.

Europeans who are self-employed (80%), managers (79%) or other white collar workers (79%) are the most likely to say that road congestion is an important urban problem. Students and the unemployed are the least likely to think that road congestion is an important problem (72% and 71% respectively).

Across all occupational groups, between 70% and 76% of respondents say that noise pollution is an important problem within cities. The one exception is students where only around two-thirds regard noise pollution as an important problem (66%).

Students and the self-employed are the most likely to say that air pollution is an important urban problem (84% and 85% respectively). Conversely, retired respondents are somewhat less likely to say that air pollution is an important problem (79%).

Homemakers and students are most concerned about accidents; nearly eight out of ten saying that they are an important urban problem (78% and 77%, respectively). Managers and retired persons are less concerned, only around seven out of ten saying that they think accidents are an important problem (70% and 71%, respectively).

Unemployed respondents are the most concerned about travelling costs (81%). In contrast, retired respondents are the occupational group least likely to say that travelling costs are an important problem within cities (69%)¹⁵.

QD4 Do you think that the following issues are an important problem or not within cities?

	Total 'Important'				
	Road congestion	Noise pollution	Air pollution	Accidents	Travelling costs
EU28	76%	72%	81%	73%	74%
Subjective urbanisation					
Rural village	74%	73%	82%	73%	74%
Small/ Mid-size town	73%	70%	80%	72%	73%
Large town	81%	75%	84%	77%	79%
Respondent occupation scale					
Self-employed	80%	75%	85%	72%	77%
Managers	79%	74%	83%	70%	73%
Other white collars	79%	76%	83%	76%	76%
Manual workers	76%	73%	81%	74%	77%
House persons	74%	75%	81%	78%	77%
Unemployed	71%	70%	80%	75%	81%
Retired	74%	71%	79%	71%	69%
Students	72%	66%	84%	77%	75%

Respondents' transport habits do not appear to make much difference to their assessments of whether road congestion is an important urban problem.

Around three-quarters of those who travel at least once a week by car (77%), by public transport (76%), on foot (76%) or by bicycle (74%) say that road congestion is an important problem within cities. It is worth mentioning that the respondents who never walk are the least likely to say that noise pollution is an important problem (66%), in contrast to the respondents that use other transport modes.

The variation in opinion between respondents who use different modes of transport is also low for the other four problems discussed.

However, respondents who say the problems are important are more often those who travel within cities daily rather than respondents who do so less often.

¹⁵ It should be noted that retired respondents are also the least likely to use public transport.

QD4 Do you think that the following issues are an important problem or not within cities?

Total 'Important'

	Road congestion	Noise pollution	Air pollution	Accidents	Travelling costs
EU28	76%	72%	81%	73%	74%
Use a car					
Min. 1 time/week	77%	73%	81%	73%	74%
Less often	71%	70%	81%	76%	75%
Never	68%	70%	78%	75%	76%
Use public transports					
Min. 1 time/week	76%	73%	82%	75%	77%
Less often	76%	73%	82%	73%	75%
Never	74%	70%	80%	72%	71%
Use a bicycle					
Min. 1 time/week	74%	72%	81%	70%	72%
Less often	78%	72%	83%	73%	74%
Never	76%	73%	81%	75%	76%
Walks					
Min. 1 time/week	76%	73%	82%	75%	75%
Less often	76%	71%	78%	68%	70%
Never	74%	66%	74%	69%	66%
Travels within cities					
Each day	76%	74%	82%	75%	77%
Each week	74%	70%	80%	70%	71%
Less often	76%	71%	81%	74%	74%
Never	69%	71%	77%	74%	68%

III. MEASURES TO IMPROVE TRAVEL WITHIN CITIES

This chapter looks at Europeans' views on how to improve travel within cities. It discusses public transport, cycle and walking facilities, access restrictions, speed limits, and car sharing. This chapter also looks at Europeans' perceptions of the effectiveness of various measures to improve travel within cities.

- Europeans believe that better public transport with lower prices would be the best way to improve urban travel -

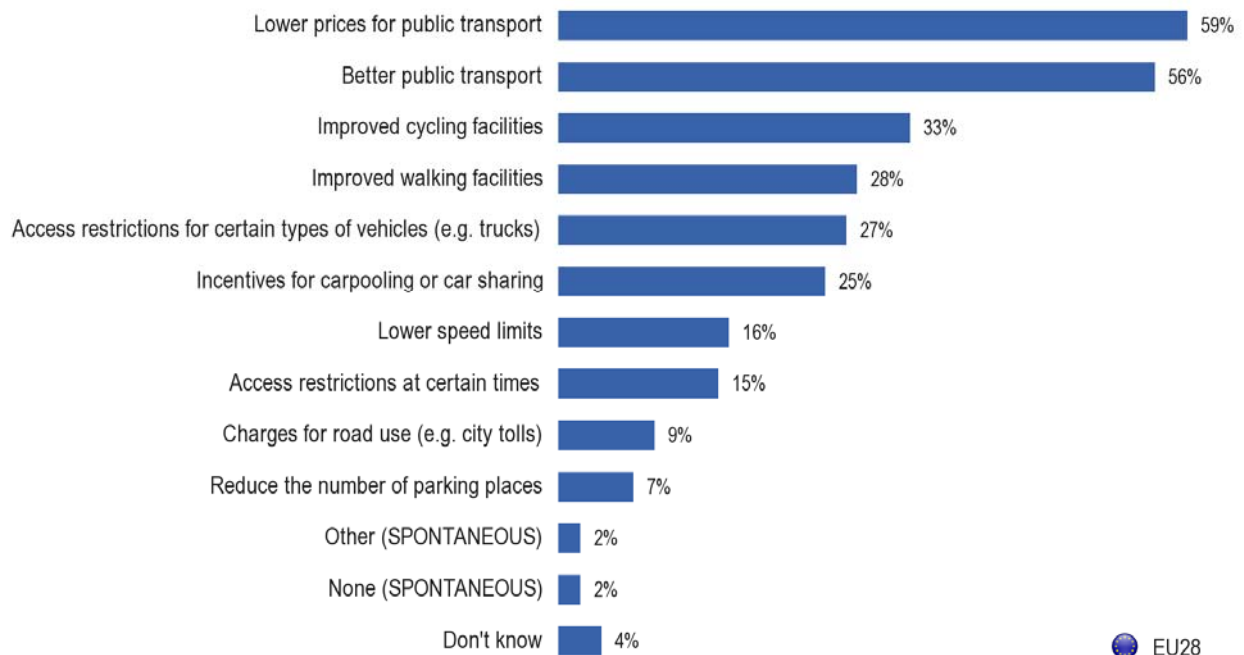
Respondents were asked to choose from a pre-defined list the measures that could improve transport within cities¹⁶. The most common measures chosen are those relating to public transport. A clear majority of Europeans believe the best way to improve urban transport is to lower the cost of public transport (59%) and to provide better public transport (56%).

One-third of respondents also believe that improved cycle facilities would improve travel within cities (33%). Approximately three in ten respondents believe that urban travel could be improved by improved walking facilities (28%) or access restrictions for certain types of vehicles, including trucks (27%). A quarter of Europeans also believe that travel within cities could be improved by creating incentives for car sharing and carpooling (25%).

Fewer than one in five respondents believe that urban transport could be improved by lower speed limits (16%) or access restrictions at certain times (15%). Fewer than one in ten Europeans believe it could be improved by charges for road use (9%) or a reduction in the number of parking spots in cities (7%).

¹⁶ QD6 Which of the following measures could improve travel within cities? (ROTATE – MULTIPLE ANSWERS POSSIBLE) Better public transport; Reduce the number of parking places; Lower speed limits; Improved walking facilities; Improved cycling facilities; Access restrictions at certain times; Access restrictions for certain types of vehicles (e.g. trucks); Charges for road use (e.g. city tolls); Lower prices for public transport; Incentives for carpooling or car sharing; Other (SPONTANEOUS); None (SPONTANEOUS).

QD6. Which of the following measures could improve travel within cities?



Multiple answers possible

- Respondents' views on how to improve urban travel vary notably across EU Member States -

Respondents' views on how to improve travel within cities vary notably by EU Member State, which might be expected, given the large differences between the modes of transport respondents use in different Member States.

Respondents in Sweden are most likely of all Europeans to report that urban transport could be improved by lower prices for public transport (79%), better public transport (84%), improved cycling facilities (65%) and charges for road use such as city tolls (24%). This suggests that there is support for prioritizing alternative forms of transport within cities in Sweden.

Respondents are least likely to believe that lower public transport prices would improve travel within cities in Malta (32%). In Lithuania, respondents are least likely to say that better public transport would improve urban travel (41%), and in Portugal, respondents are least likely to believe that improved cycling facilities would improve travel in cities (19%).

These results suggest that respondents tend to favour improving conditions for the transport modes they currently use rather than improving conditions to make switching modes of transport more appealing¹⁷.

Respondents in Cyprus are most likely to report that improved walking facilities would improve transport within cities (54%) but are also least likely of all Europeans to say that they currently walk every day in cities. Respondents in the Netherlands are least likely to report that urban travel could be improved by better walking facilities (19%).

Slightly more than half of respondents in the Czech Republic (51%) believe that access restrictions on trucks would improve urban transport. However, only slightly more than one in ten respondents in Finland (13%) hold this view.

Roughly half of respondents in France (49%) believe that incentives for carpooling or car sharing would improve travel within cities. However, this view was far less popular in the Czech Republic and Latvia, where only nine percent of respondents believe that these incentives would improve urban travel.

Three in ten respondents in Greece (30%) believe that lower speed limits in cities would improve urban travel. Greece was also one of the EU Member States where respondents are most likely to believe that accidents are an important problem (89%). However, only nine percent of respondents in Slovenia believe that travel in cities would be improved with lower speed limits.






























Three in ten respondents in Austria believe that urban travel would be improved through access restrictions at specific times (30%). However, only seven percent of respondents in Latvia take this view.

Whereas roughly a quarter of respondents in Sweden believe that charges for road use would improve travel within cities (24%), only two percent of respondents in Spain and Cyprus share this view. Views on city road tolls in Cyprus could reflect the fact that respondents in Cyprus are most likely of all Europeans to drive cars daily and, with the exception of respondents in Greece and Slovakia, are the Europeans most concerned about travelling costs.

More than one in ten respondents in Austria believe that urban travel could be improved by reducing the number of available parking spaces (14%). At the other end of the spectrum, only three percent of respondents in Spain share this view.

¹⁷ See the socio-demographic analysis.

QD6 Which of the following measures could improve travel within cities?

	Lower prices for public transport	Better public transport	Improved cycling facilities	Improved walking facilities	Access restrictions for certain types of vehicles (e.g. trucks)	Incentives for carpooling or car sharing	Lower speed limits	Access restrictions at certain times	Charges for road use (e.g. city tolls)	Reduce the number of parking places
 EU28	59%	56%	33%	28%	27%	25%	16%	15%	9%	7%
 BE	50%	53%	46%	35%	39%	34%	21%	15%	12%	8%
 BG	44%	47%	23%	31%	40%	11%	24%	19%	9%	5%
 CZ	60%	50%	33%	30%	51%	9%	14%	26%	16%	7%
 DK	75%	74%	49%	20%	37%	31%	11%	17%	20%	7%
 DE	73%	55%	37%	24%	30%	33%	15%	17%	9%	5%
 EE	39%	51%	49%	48%	32%	14%	18%	15%	9%	6%
 IE	50%	54%	26%	24%	19%	26%	15%	14%	9%	8%
 EL	66%	76%	37%	41%	31%	30%	30%	20%	7%	12%
 ES	55%	56%	24%	23%	17%	23%	12%	12%	2%	3%
 FR	62%	54%	41%	29%	29%	49%	11%	13%	6%	5%
 HR	65%	64%	34%	29%	24%	12%	17%	13%	6%	6%
 IT	36%	48%	24%	29%	27%	10%	23%	17%	7%	13%
 CY	45%	78%	50%	54%	25%	29%	14%	14%	2%	4%
 LV	57%	42%	34%	30%	18%	9%	12%	7%	7%	4%
 LT	43%	41%	32%	21%	23%	12%	19%	9%	8%	6%
 LU	45%	49%	29%	20%	32%	40%	12%	17%	7%	7%
 HU	59%	60%	41%	26%	20%	16%	14%	13%	7%	6%
 MT	32%	76%	26%	30%	27%	30%	20%	19%	5%	5%
 AT	67%	55%	34%	38%	43%	33%	20%	30%	21%	14%
 NL	73%	63%	42%	19%	30%	31%	11%	12%	8%	4%
 PL	54%	45%	28%	28%	23%	19%	17%	11%	9%	7%
 PT	53%	55%	19%	26%	23%	22%	21%	14%	7%	7%
 RO	43%	53%	21%	30%	32%	17%	24%	15%	7%	6%
 SI	66%	61%	37%	28%	31%	25%	9%	14%	5%	9%
 SK	54%	45%	33%	31%	45%	15%	14%	20%	13%	4%
 FI	60%	59%	42%	20%	13%	33%	10%	10%	10%	5%
 SE	79%	84%	65%	42%	20%	37%	16%	13%	24%	5%
 UK	68%	66%	32%	27%	19%	20%	16%	11%	10%	5%

Highest percentage per country

Lowest percentage per country

Highest percentage per item

Lowest percentage per item

Multiple answers possible

Socio-Demographic and Additional Analysis

There are few socio-demographic differences, though education does influence opinions: respondents who stayed in education until aged 20 or older are more likely to be in favour of better public transport than those who finished their education aged 16-19, (59% to 55%).

There are no substantial differences between respondents who use different transport modes in whether they think that better public transport would improve travel. Respondents who use a car (56%), use public transport (58%), cycle (56%) or walk (56%) at least once a week all had similar levels of support for better public transport.

Similarly, there are no large differences in support of lower prices for public transport. Around six out of ten of those who use a car (59%), use public transport (61%), use a bicycle (61%) and walk (60%) at least once a week support lower prices for public transport.

Unsurprisingly, those who cycle at least once a week are much more likely to believe that better cycling facilities could improve travel within cities (47%) compared with those who use a car (34%), use public transport (33%) or walk (34%) at least once a week.

Support does not vary greatly between users of different transport for the following measures:

- improved walking facilities;
- access restrictions for certain types of vehicles;
- incentives for carpooling;
- lower speed limits;
- access restrictions at certain times;
- charges for road use; and
- reducing the number of parking places.

There are differences between the respondents' perceptions of the two most important measures – lower prices for public transport and better public transport – which reflect their views of importance of urban problems.

Respondents who believe that road congestion is an important problem are more likely to support lower prices for public transport (51%) and better public transport (58%) as measures that can improve urban travel than those who do not consider road congestion to be problematic (53% and 48% respectively).

The same pattern is observed for air pollution and travelling costs. For example, respondents who say that travelling costs are an important problem are more likely to identify lower prices for public transport as a measure to improve travel within cities (63% vs. 47% for those that say travelling costs are not an important problem).

QD6 Which of the following measures could improve travel within cities? (ROTATE – MULTIPLE ANSWERS POSSIBLE)

	Lower prices for public transport	Better public transport	Improved cycling facilities	Improved walking facilities	Access restrictions for certain types of vehicles (e.g. trucks)	Incentives for carpooling or car sharing	Lower speed limits	Access restrictions at certain times	Charges for road use (e.g. city tolls)	Reduce the number of parking places
EU28	59%	56%	33%	28%	27%	25%	16%	15%	9%	7%
Use a car										
Min. 1 time/week	59%	56%	34%	27%	28%	27%	16%	15%	9%	7%
Less often	61%	56%	32%	32%	26%	24%	19%	14%	10%	5%
Never	55%	52%	25%	28%	21%	17%	19%	14%	7%	6%
Use public transports										
Min. 1 time/week	61%	58%	33%	30%	26%	23%	18%	16%	10%	7%
Less often	63%	58%	36%	28%	28%	27%	15%	15%	9%	6%
Never	51%	50%	30%	25%	26%	25%	16%	13%	6%	6%
Use a bicycle										
Min. 1 time/week	61%	56%	47%	29%	28%	28%	16%	14%	10%	7%
Less often	63%	59%	38%	29%	30%	30%	14%	16%	10%	6%
Never	56%	55%	23%	27%	25%	22%	18%	14%	7%	7%
Walks										
Min. 1 time/week	60%	56%	34%	28%	27%	26%	17%	15%	9%	7%
Less often	54%	58%	28%	22%	25%	25%	14%	13%	7%	5%
Never	45%	42%	25%	22%	25%	21%	17%	11%	6%	7%
Travels within cities										
Each day	58%	56%	35%	30%	28%	25%	16%	16%	9%	7%
Each week	58%	54%	33%	26%	27%	27%	16%	15%	8%	7%
Less often	63%	58%	30%	27%	25%	25%	17%	13%	8%	5%
Never	51%	48%	25%	22%	18%	23%	18%	11%	7%	5%
Road congestion										
Total 'Important'	61%	58%	34%	29%	29%	27%	17%	16%	9%	6%
Total 'Not important'	53%	48%	31%	24%	22%	21%	16%	12%	7%	7%
Noise pollution										
Total 'Important'	60%	58%	34%	29%	28%	26%	17%	16%	9%	7%
Total 'Not important'	56%	51%	31%	25%	23%	23%	15%	12%	8%	6%
Air pollution										
Total 'Important'	61%	58%	34%	29%	29%	27%	17%	16%	9%	6%
Total 'Not important'	53%	48%	28%	22%	21%	20%	15%	10%	7%	7%
Accidents										
Total 'Important'	60%	57%	33%	30%	28%	26%	18%	16%	9%	7%
Total 'Not important'	58%	52%	33%	23%	25%	25%	14%	12%	7%	6%
Travelling costs										
Total 'Important'	63%	58%	33%	29%	27%	26%	16%	15%	8%	6%
Total 'Not important'	47%	49%	35%	26%	27%	25%	17%	15%	10%	8%

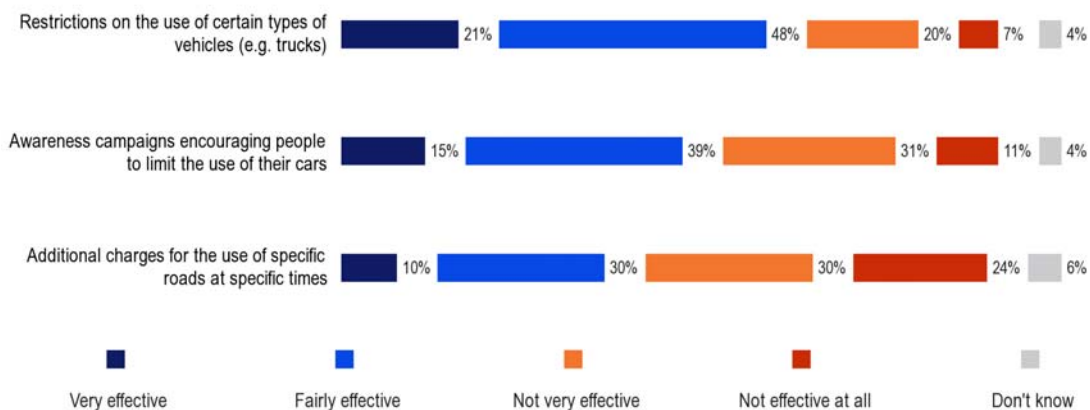
Multiple answers possible

- The majority of Europeans believe that both restrictions on the use of certain types of vehicles and awareness campaigns encouraging people to limit car use would be effective measures to improve urban travel -

Respondents were also asked about their views on the effectiveness of different measures to improve urban travel¹⁸. Roughly seven in ten Europeans (69%) believe that restrictions on the use of certain types of vehicles, including trucks, would effectively improve travel within cities. The majority of Europeans (54%) also believe that awareness campaigns to encourage people to limit their car use would be an effective way to improve urban travel in cities.

Fewer respondents – four in ten (40%) – believe that introducing additional charges for the use of specific roads at certain times would be an effective way to improve travel in cities. These responses clearly follow the pattern in QD6¹⁹, with respondents most supportive of measures to improve public transport and restrict cars, but resistant to additional charges (only 9% said that road tolls could improve urban travel).

QD7. How effective do you think each of the following measures would be to improve travel within cities...?



EU28

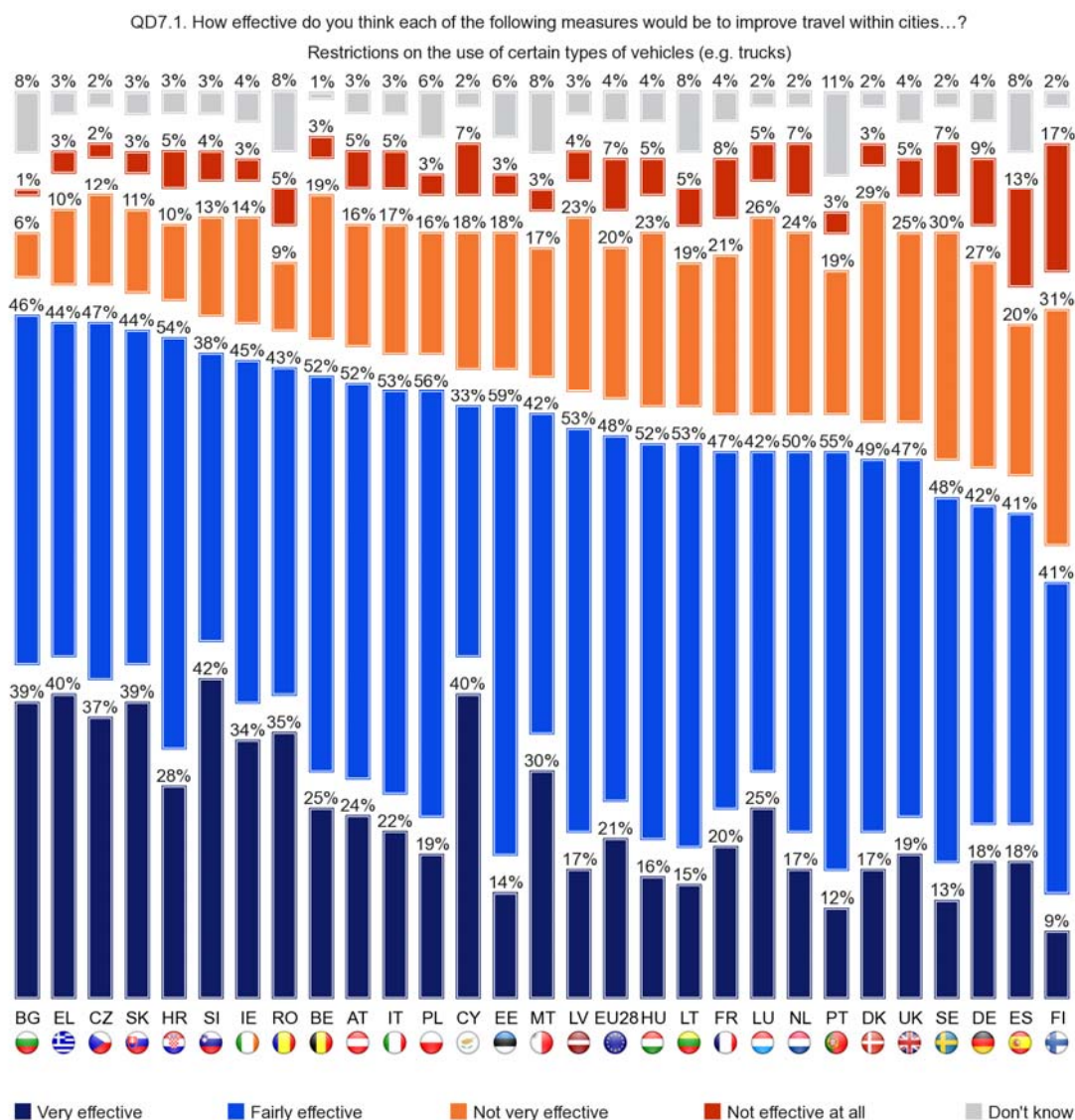
¹⁸ QD7 How effective do you think each of the following measures would be to improve travel within cities...? 7.1 Restrictions on the use of certain types of vehicles (e.g. trucks); 7.2 Awareness campaigns encouraging people to limit the use of their cars; 7.3 Additional charges for the use of specific roads at specific times.

¹⁹ In QD6 respondents were asked about the possible measures that could improve travel within cities.

- At least half of respondents in all Member States say that restrictions on the use of certain types of vehicles, such as trucks, may be effective in improving urban travel -

The majority of respondents in all European countries view restrictions on the use of certain vehicles within cities, including trucks, as an effective way to improve urban travel. Respondents in Bulgaria (85%), Greece (84%) and the Czech Republic (84%) are most likely to think this measure would effectively improve travel in cities.

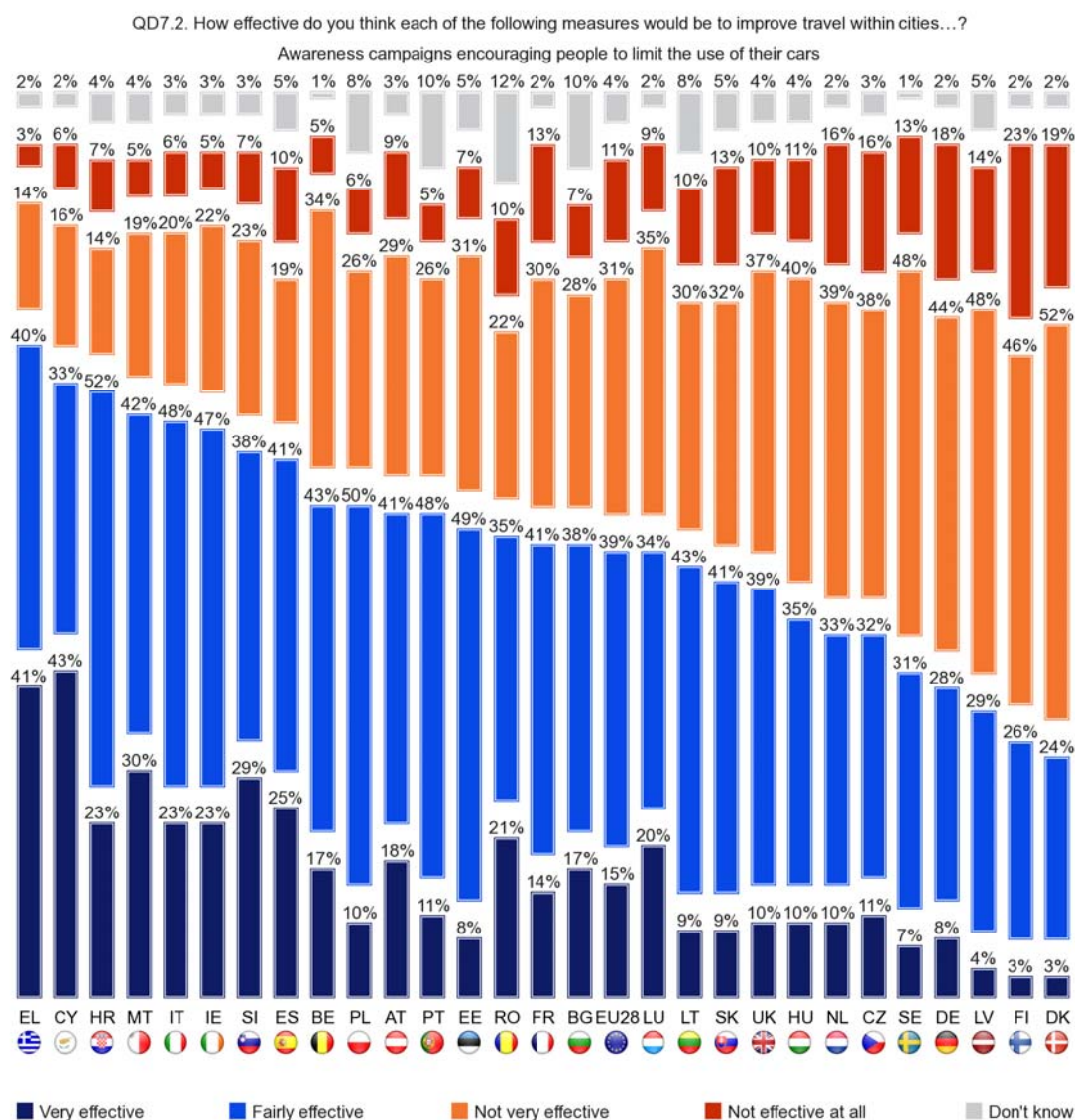
At the other end of the spectrum, respondents are least likely to view this measure as an effective way to improve urban travel in Finland (50%), Spain (59%) and Germany (60%).



- In Greece, eight in ten respondents (81%) believe that awareness campaigns on restricting the use of cars would be effective in improving urban travel -

There are noticeable differences in opinion between EU Member States on the effectiveness of awareness campaigns to encourage people to limit car use. Respondents are most likely to believe that awareness campaigns encouraging less car use would be a very effective way to improve travel in cities in Cyprus (43%)²⁰. Respondents are most likely to view these awareness campaigns as a generally effective way to improve travel in cities in Greece (81%), Cyprus (76%) and Croatia (75%).

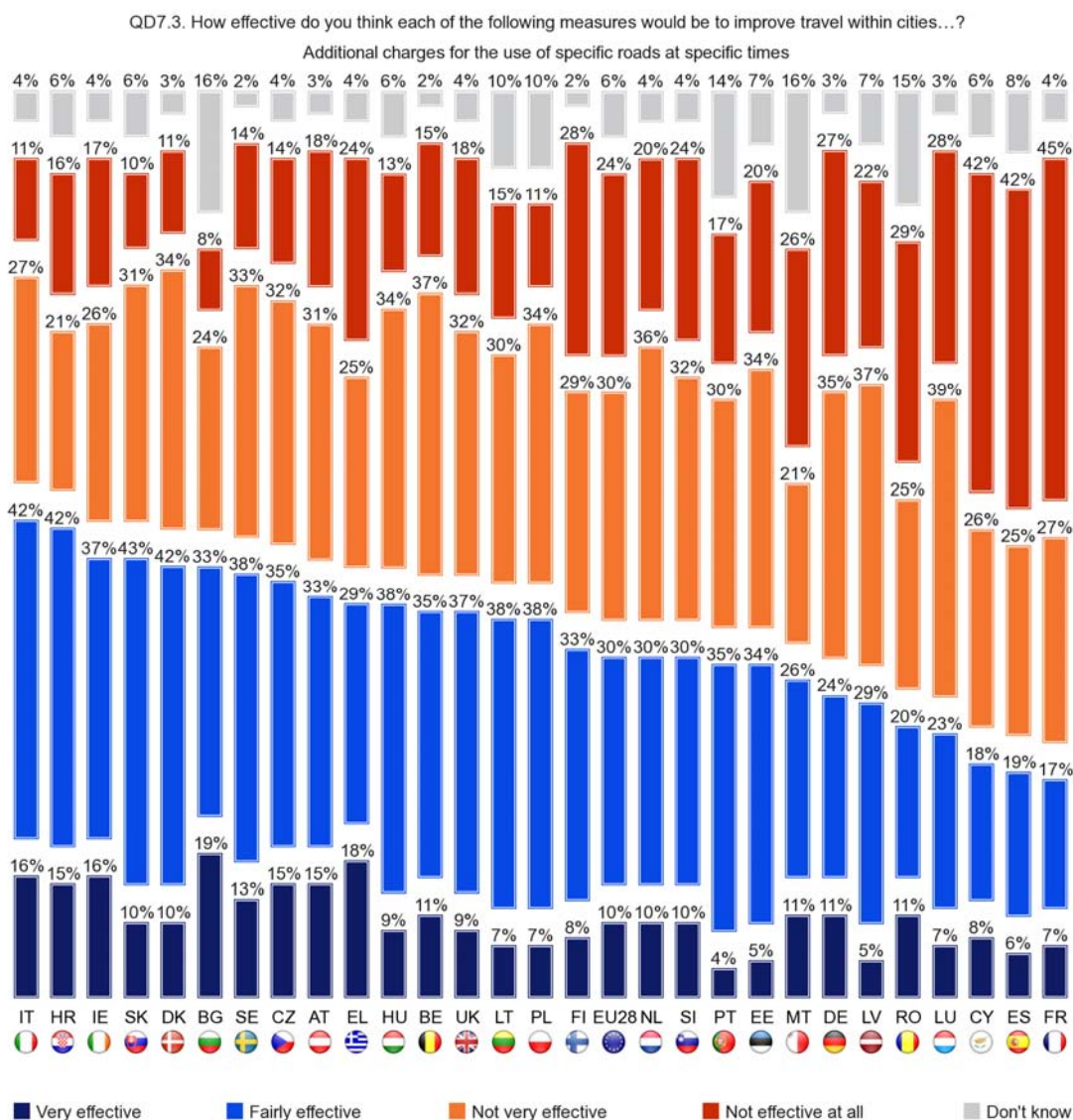
At the other end of the spectrum, respondents are least likely to view awareness campaigns to limit car use as an effective way to improve urban travel in Denmark (27%), Finland (29%) and Latvia (33%).



²⁰ Cyprus is the EU Member State where respondents are most likely to drive a car daily.

- Respondents in Italy and Croatia are the most likely to believe that additional charges for using specific roads at specific times would be effective in improving urban travel -

Respondents' views on how effective additional charges for the use of specific roads at certain times would be in improving urban travel vary across EU Member States. Respondents are most likely to believe this measure would improve travel within cities in Italy (58%), Croatia (57%) and Ireland (53%). Respondents are least likely to view this measure as effective in Cyprus (26%), Spain (25%) and France (24%).



Socio-Demographic Analysis

Europeans who live in urban areas are more likely than respondents in rural areas to think that all three measures would be effective in improving urban travel. The largest divide is seen over additional charges for the use of specific roads at specific times (45% vs. 35%), followed by restrictions on the use of certain types of vehicle (70% vs. 66%) and awareness campaigns encouraging people to limit their car use (57% vs. 53%).

Respondents' opinions about awareness campaigns encouraging people to limit car use are only weakly linked to economic status. Almost six in ten respondents who have difficulties paying their bills most of the time (59%) or from time to time (58%) believe that these campaigns may be effective compared 52% of those who almost never have any difficulties paying their bills.

QD7 How effective do you think each of the following measures would be to improve travel within cities...?

	Total 'Effective'		
	Restrictions on the use of certain types of vehicles (e.g. trucks)	Awareness campaigns encouraging people to limit the use of their cars	Additional charges for the use of specific roads at specific times
EU28	69%	54%	40%
Subjective urbanisation			
Rural village	66%	53%	35%
Small/ Mid-size town	69%	54%	42%
Large town	70%	57%	45%
Respondent occupation scale			
Self-employed	70%	53%	42%
Managers	68%	48%	45%
Other white collars	70%	55%	46%
Manual workers	68%	54%	37%
House persons	69%	58%	45%
Unemployed	69%	60%	39%
Retired	68%	54%	37%
Students	70%	56%	45%
Difficulties paying bills			
Most of the time	68%	59%	38%
From time to time	70%	58%	43%
Almost never	69%	52%	40%

Nor are there any substantial differences in opinion between respondents who regularly use different modes of transport. The largest difference in views on awareness campaigns is found between weekly motorbike users (60% believe they would be effective) and car users (54% believe they would be effective).

QD7 How effective do you think each of the following measures would be to improve travel within cities...?

Total 'Effective'			
	Restrictions on the use of certain types of vehicles (e.g. trucks)	Awareness campaigns encouraging people to limit the use of their cars	Additional charges for the use of specific roads at specific times
EU28	69%	54%	40%
Use a car			
Min. 1 time/week	69%	54%	40%
Less often	71%	55%	43%
Never	66%	58%	43%
Use public transports			
Min. 1 time/week	70%	57%	45%
Less often	69%	52%	41%
Never	68%	54%	36%
Use a motorbike			
Min. 1 time/week	67%	60%	47%
Less often	70%	53%	45%
Never	69%	54%	40%
Travels within cities			
Each day	71%	56%	43%
Each week	69%	53%	39%
Less often	67%	53%	39%
Never	58%	50%	33%

IV. EXPECTATIONS AND RESPONSIBILITY FOR TRANSPORT IMPROVEMENTS WITHIN CITIES

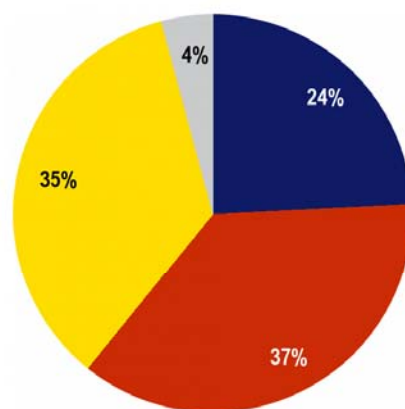
This chapter looks at Europeans' views on urban traffic, including views on whether the traffic situation will improve in the future. It also examines Europeans' perceptions on which actors are mainly responsible for improving traffic within cities.

4.1. Expectations for traffic improvements within cities

- Less than a quarter of Europeans believe that the urban traffic situation will improve in the future –

Europeans are not particularly optimistic about the future urban traffic situation²¹. Only around a quarter of respondents (24%) believe the traffic situation is likely to improve. More than one-third of respondents (35%) believe the traffic situation will stay the same in the future, while a similar proportion (37%) think the traffic situation in European cities will get worse in the future.

QD5. In the future, do you think the traffic situation within cities will improve, stay the same or get worse?

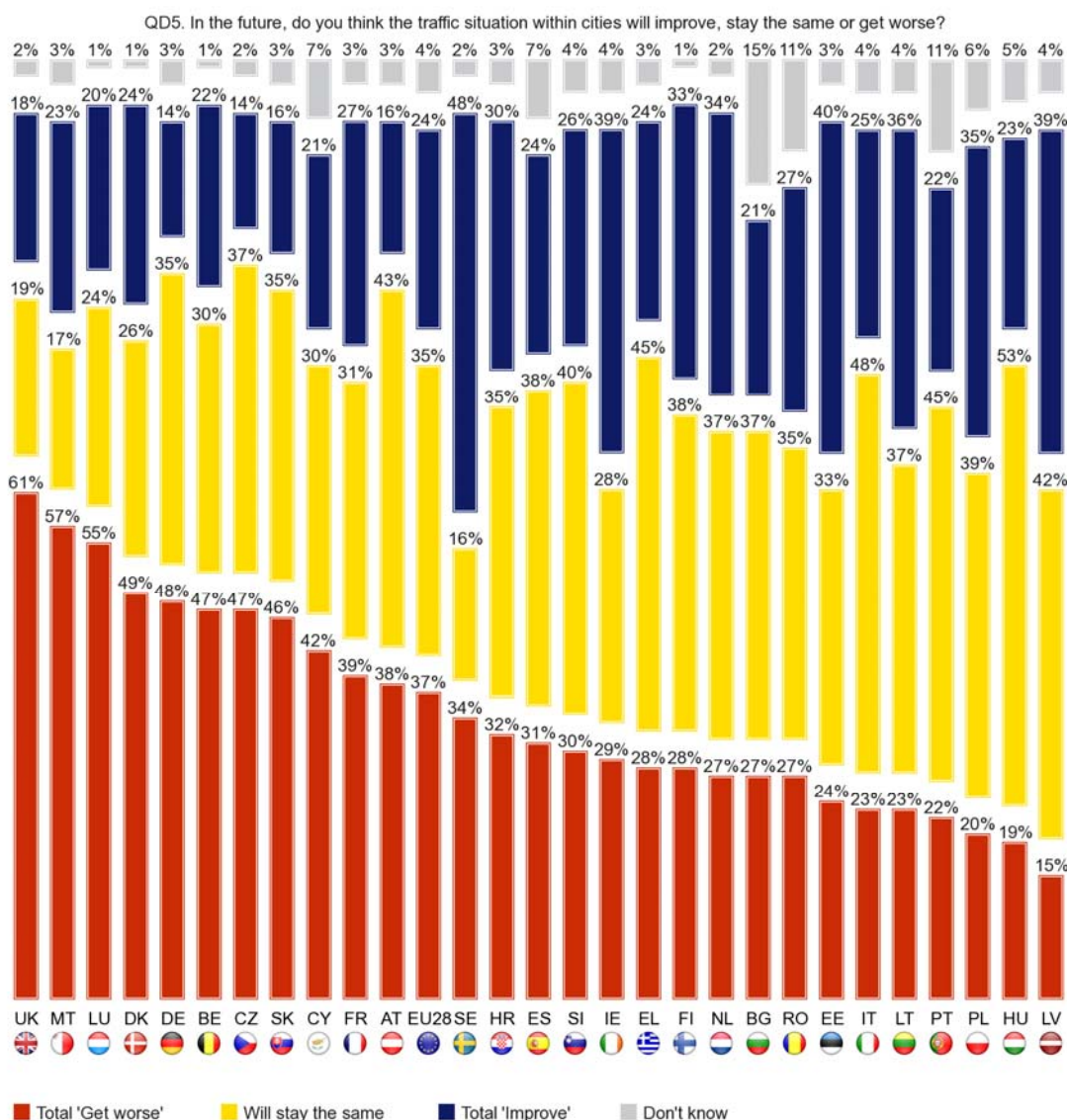


 EU28

²¹ QD5 In the future, do you think the traffic situation within cities will improve, stay the same or get worse? Will improve a lot; Will improve slightly; Will stay the same; Will get slightly worse; Will get a lot worse.

- The most optimistic respondents about the future traffic situation in cities are found in Sweden (61%) –

Respondents are most optimistic about the future traffic situation within cities in Sweden, where roughly half of respondents (48%) believe it will improve in the future. Respondents are most likely to believe the urban traffic situation will get worse in the future in the United Kingdom (61%), Malta (57%) and Luxembourg (55%). Respondents are least likely to believe the traffic situation in cities will get worse in Latvia (15%), Hungary (19%) and Poland (20%).

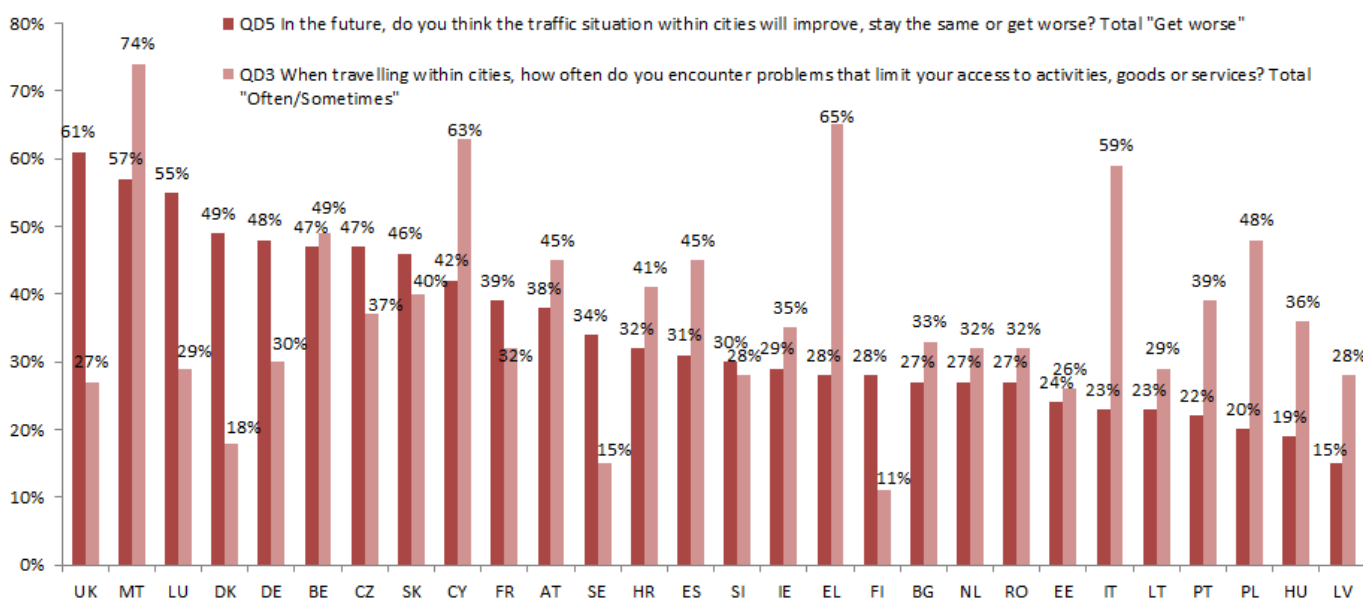


In general, there is no connection between evaluations of the existing situation and expectations for the future. Respondents do not necessarily expect the situation to get worse just because it seems bad currently. And the reverse is true: in many countries where the situation does not seem to be problematic, a large proportion of respondents expect it to deteriorate.

In fact, in many countries where few respondents say that they encounter problems limiting their access to activities, a high proportion says that they expect the urban traffic situation to get worse. This is the case in the United Kingdom (27% encounter problems and 61% expect the traffic situation to get worse), Luxembourg (29% and 55%), Denmark (18% and 49%) and Germany (30% and 48%).

The reverse is also true for some countries. In Greece, for instance, 65% of respondents encounter problems that limit their access to activities within cities but only 28% expect the traffic situation to get worse.

The situation in Belgium and Malta is therefore rather worrying. In those two countries, a large number of respondents encounter problems when accessing activities within cities and majorities also expect the traffic situation to get worse. In Malta, for instance, 74% of respondents encounter problems when accessing activities and more than half expect the traffic situation to get worse (57%).



Socio-Demographic Analysis

The socio-demographic analysis reveals no substantial differences for expectations of the traffic situation.

The most noticeable differences hold for education and occupation. The most optimistic respondents are found among the most educated respondents: 28% of those who were educated to age 20 or older believe that the traffic situation will improve in the future, while only 18% of those who finished education aged 15 or below share this view.

The most optimistic respondents are students (33%) while the most pessimistic are managers (43%) and the retired (41%).

QD5 In the future, do you think the traffic situation within cities will improve, stay the same or get worse?

	Total 'Improve'	Total 'Get worse'	Don't know
EU28	24%	37%	4%
Education (End of)			
15-	18%	38%	7%
16-19	22%	38%	4%
20+	28%	37%	3%
Still studying	33%	27%	3%
Respondent occupation scale			
Self-employed	23%	33%	4%
Managers	26%	43%	2%
Other white collars	25%	37%	3%
Manual workers	25%	36%	3%
House persons	19%	33%	5%
Unemployed	24%	35%	5%
Retired	20%	41%	6%
Students	33%	27%	3%

Respondents' habitual modes of transport make little difference to their expectations. Respondents who use public transport at least once a week (28%) are more optimistic that the future traffic situation will improve within cities than respondents who use a car at least once a week (24%).

Roughly one-third of respondents who travel within cities think the urban traffic situation will get worse in the future (34%). Respondents' views on the future traffic situation are related to how frequently they travel within cities.

Respondents who never travel within cities (44%) or do so less than once a week (41%) are more likely than daily (34%) or weekly (37%) city travellers to think the future traffic situation will get worse.

QD5 In the future, do you think the traffic situation within cities will improve, stay the same or get worse?

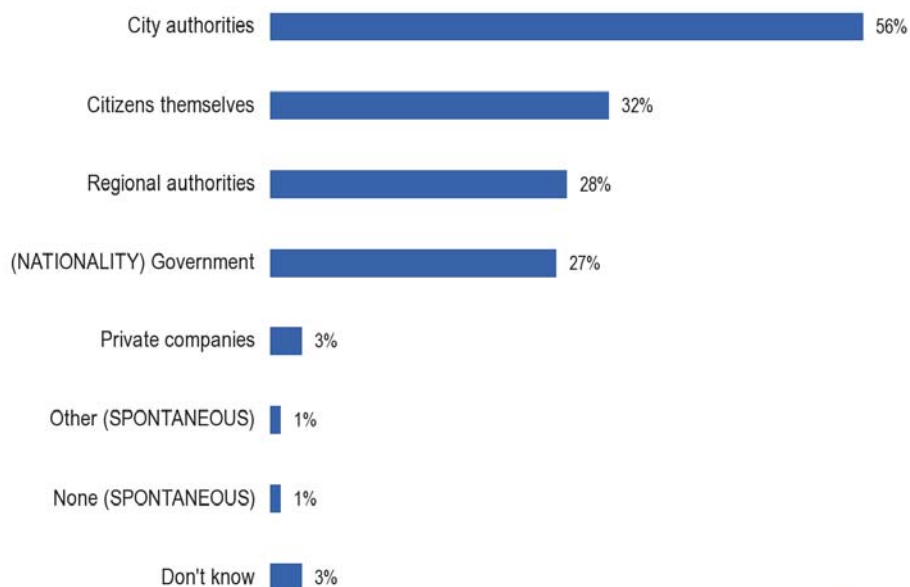
	Total 'Improve'	Total 'Get worse'	Don't know
EU28	24%	37%	4%
Use a car			
Min.1 time/week	24%	38%	3%
Less often	24%	32%	7%
Never	23%	33%	8%
Use public transports			
Min.1 time/week	28%	32%	4%
Less often	21%	40%	4%
Never	21%	38%	5%
Use a motorbike			
Min.1 time/week	29%	33%	2%
Less often	29%	32%	4%
Never	23%	37%	4%
Travels within cities			
Each day	26%	34%	3%
Each week	23%	37%	3%
Less often	22%	41%	5%
Never	17%	44%	13%

4.2. Responsibility for traffic reduction within cities

- More than half of Europeans believe that city authorities should be mainly responsible for reducing traffic in cities -

Respondents were asked which actors they believed should be mainly responsible for reducing traffic in cities²². More than half of Europeans (56%) believe that city authorities should be the main actors responsible for reducing traffic in cities. Slightly less than one-third of respondents (32%) believe that citizens themselves should be mainly responsible, while less than three in ten respondents believe that either regional authorities (28%) or national governments (27%) should be mainly responsible for reducing traffic inside cities. Only three percent of respondents believe that private companies should be mainly responsible for reducing urban traffic.

QD8. In your opinion, who should be mainly responsible for reducing the traffic in cities?



EU28

Max. 2 answers possible

The overall European average on the question of which actors should be mainly responsible for reducing traffic within cities masks the differences in opinion between individual EU Member States. While almost three-quarters of respondents in Croatia (73%) believe that city authorities should be mainly responsible for reducing traffic, only two in ten (20%) of respondents in Malta share this view.

²² QD8 In your opinion, who should be mainly responsible for reducing the traffic in cities? (ROTATE – MAX. 2 ANSWERS). Government; Regional authorities; City authorities; Private companies; Citizens themselves; Other (SPONTANEOUS); None (SPONTANEOUS).






























In addition, while over half of respondents in France (56%) believe that citizens themselves should be mainly responsible for reducing urban traffic, less than two in twenty respondents in Poland (14%) think the same.

Roughly half of respondents in Sweden (48%) believe that regional authorities should be mainly responsible for reducing urban traffic, but only about one in ten respondents in Slovenia (13%) do so.

Whereas approximately seven in ten respondents in Malta (68%) believe the national government should be mainly responsible for reducing traffic in cities, slightly fewer than two in ten respondents in Croatia and Italy share this view (both 18%).

Respondents in the Netherlands are most likely to believe that private companies should be the main actors responsible for reducing urban traffic (8%), but only one percent of respondents in Estonia hold this opinion.

QD8 In your opinion, who should be mainly responsible for reducing the traffic in cities?

	City authorities	Citizens themselves	Regional authorities	(NATIONALITY) Government	Private companies
 EU28	56%	32%	28%	27%	3%
 BE	51%	36%	26%	29%	6%
 BG	54%	22%	30%	34%	4%
 CZ	66%	24%	24%	19%	4%
 DK	64%	34%	26%	47%	3%
 DE	62%	27%	40%	19%	3%
 EE	64%	33%	30%	21%	1%
 IE	49%	25%	25%	38%	7%
 EL	55%	42%	19%	39%	3%
 ES	42%	34%	21%	35%	2%
 FR	54%	56%	25%	20%	4%
 HR	73%	33%	17%	18%	2%
 IT	58%	29%	31%	18%	5%
 CY	63%	38%	14%	52%	2%
 LV	58%	29%	24%	29%	2%
 LT	57%	28%	20%	30%	2%
 LU	38%	55%	17%	40%	6%
 HU	61%	27%	22%	31%	4%
 MT	20%	34%	27%	68%	3%
 AT	53%	38%	36%	32%	5%
 NL	49%	51%	23%	30%	8%
 PL	52%	14%	33%	23%	2%
 PT	52%	30%	29%	30%	3%
 RO	71%	20%	22%	32%	5%
 SI	69%	46%	13%	22%	3%
 SK	52%	29%	30%	31%	6%
 FI	67%	47%	25%	21%	3%
 SE	53%	40%	48%	36%	2%
 UK	51%	30%	23%	36%	3%

Highest percentage per country

Lowest percentage per

Highest percentage per item

Lowest percentage per item

Max. 2 answers possible

Additional Analysis

Respondents who use different modes of transport have slightly different views on which actors should be mainly responsible for improving the urban traffic situation.

The differences in opinion between users of different forms of public transport are small. However, it is worth mentioning that those respondents that use public transport on a weekly basis see the city authorities (52%) as the main responsible actor for reducing urban traffic.

Respondents who use a bicycle at least once a week are most likely to believe that city authorities should be mainly responsible for reducing urban traffic. Roughly six in ten respondents who use a bicycle at least once a week (58%) or who use a car once a week (57%) believe city authorities should be mainly responsible for reducing traffic. Slightly over half of respondents who use public transport believe that city authorities should be mainly responsible for reducing traffic. Respondents who never travel within cities (46%) are less likely than those who do so either daily (56%), weekly (56%), or less than once a week (56%) to believe city authorities should be mainly responsible for reducing traffic.

Respondents who use a car more frequently are more likely to believe that citizens themselves should be mainly responsible for reducing traffic within cities. Roughly one-third of respondents who use a car at least once a week believe citizens should be mostly responsible, compared to less than three in ten respondents who use a car less often (29%) or who never use a car (26%). Respondents who travel within cities are also more likely to believe that citizens themselves should be mainly responsible for traffic reduction. Roughly one-third of respondents who travel within cities daily (34%) believe citizens should be mostly responsible compared with roughly three in ten respondents (29%) who never travel within cities.

Respondents who use a car at least once a week (29%) are a little more likely to believe that regional authorities should be mainly responsible for reducing traffic than those who use a car less often (25%) or never (25%).

QD8 In your opinion, who should be mainly responsible for reducing the traffic in cities? (ROTATE – MAX. 2 ANSWERS)

	City authorities	Citizens themselves	Regional authorities	(NATIONALITY) Government	Private companies
EU28	56%	32%	28%	27%	3%
Use a car					
Min. 1 time/week	57%	34%	29%	25%	3%
Less often	56%	29%	25%	29%	3%
Never	49%	26%	25%	34%	4%
Use public transports					
Min. 1 time/week	52%	31%	28%	31%	4%
Less often	59%	33%	29%	25%	3%
Never	56%	34%	28%	24%	3%
Use a bicycle					
Min. 1 time/week	58%	33%	30%	25%	4%
Less often	57%	34%	31%	24%	3%
Never	54%	31%	26%	28%	3%
Walks					
Min. 1 time/week	56%	33%	28%	27%	3%
Less often	55%	29%	31%	26%	3%
Never	51%	29%	27%	22%	5%
Travels within cities					
Each day	56%	34%	29%	26%	4%
Each week	56%	34%	30%	25%	3%
Less often	56%	29%	27%	29%	3%
Never	46%	29%	22%	28%	5%

Max. 2 answers possible

CONCLUSIONS

Nearly nine out of ten Europeans encounter problems when travelling within cities that can limit their access to important goods and services. These problems vary greatly across Member States, and are most frequently encountered in Malta, Greece and Cyprus.

Respondents see road congestion, air pollution, noise pollution and travelling costs as particularly important urban problems. Some of these problems seem to be related, since in many countries respondents who mention one of these problems tend to identify the rest as problematic as well.

The European public supports alternative forms of urban transport. The most frequently cited measures that Europeans support to improve travel within cities concern transport costs, and include better public transport and lower prices for public transport. Many respondents also mention improved walking and cycling facilities, as well as restrictions on the use of certain vehicles such as trucks and incentives for car sharing and carpooling schemes.

The importance of lower public transport prices suggests that costs are a sensitive issue for mobility. This may also be reflected in the relatively low number of respondents who believe that additional charges for using certain roads at certain times would be effective in improving travel within cities.

Europeans have differing views on the effectiveness of measures to improve public transport. But they agree on the types of measures they support. A majority of Europeans also believe that awareness campaigns to encourage people to limit car use would be an effective way to improve urban mobility.

Less than a quarter of Europeans are optimistic about the future urban traffic situation, which indicates that measures to improve urban mobility are of critical importance.

While it is important to address issues of urban transport at regional, national and local levels, European citizens themselves overwhelmingly see city authorities as responsible for reducing urban traffic. It is worth mentioning that respondents who use public transport more frequently tend to hold the national government responsible for reducing urban traffic, while those that use a car are more likely to place responsibility on local authorities at the city and regional level.

It is striking to see the variety of situations in different countries. Finland, for example, seems to be at one end of the spectrum, with significantly fewer problems of urban mobility than the EU average. Cyprus and Malta are at the other end of the spectrum. Measures to improve urban mobility will therefore need to be designed and adapted to local circumstances.

ANNEXES

TECHNICAL SPECIFICATIONS

EUROBAROMETER 79.4

Attitudes of Europeans towards urban mobility

TECHNICAL SPECIFICATIONS

Between the 24 May and 9 June 2013, TNS opinion & social, a consortium created between TNS plc and TNS opinion, carried out the wave 79.4 of the EUROBAROMETER survey, on request of the EUROPEAN COMMISSION, Directorate-General for Communication, "Strategy, Corporate Communication Actions and Eurobarometer".

The special EUROBAROMETER 406 survey is part of wave 79.4 and covers the population of the respective nationalities of the European Union Member States, resident in each of the Member States and aged 15 years and over. Note that Croatia was not yet an EU Member State at the time when fieldwork was conducted.

The basic sample design applied in all states is a multi-stage, random (probability) one. In each country, a number of sampling points was drawn with probability proportional to population size (for a total coverage of the country) and to population density.

In order to do so, the sampling points were drawn systematically from each of the "administrative regional units", after stratification by individual unit and type of area. They thus represent the whole territory of the countries surveyed according to the EUROSTAT NUTS II (or equivalent) and according to the distribution of the resident population of the respective nationalities in terms of metropolitan, urban and rural areas. In each of the selected sampling points, a starting address was drawn, at random. Further addresses (every Nth address) were selected by standard "random route" procedures, from the initial address. In each household, the respondent was drawn, at random (following the "closest birthday rule"). All interviews were conducted face-to-face in people's homes and in the appropriate national language. As far as the data capture is concerned, CAPI (*Computer Assisted Personal Interview*) was used in those countries where this technique was available.

For each country a comparison between the sample and the universe was carried out. The Universe description was derived from Eurostat population data or from national statistics offices. For all countries surveyed, a national weighting procedure, using marginal and intercellular weighting, was carried out based on this Universe description. In all countries, gender, age, region and size of locality were introduced in the iteration procedure. For international weighting (i.e. EU averages), TNS Opinion & Social applies the official population figures as provided by EUROSTAT or national statistic offices. The total population figures for input in this post-weighting procedure are listed below.

Readers are reminded that survey results are estimations, the accuracy of which, everything being equal, rests upon the sample size and upon the observed percentage. With samples of about 1,000 interviews, the real percentages vary within the following confidence limits:

**Statistical Margins due to the sampling process
(at the 95% level of confidence)**

various sample sizes are in rows

various observed results are in columns

	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%	
	95%	90%	85%	80%	75%	70%	65%	60%	55%	50%	
N=50	6,0	8,3	9,9	11,1	12,0	12,7	13,2	13,6	13,8	13,9	N=50
N=500	1,9	2,6	3,1	3,5	3,8	4,0	4,2	4,3	4,4	4,4	N=500
N=1000	1,4	1,9	2,2	2,5	2,7	2,8	3,0	3,0	3,1	3,1	N=1000
N=1500	1,1	1,5	1,8	2,0	2,2	2,3	2,4	2,5	2,5	2,5	N=1500
N=2000	1,0	1,3	1,6	1,8	1,9	2,0	2,1	2,1	2,2	2,2	N=2000
N=3000	0,8	1,1	1,3	1,4	1,5	1,6	1,7	1,8	1,8	1,8	N=3000
N=4000	0,7	0,9	1,1	1,2	1,3	1,4	1,5	1,5	1,5	1,5	N=4000
N=5000	0,6	0,8	1,0	1,1	1,2	1,3	1,3	1,4	1,4	1,4	N=5000
N=6000	0,6	0,8	0,9	1,0	1,1	1,2	1,2	1,2	1,3	1,3	N=6000
N=7000	0,5	0,7	0,8	0,9	1,0	1,1	1,1	1,1	1,2	1,2	N=7000
N=7500	0,5	0,7	0,8	0,9	1,0	1,0	1,1	1,1	1,1	1,1	N=7500
N=8000	0,5	0,7	0,8	0,9	0,9	1,0	1,0	1,1	1,1	1,1	N=8000
N=9000	0,5	0,6	0,7	0,8	0,9	0,9	1,0	1,0	1,0	1,0	N=9000
N=10000	0,4	0,6	0,7	0,8	0,8	0,9	0,9	1,0	1,0	1,0	N=10000
N=11000	0,4	0,6	0,7	0,7	0,8	0,9	0,9	0,9	0,9	0,9	N=11000
N=12000	0,4	0,5	0,6	0,7	0,8	0,8	0,9	0,9	0,9	0,9	N=12000
N=13000	0,4	0,5	0,6	0,7	0,7	0,8	0,8	0,8	0,9	0,9	N=13000
N=14000	0,4	0,5	0,6	0,7	0,7	0,8	0,8	0,8	0,8	0,8	N=14000
N=15000	0,3	0,5	0,6	0,6	0,7	0,7	0,8	0,8	0,8	0,8	N=15000
	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%	
	95%	90%	85%	80%	75%	70%	65%	60%	55%	50%	

ABBR.	COUNTRIES	INSTITUTES	N° INTERVIEWS	FIELDWORK DATES		POPULATION 15+
BE	Belgium	TNS Dimarso	1.006	25/05/2013	09/06/2013	8.939.546
BG	Bulgaria	TNS BBSS	1.025	25/05/2013	02/06/2013	6.537.510
CZ	Czech Rep.	TNS Aisa	1.026	24/05/2013	06/06/2013	9.012.443
DK	Denmark	TNS Gallup DK	1.010	25/05/2013	09/06/2013	4.561.264
DE	Germany	TNS Infratest	1.505	24/05/2013	09/06/2013	64.336.389
EE	Estonia	Emor	1.008	24/05/2013	09/06/2013	945.733
IE	Ireland	IMS Millward Brown	1.001	25/05/2013	09/06/2013	3.522.000
EL	Greece	TNS ICAP	1.002	25/05/2013	08/06/2013	8.693.566
ES	Spain	TNS Demoscopia	1.008	24/05/2013	09/06/2013	39.127.930
FR	France	TNS Sofres	1.053	24/05/2013	08/06/2013	47.756.439
HR	Croatia	HENDAL	1.000	25/05/2013	09/06/2013	3.749.400
IT	Italy	TNS Italia	1.025	25/05/2013	07/06/2013	51.862.391
CY	Rep. of Cyprus	Synovate	506	24/05/2013	09/06/2013	660.400
LV	Latvia	TNS Latvia	1.018	25/05/2013	09/06/2013	1.447.866
LT	Lithuania	TNS LT	1.023	25/05/2013	09/06/2013	2.829.740
LU	Luxembourg	TNS ILReS	502	25/05/2013	09/06/2013	434.878
HU	Hungary	TNS Hoffmann Kft	1.033	25/05/2013	09/06/2013	8.320.614
MT	Malta	MISCO	500	24/05/2013	09/06/2013	335.476
NL	Netherlands	TNS NIPO	1.013	24/05/2013	09/06/2013	13.371.980
AT	Austria	Österreichisches Gallup-Institut	1.034	24/05/2013	09/06/2013	7.009.827
PL	Poland	TNS OBOP	1.000	25/05/2013	09/06/2013	32.413.735
PT	Portugal	TNS EUROTESTE	1.007	28/05/2013	09/06/2013	8.080.915
RO	Romania	TNS CSOP	1.053	25/05/2013	04/06/2013	18.246.731
SI	Slovenia	RM PLUS	1.005	25/05/2013	09/06/2013	1.759.701
SK	Slovakia	TNS Slovakia	1.000	25/05/2013	09/06/2013	4.549.955
FI	Finland	TNS Gallup Oy	1.003	25/05/2013	09/06/2013	4.440.004
SE	Sweden	TNS GALLUP	1.000	25/05/2013	09/06/2013	7.791.240
UK	United Kingdom	TNS UK	1.314	25/05/2013	09/06/2013	51.848.010
TOTAL EU28			27.680	24/05/2013	09/06/2013	412.585.683

QUESTIONNAIRE

D. URBAN MOBILITY

ASK ALL

QD1 How often do you...?

(SHOW CARD WITH SCALE – ONE ANSWER PER LINE)

(READ OUT)	Several times a day	Once a day	Two or three times a week	About once a week	Two or three times a month	Less often	Never	DK
------------	---------------------	------------	---------------------------	-------------------	----------------------------	------------	-------	----

(481)

1	Use a car (whether as a driver or a passenger)	1	2	3	4	5	6	7	8
---	--	---	---	---	---	---	---	---	---

(482)

2	Use public transport	1	2	3	4	5	6	7	8
---	----------------------	---	---	---	---	---	---	---	---

(483)

3	Ride a motorbike (whether as a driver or a passenger)	1	2	3	4	5	6	7	8
---	---	---	---	---	---	---	---	---	---

(484)

4	Cycle	1	2	3	4	5	6	7	8
---	-------	---	---	---	---	---	---	---	---

(485)

5	Walk	1	2	3	4	5	6	7	8
---	------	---	---	---	---	---	---	---	---

NEW

QD2 How often do you travel within cities?

(READ OUT – ONE ANSWER ONLY)

(486)

Several times a day	1
Once a day	2
Two or three times a week	3
About once a week	4
Two or three times a month	5
Less often	6
Never	7
DK	8

NEW

ASK QD3 IF “TRAVEL WITHIN CITIES”, CODE 1 TO 6 IN QD2 – OTHERS GO TO QD4

QD3 When travelling within cities, how often do you encounter problems that limit your access to activities, goods or services?

(READ OUT – ONE ANSWER ONLY)

	(487)
Often	1
Sometimes	2
Rarely	3
Never	4
DK	5

NEW

ASK ALL

QD4 Do you think that the following issues are an important problem or not within cities?

(SHOW CARD WITH SCALE – ONE ANSWER PER LINE)

	(READ OUT)	A very important problem	A fairly important problem	Not a very important problem	Not an important problem at all	DK	
(488)	1	Road congestion	1	2	3	4	5
(489)	2	Noise pollution	1	2	3	4	5
(490)	3	Air pollution	1	2	3	4	5
(491)	4	Accidents	1	2	3	4	5
(492)	5	Travelling costs	1	2	3	4	5

NEW

QD5 In the future, do you think the traffic situation within cities will improve, stay the same or get worse?

(READ OUT – ONE ANSWER ONLY)

	(493)
Will improve a lot	1
Will improve slightly	2
Will stay the same	3
Will get slightly worse	4
Will get a lot worse	5
DK	6

NEW

--

QD6 Which of the following measures could improve travel within cities?

(SHOW CARD – READ OUT – ROTATE – MULTIPLE ANSWERS POSSIBLE)

	(494-506)
Better public transport	1,
Reduce the number of parking places	2,
Lower speed limits	3,
Improved walking facilities	4,
Improved cycling facilities	5,
Access restrictions at certain times	6,
Access restrictions for certain types of vehicles (e.g. trucks)	7,
Charges for road use (e.g. city tolls)	8,
Lower prices for public transport	9,
Incentives for carpooling or car sharing	10,
Other (SPONTANEOUS)	11,
None (SPONTANEOUS)	12,
DK	13,

NEW (BASED ON FL206b Q4)

--

QD7 How effective do you think each of the following measures would be to improve travel within cities...?

(SHOW CARD WITH SCALE - ONE ANSWER PER LINE)

	(READ OUT)	Very effective	Fairly effective	Not very effective	Not effective at all	DK
--	------------	----------------	------------------	--------------------	----------------------	----

(507)

1	Restrictions on the use of certain types of vehicles (e.g. trucks)	1	2	3	4	5
---	--	---	---	---	---	---

(508)

2	Awareness campaigns encouraging people to limit the use of their cars	1	2	3	4	5
---	---	---	---	---	---	---

(509)

3	Additional charges for the use of specific roads at specific times	1	2	3	4	5
---	--	---	---	---	---	---

NEW

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QD8	In your opinion, who should be mainly responsible for reducing the traffic in cities?
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(SHOW CARD – READ OUT – ROTATE – MAX. 2 ANSWERS)
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	(510-517)
(NATIONALITY) Government	1,
Regional authorities	2,
City authorities	3,
Private companies	4,
Citizens themselves	5,
Other (SPONTANEOUS)	6,
None (SPONTANEOUS)	7,
DK	8,

NEW

TABLES

QD1.1 A quelle fréquence... ?
































Utilisez-vous une voiture (en tant que conducteur ou passager)

QD1.1 How often do you...?

Use a car (whether as a driver or a passenger)

QD1.1 Wie häufig ...?

Nutzen Sie ein Auto (entweder als Fahrer oder Mitfahrer)

		Plusieurs fois par jour	Une fois par jour	Deux ou trois fois par semaine	Environ une fois par semaine	Deux ou trois fois par mois	Moins souvent	Jamais
		Several times a day	Once a day	Two or three times a week	About once a week	Two or three times a month	Less often	Never
		Mehrmals pro Tag	Einmal pro Tag	2- bis 3-mal in der Woche	Ungefähr einmal die Woche	2- oder 3-mal pro Monat	Seltener	Niemals
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
 EU 28		35	15	19	7	4	7	12
 BE		42	15	19	7	4	4	9
 BG		16	13	17	10	10	18	14
 CZ		27	11	19	13	6	8	15
 DK		42	16	22	5	6	7	2
 D-W		38	19	23	5	3	6	6
 DE		36	18	23	5	3	8	7
 D-E		29	13	22	8	5	13	11
 EE		27	13	18	10	8	13	12
 IE		45	23	13	4	1	4	9
 EL		27	13	22	10	9	12	7
 ES		23	14	21	9	5	8	18
 FR		45	14	17	9	3	3	8
 IT		51	16	17	4	1	3	9
 CY		68	18	6	2	2	2	2
 LV		27	11	17	8	9	12	14
 LT		25	13	18	9	13	12	10
 LU		48	16	20	4	2	2	7
 HU		17	7	17	9	7	18	26
 MT		48	15	17	8	3	4	4
 NL		36	11	28	7	5	6	6
 AT		41	16	18	6	4	7	8
 PL		26	14	19	8	7	11	14
 PT		32	12	14	8	4	9	22
 RO		19	9	14	10	10	13	26
 SI		39	20	21	6	2	6	5
 SK		26	11	21	11	7	11	14
 FI		29	24	22	7	5	10	3
 SE		30	16	26	10	6	8	3
 UK		33	17	20	7	3	5	15
 HR		29	16	17	6	6	11	16

QD1.1 A quelle fréquence... ?
































Utilisez-vous une voiture (en tant que conducteur ou passager)

QD1.1 How often do you...?

Use a car (whether as a driver or a passenger)

QD1.1 Wie häufig ...?

Nutzen Sie ein Auto (entweder als Fahrer oder Mitfahrer)

		NSP	Total 'Au moins une fois par semaine'	Au moins une fois par jour	Quelques fois par semaine	Quelques fois par mois ou moins souvent	Jamais
		DK	Total 'At least once a week'	At least once a day	A few times a week	A few times a month or less often	Never
		WN	Gesamt 'Mindestens einmal pro Woche'	Mindestens einmal am Tag	Ein paarmal in der Woche	Ein paarmal im Monat oder weniger	Nie
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	0	76	50	27	12	12
	BE	0	83	57	26	8	9
	BG	1	56	29	27	28	14
	CZ	0	71	38	33	13	15
	DK	0	85	58	27	12	2
	D-W	0	86	58	28	9	6
	DE	0	83	54	28	11	7
	D-E	0	71	41	30	18	11
	EE	0	68	40	28	21	12
	IE	0	85	68	17	5	9
	EL	0	72	40	32	21	7
	ES	1	68	38	30	13	18
	FR	0	85	59	26	6	8
	IT	0	87	66	21	3	9
	CY	0	95	86	9	4	2
	LV	0	65	39	26	21	14
	LT	0	66	39	27	24	10
	LU	0	89	65	24	4	7
	HU	0	49	24	25	25	26
	MT	0	89	63	26	7	4
	NL	0	83	47	36	11	6
	AT	0	81	57	24	11	8
	PL	1	66	39	27	19	14
	PT	0	65	44	21	13	22
	RO	1	51	27	23	23	26
	SI	0	86	59	27	9	5
	SK	0	68	37	31	18	14
	FI	0	82	53	29	15	3
	SE	0	83	46	37	14	3
	UK	0	77	50	27	8	15
	HR	0	68	45	23	17	16

QD1.2 A quelle fréquence... ?






























Utilisez-vous les transports publics

QD1.2 How often do you...?

Use public transport

QD1.2 Wie häufig ...?

Nutzen Sie öffentliche Verkehrsmittel

		Plusieurs fois par jour	Une fois par jour	Deux ou trois fois par semaine	Environ une fois par semaine	Deux ou trois fois par mois	Moins souvent	Jamais
		Several times a day	Once a day	Two or three times a week	About once a week	Two or three times a month	Less often	Never
		Mehrmals pro Tag	Einmal pro Tag	2- bis 3-mal in der Woche	Ungefähr einmal die Woche	2- oder 3-mal pro Monat	Seltener	Niemals
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	10	6	12	7	9	27	29
	BE	12	4	11	4	8	26	35
	BG	10	7	13	6	10	29	24
	CZ	20	7	11	8	8	26	19
	DK	8	3	9	6	11	38	25
	D-W	6	5	10	6	8	44	22
	DE	8	5	10	6	7	42	21
	D-E	13	5	11	9	6	37	19
	EE	14	10	13	7	9	30	17
	IE	2	5	9	9	11	33	29
	EL	7	7	14	11	12	29	20
	ES	9	6	15	6	8	23	33
	FR	12	3	8	3	5	18	51
	IT	8	5	11	5	6	21	43
	CY	1	2	5	3	3	12	74
	LV	15	8	18	9	14	26	12
	LT	10	6	13	8	13	27	23
	LU	15	5	15	8	10	22	25
	HU	21	7	13	7	11	24	17
	MT	6	5	12	11	8	18	40
	NL	5	3	10	6	10	33	32
	AT	13	7	13	7	12	27	21
	PL	11	9	16	11	10	24	18
	PT	10	4	10	7	7	28	34
	RO	12	9	13	11	14	24	15
	SI	4	4	6	5	6	33	42
	SK	12	5	13	8	8	29	24
	FI	7	5	7	6	12	40	23
	SE	15	5	12	7	16	33	12
	UK	8	9	16	8	10	26	23
	HR	9	8	8	4	7	26	37

QD1.2 A quelle fréquence... ?
































Utilisez-vous les transports publics

QD1.2 How often do you...?

Use public transport

QD1.2 Wie häufig ...?

Nutzen Sie öffentliche Verkehrsmittel

		NSP	Total 'Au moins une fois par semaine'	Au moins une fois par jour	Quelques fois par semaine	Quelques fois par mois ou moins souvent	Jamais
		DK	Total 'At least once a week'	At least once a day	A few times a week	A few times a month or less often	Never
		WN	Gesamt 'Mindestens einmal pro Woche'	Mindestens einmal am Tag	Ein paarmal in der Woche	Ein paarmal im Monat oder weniger	Nie
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	0	35	16	19	36	29
	BE	0	31	16	15	34	35
	BG	1	36	17	19	39	24
	CZ	0	46	27	19	34	19
	DK	0	26	11	15	49	25
	D-W	0	27	11	15	52	22
	DE	0	29	13	16	50	21
	D-E	0	38	18	20	43	19
	EE	0	43	23	20	40	17
	IE	0	26	8	19	44	29
	EL	0	39	14	25	41	20
	ES	0	36	15	21	31	33
	FR	0	26	15	11	23	51
	IT	0	29	13	16	27	43
	CY	0	11	3	8	15	74
	LV	0	49	22	26	39	12
	LT	0	36	16	20	40	23
	LU	0	44	20	23	32	25
	HU	0	48	28	20	35	17
	MT	0	34	11	23	26	40
	NL	0	24	8	16	43	32
	AT	0	39	19	20	40	21
	PL	2	47	20	27	34	18
	PT	0	31	14	17	35	34
	RO	1	46	22	24	38	15
	SI	0	19	8	11	38	42
	SK	0	39	18	21	36	24
	FI	0	26	13	14	51	23
	SE	0	39	20	19	48	12
	UK	0	41	17	24	36	23
	HR	0	30	17	13	33	37

QD1.3 A quelle fréquence... ?
































Roulez-vous à moto (en tant que conducteur ou passager)

QD1.3 How often do you...?

Ride a motorbike (whether as a driver or a passenger)

QD1.3 Wie häufig ...?

Fahren Sie Motorrad (entweder als Fahrer oder Beifahrer)

		Plusieurs fois par jour	Une fois par jour	Deux ou trois fois par semaine	Environ une fois par semaine	Deux ou trois fois par mois	Moins souvent	Jamais
		Several times a day	Once a day	Two or three times a week	About once a week	Two or three times a month	Less often	Never
		Mehrmals pro Tag	Einmal pro Tag	2- bis 3-mal in der Woche	Ungefähr einmal die Woche	2- oder 3-mal pro Monat	Seltener	Niemals
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	2	1	2	1	1	5	88
	BE	1	1	2	0	1	3	91
	BG	0	0	1	1	0	7	89
	CZ	0	0	1	1	1	7	89
	DK	0	0	1	0	1	5	92
	D-W	0	0	1	1	2	4	92
	DE	0	0	1	1	2	4	92
	D-E	1	0	2	0	2	3	91
	EE	1	0	1	1	1	5	91
	IE	1	0	1	1	1	5	89
	EL	7	3	4	2	2	13	68
	ES	2	1	2	1	0	2	86
	FR	2	1	2	1	3	3	88
	IT	5	3	4	1	2	6	78
	CY	3	3	2	1	0	5	86
	LV	1	0	2	1	1	6	89
	LT	0	1	0	0	1	5	92
	LU	0	1	1	2	3	3	91
	HU	1	2	2	2	1	6	86
	MT	1	0	1	1	1	3	93
	NL	0	0	0	0	1	4	93
	AT	1	0	2	3	3	9	81
	PL	0	1	1	1	1	6	87
	PT	2	2	2	1	1	3	88
	RO	1	0	1	1	1	4	92
	SI	2	2	2	2	2	11	79
	SK	1	1	1	0	1	7	89
	FI	1	1	3	1	1	9	82
	SE	0	0	1	0	1	6	92
	UK	1	0	1	1	0	3	94
	HR	2	1	2	1	2	5	86

QD1.3 A quelle fréquence... ?
































Roulez-vous à moto (en tant que conducteur ou passager)

QD1.3 How often do you...?

Ride a motorbike (whether as a driver or a passenger)

QD1.3 Wie häufig ...?

Fahren Sie Motorrad (entweder als Fahrer oder Beifahrer)

		NSP	Total 'Au moins une fois par semaine'	Au moins une fois par jour	Quelques fois par semaine	Quelques fois par mois ou moins souvent	Jamais
		DK	Total 'At least once a week'	At least once a day	A few times a week	A few times a month or less often	Never
		WN	Gesamt 'Mindestens einmal pro Woche'	Mindestens einmal am Tag	Ein paarmal in der Woche	Ein paarmal im Monat oder weniger	Nie
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	1	5	3	3	6	88
	BE	0	5	2	3	4	91
	BG	1	3	0	2	7	89
	CZ	0	2	0	2	9	89
	DK	0	2	1	1	6	92
	D-W	0	2	1	1	6	92
	DE	0	2	1	2	6	92
	D-E	0	4	1	3	5	91
	EE	1	2	1	1	6	91
	IE	2	3	1	2	6	89
	EL	0	17	11	6	15	68
	ES	5	6	3	3	3	86
	FR	0	6	3	3	6	88
	IT	0	13	8	5	8	78
	CY	0	9	6	3	5	86
	LV	1	3	1	3	7	89
	LT	0	2	1	1	6	92
	LU	0	4	1	3	5	91
	HU	0	8	3	4	6	86
	MT	0	3	2	1	4	93
	NL	0	1	1	1	6	93
	AT	0	7	2	5	12	81
	PL	0	5	2	3	7	87
	PT	0	7	4	3	5	88
	RO	1	2	1	1	4	92
	SI	0	7	3	4	14	79
	SK	0	3	2	2	8	89
	FI	0	7	3	4	11	82
	SE	0	1	0	1	6	92
	UK	0	3	1	2	3	94
	HR	0	6	3	3	7	86

QD1.4 A quelle fréquence... ?
































Roulez-vous à vélo

QD1.4 How often do you...?

Cycle

QD1.4 Wie häufig ...?

Fahren Sie Fahrrad

		Plusieurs fois par jour	Une fois par jour	Deux ou trois fois par semaine	Environ une fois par semaine	Deux ou trois fois par mois	Moins souvent	Jamais
		Several times a day	Once a day	Two or three times a week	About once a week	Two or three times a month	Less often	Never
		Mehrmals pro Tag	Einmal pro Tag	2- bis 3-mal in der Woche	Ungefähr einmal die Woche	2- oder 3-mal pro Monat	Seltener	Niemals
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	7	5	11	6	6	14	50
	BE	9	6	12	7	6	16	43
	BG	2	3	5	3	3	15	69
	CZ	3	3	10	10	11	24	37
	DK	21	9	18	8	10	16	18
	D-W	11	7	17	9	8	19	29
	DE	12	7	17	8	7	18	30
	D-E	15	10	17	6	6	15	32
	EE	6	6	15	8	8	19	37
	IE	2	3	5	5	4	12	68
	EL	2	2	4	2	2	12	75
	ES	2	2	6	4	2	6	73
	FR	3	2	7	6	8	18	56
	IT	8	5	7	6	4	11	60
	CY	1	1	6	2	3	5	82
	LV	8	7	13	6	8	14	44
	LT	4	6	11	9	7	18	45
	LU	2	2	8	9	8	22	50
	HU	17	8	13	7	5	14	35
	MT	0	1	2	0	1	3	93
	NL	32	11	21	7	7	9	13
	AT	7	6	16	10	11	19	32
	PL	5	9	18	11	8	18	30
	PT	4	3	5	3	3	8	75
	RO	6	4	8	5	5	10	61
	SI	4	8	15	9	10	19	34
	SK	9	6	16	9	7	16	37
	FI	12	16	18	11	7	15	21
	SE	13	6	16	7	13	22	22
	UK	2	1	6	4	5	13	69
	HR	7	7	10	4	5	16	51

QD1.4 A quelle fréquence... ?
































Roulez-vous à vélo

QD1.4 How often do you...?

Cycle

QD1.4 Wie häufig ...?

Fahren Sie Fahrrad

	NSP	Total 'Au moins une fois par semaine'	Au moins une fois par jour	Quelques fois par semaine	Quelques fois par mois ou moins souvent	Jamais
		DK	Total 'At least once a week'	At least once a day	A few times a week	A few times a month or less often
%	WN	Gesamt 'Mindestens einmal pro Woche'	Mindestens einmal am Tag	Ein paarmal in der Woche	Ein paarmal im Monat oder weniger	Nie
		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
 EU 28	1	29	12	17	20	50
 BE	0	34	15	19	23	43
 BG	1	12	5	7	18	69
 CZ	0	27	7	21	35	37
 DK	0	56	30	26	26	18
 D-W	0	44	18	26	27	29
 DE	0	45	19	25	26	30
 D-E	0	47	25	23	21	32
 EE	0	35	12	23	27	37
 IE	1	15	5	10	15	68
 EL	0	12	5	7	14	75
 ES	4	15	4	10	8	73
 FR	0	18	5	13	26	56
 IT	0	26	13	13	14	60
 CY	0	10	2	8	8	82
 LV	0	33	14	19	23	44
 LT	0	30	10	20	26	45
 LU	0	21	4	17	30	50
 HU	0	45	25	20	20	35
 MT	0	3	1	2	5	93
 NL	0	71	43	28	16	13
 AT	0	39	13	25	30	32
 PL	1	43	14	29	26	30
 PT	0	15	7	8	11	75
 RO	1	23	10	13	14	61
 SI	0	36	12	24	30	34
 SK	0	40	15	25	23	37
 FI	0	57	28	29	23	21
 SE	0	42	19	24	35	22
 UK	0	14	4	10	17	69
 HR	0	29	15	14	20	51

QD1.5 A quelle fréquence... ?






























Marchez-vous

QD1.5 How often do you...?

Walk

QD1.5 Wie häufig ...?

Gehen Sie zu Fuß

		Plusieurs fois par jour	Une fois par jour	Deux ou trois fois par semaine	Environ une fois par semaine	Deux ou trois fois par mois	Moins souvent	Jamais
		Several times a day	Once a day	Two or three times a week	About once a week	Two or three times a month	Less often	Never
		Mehrmals pro Tag	Einmal pro Tag	2- bis 3-mal in der Woche	Ungefähr einmal die Woche	2- oder 3-mal pro Monat	Seltener	Niemals
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	48	21	14	5	2	6	4
	BE	31	17	18	8	5	13	7
	BG	60	24	8	2	1	3	1
	CZ	62	20	8	4	1	4	0
	DK	41	20	18	11	3	5	2
	D-W	46	21	19	4	1	8	2
	DE	48	20	18	4	1	7	2
	D-E	57	18	14	3	1	5	3
	EE	59	24	8	2	1	4	2
	IE	26	34	21	5	1	5	8
	EL	39	21	20	8	4	8	0
	ES	52	27	9	4	1	3	4
	FR	45	19	13	9	2	6	5
	IT	37	19	16	6	3	9	9
	CY	10	25	20	5	3	12	25
	LV	73	17	5	2	1	2	1
	LT	52	23	13	5	1	4	2
	LU	40	16	16	10	4	7	6
	HU	56	19	11	4	1	5	4
	MT	32	25	14	9	2	8	10
	NL	27	16	24	11	5	11	7
	AT	46	20	17	7	3	6	1
	PL	62	22	9	2	1	1	1
	PT	64	14	10	3	1	4	4
	RO	68	13	8	2	2	3	2
	SI	29	27	18	9	4	10	3
	SK	73	14	7	1	0	4	1
	FI	48	23	14	7	2	5	2
	SE	33	26	23	8	4	4	1
	UK	44	22	15	5	2	6	4
	HR	44	25	13	5	3	7	3

QD1.5 A quelle fréquence... ?
































Marchez-vous

QD1.5 How often do you...?

Walk

QD1.5 Wie häufig ...?






























Gehen Sie zu Fuß

		NSP	Total 'Au moins une fois par semaine'	Au moins une fois par jour	Quelques fois par semaine	Quelques fois par mois ou moins souvent	Jamais
		DK	Total 'At least once a week'	At least once a day	A few times a week	A few times a month or less often	Never
		WN	Gesamt 'Mindestens einmal pro Woche'	Mindestens einmal am Tag	Ein paarmal in der Woche	Ein paarmal im Monat oder weniger	Nie
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	0	88	68	19	8	4
	BE	0	75	48	27	18	7
	BG	1	94	84	10	4	1
	CZ	0	94	82	12	6	0
	DK	0	90	61	29	7	2
	D-W	0	89	67	23	9	2
	DE	0	90	68	21	8	2
	D-E	0	91	75	17	6	3
	EE	0	93	83	10	5	2
	IE	0	86	59	27	6	8
	EL	0	88	60	28	12	0
	ES	0	91	78	12	5	4
	FR	0	86	64	22	9	5
	IT	0	78	56	22	12	9
	CY	0	60	35	25	15	25
	LV	0	97	90	7	2	1
	LT	0	93	75	18	5	2
	LU	0	83	56	27	11	6
	HU	0	89	74	15	7	4
	MT	0	80	57	23	10	10
	NL	0	77	42	35	16	7
	AT	0	90	66	24	9	1
	PL	0	96	85	11	3	1
	PT	1	91	78	13	5	4
	RO	1	92	81	11	5	2
	SI	0	83	56	27	14	3
	SK	0	94	86	8	5	1
	FI	0	92	71	21	7	2
	SE	0	91	60	31	8	1
	UK	0	88	67	21	8	4
	HR	0	87	69	18	10	3

QD2 A quelle fréquence vous déplacez-vous en ville ?

QD2 How often do you travel within cities?
































QD2 Wie häufig bewegen Sie sich innerhalb von Städten fort?

		Plusieurs fois par jour	Une fois par jour	Deux ou trois fois par semaine	Environ une fois par semaine	Deux ou trois fois par mois	Moins souvent	Jamais
		Several times a day	Once a day	Two or three times a week	About once a week	Two or three times a month	Less often	Never
		Mehrmals pro Tag	Einmal pro Tag	2- bis 3-mal in der Woche	Ungefähr einmal die Woche	2- oder 3-mal pro Monat	Seltener	Nie
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
 EU 28		29	16	17	9	9	15	4
 BE		22	18	20	13	10	15	4
 BG		22	15	15	7	11	22	7
 CZ		40	21	16	8	5	7	1
 DK		21	21	29	13	9	6	1
D-W		29	19	18	9	7	17	2
 DE		32	18	18	9	6	16	2
D-E		41	15	18	8	4	11	2
 EE		40	14	16	10	8	10	1
 IE		4	8	12	11	15	36	13
 EL		37	21	21	8	6	8	0
 ES		40	16	18	8	6	9	3
 FR		25	16	21	15	8	11	4
 IT		51	22	14	5	3	3	2
 CY		33	22	15	10	8	10	2
 LV		52	16	15	6	6	4	1
 LT		21	21	19	10	11	14	3
 LU		25	17	21	14	9	12	2
 HU		33	12	13	7	7	20	7
 MT		22	16	20	16	12	11	2
 NL		25	14	16	9	10	19	7
 AT		31	17	14	10	14	13	1
 PL		27	15	16	10	11	17	2
 PT		26	15	19	12	10	16	2
 RO		21	13	12	10	13	23	6
 SI		18	27	18	12	8	14	2
 SK		13	11	15	14	16	26	5
 FI		29	22	17	11	9	10	1
 SE		30	15	16	8	11	18	1
 UK		10	10	14	10	14	32	9
 HR		13	16	18	9	16	25	3

QD2 A quelle fréquence vous déplacez-vous en ville ?

QD2 How often do you travel within cities?
































QD2 Wie häufig bewegen Sie sich innerhalb von Städten fort?

		NSP	Total 'Au moins une fois par semaine'	Au moins une fois par jour	Quelques fois par semaine	Quelques fois par mois ou moins souvent	Jamais
		DK	Total 'At least once a week'	At least once a day	A few times a week	A few times a month or less often	Never
		WN	Gesamt 'Mindestens einmal pro Woche'	Mindestens einmal am Tag	Ein paarmal in der Woche	Ein paarmal im Monat oder weniger	Nie
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	0	72	46	26	24	4
	BE	0	72	40	32	24	4
	BG	1	59	37	22	33	7
	CZ	1	86	62	24	13	1
	DK	0	84	43	41	15	1
	D-W	0	75	48	26	23	2
	DE	0	76	50	26	22	2
	D-E	0	82	56	26	16	2
	EE	0	81	55	26	18	1
	IE	1	35	13	22	51	13
	EL	0	86	57	29	13	0
	ES	0	81	55	26	15	3
	FR	0	77	41	36	19	4
	IT	0	92	73	19	6	2
	CY	0	80	55	25	18	2
	LV	0	89	68	21	10	1
	LT	1	71	42	29	25	3
	LU	0	77	42	35	21	2
	HU	0	65	45	20	28	7
	MT	0	74	38	36	23	2
	NL	0	64	38	25	29	7
	AT	0	71	47	24	28	1
	PL	1	68	42	26	28	2
	PT	1	71	41	31	26	2
	RO	2	57	35	22	36	6
	SI	0	75	45	31	22	2
	SK	0	53	24	29	42	5
	FI	0	80	51	29	19	1
	SE	0	70	45	25	29	1
	UK	0	45	20	25	46	9
	HR	0	56	29	27	40	3

QD3 Lorsque vous vous déplacez en ville, à quelle fréquence rencontrez-vous des problèmes qui limitent votre accès à des activités, des biens ou services ?

QD3 When travelling within cities, how often do you encounter problems that limit your access to activities, goods or services?

QD3 Wie häufig stoßen Sie bei der Fortbewegung innerhalb von Städten auf Probleme, die Ihren Zugang zu Aktivitäten, Waren oder Dienstleistungen einschränken?

		Souvent	Parfois	Rarement	Jamais	NSP	Total 'Souvent/Parfois'	Total 'Rarement/Jamais'
		Often	Sometimes	Rarely	Never	DK	Total 'Often/Sometimes'	Total 'Rarely/Never'
		Häufig	Manchmal	Selten	Nie	WN	Total 'Souvent/Parfois'	Gesamt 'Selten/Nie'
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	9	29	34	27	1	38	61
	BE	13	36	28	22	1	49	50
	BG	9	24	30	34	3	33	64
	CZ	11	26	42	20	1	37	62
	DK	4	14	32	49	1	18	81
	D-W	8	20	42	29	1	28	71
	DE	8	22	41	29	0	30	70
	D-E	8	30	36	26	0	38	62
	EE	6	20	32	41	1	26	73
	IE	7	28	35	27	3	35	62
	EL	24	41	26	9	0	65	35
	ES	9	36	30	24	1	45	54
	FR	10	22	29	38	1	32	67
	IT	14	45	21	19	1	59	40
	CY	25	38	28	9	0	63	37
	LV	6	22	32	38	2	28	70
	LT	5	24	28	39	4	29	67
	LU	12	17	28	42	1	29	70
	HU	5	31	31	31	2	36	62
	MT	38	36	17	8	1	74	25
	NL	6	26	36	30	2	32	66
	AT	9	36	39	15	1	45	54
	PL	9	39	33	15	4	48	48
	PT	5	34	42	18	1	39	60
	RO	8	24	32	30	6	32	62
	SI	6	22	42	30	0	28	72
	SK	7	33	37	21	2	40	58
	FI	1	10	40	49	0	11	89
	SE	4	11	48	36	1	15	84
	UK	8	19	41	31	1	27	72
	HR	9	32	36	21	2	41	57

QD4.1 Selon vous, les points suivants constituent-ils ou non un problème important dans les villes ?
































Les embouteillages

QD4.1 Do you think that the following issues are an important problem or not within cities?

Road congestion

QD4.1 Sind Sie der Meinung, dass die folgenden Themen ein ernstes Problem in Städten sind oder nicht?

Überlastung von Straßen/Staus

		Un problème très important	Un problème assez important	Pas un problème très important	Pas un problème important du tout	NSP	Total 'Important'	Total 'Pas important'
		A very important problem	A fairly important problem	Not a very important problem	Not an important problem at all	DK	Total 'Important'	Total 'Not important'
		Ein sehr ernstes Problem	Ein ziemlich ernstes Problem	Kein sehr ernstes Problem	Überhaupt kein ernstes Problem	WN	Total 'Important'	Gesamt 'Nicht wichtig'
%		EB	EB	EB	EB	EB	EB	EB
		79.4	79.4	79.4	79.4	79.4	79.4	79.4
	EU 28	30	46	18	5	1	76	23
	BE	35	41	17	6	1	76	23
	BG	42	40	12	4	2	82	16
	CZ	29	45	20	5	1	74	25
	DK	12	35	36	16	1	47	52
	D-W	24	51	21	3	1	75	24
	DE	25	50	21	3	1	75	24
	D-E	24	48	23	3	2	72	26
	EE	14	37	31	16	2	51	47
	IE	32	45	18	3	2	77	21
	EL	51	39	9	1	0	90	10
	ES	26	43	22	8	1	69	30
	FR	40	40	14	5	1	80	19
	IT	28	53	15	3	1	81	18
	CY	50	32	16	2	0	82	18
	LV	17	36	29	17	1	53	46
	LT	31	43	18	6	2	74	24
	LU	52	29	15	3	1	81	18
	HU	12	48	27	11	2	60	38
	MT	73	24	3	0	0	97	3
	NL	24	44	24	6	2	68	30
	AT	21	52	22	4	1	73	26
	PL	32	53	11	2	2	85	13
	PT	12	38	34	15	1	50	49
	RO	27	38	19	8	8	65	27
	SI	25	40	30	4	1	65	34
	SK	29	49	16	3	3	78	19
	FI	3	24	46	27	0	27	73
	SE	12	42	34	11	1	54	45
	UK	38	47	11	2	2	85	13
	HR	39	42	15	3	1	81	18

QD4.2 Selon vous, les points suivants constituent-ils ou non un problème important dans les villes ?
































La pollution sonore

QD4.2 Do you think that the following issues are an important problem or not within cities?

Noise pollution

QD4.2 Sind Sie der Meinung, dass die folgenden Themen ein ernstes Problem in Städten sind oder nicht?

Lärmbelästigung

		Un problème très important	Un problème assez important	Pas un problème très important	Pas un problème important du tout	NSP	Total 'Important'	Total 'Pas important'
		A very important problem	A fairly important problem	Not a very important problem	Not an important problem at all	DK	Total 'Important'	Total 'Not important'
		Ein sehr ernstes Problem	Ein ziemlich ernstes Problem	Kein sehr ernstes Problem	Überhaupt kein ernstes Problem	WN	Total 'Important'	Gesamt 'Nicht wichtig'
%		EB	EB	EB	EB	EB	EB	EB
		79.4	79.4	79.4	79.4	79.4	79.4	79.4
	EU 28	27	45	21	5	2	72	26
	BE	19	37	33	10	1	56	43
	BG	44	41	11	2	2	85	13
	CZ	34	46	17	2	1	80	19
	DK	14	38	31	16	1	52	47
	D-W	23	47	24	5	1	70	29
	DE	23	46	25	5	1	69	30
	D-E	22	43	29	5	1	65	34
	EE	14	40	34	10	2	54	44
	IE	19	39	32	8	2	58	40
	EL	46	41	12	1	0	87	13
	ES	34	44	16	5	1	78	21
	FR	33	42	18	6	1	75	24
	IT	34	49	13	3	1	83	16
	CY	45	36	18	1	0	81	19
	LV	12	33	38	16	1	45	54
	LT	32	48	15	4	1	80	19
	LU	32	36	27	4	1	68	31
	HU	19	48	22	10	1	67	32
	MT	62	30	7	0	1	92	7
	NL	18	44	30	7	1	62	37
	AT	23	51	21	4	1	74	25
	PL	32	50	15	1	2	82	16
	PT	17	33	35	13	2	50	48
	RO	27	38	21	6	8	65	27
	SI	28	40	27	4	1	68	31
	SK	26	50	20	3	1	76	23
	FI	5	23	45	27	0	28	72
	SE	11	43	35	10	1	54	45
	UK	22	46	25	4	3	68	29
	HR	32	42	21	4	1	74	25

QD4.3 Selon vous, les points suivants constituent-ils ou non un problème important dans les villes ?
































La pollution atmosphérique

QD4.3 Do you think that the following issues are an important problem or not within cities?

Air pollution

QD4.3 Sind Sie der Meinung, dass die folgenden Themen ein ernstes Problem in Städten sind oder nicht?

Luftverschmutzung

		Un problème très important	Un problème assez important	Pas un problème très important	Pas un problème important du tout	NSP	Total 'Important'	Total 'Pas important'
		A very important problem	A fairly important problem	Not a very important problem	Not an important problem at all	DK	Total 'Important'	Total 'Not important'
		Ein sehr ernstes Problem	Ein ziemlich ernstes Problem	Kein sehr ernstes Problem	Überhaupt kein ernstes Problem	WN	Total 'Important'	Gesamt 'Nicht wichtig'
%		EB	EB	EB	EB	EB	EB	EB
		79.4	79.4	79.4	79.4	79.4	79.4	79.4
	EU 28	39	42	14	4	1	81	18
	BE	33	38	22	6	1	71	28
	BG	59	30	7	2	2	89	9
	CZ	51	38	9	1	1	89	10
	DK	22	37	25	15	1	59	40
	D-W	30	50	17	3	0	80	20
	DE	28	48	19	4	1	76	23
	D-E	23	41	28	6	2	64	34
	EE	19	40	31	8	2	59	39
	IE	27	37	26	8	2	64	34
	EL	60	34	5	1	0	94	6
	ES	47	37	10	5	1	84	15
	FR	45	38	11	5	1	83	16
	IT	47	41	9	2	1	88	11
	CY	54	33	13	0	0	87	13
	LV	21	37	29	12	1	58	41
	LT	44	44	8	3	1	88	11
	LU	40	37	20	3	0	77	23
	HU	35	42	15	7	1	77	22
	MT	68	27	4	0	1	95	4
	NL	34	46	17	2	1	80	19
	AT	32	50	13	4	1	82	17
	PL	39	48	10	1	2	87	11
	PT	24	41	22	11	2	65	33
	RO	45	37	10	4	4	82	14
	SI	45	39	13	2	1	84	15
	SK	45	47	6	1	1	92	7
	FI	8	28	37	26	1	36	63
	SE	36	40	18	6	0	76	24
	UK	36	45	14	2	3	81	16
	HR	38	41	17	3	1	79	20

QD4.4 Selon vous, les points suivants constituent-ils ou non un problème important dans les villes ?
































Les accidents

QD4.4 Do you think that the following issues are an important problem or not within cities?

Accidents

QD4.4 Sind Sie der Meinung, dass die folgenden Themen ein ernstes Problem in Städten sind oder nicht?

Unfälle

		Un problème très important	Un problème assez important	Pas un problème très important	Pas un problème important du tout	NSP	Total 'Important'	Total 'Pas important'
		A very important problem	A fairly important problem	Not a very important problem	Not an important problem at all	DK	Total 'Important'	Total 'Not important'
		Ein sehr ernstes Problem	Ein ziemlich ernstes Problem	Kein sehr ernstes Problem	Überhaupt kein ernstes Problem	WN	Total 'Important'	Gesamt 'Nicht wichtig'
%		EB	EB	EB	EB	EB	EB	EB
		79.4	79.4	79.4	79.4	79.4	79.4	79.4
	EU 28	31	42	20	5	2	73	25
	BE	24	45	24	6	1	69	30
	BG	56	33	7	2	2	89	9
	CZ	39	40	17	3	1	79	20
	DK	10	29	42	18	1	39	60
	D-W	15	43	34	6	2	58	40
	DE	15	43	34	6	2	58	40
	D-E	14	42	35	6	3	56	41
	EE	16	48	28	6	2	64	34
	IE	27	39	26	6	2	66	32
	EL	54	35	10	1	0	89	11
	ES	44	39	11	5	1	83	16
	FR	24	43	25	6	2	67	31
	IT	33	51	13	2	1	84	15
	CY	52	30	17	1	0	82	18
	LV	19	43	27	7	4	62	34
	LT	44	45	7	3	1	89	10
	LU	20	41	29	7	3	61	36
	HU	28	43	21	7	1	71	28
	MT	52	34	13	0	1	86	13
	NL	17	48	27	5	3	65	32
	AT	19	46	29	5	1	65	34
	PL	42	43	12	1	2	85	13
	PT	19	40	30	10	1	59	40
	RO	47	32	13	4	4	79	17
	SI	38	35	23	4	0	73	27
	SK	45	46	7	1	1	91	8
	FI	4	22	48	25	1	26	73
	SE	22	37	33	6	2	59	39
	UK	36	43	16	2	3	79	18
	HR	39	37	20	3	1	76	23

QD4.5 Selon vous, les points suivants constituent-ils ou non un problème important dans les villes ?






























Les coûts de transport

QD4.5 Do you think that the following issues are an important problem or not within cities?

Travelling costs

QD4.5 Sind Sie der Meinung, dass die folgenden Themen ein ernstes Problem in Städten sind oder nicht?






























Kosten der Fortbewegung

		Un problème très important	Un problème assez important	Pas un problème très important	Pas un problème important du tout	NSP	Total 'Important'	Total 'Pas important'
		A very important problem	A fairly important problem	Not a very important problem	Not an important problem at all	DK	Total 'Important'	Total 'Not important'
		Ein sehr ernstes Problem	Ein ziemlich ernstes Problem	Kein sehr ernstes Problem	Überhaupt kein ernstes Problem	WN	Total 'Important'	Gesamt 'Nicht wichtig'
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
 EU 28		31	43	17	5	4	74	22
 BE		21	40	29	7	3	61	36
 BG		46	40	9	2	3	86	11
 CZ		34	49	12	1	4	83	13
 DK		14	34	33	16	3	48	49
D-W		23	46	24	4	3	69	28
 DE		25	47	22	4	2	72	26
D-E		31	50	16	2	1	81	18
 EE		12	48	26	10	4	60	36
 IE		37	41	17	3	2	78	20
 EL		55	36	8	1	0	91	9
 ES		39	45	10	5	1	84	15
 FR		24	41	17	7	11	65	24
 IT		31	49	15	3	2	80	18
 CY		64	26	7	1	2	90	8
 LV		25	46	20	7	2	71	27
 LT		39	42	12	4	3	81	16
 LU		15	33	41	8	3	48	49
 HU		33	50	11	4	2	83	15
 MT		35	29	25	7	4	64	32
 NL		17	36	32	8	7	53	40
 AT		23	46	25	4	2	69	29
 PL		40	47	8	2	3	87	10
 PT		23	44	22	10	1	67	32
 RO		26	38	20	7	9	64	27
 SI		28	36	27	7	2	64	34
 SK		36	55	7	1	1	91	8
 FI		8	23	47	21	1	31	68
 SE		8	26	50	13	3	34	63
 UK		45	38	11	3	3	83	14
 HR		47	38	11	3	1	85	14

QD5 A l'avenir, pensez-vous que les conditions de circulation en ville vont s'améliorer, rester les mêmes ou se dégrader ?

QD5 In the future, do you think the traffic situation within cities will improve, stay the same or get worse?
































QD5 Sind Sie der Meinung, dass sich die Verkehrssituation in Städten in der Zukunft verbessern, gleich bleiben oder verschlechtern wird?

		Vont fortement s'améliorer	Vont légèrement s'améliorer	Vont rester les mêmes	Vont légèrement se dégrader	Vont fortement se dégrader	NSP
		Will improve a lot	Will improve slightly	Will stay the same	Will get slightly worse	Will get a lot worse	DK
		Wird sich deutlich verbessern	Wird sich etwas verbessern	Wird gleich bleiben	Wird sich etwas verschlechtern	Wird sich deutlich verschlechtern	WN
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
 EU 28		3	21	35	26	11	4
 BE		2	20	30	35	12	1
 BG		2	19	37	17	10	15
 CZ		1	13	37	31	16	2
 DK		4	20	26	35	14	1
D-W		1	13	35	36	12	3
 DE		1	13	35	35	13	3
D-E		1	11	36	34	16	2
 EE		3	37	33	19	5	3
 IE		8	31	28	20	9	4
 EL		2	22	45	22	6	3
 ES		3	21	38	24	7	7
 FR		4	23	31	25	14	3
 IT		3	22	48	17	6	4
 CY		3	18	30	31	11	7
 LV		3	36	42	12	3	4
 LT		1	35	37	19	4	4
 LU		3	17	24	32	23	1
 HU		2	21	53	13	6	5
 MT		6	17	17	27	30	3
 NL		4	30	37	24	3	2
 AT		2	14	43	32	6	3
 PL		4	31	39	17	3	6
 PT		2	20	45	17	5	11
 RO		4	23	35	17	10	11
 SI		2	24	40	24	6	4
 SK		1	15	35	34	12	3
 FI		4	29	38	25	3	1
 SE		13	35	16	22	12	2
 UK		3	15	19	35	26	2
 HR		3	27	35	24	8	3

QD5 A l'avenir, pensez-vous que les conditions de circulation en ville vont s'améliorer, rester les mêmes ou se dégrader ?

QD5 In the future, do you think the traffic situation within cities will improve, stay the same or get worse?






























QD5 Sind Sie der Meinung, dass sich die Verkehrssituation in Städten in der Zukunft verbessern, gleich bleiben oder verschlechtern wird?

		Total 'S'améliorer'	Total 'Se dégrader'
		Total 'Improve'	Total 'Get worse'
		Total 'S'améliorer'	Gesamt 'Verschlechtern'
%		EB 79.4	EB 79.4
	EU 28	24	37
	BE	22	47
	BG	21	27
	CZ	14	47
	DK	24	49
	D-W	14	48
	DE	14	48
	D-E	12	50
	EE	40	24
	IE	39	29
	EL	24	28
	ES	24	31
	FR	27	39
	IT	25	23
	CY	21	42
	LV	39	15
	LT	36	23
	LU	20	55
	HU	23	19
	MT	23	57
	NL	34	27
	AT	16	38
	PL	35	20
	PT	22	22
	RO	27	27
	SI	26	30
	SK	16	46
	FI	33	28
	SE	48	34
	UK	18	61
	HR	30	32

QD6 Parmi les mesures suivantes, lesquelles pourraient améliorer les déplacements en ville ? (ROTATION – PLUSIEURS REPONSES POSSIBLES)

QD6 Which of the following measures could improve travel within cities? (ROTATE – MULTIPLE ANSWERS POSSIBLE)






























QD6 Welche der folgenden Maßnahmen könnten die Fortbewegung in Städten verbessern? (ROTIEREN - MEHRFACHNENNUNGEN MÖGLICH)

		De meilleurs transports publics	Une diminution du nombre de places de stationnement	Baisser la vitesse autorisée	De meilleurs aménagements pour piétons	De meilleurs aménagements pour cyclistes	Des restrictions d'accès à certaines heures	Des restrictions d'accès pour certains types de véhicules (p. ex. les camions)
		Better public transport	Reduce the number of parking places	Lower speed limits	Improved walking facilities	Improved cycling facilities	Access restrictions at certain times	Access restrictions for certain types of vehicles (e.g. trucks)
		Bessere öffentliche Verkehrsmittel	Verringerung der Anzahl an Parkplätzen	Senkung der zulässigen Höchstgeschwindigkeit	Verbesserte Bedingungen für Fußgänger	Verbesserte Bedingungen für Radfahrer	Zufahrtsbeschränkungen zu bestimmten Zeiten	Zufahrtsbeschränkungen für bestimmte Fahrzeuge (z.B. LKWs)
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	56	7	16	28	33	15	27
	BE	53	8	21	35	46	15	39
	BG	47	5	24	31	23	19	40
	CZ	50	7	14	30	33	26	51
	DK	74	7	11	20	49	17	37
	D-W	56	5	14	24	36	18	30
	DE	55	5	15	24	37	17	30
	D-E	52	2	17	27	42	13	32
	EE	51	6	18	48	49	15	32
	IE	54	8	15	24	26	14	19
	EL	76	12	30	41	37	20	31
	ES	56	3	12	23	24	12	17
	FR	54	5	11	29	41	13	29
	IT	48	13	23	29	24	17	27
	CY	78	4	14	54	50	14	25
	LV	42	4	12	30	34	7	18
	LT	41	6	19	21	32	9	23
	LU	49	7	12	20	29	17	32
	HU	60	6	14	26	41	13	20
	MT	76	5	20	30	26	19	27
	NL	63	4	11	19	42	12	30
	AT	55	14	20	38	34	30	43
	PL	45	7	17	28	28	11	23
	PT	55	7	21	26	19	14	23
	RO	53	6	24	30	21	15	32
	SI	61	9	9	28	37	14	31
	SK	45	4	14	31	33	20	45
	FI	59	5	10	20	42	10	13
	SE	84	5	16	42	65	13	20
	UK	66	5	16	27	32	11	19
	HR	64	6	17	29	34	13	24

QD6 Parmi les mesures suivantes, lesquelles pourraient améliorer les déplacements en ville ? (ROTATION – PLUSIEURS REPONSES POSSIBLES)

QD6 Which of the following measures could improve travel within cities? (ROTATE – MULTIPLE ANSWERS POSSIBLE)

QD6 Welche der folgenden Maßnahmen könnten die Fortbewegung in Städten verbessern? (ROTIEREN - MEHRFACHNENNUNGEN MÖGLICH)

		Des péages routiers (p. ex. des péages urbains)	Baisser le prix des transports publics	Des incitations au co-voiturage ou au partage de voitures	Autre (SPONTANE)	Aucun (SPONTANE)	NSP
		Charges for road use (e.g. city tolls)	Lower prices for public transport	Incentives for carpooling or car sharing	Other (SPONTANEOUS)	None (SPONTANEOUS)	DK
		Straßennutzungsgebühren (z.B. Innenstadtmaut/ Citymaut)	Günstigere Preise für öffentliche Verkehrsmittel	Anreize für Fahrgemeinschaften oder Car-Sharing	Sonstiges (SPONTAN)	Nichts davon (SPONTAN)	WN
%		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	9	59	25	2	2	4
	BE	12	50	34	2	1	1
	BG	9	44	11	2	0	8
	CZ	16	60	9	1	3	4
	DK	20	75	31	1	1	2
	D-W	10	71	34	1	4	3
	DE	9	73	33	1	3	3
	D-E	7	83	27	1	2	1
	EE	9	39	14	2	3	5
	IE	9	50	26	1	2	4
	EL	7	66	30	3	1	1
	ES	2	55	23	1	3	6
	FR	6	62	49	2	2	2
	IT	7	36	10	1	3	5
	CY	2	45	29	1	1	1
	LV	7	57	9	4	4	3
	LT	8	43	12	4	4	8
	LU	7	45	40	5	5	3
	HU	7	59	16	1	4	4
	MT	5	32	30	3	2	5
	NL	8	73	31	4	2	2
	AT	21	67	33	4	3	2
	PL	9	54	19	2	2	8
	PT	7	53	22	1	3	8
	RO	7	43	17	1	2	9
	SI	5	66	25	6	3	2
	SK	13	54	15	3	3	4
	FI	10	60	33	4	2	1
	SE	24	79	37	2	1	1
	UK	10	68	20	2	1	3
	HR	6	65	12	1	2	2
































QD7.1 Pour chacune des mesures suivantes, dites-moi à quel point vous pensez qu'elles seraient efficaces ou pas pour améliorer les déplacements en ville... ?

Des restrictions concernant l'utilisation de certains types de véhicules (p. ex. les camions)

QD7.1 How effective do you think each of the following measures would be to improve travel within cities...?

Restrictions on the use of certain types of vehicles (e.g. trucks)

QD7.1 Wie wirksam wäre Ihrer Meinung nach jede der folgenden Maßnahmen zur Verbesserung der Fortbewegung in Städten?
Nutzungsbeschränkungen für bestimmte Fahrzeuge (z.B. LKWs)

	%	Très efficaces	Assez efficaces	Pas très efficaces	Pas du tout efficaces	NSP	Total 'Efficace'	Total 'Pas efficace'
		Very effective	Fairly effective	Not very effective	Not effective at all	DK	Total 'Effective'	Total 'Not effective'
		Sehr wirksam	Ziemlich wirksam	Nicht sehr wirksam	Überhaupt nicht wirksam	WN	Total 'Efficace'	Gesamt 'Nicht wirksam'
		EB	EB	EB	EB	EB	EB	EB
		79.4	79.4	79.4	79.4	79.4	79.4	79.4
 EU 28		21	48	20	7	4	69	27
 BE		25	52	19	3	1	77	22
 BG		39	46	6	1	8	85	7
 CZ		37	47	12	2	2	84	14
 DK		17	49	29	3	2	66	32
 D-W		18	42	28	9	3	60	37
 DE		18	42	27	9	4	60	36
 D-E		18	41	26	11	4	59	37
 EE		14	59	18	3	6	73	21
 IE		34	45	14	3	4	79	17
 EL		40	44	10	3	3	84	13
 ES		18	41	20	13	8	59	33
 FR		20	47	21	8	4	67	29
 IT		22	53	17	5	3	75	22
 CY		40	33	18	7	2	73	25
 LV		17	53	23	4	3	70	27
 LT		15	53	19	5	8	68	24
 LU		25	42	26	5	2	67	31
 HU		16	52	23	5	4	68	28
 MT		30	42	17	3	8	72	20
 NL		17	50	24	7	2	67	31
 AT		24	52	16	5	3	76	21
 PL		19	56	16	3	6	75	19
 PT		12	55	19	3	11	67	22
 RO		35	43	9	5	8	78	14
 SI		42	38	13	4	3	80	17
 SK		39	44	11	3	3	83	14
 FI		9	41	31	17	2	50	48
 SE		13	48	30	7	2	61	37
 UK		19	47	25	5	4	66	30
 HR		28	54	10	5	3	82	15
































QD7.2 Pour chacune des mesures suivantes, dites-moi à quel point vous pensez qu'elles seraient efficaces ou pas pour améliorer les déplacements en ville... ?

Des campagnes de sensibilisation encourageant les gens à limiter l'utilisation de leur voiture

QD7.2 How effective do you think each of the following measures would be to improve travel within cities...?

Awareness campaigns encouraging people to limit the use of their cars

QD7.2 Wie wirksam wäre Ihrer Meinung nach jede der folgenden Maßnahmen zur Verbesserung der Fortbewegung in Städten?
Aufklärungskampagnen, um die Menschen zu ermutigen, seltener ihr Auto zu benutzen

	%	Très efficaces	Assez efficaces	Pas très efficaces	Pas du tout efficaces	NSP	Total 'Efficace'	Total 'Pas efficace'
		Very effective	Fairly effective	Not very effective	Not effective at all	DK	Total 'Effective'	Total 'Not effective'
		Sehr wirksam	Ziemlich wirksam	Nicht sehr wirksam	Überhaupt nicht wirksam	WN	Total 'Efficace'	Gesamt 'Nicht wirksam'
		EB	EB	EB	EB	EB	EB	EB
		79.4	79.4	79.4	79.4	79.4	79.4	79.4
 EU 28		15	39	31	11	4	54	42
 BE		17	43	34	5	1	60	39
 BG		17	38	28	7	10	55	35
 CZ		11	32	38	16	3	43	54
 DK		3	24	52	19	2	27	71
 D-W		8	31	43	16	2	39	59
 DE		8	28	44	18	2	36	62
 D-E		10	18	45	25	2	28	70
 EE		8	49	31	7	5	57	38
 IE		23	47	22	5	3	70	27
 EL		41	40	14	3	2	81	17
 ES		25	41	19	10	5	66	29
 FR		14	41	30	13	2	55	43
 IT		23	48	20	6	3	71	26
 CY		43	33	16	6	2	76	22
 LV		4	29	48	14	5	33	62
 LT		9	43	30	10	8	52	40
 LU		20	34	35	9	2	54	44
 HU		10	35	40	11	4	45	51
 MT		30	42	19	5	4	72	24
 NL		10	33	39	16	2	43	55
 AT		18	41	29	9	3	59	38
 PL		10	50	26	6	8	60	32
 PT		11	48	26	5	10	59	31
 RO		21	35	22	10	12	56	32
 SI		29	38	23	7	3	67	30
 SK		9	41	32	13	5	50	45
 FI		3	26	46	23	2	29	69
 SE		7	31	48	13	1	38	61
 UK		10	39	37	10	4	49	47
 HR		23	52	14	7	4	75	21

QD7.3 Pour chacune des mesures suivantes, dites-moi à quel point vous pensez qu'elles seraient efficaces ou pas pour améliorer les déplacements en ville... ?
































Des péages supplémentaires pour l'utilisation de certaines routes à certaines heures

QD7.3 How effective do you think each of the following measures would be to improve travel within cities...?

Additional charges for the use of specific roads at specific times

QD7.3 Wie wirksam wäre Ihrer Meinung nach jede der folgenden Maßnahmen zur Verbesserung der Fortbewegung in Städten?
































Zusätzliche Gebühren für die Benutzung bestimmter Straßen zu bestimmten Zeiten

	%	Très efficaces	Assez efficaces	Pas très efficaces	Pas du tout efficaces	NSP	Total 'Efficace'	Total 'Pas efficace'
		Very effective	Fairly effective	Not very effective	Not effective at all	DK	Total 'Effective'	Total 'Not effective'
		Sehr wirksam	Ziemlich wirksam	Nicht sehr wirksam	Überhaupt nicht wirksam	WN	Total 'Efficace'	Gesamt 'Nicht wirksam'
		EB	EB	EB	EB	EB	EB	EB
		79.4	79.4	79.4	79.4	79.4	79.4	79.4
 EU 28		10	30	30	24	6	40	54
 BE		11	35	37	15	2	46	52
 BG		19	33	24	8	16	52	32
 CZ		15	35	32	14	4	50	46
 DK		10	42	34	11	3	52	45
 D-W		12	25	35	25	3	37	60
 DE		11	24	35	27	3	35	62
 D-E		10	18	33	36	3	28	69
 EE		5	34	34	20	7	39	54
 IE		16	37	26	17	4	53	43
 EL		18	29	25	24	4	47	49
 ES		6	19	25	42	8	25	67
 FR		7	17	27	45	4	24	72
 IT		16	42	27	11	4	58	38
 CY		8	18	26	42	6	26	68
 LV		5	29	37	22	7	34	59
 LT		7	38	30	15	10	45	45
 LU		7	23	39	28	3	30	67
 HU		9	38	34	13	6	47	47
 MT		11	26	21	26	16	37	47
 NL		10	30	36	20	4	40	56
 AT		15	33	31	18	3	48	49
 PL		7	38	34	11	10	45	45
 PT		4	35	30	17	14	39	47
 RO		11	20	25	29	15	31	54
 SI		10	30	32	24	4	40	56
 SK		10	43	31	10	6	53	41
 FI		8	33	29	28	2	41	57
 SE		13	38	33	14	2	51	47
 UK		9	37	32	18	4	46	50
 HR		15	42	21	16	6	57	37

QD8 Selon vous, qui devrait être principalement responsable de la réduction des embouteillages en ville ? (ROTATION - MAX. 2 REPONSES)

QD8 In your opinion, who should be mainly responsible for reducing the traffic in cities? (ROTATE – MAX. 2 ANSWERS)

QD8 Wer sollte Ihrer Meinung nach hauptsächlich für die Verringerung des Verkehrsaufkommens in Städten zuständig sein? (ROTIEREN - MAX. 2 ANTWORTEN)

		Le Gouvernement (NATIONALITE) (NATIONALITY) Government	Les autorités régionales Regional authorities	Les autorités municipales City authorities	Des sociétés privées Private companies	Les citoyens eux-mêmes Citizens themselves	Autre (SPONTANE) Other (SPONTANEOUS)	Aucun (SPONTANE) None (SPONTANEOUS)	NSP
		Die (NATIONALE) Regierung	Regionale Behörden	Städtische Behörden	Privatunter- nehmen	Die Bürger selbst	Sonstiges (SPONTAN)	Keiner davon (SPONTAN)	DK
		EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4	EB 79.4
	EU 28	27	28	56	3	32	1	1	3
	BE	29	26	51	6	36	0	1	1
	BG	34	30	54	4	22	0	0	6
	CZ	19	24	66	4	24	0	0	2
	DK	47	26	64	3	34	0	0	1
	D-W	17	40	63	3	28	0	0	2
	DE	19	40	62	3	27	0	1	2
	D-E	26	41	61	1	23	0	3	2
	EE	21	30	64	1	33	1	1	2
	IE	38	25	49	7	25	0	1	3
	EL	39	19	55	3	42	1	1	1
	ES	35	21	42	2	34	0	1	5
	FR	20	25	54	4	56	0	1	3
	IT	18	31	58	5	29	0	2	2
	CY	52	14	63	2	38	0	0	1
	LV	29	24	58	2	29	1	1	2
	LT	30	20	57	2	28	1	1	3
	LU	40	17	38	6	55	1	0	2
	HU	31	22	61	4	27	0	1	3
	MT	68	27	20	3	34	1	0	2
	NL	30	23	49	8	51	1	1	2
	AT	32	36	53	5	38	1	1	1
	PL	23	33	52	2	14	2	1	7
	PT	30	29	52	3	30	0	1	6
	RO	32	22	71	5	20	1	1	6
	SI	22	13	69	3	46	2	1	2
	SK	31	30	52	6	29	0	1	4
	FI	21	25	67	3	47	0	1	0
	SE	36	48	53	2	40	0	0	1
	UK	36	23	51	3	30	1	0	3
	HR	18	17	73	2	33	1	0	1