Multivariate exploration of the questionnaire and typology of the surveyed people

The results are provided by the
EnQuireR package

July 28, 2010

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1 Quick overview of the questionnaire

The analysis was performed on 112 individuals described by 95 variables:

- going.to.work.or.school.by.car (no , yes)
- going.to.work.or.school.by.bike (no , yes)
- going.to.work.or.school.by.public.transport (no , yes)
- going.to.work.or.school.by.scooter (no , yes)
- going.to.work.or.school.by.motorcycle (no , yes)
- going.to.work.or.school.by.foot (no , yes)
- going.to.leisure.by.car (no , no.answer , yes)
- going.to.leisure.by.bike (no , no.answer , yes)
- going.to.leisure.by.public.transport (no , no.answer , yes)
- going.to.leisure.by.scooter (no , no.answer , yes)
- going.to.leisure.by.motorcycle (no , no.answer , yes)
- going.to.leisure.by.foot (no , no.answer , yes)
- doing.the.shopping.by.car (no , yes)
- doing.the.shopping.by.bike (no , yes)
- doing.the.shopping.by.public.transport (no , yes)
- doing.the.shopping.by.scooter (no , yes)
- going.to.leisure.by.motorcycle.1 (no , no.answer , yes)
- going.to.leisure.by.foot.1 (no , no.answer , yes)
- going.on.holidays.by.car (no , yes)
- going.on.holidays.by.bike (no , yes)
- going.on.holidays.by.public.transport (no , yes)
- going.on.holidays.by.scooter (no , yes)
- going.on.holidays.by.motorcycle (no , yes)
- going.on.holidays.by.feet (no , yes)
- travelling.generally.by.car (no , yes)
- travelling.generally.by.bike (no , yes)
- travelling.generally.by.public.transport (no , yes)
- travelling.generally.by.scooter (no , yes)
- travelling.generally.by.motorcycle (no , yes)
- travelling.generally.by.feet (no , yes)
- going.downtown.by.car (no , no.answer , yes)
- going.downtown.by.bike (no , no.answer , yes)
- going.downtown.by.public.transport (no , no.answer , yes)
- going.downtown.by.scooter (no , no.answer , yes)

- going.downtown.by.motorcycle (no , no.answer , yes)
- going.downtown.by.feet (no , no.answer , yes)
- you.do.not.have.any.car (no , yes)
- you.do.not.have.any.bike (no , no.answer , yes)
- you.do.not.have.any.public.transport (no , yes)
- you.do.not.have.any.scooter (no , no.answer , yes)
- you.do.not.have.any.motorcycle (no , no.answer , yes)
- when.do.you.use.the.car (all week , never , no.answer , week only , weekend)
- when.do.you.use.the.bike (all week , never , no.answer , week only , weekend)
- when.do.you.use.public.transport (all week , never , no.answer , week only , weekend)
- when.do.you.use.the.scooter (all week , never , no.answer , weekend)
- when.do.you.use.the.motorcycle (all week , never , no.answer , weekend)
- when.do.you.walk (all week , never , no.answer , week only , weekend)
- how.often.do.you.use.the.car (everyday , few times a month , few times a week , never , no.answer)
- how.often.you.use.the.bike (everyday , few times a month , few times a week , never , no.answer)
- how.often.do.you.use.public.transport (everyday , few times a month , few times a week , never , no.answer)
- how.often.do.you.use.the.scooter (everyday , few times a month , never , no.answer)
- how.often.do.you.use.the.motorcycle (few times a month , few times a week , never , no.answer)
- how.often.do.you.walk (everyday , few times a month , few times a week , never , no.answer)
- car.0.to.2.km (no , no.answer , yes)
- car.2.to.5.km (no , no.answer , yes)
- car.5.to.20.km (no , no.answer , yes)
- car.more.than.20.km (no , no.answer , yes)
- bike.0.to.2.km (no , no.answer , yes)
- bike.2.to.5.km (no , no.answer , yes)
- bike.5.to.20.km (no , no.answer , yes)
- bike.more.than.20.km (no , no.answer)
- public.transport.0.to.2.km (no , no.answer , yes)
- public.transport.2.to.5.km (no , no.answer , yes)
- public.transport.5.to.20.km (no , no.answer , yes)

- public.transport.more.than.20.km (no , no.answer , yes)
- scooter.0.to.2.km (no , no.answer , yes)
- scooter.2.to.5.km (no , no.answer , yes)
- scooter.5.to.20.km (no , no.answer , yes)
- scooter.more.than.20.km (no , no.answer , yes)
- moto.0.to.2.km (no , no.answer , yes)
- moto.2.to.5.km (no , no.answer , yes)
- moto.5.to.20.km (no , no.answer , yes)
- moto.more.than.20.km (no , no.answer , yes)
- walk.0.to.2.km (no , no.answer , yes)
- walk.2.to.5.km (no , no.answer , yes)
- walk.5.to.20.km (no , no.answer , yes)
- walk.more.than.20.km (no , no.answer , yes)
- use.of.parking.relay.metro (no , no.answer , yes)
- buy.with.a.car.dealer (no , no.answer , yes)
- buy.with.a.private.individual (no , no.answer , yes)
- buy.at.auction (no , no.answer , yes)
- buy.with.a.private.individual.on.internet (no , no.answer , yes)
- city.dweller (no , no.answer , yes)
- drive.saloon.car (no , no.answer , yes)
- drive.four.wheeler (no , no.answer , yes)
- drive.estate.car (no , no.answer , yes)
- drive.commercial.vehicle (no , no.answer , yes)
- drive.sports.car (no , no.answer , yes)
- i.do.not.want.a.car (no , no.answer , yes)
- i.cannot.afford.a.car (no , no.answer , yes)
- buying.gasoline (no.answer , service station , supermarket)
- driving.licence (0 , 18 , 19 , 20 , 21 , 22 , 23 , 25 , 27 , 28 , 31 , 35)
- ticket.public.transport.season (no , yes)
- ticket.velostar.season (no , yes)
- ticket.fraud (no , no.answer , yes)

Moreover, the dataset contained 0% of missing values.

2 Multivariate exploration of the questionnaire

2.1 Graphical representations of the questionnaire

The following results are obtained by performing a Multiple Correspondence Analysis (MCA) on the previous 95 variables. This method provides two important graphical displays, a representation of the individuals (surveyed people) and a representation of the categories (answers given by the surveyed people). The first two main axes of variability explain 14.57% of the information contained in the dataset (8.68% for the first factorial axis and 5.88% for the second one). In some cases the analyst may want to introduce supplementary quantitative variables.

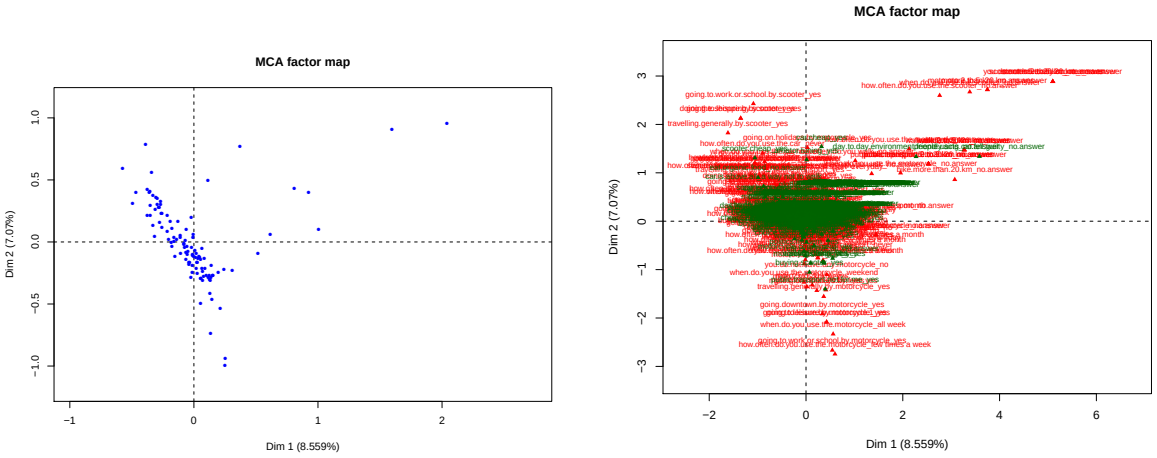

Figure 1: Representations of the individuals and of the categories on axes 1 and 2

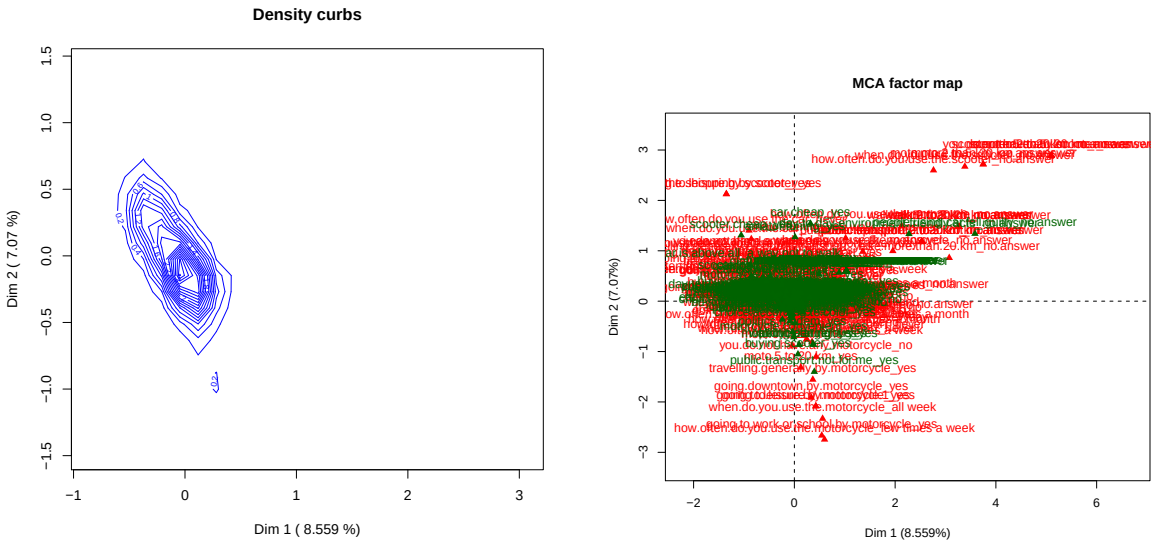

Figure 2: Representation of the individuals using density curbs and enhanced representation of the categories

2.2 Highlights on the two principal axes of variability

2.2.1 Characterization of the first factorial axis

The most meaningful variables characterizing the first factorial axis are:

- you.do.not.have.any.motorcycle
- moto.0.to.2.km
- moto.2.to.5.km
- moto.more.than.20.km
- moto.5.to.20.km
- scooter.0.to.2.km
- scooter.5.to.20.km
- scooter.2.to.5.km
- scooter.more.than.20.km
- you.do.not.have.any.scooter
- walk.more.than.20.km
- walk.2.to.5.km
- walk.5.to.20.km
- walk.0.to.2.km
- when.do.you.use.the.scooter
- public.transport.2.to.5.km
- bike.more.than.20.km
- public.transport.more.than.20.km
- public.transport.5.to.20.km
- public.transport.0.to.2.km
- bike.2.to.5.km
- bike.0.to.2.km
- bike.5.to.20.km
- how.often.do.you.use.the.scooter
- how.often.do.you.use.the.car
- you.do.not.have.any.bike
- when.do.you.walk
- when.do.you.use.the.motorcycle
- how.often.do.you.walk
- how.often.do.you.use.the.motorcycle
- when.do.you.use.the.bike
- going.to.work.or.school.by.car

- car.2.to.5.km
- car.0.to.2.km
- car.more.than.20.km
- car.5.to.20.km
- travelling.generally.by.car
- when.do.you.use.public.transport
- when.do.you.use.the.car
- how.often.you.use.the.bike
- travelling.generally.by.public.transport
- you.do.not.have.any.car
- going.on.holidays.by.public.transport
- buy.with.a.private.individual
- doing.the.shopping.by.car
- going.downtown.by.car

The most meaningful categories characterizing the positive side of the first axis are:

- moto.0.to.2.km_no.answer
  - Contribution: 3.96
  - V-Test: 8.68
  - Frequency in the population: 2.68 %
- scooter.0.to.2.km_no.answer
  - Contribution: 3.92
  - V-Test: 8.59
  - Frequency in the population: 1.79 %
- moto.5.to.20.km_no.answer
  - Contribution: 3.96
  - V-Test: 8.68
  - Frequency in the population: 2.68 %
- you.do.not.have.any.scooter_no.answer
  - Contribution: 3.92
  - V-Test: 8.59
  - Frequency in the population: 1.79 %
- scooter.5.to.20.km_no.answer
  - Contribution: 3.92
  - V-Test: 8.59
  - Frequency in the population: 1.79 %
- you.do.not.have.any.motorcycle_no.answer
  - Contribution: 3.92

  - V-Test: 8.59
  - Frequency in the population: 1.79 %
- `moto.2.to.5.km_no.answer`
  - Contribution: 3.96
  - V-Test: 8.68
  - Frequency in the population: 2.68 %
- `moto.more.than.20.km_no.answer`
  - Contribution: 3.96
  - V-Test: 8.68
  - Frequency in the population: 2.68 %
- `scooter.2.to.5.km_no.answer`
  - Contribution: 3.92
  - V-Test: 8.59
  - Frequency in the population: 1.79 %
- `walk.2.to.5.km_no.answer`
  - Contribution: 3.44
  - V-Test: 8.2
  - Frequency in the population: 5.36 %

The most meaningful categories characterizing the negative side of the first axis are:

- `moto.5.to.20.km_no`
  - Contribution: 0.1
  - V-Test: -4.36
  - Frequency in the population: 90.18 %
- `scooter.0.to.2.km_no`
  - Contribution: 0.09
  - V-Test: -1.33
  - Frequency in the population: 6.25 %
- `moto.more.than.20.km_no`
  - Contribution: 0.11
  - V-Test: -5.64
  - Frequency in the population: 93.75 %
- `walk.2.to.5.km_no`
  - Contribution: 0.16
  - V-Test: -2.69
  - Frequency in the population: 59.82 %
- `moto.0.to.2.km_no`
  - Contribution: 0.02
  - V-Test: -0.72
  - Frequency in the population: 10.71 %

- `moto.2.to.5.km_no`
  - Contribution: 0.1
  - V-Test: -5.41
  - Frequency in the population: 93.75 %
- `you.do.not.have.any.motorcycle_yes`
  - Contribution: 0.12
  - V-Test: -4.5
  - Frequency in the population: 89.29 %
- `scooter.5.to.20.km_no`
  - Contribution: 0.05
  - V-Test: -4.67
  - Frequency in the population: 95.54 %
- `you.do.not.have.any.scooter_no`
  - Contribution: 0.04
  - V-Test: -0.89
  - Frequency in the population: 4.46 %
- `you.do.not.have.any.motorcycle_no`
  - Contribution: 0.04
  - V-Test: 0.89
  - Frequency in the population: 8.93 %

2.2.2 Characterization on the second factorial axis

The most meaningful variables characterizing the second factorial axis are:

- `travelling.generally.by.public.transport`
- `going.to.leisure.by.car`
- `doing.the.shopping.by.car`
- `when.do.you.use.the.car`
- `how.often.do.you.use.public.transport`
- `how.often.do.you.use.the.car`
- `public.transport.2.to.5.km`
- `ticket.public.transport.season`
- `going.to.leisure.by.public.transport`
- `going.to.work.or.school.by.car`
- `you.do.not.have.any.car`
- `travelling.generally.by.car`
- `going.downtown.by.car`
- `you.do.not.have.any.bike`
- `i.cannot.afford.a.car`

- doing.the.shopping.by.public.transport
- when.do.you.use.public.transport
- going.on.holidays.by.car
- going.downtown.by.public.transport
- driving.licence
- drive.saloon.car
- bike.0.to.2.km
- how.often.you.use.the.bike
- buying.gasoline
- i.do.not.want.a.car
- how.often.do.you.use.the.motorcycle
- moto.5.to.20.km
- how.often.do.you.use.the.scooter
- going.to.leisure.by.motorcycle
- going.to.leisure.by.motorcycle.1
- how.often.do.you.walk
- moto.0.to.2.km
- moto.more.than.20.km
- drive.estate.car
- when.do.you.use.the.bike
- moto.2.to.5.km
- car.0.to.2.km
- going.on.holidays.by.motorcycle
- going.to.work.or.school.by.foot
- going.to.work.or.school.by.public.transport
- drive.sports.car
- city.dweller
- drive.commercial.vehicle
- going.to.leisure.by.scooter
- drive.four.wheeler
- car.more.than.20.km
- bike.2.to.5.km
- when.do.you.use.the.scooter
- going.to.leisure.by.bike
- car.5.to.20.km
- when.do.you.use.the.motorcycle

- doing.the.shopping.by.scooter
- buy.with.a.car.dealer
- car.2.to.5.km
- bike.5.to.20.km
- going.to.work.or.school.by.motorcycle
- going.downtown.by.motorcycle
- travelling.generally.by.feet
- going.to.leisure.by.foot
- going.to.leisure.by.foot.1
- use.of.parking.relay.metro
- buy.with.a.private.individual
- going.to.work.or.school.by.scooter
- you.do.not.have.any.motorcycle
- scooter.5.to.20.km
- scooter.0.to.2.km

The most meaningful categories characterizing the positive side of the second axis are:

- travelling.generally.by.public.transport_yes
  - Contribution: 2.95
  - V-Test: 7.15
  - Frequency in the population: 27.68 %
- doing.the.shopping.by.car_no
  - Contribution: 1.96
  - V-Test: 5.86
  - Frequency in the population: 28.57 %
- ticket.public.transport.season_yes
  - Contribution: 1.56
  - V-Test: 5.4
  - Frequency in the population: 33.04 %
- going.to.work.or.school.by.car_no
  - Contribution: 0.99
  - V-Test: 5.26
  - Frequency in the population: 55.36 %
- you.do.not.have.any.car_yes
  - Contribution: 1.68
  - V-Test: 5.12
  - Frequency in the population: 19.64 %

- `travelling.generally.by.car_no`
  - Contribution: 1.31
  - V-Test: 5.09
  - Frequency in the population: 36.61 %
- `doing.the.shopping.by.public.transport_yes`
  - Contribution: 1.61
  - V-Test: 4.83
  - Frequency in the population: 13.39 %
- `when.do.you.use.public.transport_all week`
  - Contribution: 1.14
  - V-Test: 4.86
  - Frequency in the population: 39.29 %
- `going.on.holidays.by.car_no`
  - Contribution: 1.15
  - V-Test: 4.14
  - Frequency in the population: 16.07 %
- `how.often.do.you.use.public.transport_everyday`
  - Contribution: 1.32
  - V-Test: 4.4
  - Frequency in the population: 14.29 %

The most meaningful categories characterizing the negative side of the second axis are:

- `travelling.generally.by.public.transport_no`
  - Contribution: 1.13
  - V-Test: -7.15
  - Frequency in the population: 72.32 %
- `doing.the.shopping.by.car_yes`
  - Contribution: 0.78
  - V-Test: -5.86
  - Frequency in the population: 71.43 %
- `ticket.public.transport.season_no`
  - Contribution: 0.77
  - V-Test: -5.4
  - Frequency in the population: 66.96 %
- `going.to.work.or.school.by.car_yes`
  - Contribution: 1.22
  - V-Test: -5.26
  - Frequency in the population: 44.64 %
- `you.do.not.have.any.car_no`

  - Contribution: 0.41
  - V-Test: -5.12
  - Frequency in the population: 80.36 %
- `travelling.generally.by.car_yes`
  - Contribution: 0.76
  - V-Test: -5.09
  - Frequency in the population: 63.39 %
- `doing.the.shopping.by.public.transport_no`
  - Contribution: 0.25
  - V-Test: -4.83
  - Frequency in the population: 86.61 %
- `i.cannot.afford.a.car_no`
  - Contribution: 0.2
  - V-Test: -4.59
  - Frequency in the population: 88.39 %
- `how.often.do.you.use.the.car_everyday`
  - Contribution: 1.4
  - V-Test: -5.15
  - Frequency in the population: 33.93 %
- `when.do.you.use.the.car_all week`
  - Contribution: 0.97
  - V-Test: -4.73
  - Frequency in the population: 45.54 %

3 Typology on the individuals

3.1 Choice of the number of clusters

The ascendant hierarchical clustering (AHC) lead to a partition made of 3 clusters. Those clusters are displayed in the following representations: a graphical representation of the individuals according to the cluster they belong to, a representation of the center of gravity of each group enhanced by a confidence ellipse, a representation of the individuals according to the cluster they belong to by the use of density curbs.

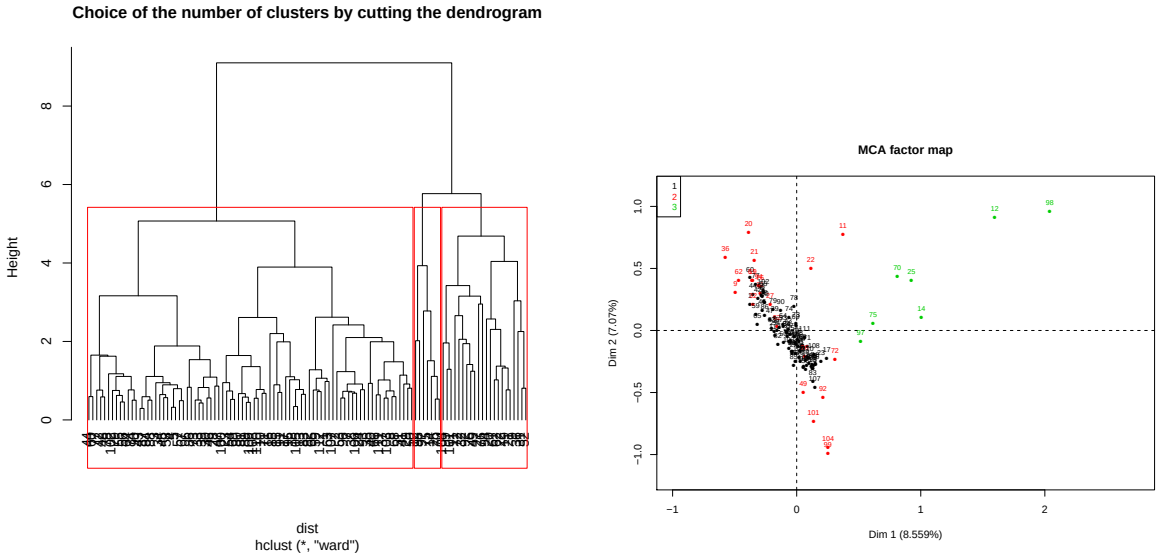

Figure 3: Number of clusters chosen by the analyst; representation of the individuals according to their cluster

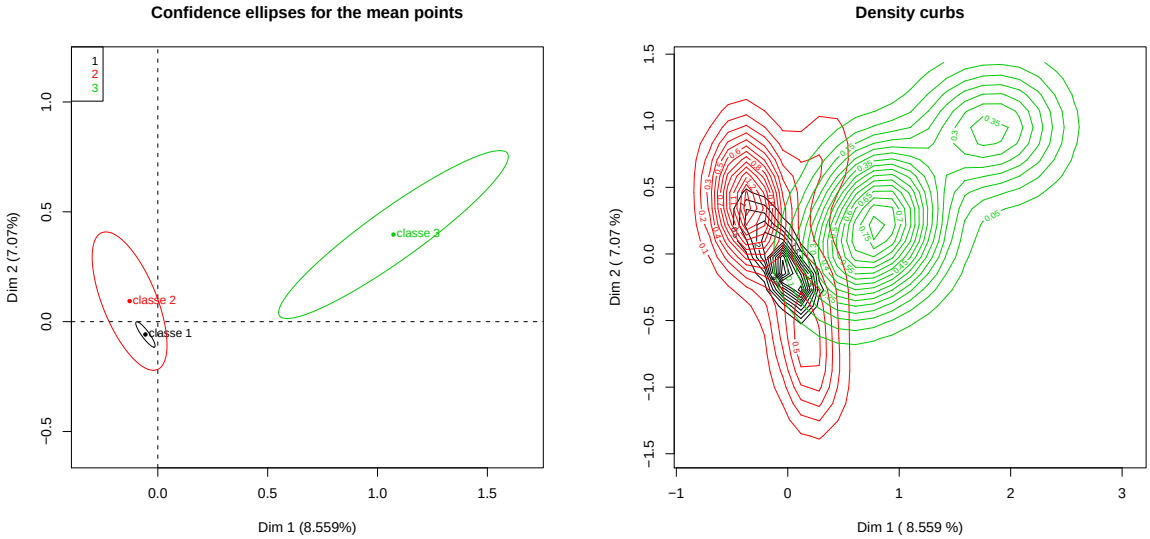

Figure 4: Centers of gravity with confidence ellipses; representation of the individuals according to their cluster with density curbs

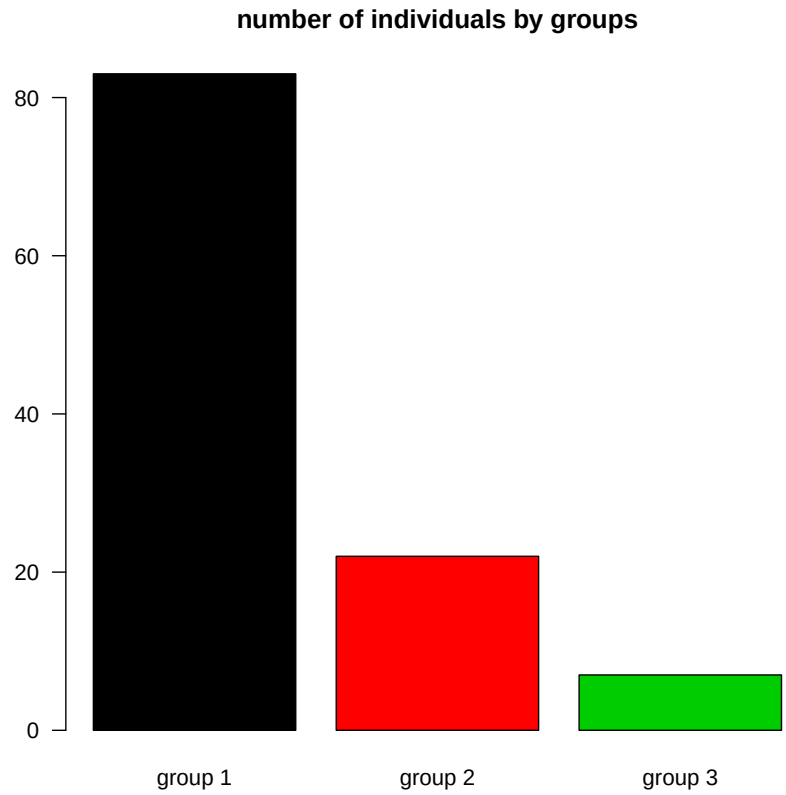

Figure 5: Number of individuals per cluster

3.2 Simultaneous comparison of the clusters with respect with the most relevant variables

3.2.1 Number of individuals by cluster for the variable walk.more.than.20.km

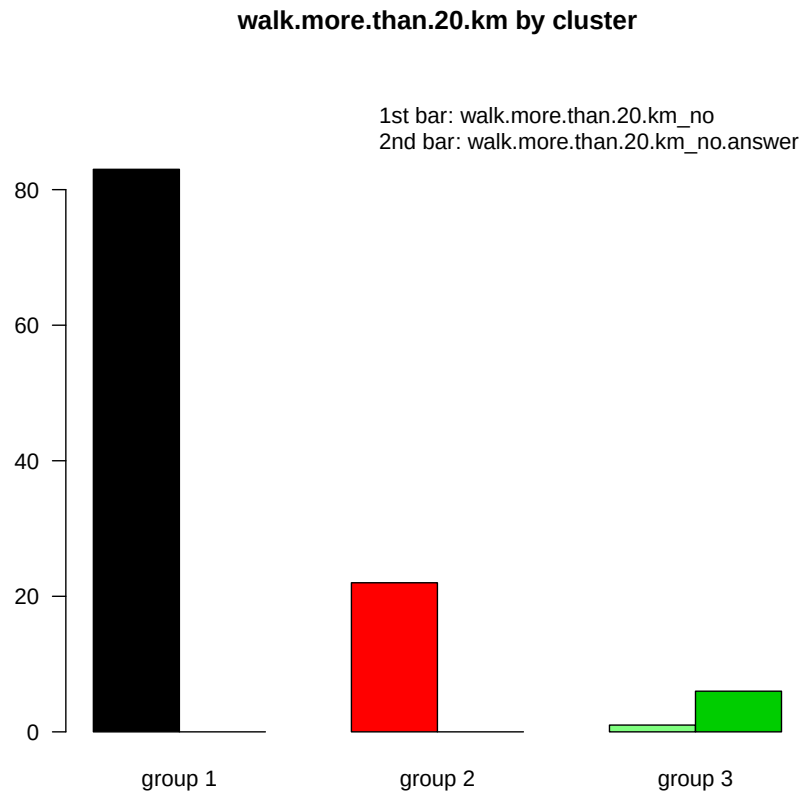

Figure 6: Variable walk.more.than.20.km

3.2.2 Number of individuals by cluster for the variable walk.2.to.5.km

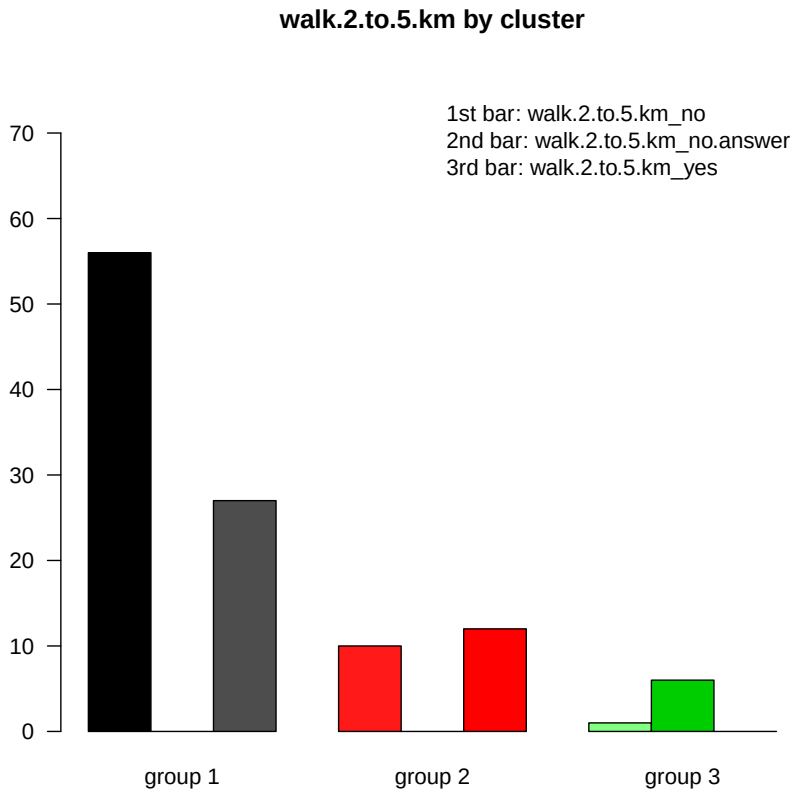

Figure 7: Variable walk.2.to.5.km

3.2.3 Number of individuals by cluster for the variable walk.0.to.2.km

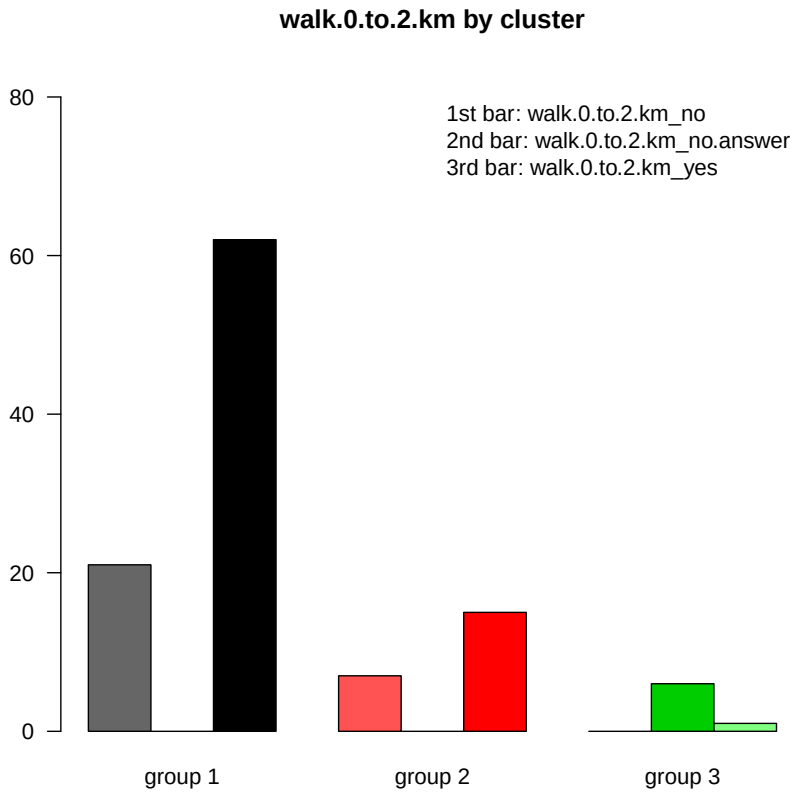

Figure 8: Variable walk.0.to.2.km

3.2.4 Number of individuals by cluster for the variable walk.5.to.20.km

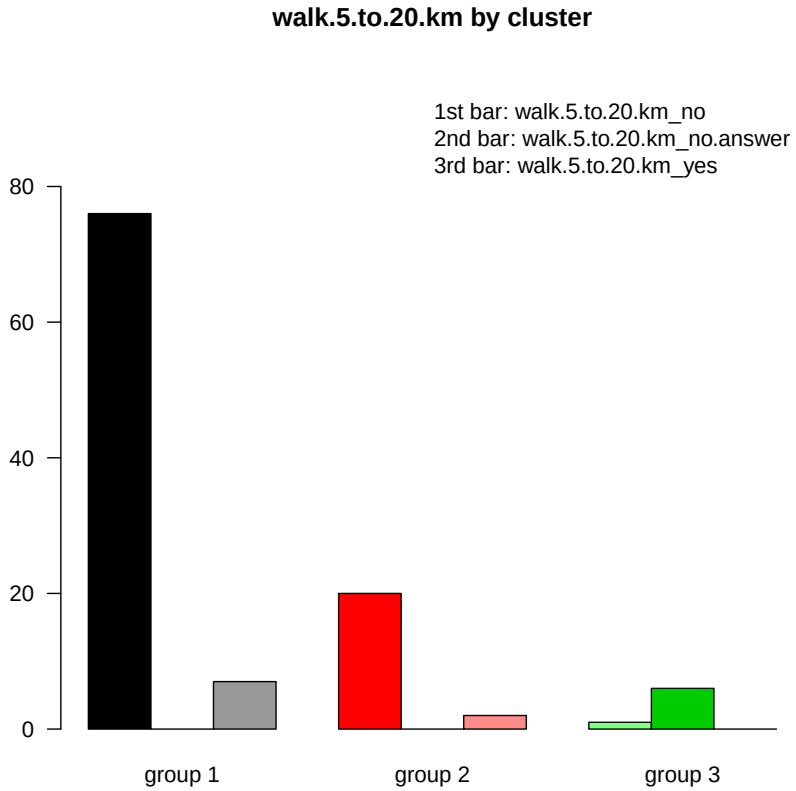

Figure 9: Variable walk.5.to.20.km

3.2.5 Number of individuals by cluster for the variable public.transport.more.than.20.km

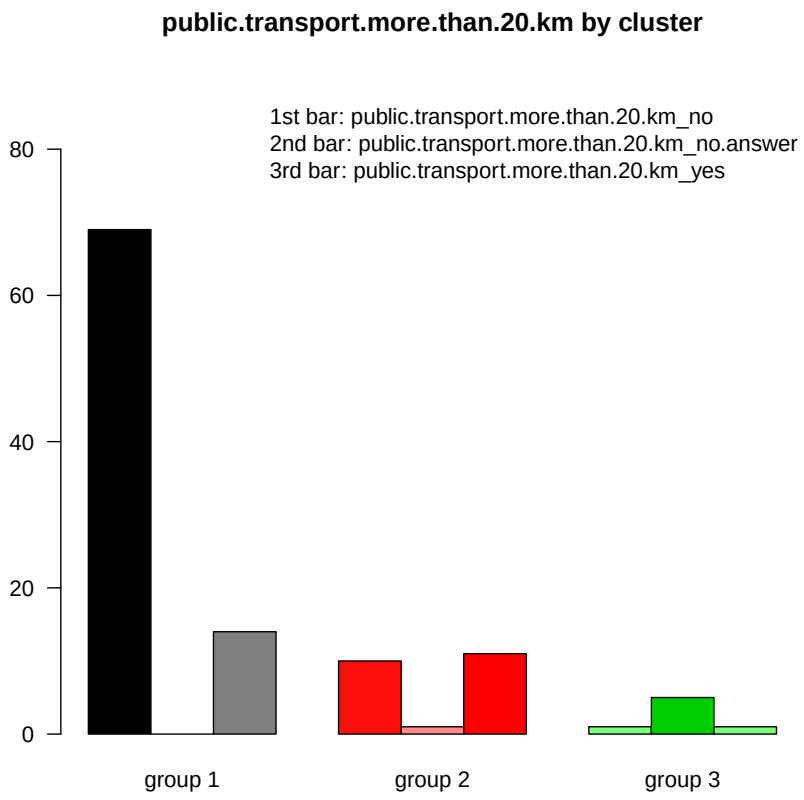

Figure 10: Variable public.transport.more.than.20.km

3.2.6 Number of individuals by cluster for the variable public.transport.5.to.20.km

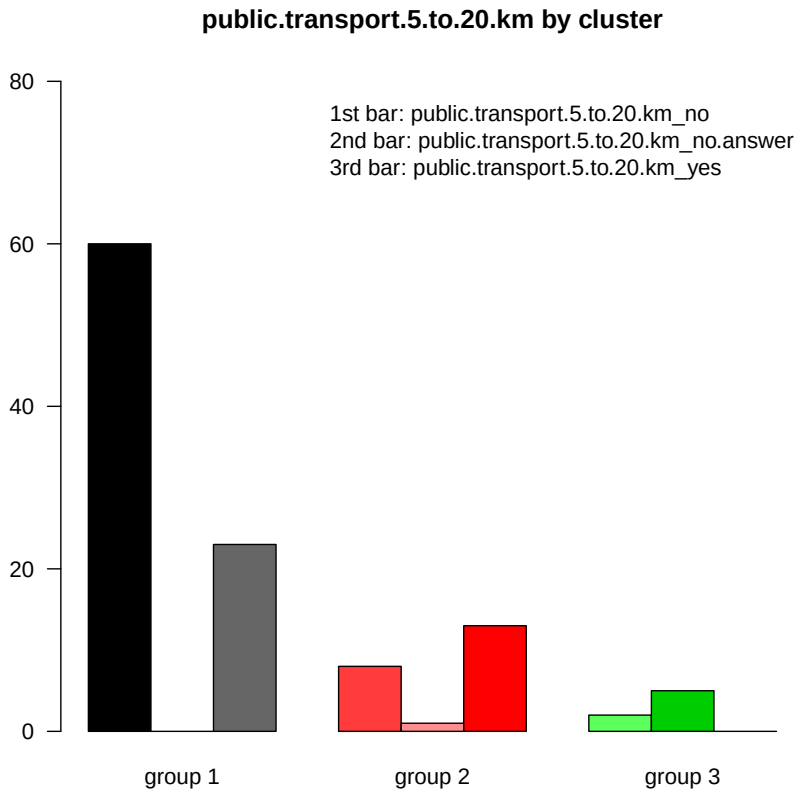

Figure 11: Variable public.transport.5.to.20.km

3.2.7 Number of individuals by cluster for the variable public.transport.2.to.5.km

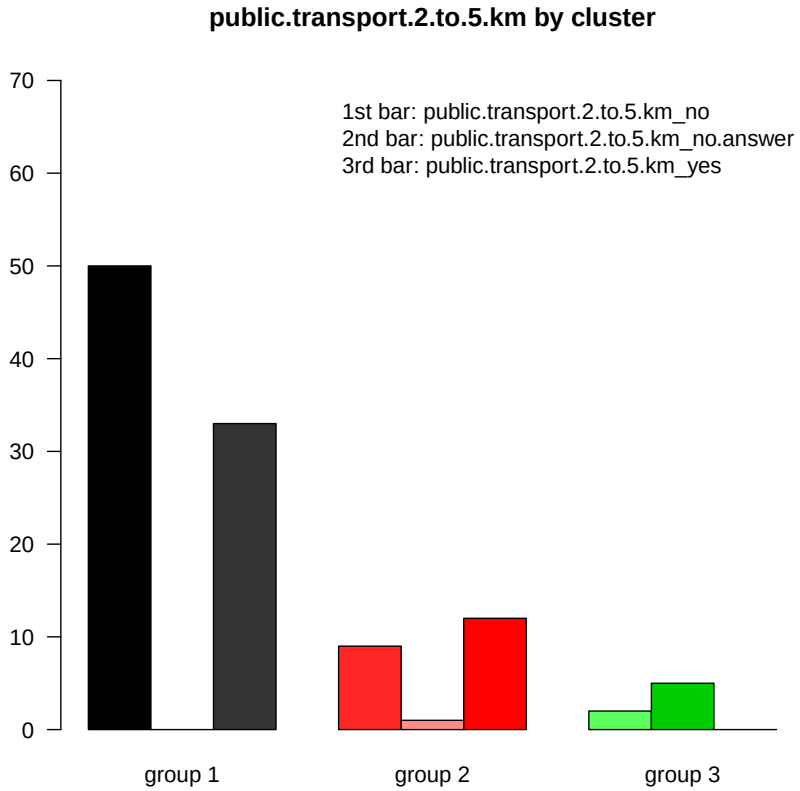

Figure 12: Variable public.transport.2.to.5.km

3.2.8 Number of individuals by cluster for the variable public.transport.0.to.2.km

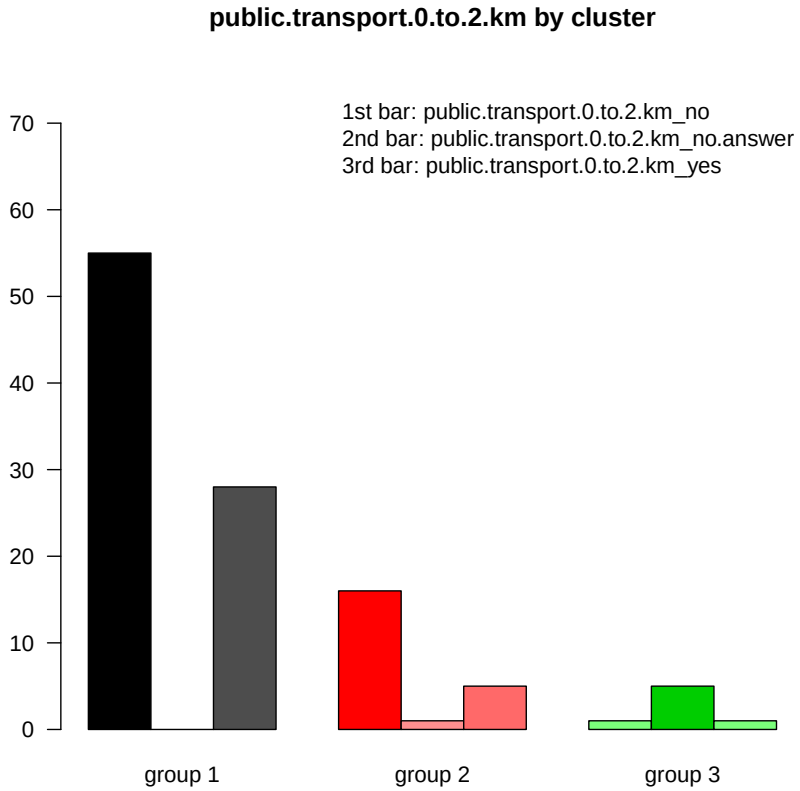

Figure 13: Variable public.transport.0.to.2.km

3.2.9 Number of individuals by cluster for the variable scooter.5.to.20.km

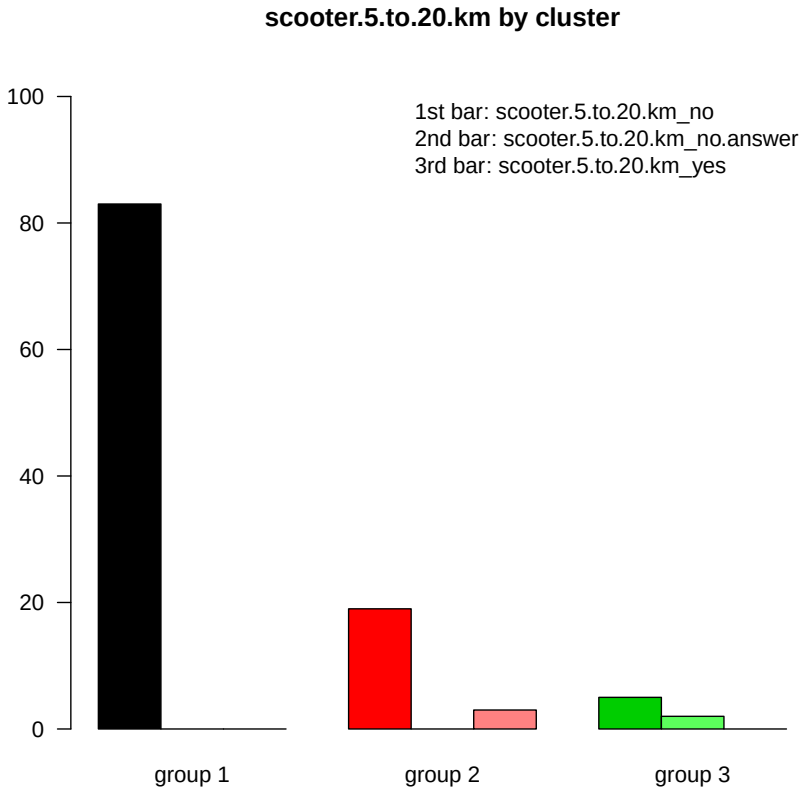

Figure 14: Variable scooter.5.to.20.km

3.2.10 Number of individuals by cluster for the variable moto.5.to.20.km

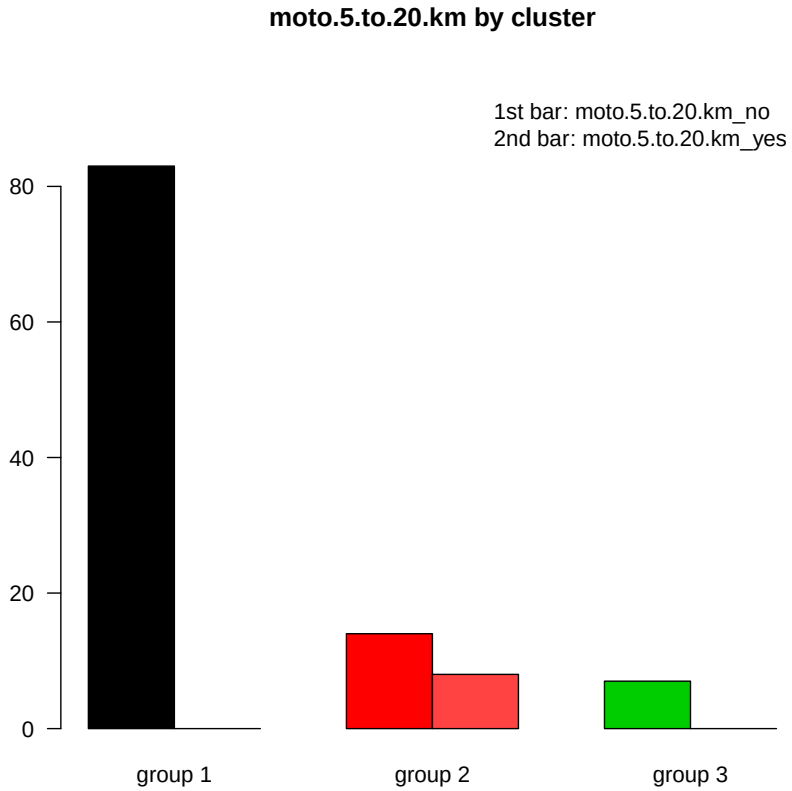

Figure 15: Variable moto.5.to.20.km

3.3 Automatic description of each cluster

The cluster 1 (83 individuals) includes the individuals possessing the following categories:

- `how.often.do.you.use.the.motorcycle=how.often.do.you.use.the.motorcycle_never`

  91.07 % of the individuals possess this category in the global population versus 100 % in the cluster 1 .

  Moreover, 81.37 % of the individuals possessing this category belong to the cluster 1 .

- `when.do.you.use.the.motorcycle=when.do.you.use.the.motorcycle_never`

  91.07 % of the individuals possess this category in the global population versus 100 % in the cluster 1 .

  Moreover, 81.37 % of the individuals possessing this category belong to the cluster 1 .

- `moto.5.to.20.km=moto.5.to.20.km_no`

  92.86 % of the individuals possess this category in the global population versus 100 % in the cluster 1 .

  Moreover, 79.81 % of the individuals possessing this category belong to the cluster 1 .

- `public.transport.more.than.20.km=public.transport.more.than.20.km_no`

  71.43 % of the individuals possess this category in the global population versus 83.13 % in the cluster 1 .

  Moreover, 86.25 % of the individuals possessing this category belong to the cluster 1 .

- `moto.more.than.20.km=moto.more.than.20.km_no`

  93.75 % of the individuals possess this category in the global population versus 100 % in the cluster 1 .

  Moreover, 79.05 % of the individuals possessing this category belong to the cluster 1 .

- `walk.more.than.20.km=walk.more.than.20.km_no`

  94.64 % of the individuals possess this category in the global population versus 100 % in the cluster 1 .

  Moreover, 78.3 % of the individuals possessing this category belong to the cluster 1 .

- `how.often.do.you.use.the.scooter=how.often.do.you.use.the.scooter_never`

  94.64 % of the individuals possess this category in the global population versus 100 % in the cluster 1 .

  Moreover, 78.3 % of the individuals possessing this category belong to the cluster 1 .

- `when.do.you.use.the.scooter=when.do.you.use.the.scooter_never`

  94.64 % of the individuals possess this category in the global population versus 100 % in the cluster 1 .

  Moreover, 78.3 % of the individuals possessing this category belong to the cluster 1 .

- `going.to.leisure.by.motorcycle.1=going.to.leisure.by.motorcycle.1_no`

  94.64 % of the individuals possess this category in the global population versus 100 % in the cluster 1 .

  Moreover, 78.3 % of the individuals possessing this category belong to the cluster 1 .

- `going.to.leisure.by.motorcycle=going.to.leisure.by.motorcycle_no`

  94.64 % of the individuals possess this category in the global population versus 100 % in the cluster 1 .

  Moreover, 78.3 % of the individuals possessing this category belong to the cluster 1 .

The cluster 2 (22 individuals) includes the individuals possessing the following categories:

- `moto.5.to.20.km=moto.5.to.20.km_yes`

  7.14 % of the individuals possess this category in the global population versus 36.36 % in the cluster 2 .

  Moreover, 100 % of the individuals possessing this category belong to the cluster 2 .

- `you.do.not.have.any.motorcycle=you.do.not.have.any.motorcycle_no`

  8.93 % of the individuals possess this category in the global population versus 36.36 % in the cluster 2 .

  Moreover, 80 % of the individuals possessing this category belong to the cluster 2 .

- `how.often.do.you.use.the.car=how.often.do.you.use.the.car_never`

  7.14 % of the individuals possess this category in the global population versus 31.82 % in the cluster 2 .

  Moreover, 87.5 % of the individuals possessing this category belong to the cluster 2 .

- `when.do.you.use.the.car=when.do.you.use.the.car_never`

  9.82 % of the individuals possess this category in the global population versus 36.36 % in the cluster 2 .

  Moreover, 72.73 % of the individuals possessing this category belong to the cluster 2 .

- `going.to.leisure.by.motorcycle.1=going.to.leisure.by.motorcycle.1_yes`

  4.46 % of the individuals possess this category in the global population versus 22.73 % in the cluster 2 .

  Moreover, 100 % of the individuals possessing this category belong to the cluster 2 .

- `going.to.leisure.by.motorcycle=going.to.leisure.by.motorcycle_yes`

  4.46 % of the individuals possess this category in the global population versus 22.73 % in the cluster 2 .

  Moreover, 100 % of the individuals possessing this category belong to the cluster 2 .

- `moto.0.to.2.km=moto.0.to.2.km_no`

  10.71 % of the individuals possess this category in the global population versus 36.36 % in the cluster 2 .

  Moreover, 66.67 % of the individuals possessing this category belong to the cluster 2 .

- `buying.motor.cycle=buying.motor.cycle_yes`

  11.61 % of the individuals possess this category in the global population versus 36.36 % in the cluster 2 .

  Moreover, 61.54 % of the individuals possessing this category belong to the cluster 2 .

- `moto.more.than.20.km=moto.more.than.20.km_yes`

  3.57 % of the individuals possess this category in the global population versus 18.18 % in the cluster 2 .

  Moreover, 100 % of the individuals possessing this category belong to the cluster 2 .

- `how.often.do.you.use.the.motorcycle=how.often.do.you.use.the.motorcycle_few times a month`

  3.57 % of the individuals possess this category in the global population versus 18.18 % in the cluster 2 .

  Moreover, 100 % of the individuals possessing this category belong to the cluster 2 .

The cluster 3 (7 individuals) includes the individuals possessing the following categories:

- `walk.more.than.20.km=walk.more.than.20.km_no.answer`

  5.36 % of the individuals possess this category in the global population versus 85.71 % in the cluster 3 .

  Moreover, 100 % of the individuals possessing this category belong to the cluster 3 .

- `walk.5.to.20.km=walk.5.to.20.km_no.answer`

  5.36 % of the individuals possess this category in the global population versus 85.71 % in the cluster 3 .

  Moreover, 100 % of the individuals possessing this category belong to the cluster 3 .

- `walk.2.to.5.km=walk.2.to.5.km_no.answer`

  5.36 % of the individuals possess this category in the global population versus 85.71 % in the cluster 3 .

  Moreover, 100 % of the individuals possessing this category belong to the cluster 3 .

- `walk.0.to.2.km=walk.0.to.2.km_no.answer`

  5.36 % of the individuals possess this category in the global population versus 85.71 % in the cluster 3 .

  Moreover, 100 % of the individuals possessing this category belong to the cluster 3 .

- `public.transport.more.than.20.km=public.transport.more.than.20.km_no.answer`

  5.36 % of the individuals possess this category in the global population versus 71.43 % in the cluster 3 .

  Moreover, 83.33 % of the individuals possessing this category belong to the cluster 3 .

- `public.transport.5.to.20.km=public.transport.5.to.20.km_no.answer`

  5.36 % of the individuals possess this category in the global population versus 71.43 % in the cluster 3 .

  Moreover, 83.33 % of the individuals possessing this category belong to the cluster 3 .

- `public.transport.2.to.5.km=public.transport.2.to.5.km_no.answer`

  5.36 % of the individuals possess this category in the global population versus 71.43 % in the cluster 3 .

  Moreover, 83.33 % of the individuals possessing this category belong to the cluster 3 .

- `public.transport.0.to.2.km=public.transport.0.to.2.km_no.answer`

  5.36 % of the individuals possess this category in the global population versus 71.43 % in the cluster 3 .

  Moreover, 83.33 % of the individuals possessing this category belong to the cluster 3 .

- `when.do.you.walk=when.do.you.walk_no.answer`

  10.71 % of the individuals possess this category in the global population versus 71.43 % in the cluster 3 .

  Moreover, 41.67 % of the individuals possessing this category belong to the cluster 3 .

- `how.often.do.you.walk=how.often.do.you.walk_no.answer`

  9.82 % of the individuals possess this category in the global population versus 57.14 % in the cluster 3 .

  Moreover, 36.36 % of the individuals possessing this category belong to the cluster 3 .