SDG Goal 11	Sustainable cities and communities
SDG Target 11.2	By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons
SDG Indicator 11.2.1	Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities
Time series	Population that has convenient access to public transport (within 500 meters)

1. General information on the time series

- Date of national metadata: 18 May 2021
- National data: http://sdg-indikatoren.de/en/11-2-1/
- Definition: The time series is defined as the share of the population that has convenient access to public transport. The access to public transport is considered convenient when a public transport stop is accessible within 0.5 km linear distance from home.
- Disaggregation: Not available.

2. Comparison with global metadata

- Date of global metadata: February 2021
- Global metadata: https://unstats.un.org/sdgs/metadata/files/Metadata-11-02-01.pdf
- The time series is compliant with the global metadata. In the global metadata access to public transport is defined as being convenient when a recognized stop is accessible within a distance of 0.5 km from a reference point such as home, school, work place, market, etc.

3. Data description

- Data stems from a special evaluation of the Federal Institute for Research on Building, Urban Affairs and Spatial Development (BBSR). In a first step, all public transport stops with at least 28 departures on workdays are identified. For these stops, it is assumed that there is at least one departure in each direction hourly between 6am and 8pm. Based on these public transport stops, a layer with a 0.5 km buffer around each stop is produced. Population data stems from an extrapolation of the population census from 2011 and is available with a resolution of 100*100 meter grid cells. In case the centroid of a population grid cell falls within a buffer zone of a public transport stop, the entire population of the grid cell is added to the share of the population that has a public transport stop within 0.5 km distance.

4. Accessibility of source data

5. Metadata on source data

- Not available

6. Timeliness and frequency

- Timeliness: t + 6 months (approximately)
- Frequency: Every 2 years

7. Calculation method

- Unit of measurement: %
- Calculation method:

$$\text{Population that has access to public transport} = \frac{\text{Persons living within 0.5 km distance to a transport stop [number]}}{\text{Population [number]}} \cdot 100\,[\%]$$

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SDG Indicator 11.2.1	**Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities**
Time series	**Population that has convenient access to public transport (within 10 minutes walking distance)**

1. General information on the time series

- Date of national metadata: 18 May 2021

- National data: http://sdg-indikatoren.de/en/11-2-1/

- Definition: The time series is defined as the share of the population that has convenient access to public transport. The access to public transport is considered convenient when a public transport stop is accessible within 10 minute walking distance from home.

- Disaggregation: age group; disability status; sex

2. Comparison with global metadata

- Date of global metadata: February 2021

- Global metadata: https://unstats.un.org/sdgs/metadata/files/Metadata-11-02-01.pdf

- The time series is not compliant with the global metadata, but provides additional information.

3. Data description

- Data stems from the German Mobility Panel (Deutsches Mobilitätspanel). It is based on a voluntary annual household survey, which is carried out since 1993. In the first decades the annual sample size was about 1,000 households. Since 2013, it consists of observations from more than 1500 households with a total of more than 2700 persons. The time series calculates the share of individuals that lives within 10 minutes walking distance to the next public transport stop. Means of public transport include busses, tramways and all kinds of trains.To calculate the share of the population that lives within 10 minutes walking distance to a stop, the personal answers to the survey are used and weighted such that the probability of taking part in the survey can be projected on the entire population of the country, based on socio-economic characteristics. Socio-economic characteristics included to calculate the weights are the accessibility probability for the survey (whether an individual is accessible via a landline and/or a mobile phone), size of the locality, sex and age of the person.

4. Accessibility of source data

- Data can be requested at the Clearing House of Transport Data at the German Aerospace Centre (DLR):
http://www.dlr.de/cs/en/desktopdefault.aspx/1177_read-2160/

5. Metadata on source data

- The final report 2016/2017 includes a detailed description of the data collection and processing (only available in German):
http://daten.clearingstelle-verkehr.de/192/

6. Timeliness and frequency

- Timeliness: t + 14 months
- Frequency: Annual

7. Calculation method

- Unit of measurement: %
- Calculation method:

$$\text{Population that has access to public transport within walking distance} = \frac{\text{Persons living within 10 minute walking distance to a public transport stop [number]}}{\text{Population [number]}} \cdot 100 \, [\%]$$

Note : The equation states the simplified calculation approach. For the calculation of the indicator, answers to the survey are weighted such that the probability to take part in the survey can be projected on the entire population.