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Mobility in rural areas; some Slovenian experience

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What is rural (Slovenian perspective) ?

What is not rural:

- *Not Centres (Urban areas) and Corridors*
- *(Also not) Suburbs*

Candidates:

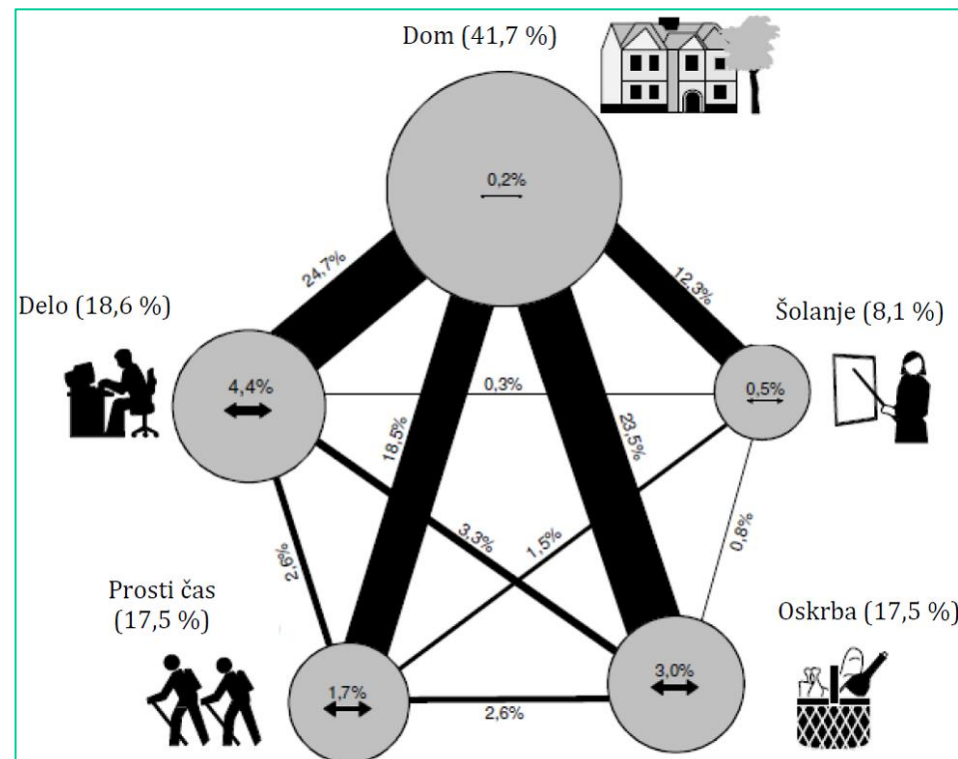
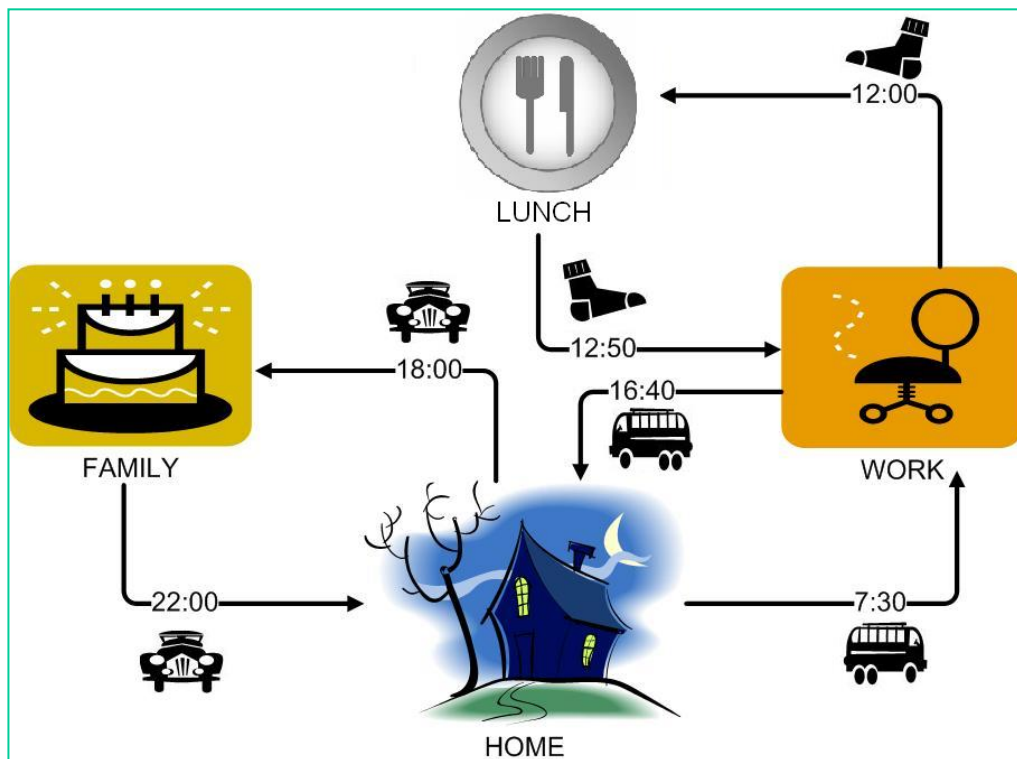
- *Peripheral regions (Koroška, Bela Krajina)*
- *Small settlements without essential services*

Needed definition:

- *Peripheral as not on main corridors ?*
- *What is small settlement ?*
- *Essential services (a list) ?*
- *Suburbs (in kilometers/minutes to arrive centers)*

Understanding travel demand

Purposes of travel: to work, to school, shop/visit_doctor/... , leisure/socializing ... (everywhere the same structure!):



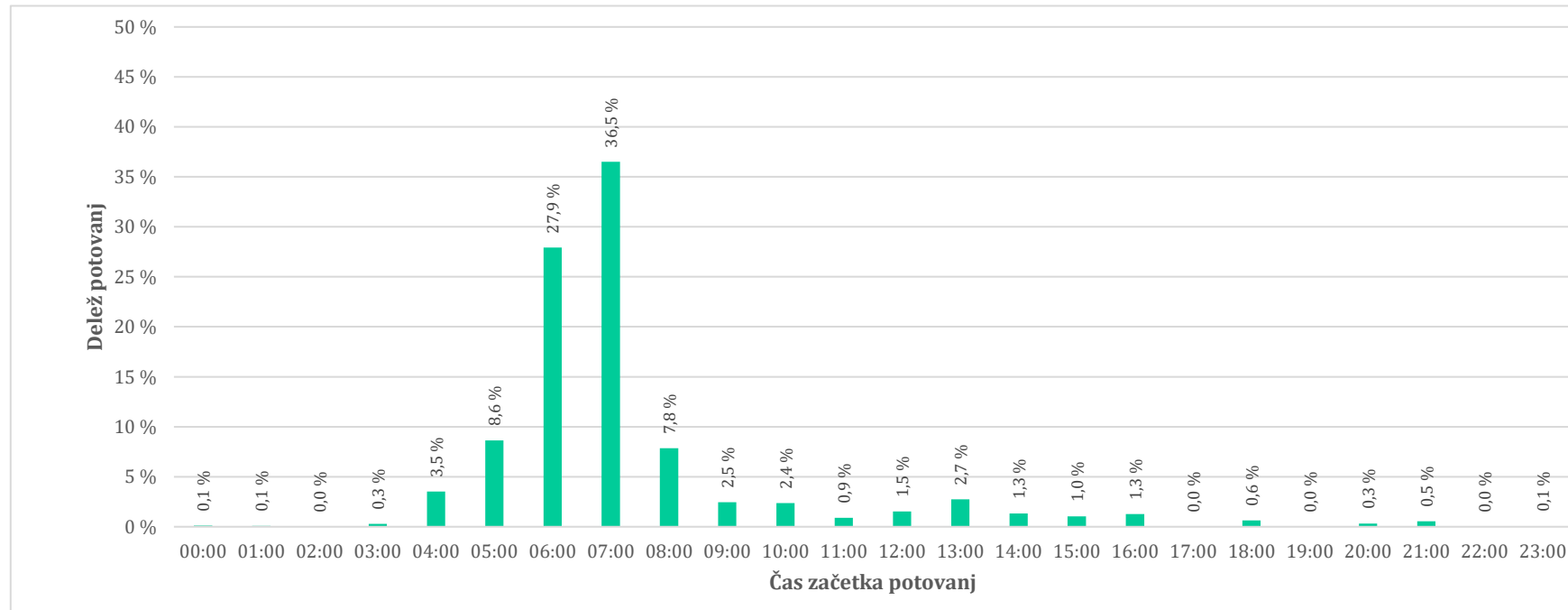
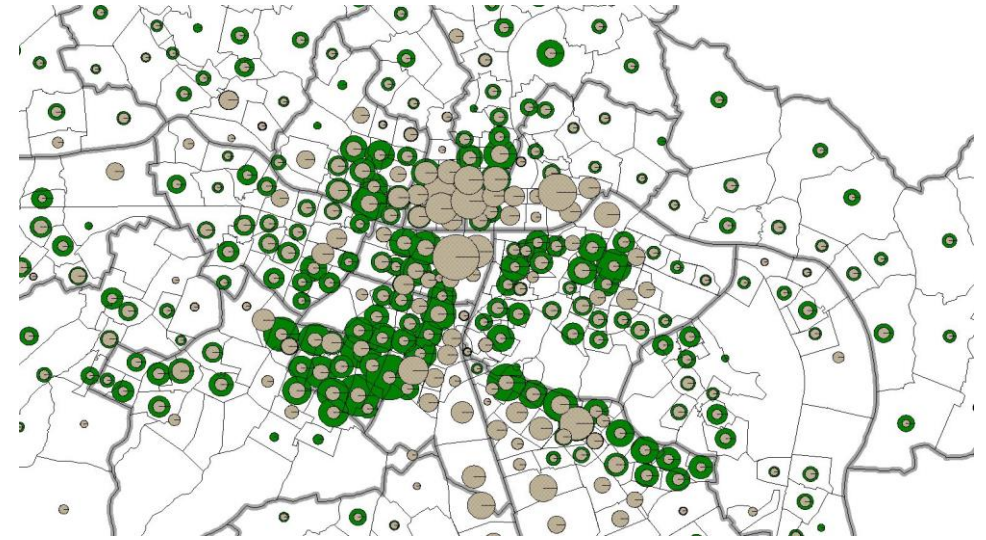
Definition of periphery in terms of mobility needs: settlements without jobs, secondary school, doctor, post office...
To reach the localities where these activities are offered: ... car dependency, time losses...

Understanding travel demand ?

„Travel demand“ is composed typically:

- movements between „home“ and „attractors“ (80 - 85%)
- movements between „attractors“ (10 - 15 %)
- others (VFR,...) (5 – 10%)

“Travel demand” to work/school is extremely time dependent:



Households mobility costs (EU, SLO)

Theses 1 (SLO):

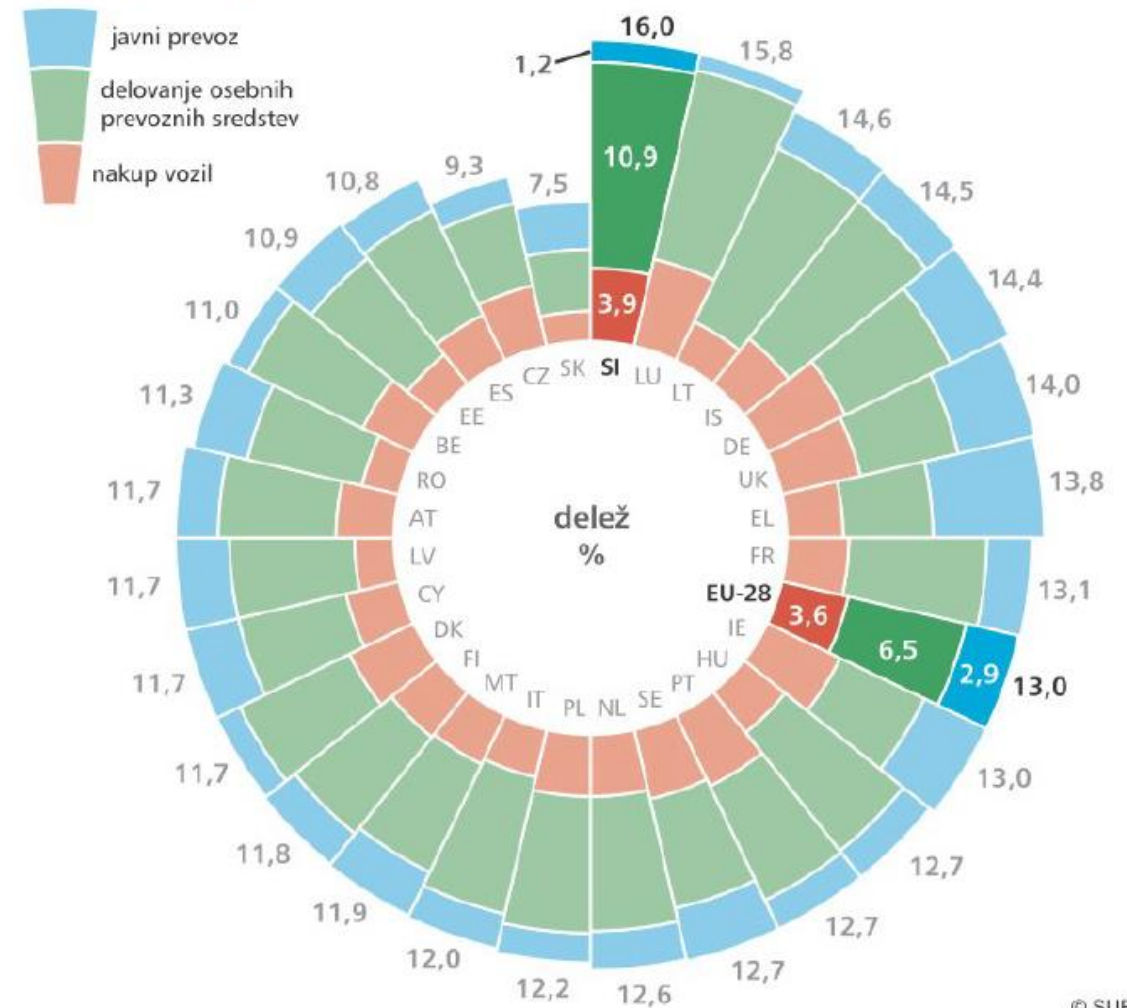
- Car dependency
(also) because of underdevelopment of
- Public/collective transport
particularly in rural and peripheral areas

Theses 2:

The common understanding of “what is smart mobility” is wrong:

- IT solutions to mitigate un-smart development and travel behavior ?
- Electricity - as a more sustainable source of energy – to continue with un-smart mobility patterns ?

Izdatki gospodinjstev za osebno mobilnost, izbrane države EU-28, 2015



Sustainable transport/mobility for rural areas ?

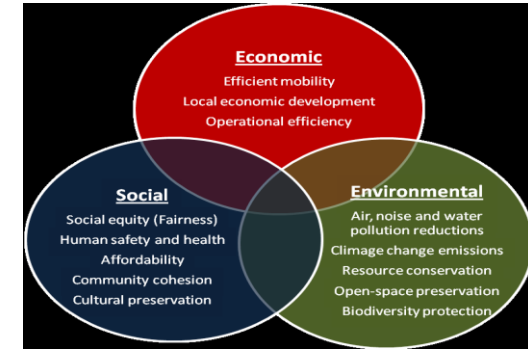
According to (ECMT) definition, a sustainable transport system:

- **Allows the basic access** and development needs of individuals, companies and society to be met safely and in a manner consistent with human and ecosystem health, and
- **promotes equity** within and **between successive generations**.
- **is affordable**, operates fairly and efficiently,
- **offers a choice** of transport mode and
- **supports** a competitive economy, as well as **balanced regional development**.
- Limits emissions & waste within the planet's ability to absorb them,
- uses renewable resources at or below their rates of regeneration, and
- uses non-renewable resources at or below the rates of development of renewable substitutes, while minimizing the impact on the use of land and the generation of noise.

Sustainable transport/mobility for rural areas ?

Mobility planning **challenges** in urban areas vs. rural areas ?

| Problem: | Urban | Rural |
|---|--------------|--------------|
| Congestion | Yes | No |
| Noise | Yes | No |
| Parking | Yes | No |
| Air Quality | Yes | No |
| Access to services | No | Yes |
| Options for reducing household mobility costs | No | Yes |
| Social exclusion (caused by mobility) | No | Yes |
| Affordability of PT (public sources) | No | Yes |



Completely **different list** of challenges – but **the same** legislation, **approach** ?

Different list of challenges – but the same approach; Examples (SLO):

Following the “affordability of PT services thresholds”, these are converted into “accessibility standards” are settlements below 500 inhabitants are not served (financed) by national PT funds?

| Problem: | Urban | Rural |
|--------------------------------------|-------|-------|
| Affordability of PT (public sources) | No | Yes |

Following the EU legislation about “clean vehicles” small (midi-busses) serving rural settlements must be clean (very expensive); but “large busses”, serving urban areas are excluded from this regulation ?

| Problem: | Urban | Rural |
|-------------|-------|-------|
| Air Quality | Yes | No |

Following the Slovenian practice, bus services between rural settlements and centers are co-financed by (poor) rural municipalities; but the beneficiaries are actually cities!

| Problem: | Urban | Rural |
|---|-------|-------|
| Congestion, noise, parking, air quality | Yes | No |

Public/collective transport vs. individual/shared transport ?

SLO approach:

- *(Regular PT) should meet the basic supply standard (called: „standard ponudbe“); expressed in the number of connection per time slot between settlement and regional center(s)*
- *Corrected by historic/traditional (already existent) supply...*
- *Constrained / fine-tuned by the „available public money“*

Following the equity principles...

a lot of public money for regular transport, but not 100% of citizens are served;

(? this is an obvious discrimination); solutions:

- *Reducing the threshold to contract regular PT services financed by the state*
- *“Some” service – but not necessarily regular PT - “demand responsive regular PT supply”*
- *Supporting (in terms of voucher, perhaps) of collective transport practices*
- *...*



Conclusion

Answer to set of theses:

Theses 1 (SLO):

Car dependency is caused primarily because of:

- *Non-existing polycentric development*
- *Closing the services (medical care facilities, post office's, ATM's, shops...) in rural areas;*

but also because of:

- *Underdevelopment of public transport in rural areas and*
- *Lack of options to travel on more sustainable way*

Theses 2:

- *IT solutions can mitigate un-smart travel behavior.*