

EURA 2011

The City Without Limits

Copenhagen, Denmark

# STUDYING DAILY MOBILITY NETWORK IN SLOVENIA: ONE COUNTRY, ONE METROPOLIS?

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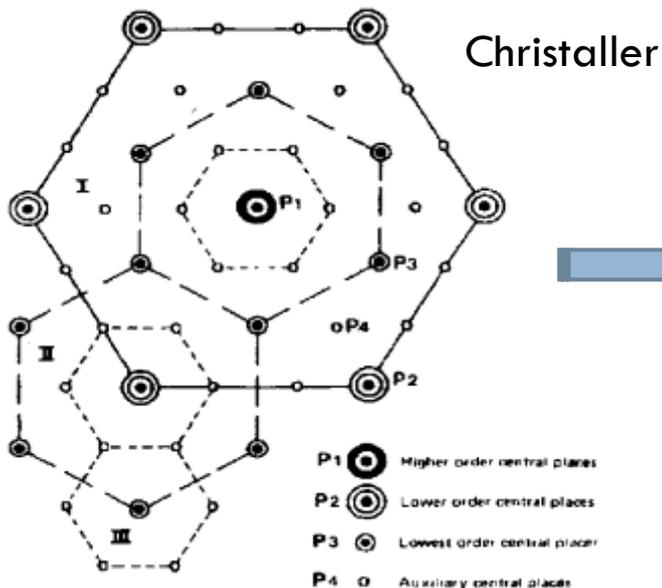
# In theory... (1)

- Commuter network as an index of cohesion:
  - ▣ Intra-regional cohesion
  - ▣ Inter-regional cohesion
- Cohesiveness as a measure of studying regional / metropolitan structure (Stead & Marshall 2001, Dessemontet et al. 2010, ...)
- Regional structure - daily mobility network:
  - ▣ Mass public transport - centralized (traditional) region
  - ▣ Individual transport - decentralized (polycentric) region

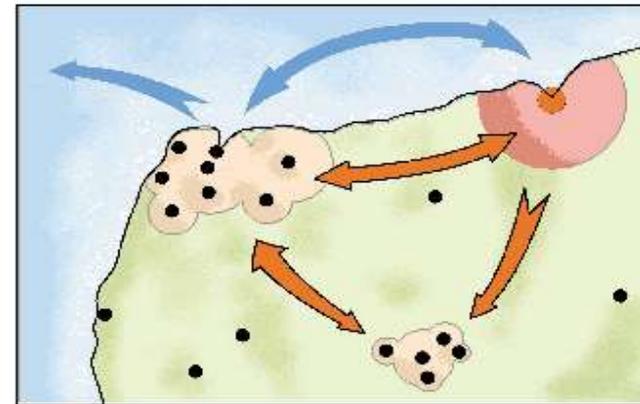
# In theory... (2)

In theory:

by studying daily commuting network, we can also study the formation of polycentric (metropolitan?) regions & networks



polycentric network of regions



# In Slovenia ... (1)

- Post-socialist country
  - ▣ Extreme shift in economic structure
  - ▣ Extreme shift in commuting behavior
- Examples:
  - ▣ Modal split in PT: from 64% (1981) to 10% (2001)
  - ▣ CO<sub>2</sub> in transport: +429% (from 1986 to 2001)
  - ▣ 2nd most motorised country in the EU (500 cars/1000 inh. )
  - ▣ 23<sup>rd</sup> in public transportation usage in the EU (10-15%)
  - ▣ Large motorway investments (3/4 of all transportation investments)

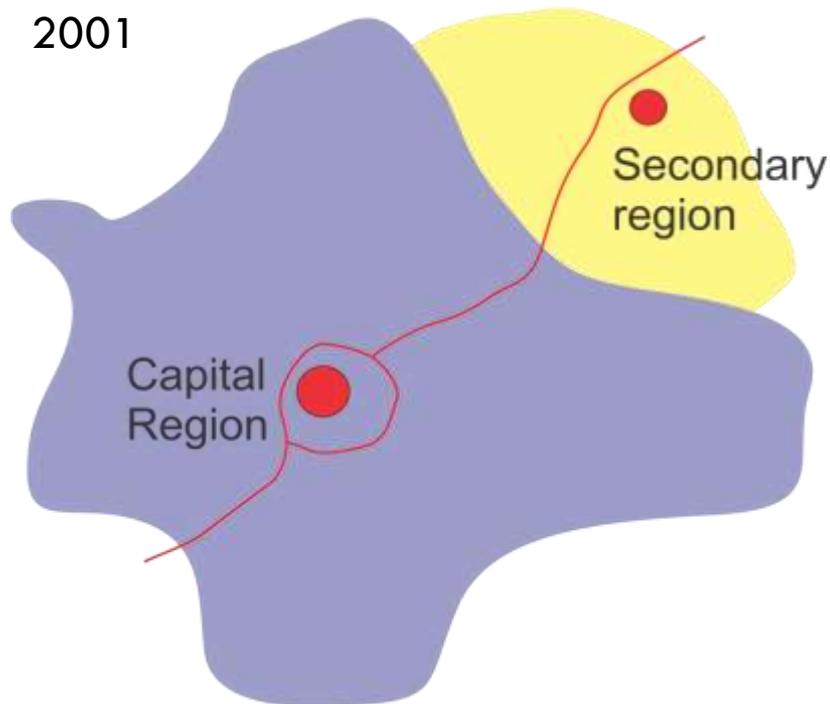


# In Slovenia ... (3)

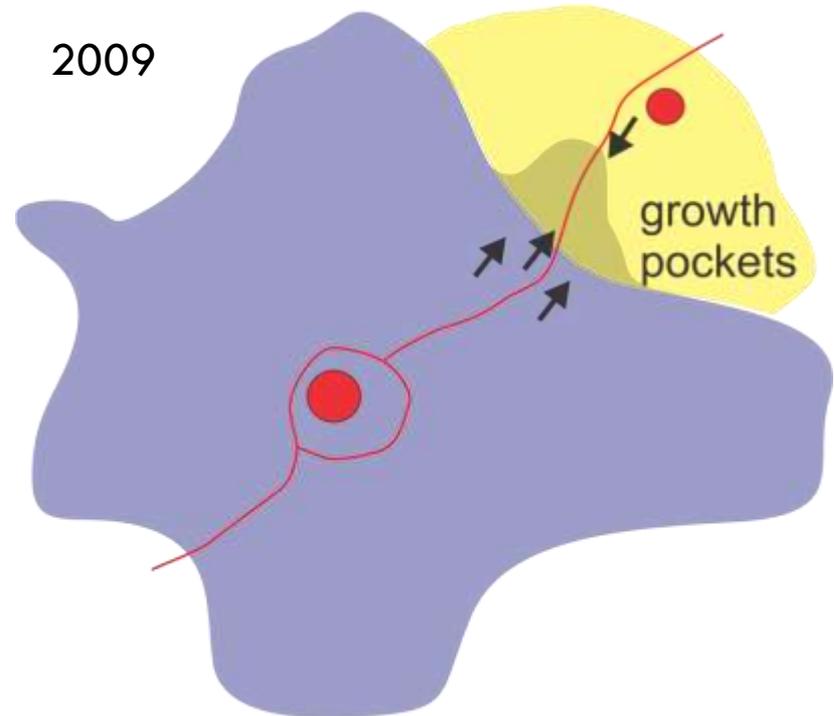
- Basic findings on what influenced changing commuting patterns:

## 1.) Improved objective & subjective transport accessibility (freeways) – growth pockets

2001



2009

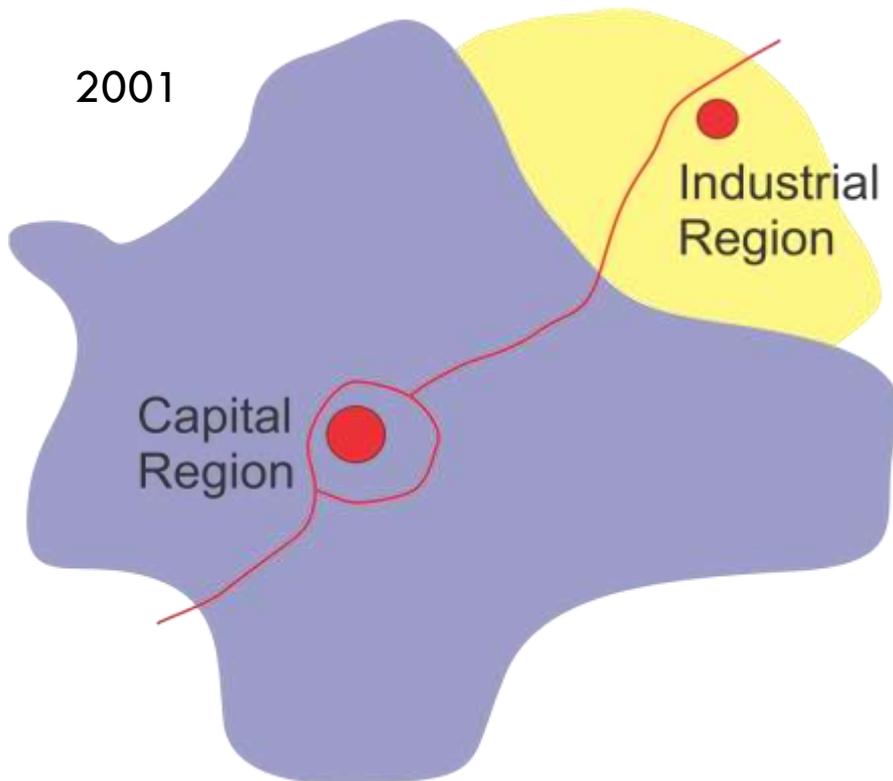


# In Slovenia ... (4)

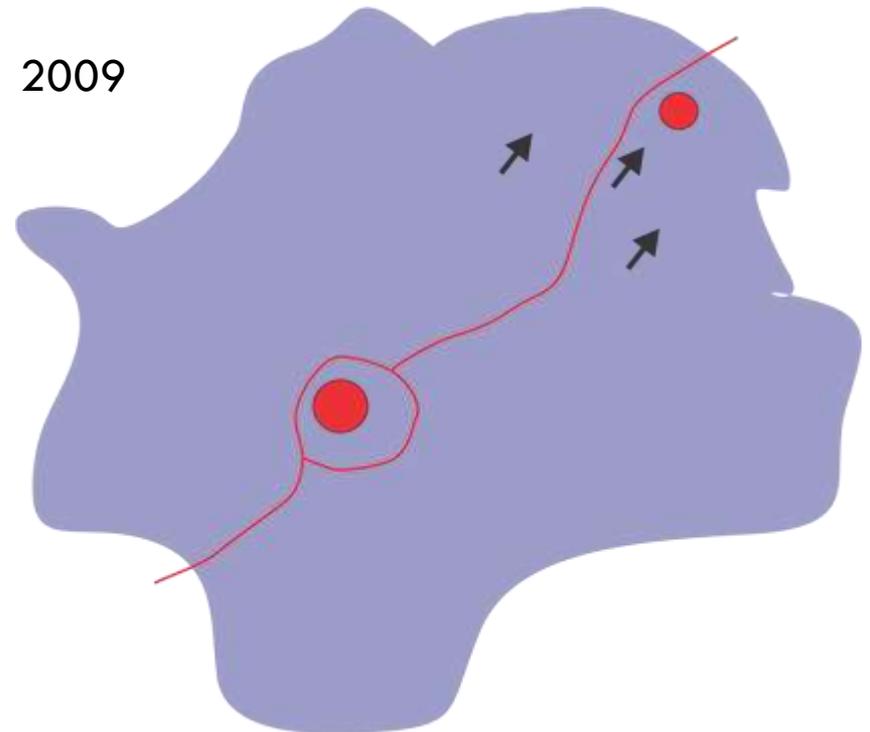
- Basic findings on what influenced changing commuting patterns:

## 2.) Economic changes or dissolving regions

2001



2009



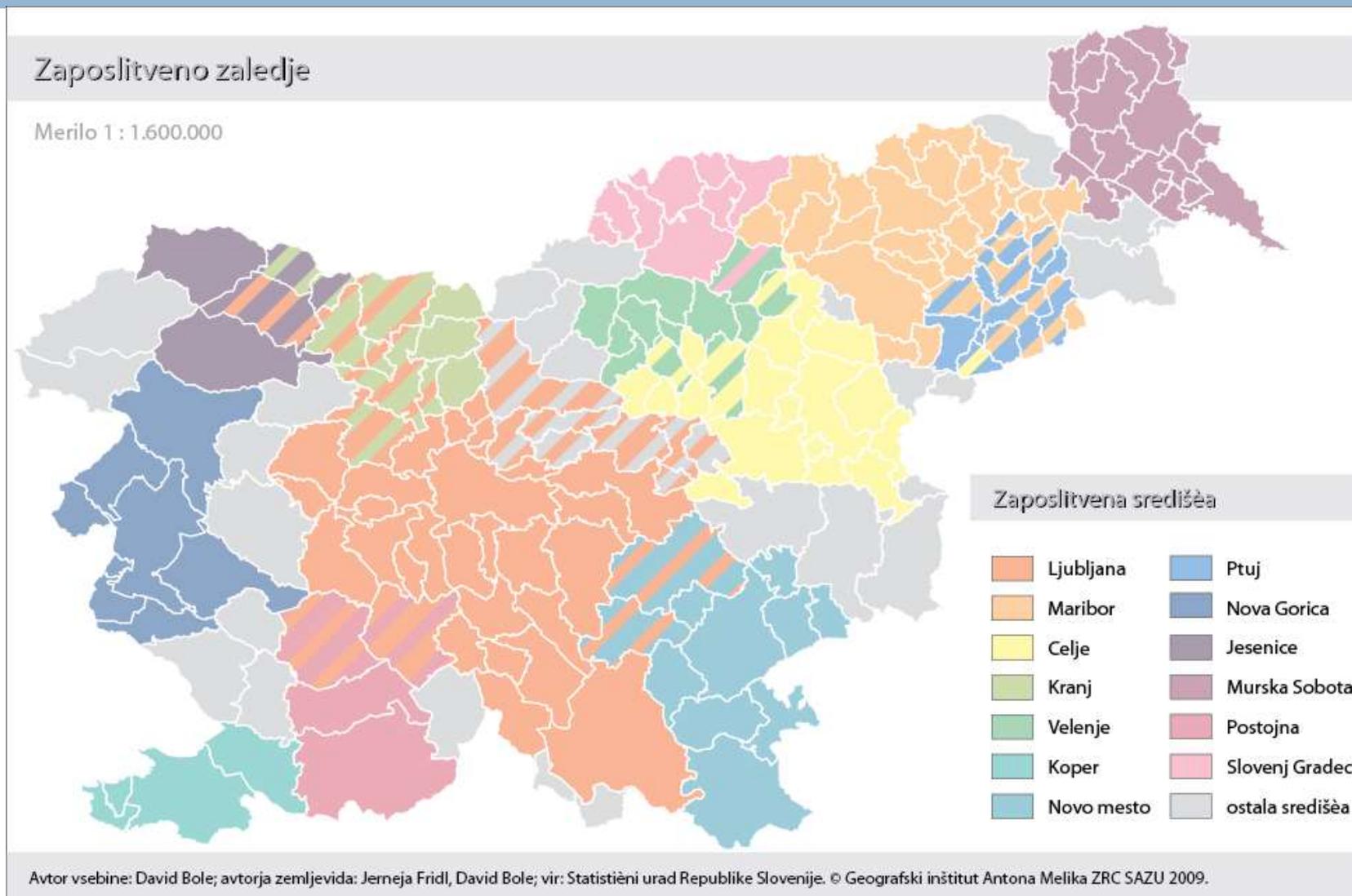
# In Slovenia ... (5)

- ▣ Capital region (Ljubljana) is expanding its commuting hinterland “*one country, one metropolis*”
- ▣ Other regions are shrinking at the expense of the Capital region

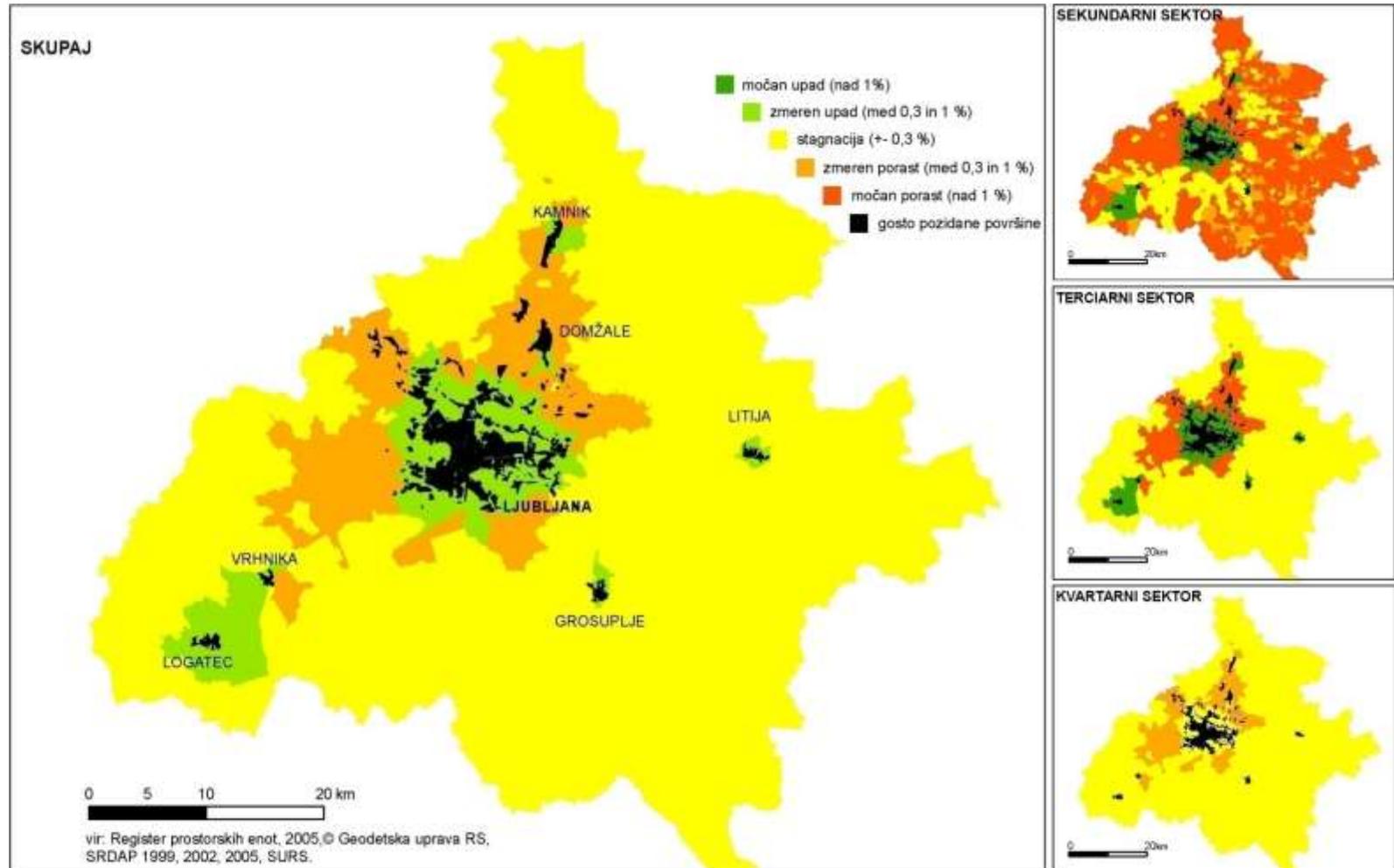
BUT:

- ▣ Within the capital region new growth polycentric pockets are emerging
- ▣ Outcome of changing regional cohesiveness:
  - Monocentricity on a national scale (**inter-regional**)
  - Polycentricity on a micro scale (**intra-regional**)

# In Slovenia: monocentricity vs. polycentricity (1)



# In Slovenia: monocentricity vs. polycentricity (2)



# In Slovenia: monocentricity vs. polycentricity (3)

- ▣ One country – one (polycentric) region
- ▣ Major problems:
  - Development based solely on personal transportation
  - Spontaneous “cell development” along transport axis
  - Unsustainable spatial development
    - Excessive road infrastructure
    - Land use conflicts
    - Unbalanced competitiveness among regions
- ▣ Development of regions in post-socialist countries: path-dependant development but with similarities



# Thank you!

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