

Emerging transport land use changes in post-socialist urban environment: example of Slovenia

ongoing research

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Why transport land use?

Mobility patterns

- *Personal vs. Public transportation*
- *Economic costs*
- *Social exclusion*
- *Policy, decision-making*
- *Sustainability*
- ...



Transport Land Use

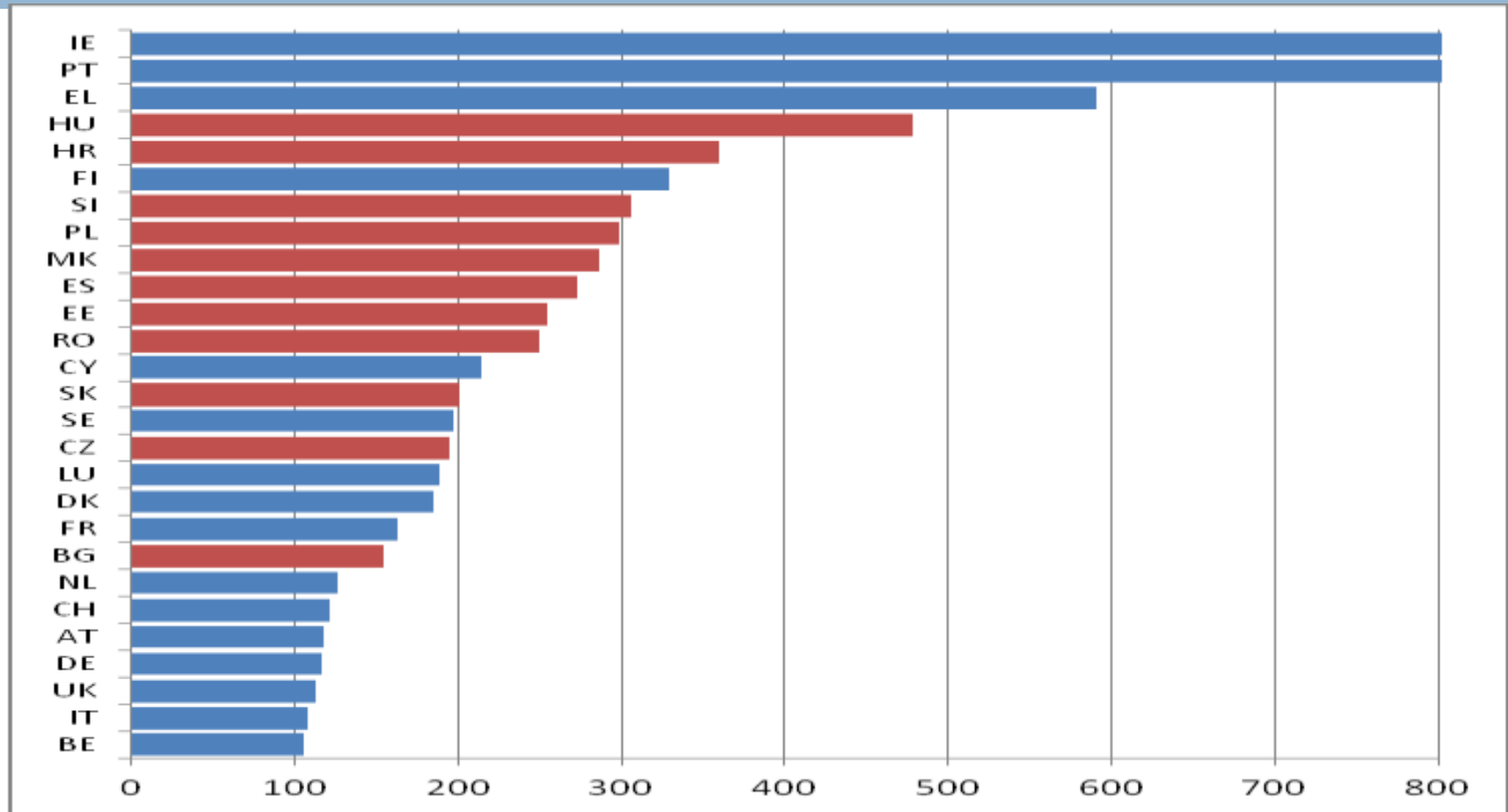
- *45% - 55% of all built-up areas*
- *Sustainability*
- *Quality of living*
- *Conflicts in land use*
- *Spatial planning questions ...*
- *Economic costs*
- ...

- **Fact:** „motorisation“ and „automobilisation“ of post-socialist cities
- **Questions:**
 - *how does this mobility shifts influence transport-land use AND*
 - *which are the structures that influence this changes?*

Socialist legacy

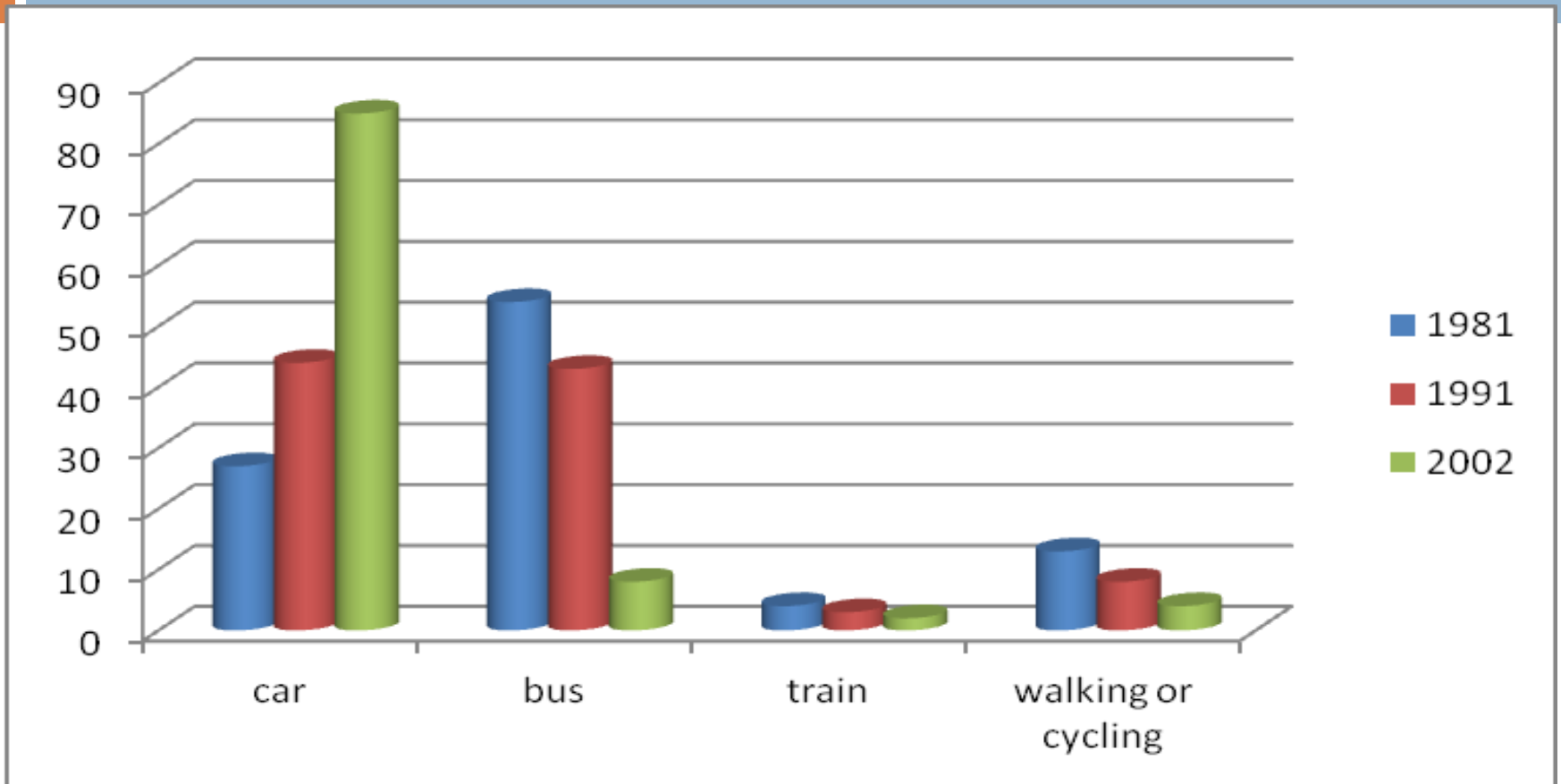
- ▣ Planned, centralised, collective development → planned, centralised, collective mobility, daily commuting
- ▣ Regulated consumption, production of cars
- ▣ Industrial society, planned mobility to work, school
- ▣ Egalitarian social structure:
- ▣ **Collectivization of mobility**

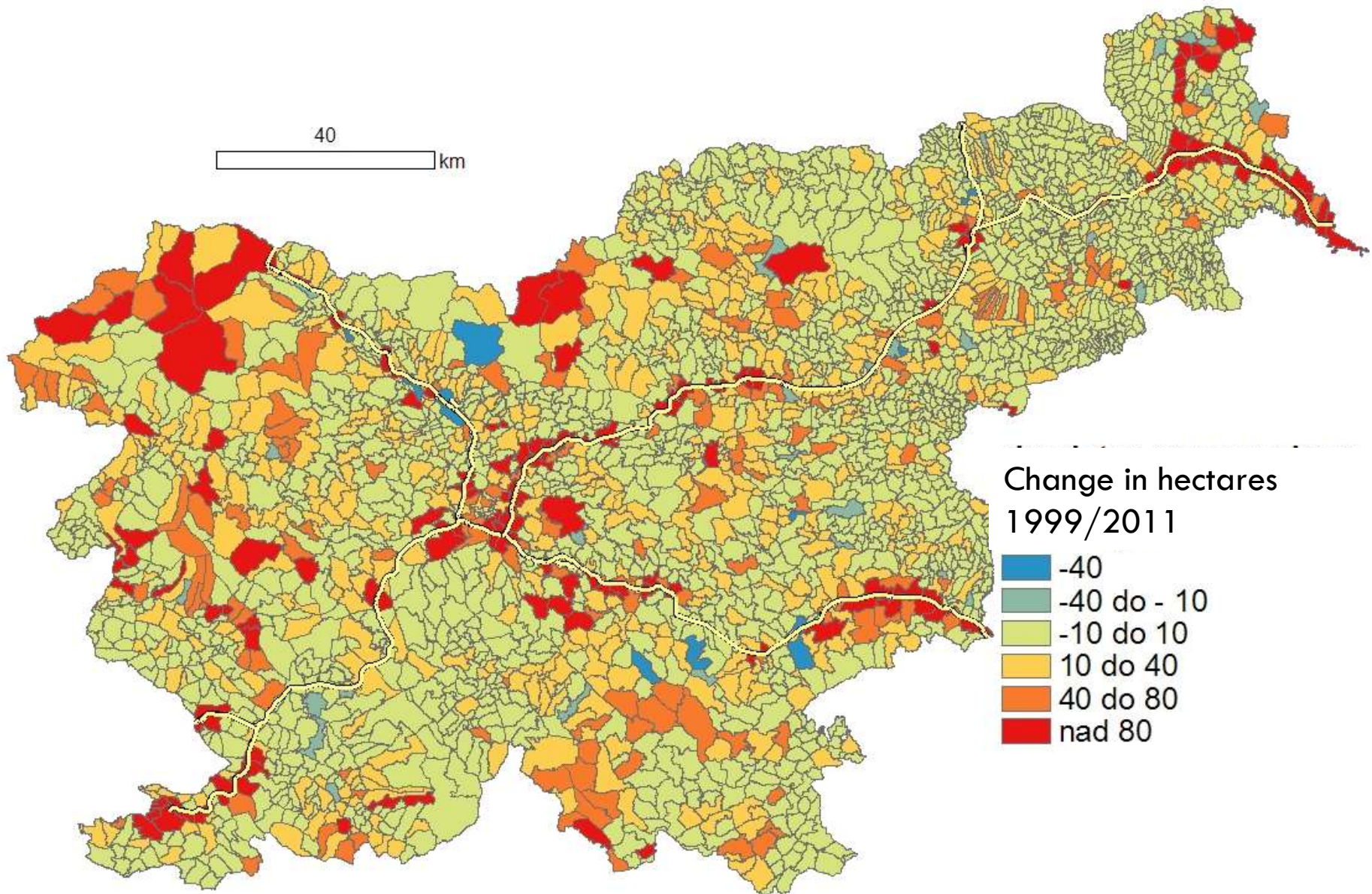
Transition to capitalism



**Following „western“ trends or a unique kind of development?
How do this mobility changes effect cities, residents?**

Case study: Slovenia





Transport land use: urban level

- Are there changes in different housing types (socialist # post-socialist)?
- Thesis:
 - ▣ older housing types (before 1990) less „car“ orientated, more green and „livable“,
 - ▣ newer types (built after 1990) more car orientated, less green
- Methodology: comparative analysis of transport land use in urban areas and suburban settlements

urban level: methodology

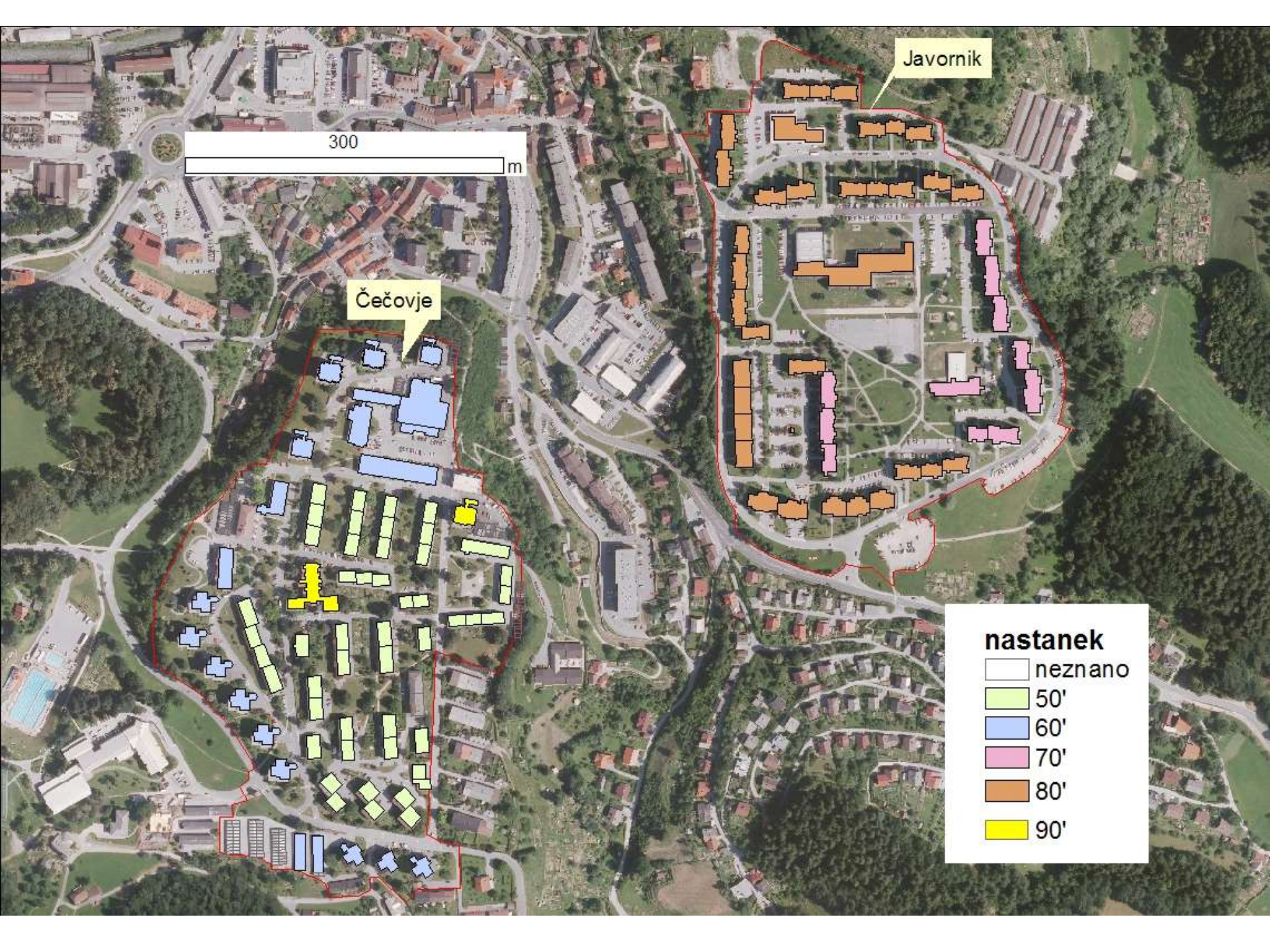
Step 1: selecting typical „settlement areas“

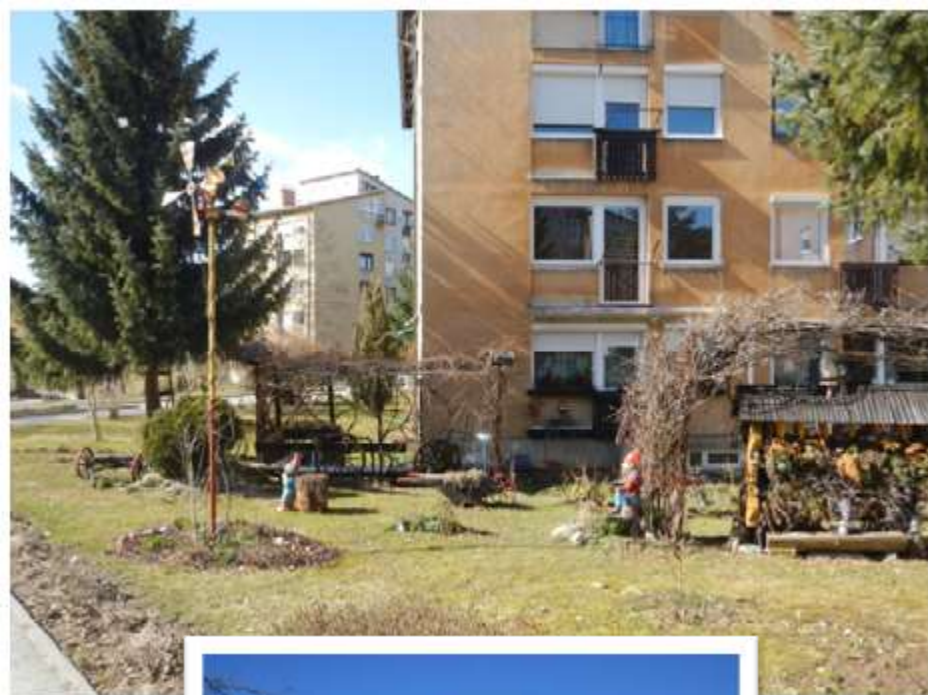
Step 2: detailed mapping of transport land-use

Step 3: digitalisation, calculation; main factor:

XY m² of land use per inhabitant

- ▣ Parking;
- ▣ Roads (cars);
- ▣ Roads, paths (pedestrians, bicycles only)



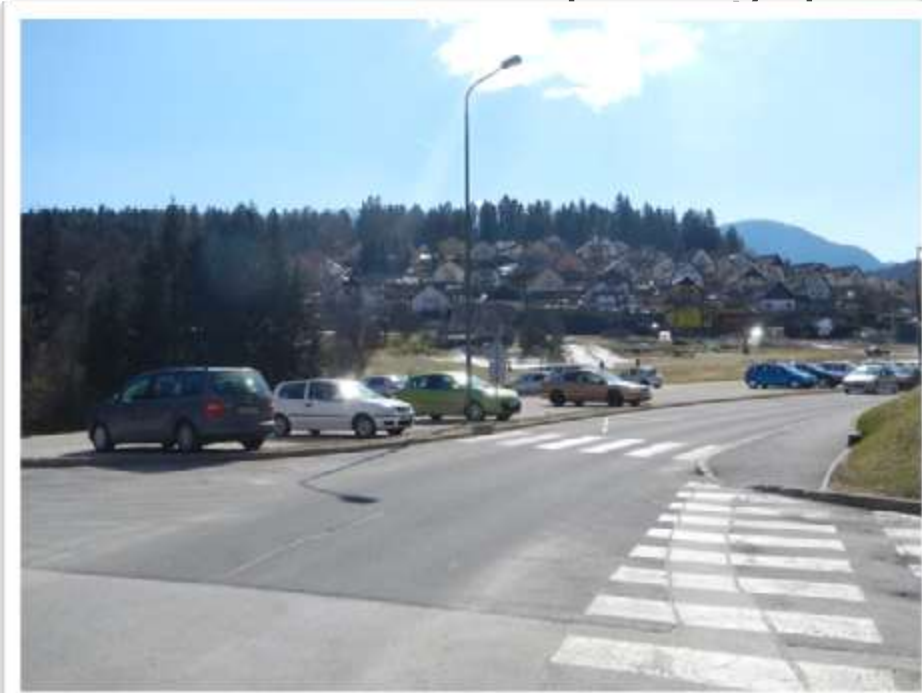


ation“





□ Moderate on parking space



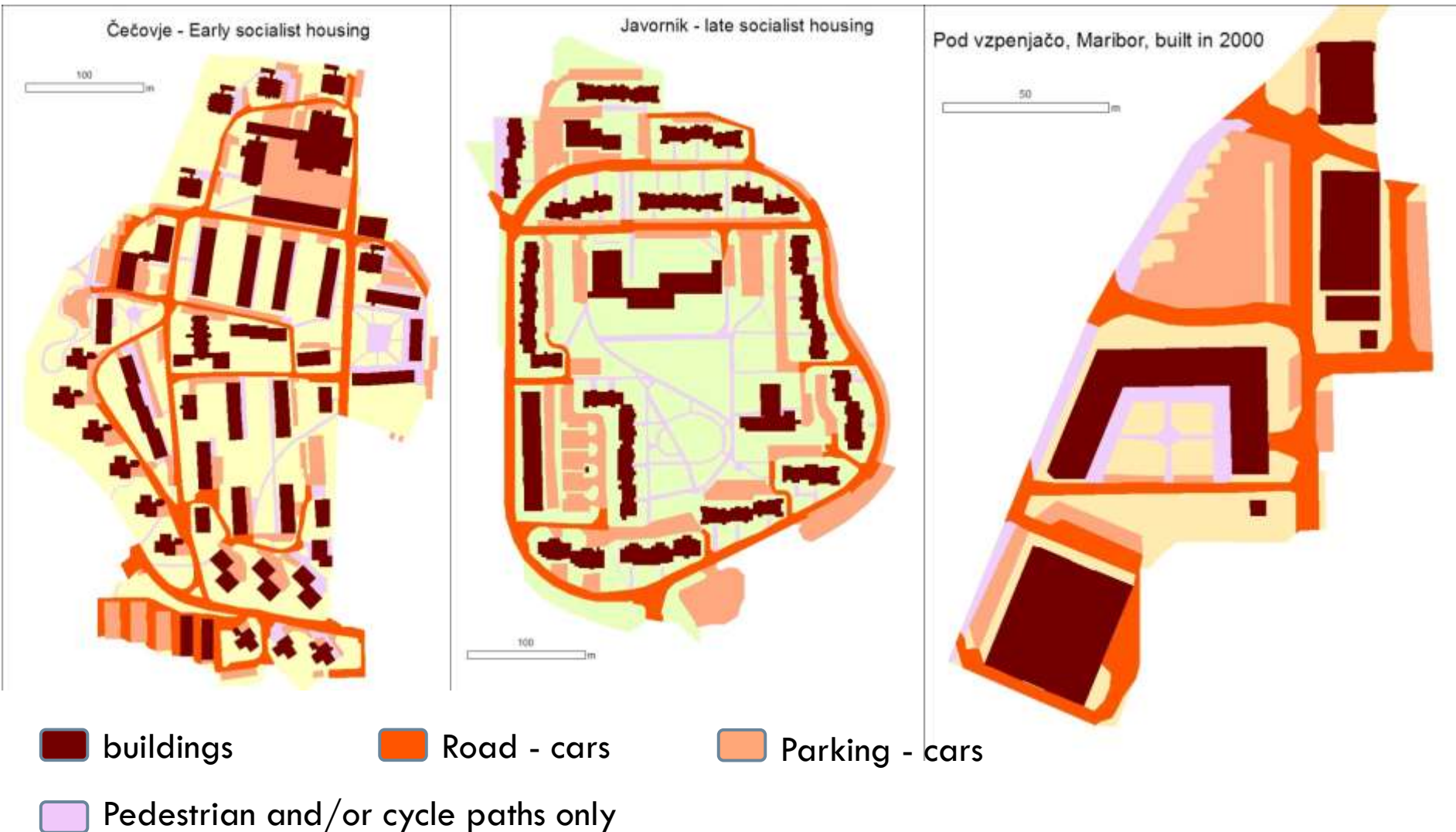


□ Few pede

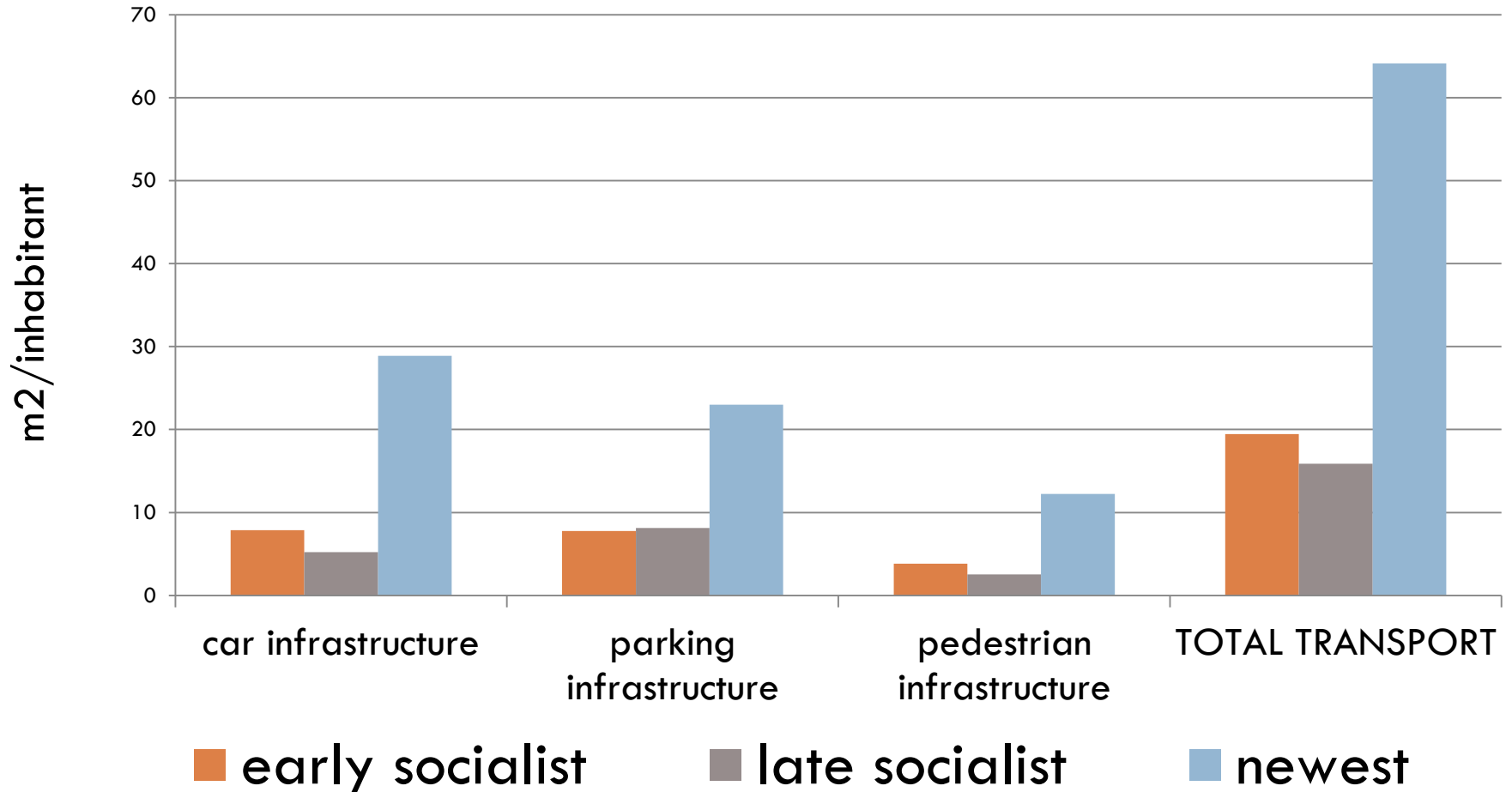


mobile

urban level: example



urban level: calculations



Urban level: conclusions

- Still early to draw conclusions, but:
 - Automobalisation of housing estates ✓
 - Housing built for cars, personal transportation ✓

Reasons:

- ▣ Individualisation of society, economy
 - Flexible work organisation
 - Purchasing power, lifestyle
 - Policy, politics
- ▣ Modernistic spatial planning, car infrastructure
- ▣ Poor public transport

Further questions: EES sustainability?



Thank you!

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