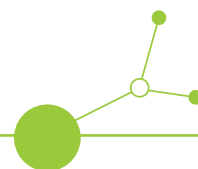


D.1.1.1 Comprehensive Report on Socio-Economic Data and Existing Mobility Situation in the Project Areas

Škofja Loka, Szarvas and Požega



August 2026





D.1.1.1 Comprehensive Report on Socio-Economic Data and Existing Mobility Situation in the Project Areas

PER-MOVE: Sustainable and inclusive mobility for development of peripheral and underdeveloped regions

Work package WP1 - Mobility Analysis and Planning

Activity A.1.1 - Comprehensive analysis of existing mobility situation in the project areas

Task The analysis will assess the mobility situation in the project area. Utilizing socio-economic data, it will serve as a foundation for estimating demand in various thematic areas. Comparative analysis will offer insights into the current mobility conditions across these thematic areas.

Deliverable D.1.1.1 Comprehensive Report on Socio-Economic Data and Existing Mobility Situation in the Project Areas

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INFORMATION ABOUT THE PROJECT PER-MOVE

Project lead partner:

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Project partners:

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Purpose of the project: Peripheral and lagging areas often lack reliable, green links to nearby towns, which limits access to services and raises transport costs. PER-MOVE aims to improve urban-rural connectivity while cutting car use. Partners from three countries pilot e-bike schemes, demand-responsive transport and enhanced public transport, co-designing them with users and local authorities. Joint strategies and guidelines then help transfer the most effective solutions to other regions facing similar mobility gaps.

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1. INTRODUCTION

This comprehensive report will provide a detailed picture of the existing state of mobility (status quo) in 3 project pilot areas, serving as a critical input for developing tailored mobility options and measuring the impact of the pilot project. Further, the Report will serve as a foundation for the development of the PA-FUA toolkit.

This comprehensive report is based on collected statistical data and descriptive analyses of collected data for all three areas as well as on the comparative analysis which compared the collected statistical data from all three pilot areas.

The comprehensive report was prepared as part of the PER-MOVE project (Sustainable and Inclusive Mobility for the Development of Peripheral and Underdeveloped Regions), co-financed by the European Union through the Interreg Central Europe Programme.

The project focuses on improving mobility in underdeveloped and peripheral areas, where poor connectivity leads to a high dependence on cars, resulting in higher costs, social inequality and increased pollution.

Peripheral and underdeveloped areas often lack reliable and environmentally friendly connections with nearby towns and cities, which limits access to services and increases transport costs. Limited transport options often make it difficult to access services, employment opportunities and social life.

The PER-MOVE project aims to improve connectivity between urban and rural areas and reduce car use. Partners from three countries are testing e-bike systems, demand-responsive transport and improved public transport, jointly developing these solutions in cooperation with users and local authorities. Joint strategies and guidelines will enable the transfer of the most effective solutions to other regions facing similar mobility challenges.

The solutions will be tested in three pilot areas: Škofja Loka (Slovenia), Požega (Croatia) and Szarvas (Hungary), with the aim of transferring good practices to other regions of Central Europe.

The PER-MOVE project is being implemented within the framework of the Interreg Central Europe Programme, as part of the priority “Cooperating for a Greener Central Europe.”

MAIN ACTIVITIES:

- comprehensive analysis of the existing mobility situation in the project areas,
- engagement of local communities, key stakeholders and target groups,
- preparation of local plans for improving sustainable and inclusive mobility,
- development of tools for preparing local sustainable and inclusive mobility plans,
- preparation and implementation of pilot actions to improve mobility in Slovenia, Croatia and Hungary,
- monitoring and analysis of data on the performance of pilot actions,
- development of solutions to improve public transport systems and micromobility in rural areas of Central Europe,
- promotion of the concept of sustainable and inclusive mobility.



EXPECTED RESULTS:

- reduced dependence on cars and increased use of sustainable forms of transport,
- improved connectivity between urban and rural areas, leading to a higher quality of life,
- implementation of pilot activities in three areas (shared micromobility, demand-responsive transport, improved public transport),
- awareness-raising campaigns on sustainable mobility,
- transfer of knowledge and results to other regions.

2. DESCRIPTIVE ANALYSIS

As mentioned earlier, this comprehensive report is based on collected statistical data and descriptive analyses of collected data for all three areas as well as on the comparative analysis which compared the collected statistical data from all three pilot areas.

Further in text, a descriptive analysis will be presented for each pilot area.

2.1. Descriptive analysis of the municipality of Škofja Loka

The descriptive analysis of the municipality of Škofja Loka is divided into the following sections:

- geographical and spatial data
- population and demographic data
- economic data
- legal, political and strategic framework
- transport infrastructure
- transport services
- mobility patterns and transport behaviour

2.1.1. Geographical and spatial data

The following section presents the most important geographical and spatial data collected for the municipality of Škofja Loka.

Škofja Loka is a municipality and local self-government unit in north-western Slovenia, in the Gorenjska statistical region, located 25 km northwest of Ljubljana. The Gorenjska region borders two regions: the Central Slovenia Region and the Gorizia Region. The municipality of Škofja Loka is characterised by diverse hilly terrain with river valleys, rolling hills and mountainous areas. Settlements are concentrated in the valleys and scattered across the surrounding slopes. The area is suitable for walking and cycling in the valleys, while the hilly areas rely more heavily on public transport and multimodal mobility.



Image 1: Location of Škofja Loka in Slovenia



Source: <https://www.enjoyskofjaloka.si/info-point/>

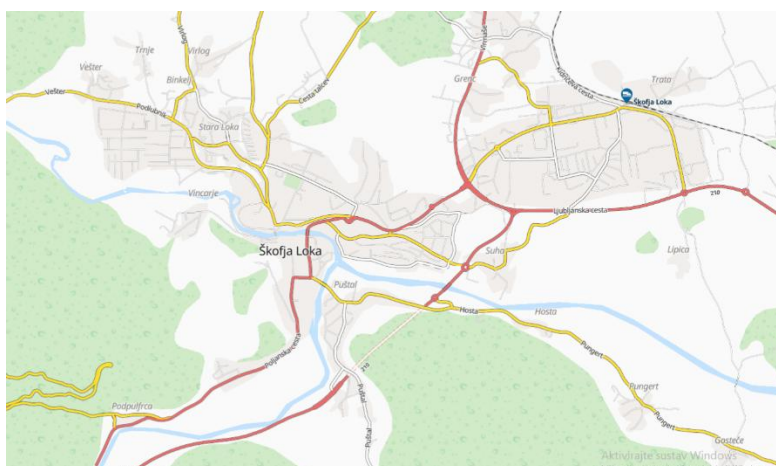
The area of the Gorenjska region is 2.137 km², while the area of Škofja Loka is 146 km², representing 6,83% of the total territory of the Gorenjska region.

Škofja Loka is one of the 18 municipalities of the Gorenjska region. According to the available data, the population density in Škofja Loka is 164 inhabitants per square kilometre.

The administrative area of the municipality of Škofja Loka comprises a total of 62 settlements and can spatially be described as a mixed area, meaning that it has characteristics of both urban and rural areas.

In terms of transport, Škofja Loka is connected to neighbouring areas by the regional road R1-210, which connects Škofja Loka with Kranj, Ljubljana and the Poljane Valley, and by the regional road R2-403 towards Železniki. It is also connected by the Ljubljana-Kranj-Jesenice railway line and is located near the A2 motorway, which connects Ljubljana, Kranj, Jesenice and Austria.

Image 2: Road and railway infrastructure in Škofja Loka



Source: ViaMichelin



The following sections will analyse demographic and population data.

2.1.2. Population and demographic data

The following section presents the basic population data and demographic profile of the municipality of Škofja Loka. The data presented refer to 2025.

Škofja Loka, as an administrative area or municipality, has 23.845 inhabitants, of whom 11.860, or 49,7%, are male and 11.985, or 50,3%, are female. A total of 8.439 households have been recorded in the municipality of Škofja Loka.

The population is divided into three age groups, as shown in the table below.

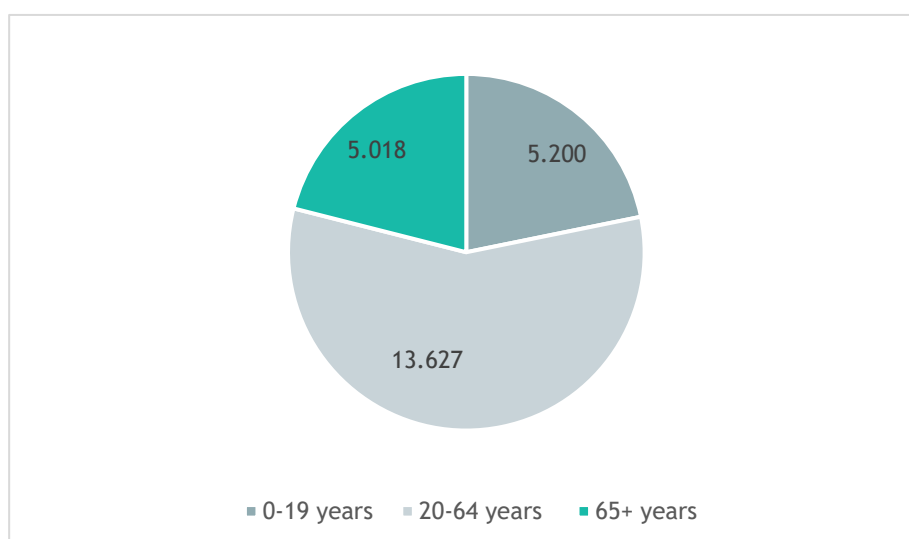
Table 1: Age groups of the population in Škofja Loka

Age group	0-19 years	20-64 years	65+ years	TOTAL
Number of inhabitants	5.200	13.627	5.018	23.845
% of population	21,8%	57,2%	21,0%	100,0%

Source: Statistical Office of the Republic of Slovenia

As shown in the table, the largest age group is the population aged 20 to 64, comprising 13.627 inhabitants or 57,2% of the total population. The younger and older age groups are almost equally represented, with 5.200 or 21,8% inhabitants under 19 years of age, and 5.018 or 21,0% of inhabitants are over 65 years of age. The data are also presented in the following chart.

Chart 1: Number of inhabitants in Škofja Loka



Source: Statistical Office of the Republic of Slovenia

Of the total population, 14.960 inhabitants, or 62,7%, represent the working-age population aged between 15 and 64. The average age of the population in the municipality of Škofja Loka is 43,0 years.



The ageing index, as a basic demographic indicator representing the ratio between the share of people over 60 and the share of people aged 0-19, is 127,1 in the municipality of Škofja Loka according to the available data. This means that for every 100 people under the age of 19, there are 127,1 people over the age of 60, indicating an unfavourable demographic situation.

Natural population growth in the municipality of Škofja Loka is positive and amounts to 22, representing the difference between the number of live births and the number of deaths. The natural population growth rate is 0,9 per 1.000 inhabitants.

The migration balance in Škofja Loka is negative -39, or -1,6 per 1.000 inhabitants.

The educational structure of the population is presented in the following table.

Table 2: Population of Škofja Loka by educational attainment

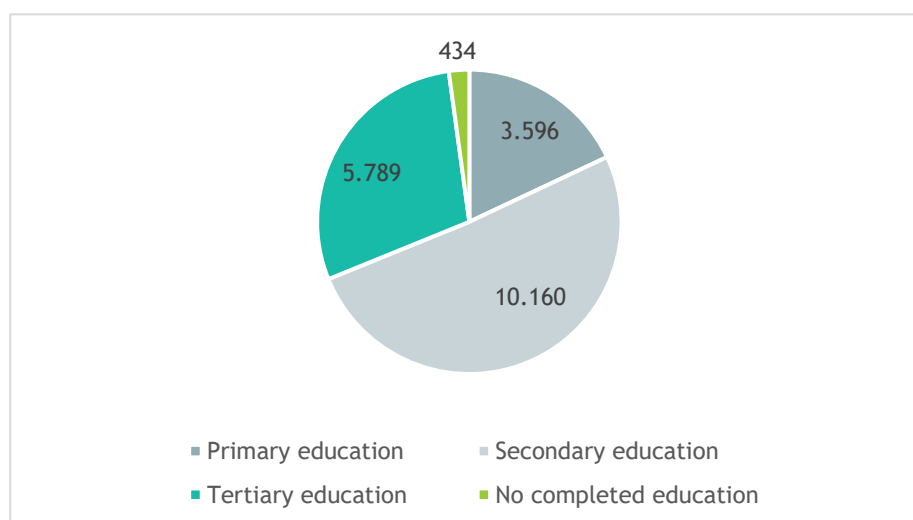
Educational attainment	Primary education	Secondary education	Tertiary education	No completed education
Number of inhabitants	3.596	10.160	5.789	434
% of population	18,0%	50,8%	29,0%	2,2%

Source: Statistical Office of the Republic of Slovenia

According to the data in the table, the largest share of the population of Škofja Loka has completed secondary education, with 10.160 inhabitants or 50,8%. A total of 29,0%, or 5.789 inhabitants, have completed tertiary or higher education, while 3.596 inhabitants or 18,0% have completed primary education. A total of 434 people, or 2,2%, have no formal education, meaning they have not completed primary school.

The data are presented in the following chart.

Chart 2: Population of Škofja Loka by educational attainment



Source: Statistical Office of the Republic of Slovenia

During 2025, a total of 10.899 people in the municipality of Škofja Loka were employed, representing 72,8% of the working-age population, while the number of unemployed persons was 280, or 2,5% of the working-age population. During the same period, a total of 5.917



people, or 24,8% of the total population of the municipality of Škofja Loka, had pensioner status.

The following section presents economic data for the municipality of Škofja Loka.

2.1.3. Economic data

The following section presents the basic data on the economic profile of the municipality of Škofja Loka.

The most important economic sectors in Škofja Loka are:

- Manufacturing
- Wholesale and retail trade
- Construction
- Education
- Human health and social work
- Tourism and hospitality.

According to data for 2025, the number of employed persons in the municipality of Škofja Loka was 10.899, including self-employed persons, while during the same period the number of unemployed persons in the municipality of Škofja Loka was 280. According to the available data, the employment rate in Škofja Loka in 2025 was 72,8%, while the unemployment rate in 2025 was 2,5%.

The average gross salary in the municipality of Škofja Loka in 2025 amounted to EUR 2.394,41, while the average net salary for the same area and period amounted to EUR 1.526,17. At the same time, at the level of Slovenia as a whole, the average gross salary amounted to EUR 2.536,03 and the average net salary amounted to EUR 1.602,05.

The comparison of average gross and net salaries in the municipality of Škofja Loka and Slovenia for 2025 is presented in the table below.

Table 3: Average gross and net salaries in the municipality of Škofja Loka and Slovenia

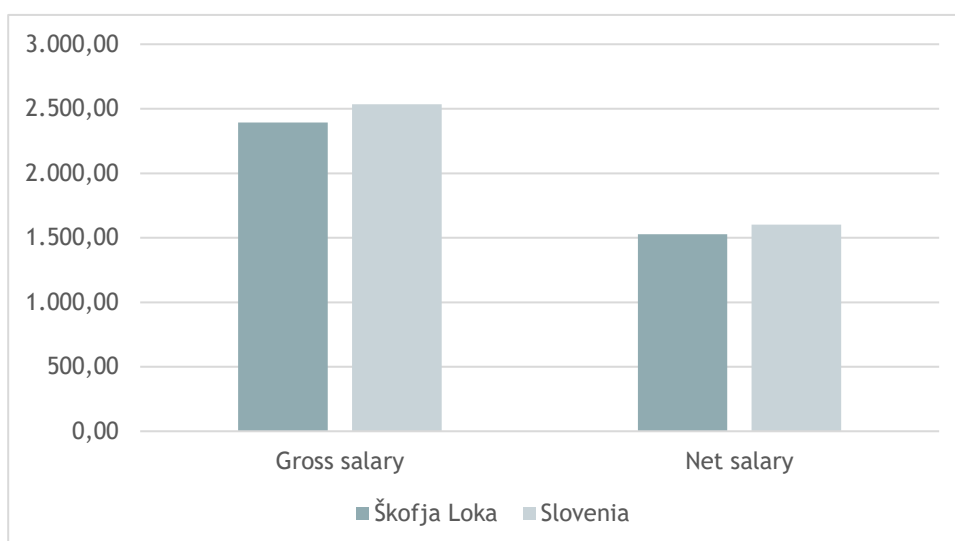
	Gross salary (EUR)	Net salary (EUR)
Škofja Loka	EUR 2.394,41	EUR 1.526,17
Slovenia	EUR 2.536,03	EUR 1.602,05

Source: Statistical Office of the Republic of Slovenia

The comparative data presented in the text and table are also shown in the following chart.



Chart 3: Average gross and net salaries in the municipality of Škofja Loka and Slovenia



Source: Statistical Office of the Republic of Slovenia

The number of daily commuters travelling to the municipality of Škofja Loka from other local self-government units is 6.149, or 58,4%. At the same time, the number of daily commuters travelling from the municipality of Škofja Loka to other local self-government units is 6.220, or 58,7%. The main destinations of daily commuters are Ljubljana, Kranj, Železniki, Medvode, and the municipality of Gorenja vas - Poljane.

Tourism is an important economic sector in the municipality of Škofja Loka. During 2025, a total of 21.607 tourist arrivals were recorded in the municipality of Škofja Loka, with a total of 47.653 overnight stays.

The following section provides more information on the legal, political and strategic framework.

2.1.4. Legal, political and strategic framework

The following section presents the legal, political and strategic framework relevant to the implementation of the project.

The strategic framework influencing the implementation of the project, as well as transport and transport infrastructure in general, consists of the following planning documents:

1. National Transport Strategy: *Transport Development Strategy of the Republic of Slovenia until 2030* - adopted in 2015
2. National Sustainable Mobility Strategy: *Transport Development Strategy of the Republic of Slovenia until 2030* - adopted in 2015, and the *National Framework for Sustainable Mobility* - adopted in 2017
3. Regional Development Strategy: *Regional Development Programme of Gorenjska 2021-2027* - adopted in 2021



4. Local Transport Strategy: *Municipal Comprehensive Transport Strategy of the Municipality of Škofja Loka* - adopted in 2025
5. Sustainable Urban Mobility Plan: *Municipal Comprehensive Transport Strategy of the Municipality of Škofja Loka* - adopted in 2025
6. Spatial planning documents: *Municipal Spatial Plan of the Municipality of Škofja Loka* - adopted between 2014 and 2018
7. Climate and energy plans: *Local Energy Concept of the Municipality of Škofja Loka* - adopted in 2019; *Climate Neutrality Achievement Plan (2023-2030) of the Municipality of Škofja Loka* - adopted in 2022
8. Public transport regulations: Public transport is organised in accordance with the national legal framework and managed through regional and municipal cooperation, while bus services are provided by licensed operators.
9. Parking regulations: *Ordinance on Traffic Regulation in the Municipality of Škofja Loka* - adopted in 2024
10. Cycling policy or cycling strategy: *Ordinance on the Categorisation of Municipal Public Roads and Cycling Routes in the Municipality of Škofja Loka* - adopted in 2024
11. Accessibility policy for vulnerable groups: *Strategic Accessibility Plan of the Municipality of Škofja Loka* - adopted in 2025, accessibility for vulnerable groups is also addressed through the *Comprehensive Transport Strategy (OCPS)*, municipal road traffic regulations and the design of public infrastructure, ensuring barrier-free access, accessible parking spaces for persons with disabilities and safer mobility for pedestrians, cyclists, children and older persons.
12. Existing and previous mobility projects: Annual European Mobility Week activities; development of cycling infrastructure and safe school routes; *Kolesarska veriga na podeželju* (LEADER/CLLD); *E-nostavno na kolo* (LEADER/CLLD); *TRATA 2.1* (EEA and Norway Grants); *BIZ Mobility* (Interreg CENTRAL EUROPE), focusing on sustainable mobility in the industrial zone; the *S.M.ALL* (URBACT) project supports mobility solutions for vulnerable groups.

The following section presents the transport infrastructure.

2.1.5. Transport infrastructure

The following section presents the basic data on transport infrastructure in the municipality of Škofja Loka, which has a direct impact on the implementation of the project.

The total length of the road network in the municipality of Škofja Loka in 2025 amounted to 352,49 kilometres, including regional roads towards Ljubljana, Kranj, Železniki and the Poljane Valley, as well as the proximity of the A2 Ljubljana-Jesenice motorway.

There is also a railway line in the municipality of Škofja Loka, with two railway stations.

Bus transport is organised in the municipality, and a main bus station has been built in the town centre. There are approximately 90 bus stops in the municipality of Škofja Loka, used for all types of bus transport. Most existing bus stops in the municipality of Škofja Loka are generally located within a maximum distance of approximately 500 metres from residential



areas, while the distance is greater in rural areas. The maximum distance to the nearest railway station is 18 kilometres, or approximately 27 minutes by car.

There is cycling infrastructure in the municipality of Škofja Loka, with 9,7 km of cycling network currently developed and an additional 3,7 km of urban cycling routes under construction. Cycling infrastructure is well developed in the urban area and continues to expand, although some sections remain discontinuous due to the terrain and limited road space.

A pedestrian network has been developed in the town centre of Škofja Loka, around schools and in residential areas, with continuous improvements to accessibility and safety. Safe school route plans are also available for all four primary schools in the municipality, identifying recommended routes and potentially dangerous locations. These plans were prepared between 2023 and 2026.

In 2025, there were approximately 2.621 public parking spaces throughout the municipality of Škofja Loka. There is also one Park & Ride facility - P&R Lipica.

There are five electric vehicle charging stations with ten charging points in the central urban area of Škofja Loka.

There are three intermodal mobility points in the municipality of Škofja Loka: the railway station, the bus station and P&R Lipica.

Accessibility for persons with disabilities in the municipality of Škofja Loka is currently only partial. Accessibility is addressed through barrier-free public infrastructure, accessible parking spaces, improved pedestrian crossings and accessible public transport, the *Strategic Accessibility Plan of the Municipality of Škofja Loka* and *Comprehensive Transport Strategy of the Municipality of Škofja Loka*. The *S.M.ALL* project supports mobility solutions for vulnerable groups.

The following section provides more information on transport services.

2.1.6. Transport services

The following section addresses information related to transport services in the municipality of Škofja Loka.

The following types of bus transport are available in the municipality of Škofja Loka:

- Local and suburban bus services connect the town centre with surrounding settlements - a total of 1 route with 63 daily departures during the week.
- Regular regional bus services connect Škofja Loka with Ljubljana, Kranj and neighbouring municipalities - a total of 9 routes with 133 daily departures during the week.

There is a railway line in the municipality of Škofja Loka, with regular passenger rail services operating on the Ljubljana-Jesenice line, with a total of 1 line and 40 daily departures.

Organised school bus transport is available for primary school pupils in accordance with municipal responsibilities.



At the municipal level, there is currently no comprehensive demand-responsive transport service available to the general population. However, Prostofer provides free on-demand transport for older residents, primarily through volunteer drivers, enabling access to healthcare facilities, public institutions and other essential services. In addition, the Agata & Jurij service consists of two municipal electric minibuses operating without a fixed route within the town centre. The service is primarily intended for vulnerable groups, including older people, persons with disabilities and people with reduced mobility, although it can also be used by other residents and visitors.

Transport services for older persons are available in the municipality of Škofja Loka through social and welfare services, such as the Prostofer service and Agata & Jurij in the town centre.

Transport services for persons with disabilities are available through specialised service providers and accessible public transport services.

Taxi services are available in the municipality of Škofja Loka, while car-sharing services, tourist transport services and real-time public transport information are currently not available.

A shared bicycle and e-bike system is organised within the municipality: the eKOLOka bike-sharing system, which is part of the GORENJSKA.BIKE system. The system includes 10 stations and 49 bicycles (25 e-bikes and 24 conventional bicycles), enabling travel within the municipality of Škofja Loka and the wider Gorenjska region.

Tickets can be purchased in paper form for bus transport and in both paper and digital form for rail transport.

The following section provides more information on mobility patterns and transport behaviour.

2.1.7. Mobility patterns and transport behaviour

The following section addresses information related to mobility patterns and transport behaviour in the municipality of Škofja Loka.

Based on data obtained from the public transport survey, the most common reasons for travelling in the municipality of Škofja Loka are work and education.

In the municipality of Škofja Loka, 13.408 passenger cars were registered in 2024, resulting in a car ownership rate of 557 vehicles per 1.000 inhabitants.

The share of cycling in the overall mobility structure is 0,5%, while for short trips of up to 2 km, corresponding to approximately 10 minutes of cycling, it reaches 30%.

The share of walking in the overall mobility structure is 2%, while for short trips of up to 2 km, corresponding to approximately 25 minutes of walking, it reaches 48%.



2.2. Descriptive analysis of the City of Szarvas

The descriptive analysis of Szarvas is divided into the following sections:

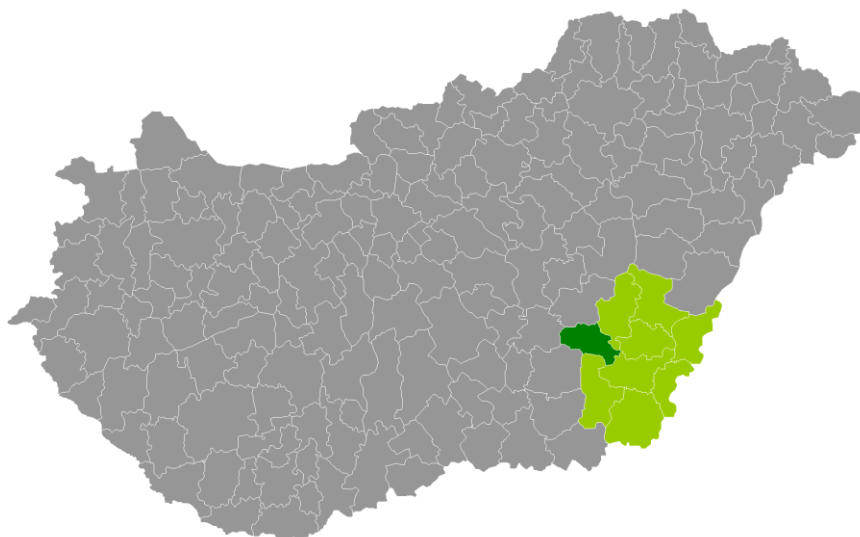
- geographical and spatial data
- population and demographic data
- economic data
- legal, political and strategic framework
- transport infrastructure
- transport services
- mobility patterns and transport behaviour

2.2.1. Geographical and spatial data

The following section presents the most important geographical and spatial data collected for Szarvas.

Szarvas is in south-eastern Hungary, in Békés County, within the Southern Great Plain region. The town lies along the Körös River system and occupies an important position between larger regional centres such as Békéscsaba, Gyula and Szolnok. Its location also gives it good connections toward neighbouring counties and the Romanian border, making Szarvas an important local centre for transport, tourism, education and services.

Image 3: Location of Szarvas in Hungary



Source: https://en.wikipedia.org/wiki/Szarvas_District

The area of Békés County is 5.631 km², while the area of Szarvas is 161,6 km², representing 2,87% of the total territory of the county.

Szarvas is one of 75 municipalities of Békés County.

According to the available data, the population density in Szarvas is 89,1 inhabitants per square kilometre.



The administrative area of Szarvas consists of one settlement and can be described spatially as a mixed area, meaning that the area has both urban and rural characteristics.

The main transport corridor of Szarvas is National Road No. 44, which provides the principal east-west connection toward Békéscsaba and the central part of Hungary. Important secondary corridors include Roads No. 443, 4401, 4404 and 4631, linking Szarvas with Gyomaendrőd, Szentes, Orosháza and Mezőtúr. These routes also form the backbone of the town's regional cycling connections. Szarvas has a strategically important position in south-eastern Hungary, connecting the central part of the country with Békés County and the Romanian border area. National Road No. 44 forms the main regional axis, while several secondary roads provide links toward Gyomaendrőd, Szentes, Orosháza and Mezőtúr. This position makes Szarvas an important local transport and service hub within the region.

Image 4: Road and railway infrastructure in the Szarvas



Source: ViaMichelin

The following sections will analyse demographic and population data.

2.2.2. Population and demographic data

The following section presents basic data on the population and demographic profile of Szarvas. The data presented refer to 2022 and 2025.

Szarvas has 14.403 inhabitants, of whom 6.956 or 48,3% are male and 7.447 or 51,7% are female. A total of 6.384 households has been recorded in Szarvas.

The population is divided into three age groups, as shown in the table below.

Table 4: Age groups of the population in Szarvas

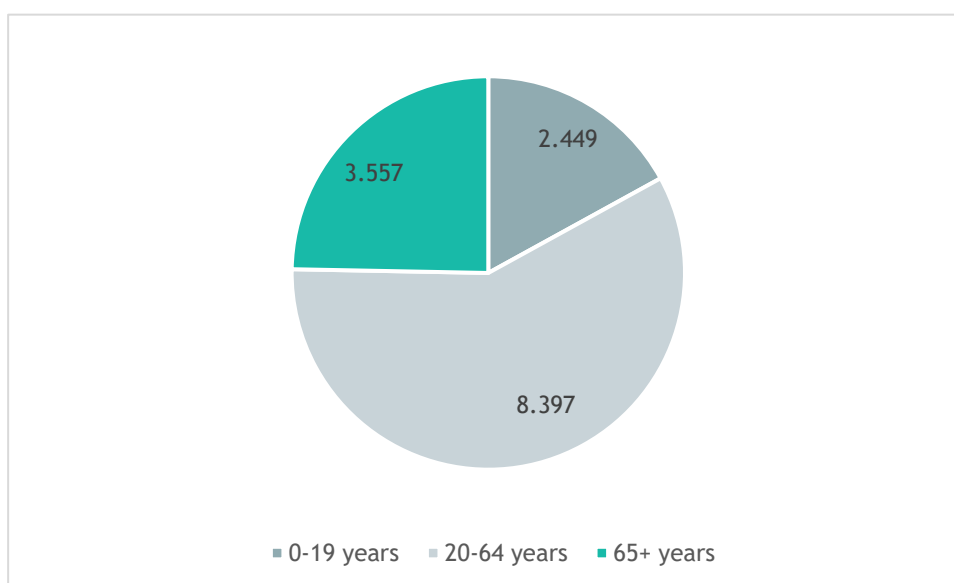
Age group	0-19 years	20-64 years	65+ years	TOTAL
Number of inhabitants	2.449	8.397	3.557	14.403
% of population	17,0%	58,3%	24,7%	100,0%

Source: Hungarian Central Statistical Office



As shown in the table, the largest age group is the population aged 20 to 64, comprising 8.397 inhabitants or 58,3% of the total population. The second-largest group is the population aged 65 and over, with 3.557 inhabitants or 24,7%, while the smallest group is the population aged up to 19, with 2.449 inhabitants or 17,0%. The data are also presented in the following chart.

Chart 4: Number of inhabitants in Szarvas



Source: Hungarian Central Statistical Office

Of the total population, 9.288 inhabitants or 64,5% represent the working-age population aged between 15 and 64. The average age of the population in Szarvas is 45,4 years.

The ageing index, as a basic demographic indicator showing the relationship between the share of people over 60 and the share of people aged 0-19, is 145,2 for Szarvas. This means that for every 100 people aged up to 19, there are 145,2 people over the age of 60, indicating an unfavourable demographic situation.

The natural population growth in Szarvas is negative and amounts to -10,2 per 1.000 inhabitants, representing the difference between the number of live births and deaths.

The migration balance in Szarvas is negative and amounts to -3,7 per 1.000 inhabitants.

The educational structure of the population is presented in the following table.

Table 5: Population of Szarvas by educational attainment

Educational attainment	Primary education	Secondary education	Tertiary education	No completed education
Number of inhabitants	2.867	6.979	2.593	1.308
% of population	20,8%	50,8%	18,9%	9,5%

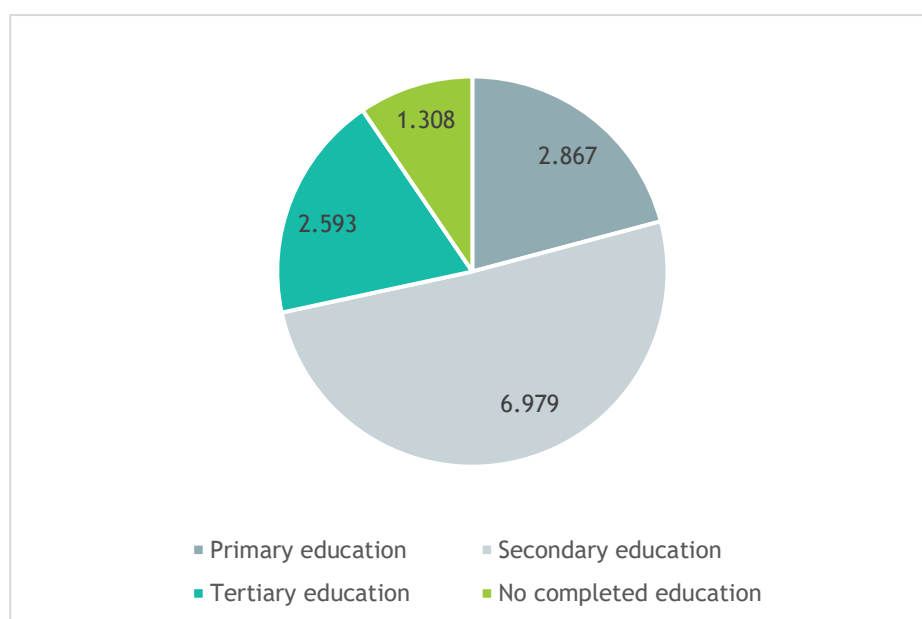
Source: Hungarian Central Statistical Office



According to the data in the table, the largest share of the population of Szarvas has completed secondary education, with 6.979 people or 50,8%. A total of 20,8%, or 2.867 people, have completed primary education, 18,9% have completed tertiary education, while 9,5% have no completed education, meaning they have not completed primary education.

The data are presented in the following chart.

Chart 5: Population of Szarvas by educational attainment



Source: Hungarian Central Statistical Office

In 2022, a total of 6.915 people in Szarvas were employed, representing 74,5% of the working-age population, while the number of unemployed persons in 2025 was 240, or 2,6% of the working-age population.

In 2024, a total of 3.519 people, or 24,4% of the total population of Szarvas, had the status of pensioners.

The following section presents economic data for Szarvas.

2.2.3. Economic data

The following section presents basic information on the economic profile of Szarvas.

The most important economic sectors in Szarvas are:

- Agriculture
- Industry
- Construction
- Services

The number of employed persons in Szarvas according to data for 2024 was 7.944, including self-employed persons, while in 2025 the number of unemployed persons in Szarvas was 240.



According to the data, the employment rate in Szarvas in 2025 was 74,5%, while the unemployment rate in 2025 was 2,6%.

The average gross salary in Szarvas in 2024 was EUR 971, while the average net salary for the same period was EUR 834. At the same time, at the level of Hungary as a whole, the average gross salary was EUR 1.780,15 and the average net salary was EUR 1.225,30.

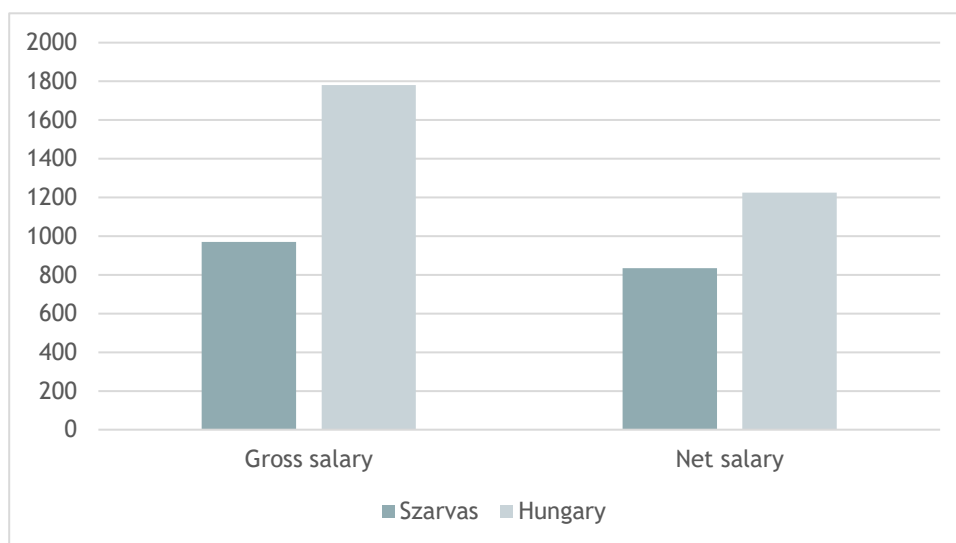
Table 6: Average gross and net salary in Szarvas and Hungary

	Gross salary (EUR)	Net salary (EUR)
Szarvas	EUR 971,00	EUR 834,00
Hungary	EUR 1.780,15	EUR 1,225.30

Source: Hungarian Central Statistical Office

The comparative data presented in the text and table are also shown in the following chart.

Chart 6: Average gross and net salary in Szarvas and Hungary



Source: Hungarian Central Statistical Office

The number of daily commuters arriving in Szarvas from other local government units in 2022 was 2.504 or 31,5%. At the same time, the number of daily commuters leaving Szarvas for other local government units was 1.475 or 21,3%. The main destinations of daily commuters are Budapest, Békésszentandrás, Békéscsaba, Szeged and Örménykút.

Tourism is an important economic sector in Szarvas. In 2025, a total of 51.182 tourist arrivals were recorded in Szarvas, with a total of 137.836 overnight stays.

The following section presents further information on the legal, political and strategic framework.



2.2.4. Legal, political and strategic framework

The following section presents the legal, political and strategic framework relevant to the implementation of the project.

The strategic framework relevant to project implementation, as well as to transport and transport infrastructure in general, consists of the following planning documents:

1. National Transport Strategy: *National Transport Strategy* - adopted in 2014, covering the period until 2050 and currently under revision. It does not contain any references or development plans for Szarvas or the immediate surrounding area.
2. National Sustainable Mobility Strategy: Hungary does not have a national sustainable mobility strategy. Aspects of transport sustainability (electrification, biofuels, management of negative externalities and the balance between public and private modes of transport) are addressed at the national level in the *National Clean Development Strategy for the period 2020-2050*. The strategy does not contain provisions relating to Szarvas and its surroundings.
3. Regional Development Strategy: In spatial development planning, the intermediate level has shifted from the regional (NUTS 2) level to the county (NUTS 3) level. The *Spatial Development Concept and Programme of Békés County* were prepared in 2021; the concept covers the period until 2030, while the spatial development programme covers the period until 2027. The programme identifies Szarvas as an important settlement centre and an industrialised district centre. As part of the integrated regional programme, Szarvas, together with the settlements in its district, constitutes a separate development target area.
4. Local Mobility Strategy: Szarvas does not have its own mobility strategy. Issues and objectives related to sustainable mobility are given an important role in the Climate Strategy developed jointly with the municipalities of Csabacsúd and Hunya in 2021. The strategy's action plan identifies the development of public transport and cycling, traffic calming and electromobility as individual climate change mitigation objectives. The promotion of climate-friendly transport is also a key focus of the awareness-raising component.
5. Sustainable Urban Mobility Plan: Szarvas does not have such a plan.
6. Spatial planning documents: The city has no development plans for this area.
7. Climate and energy plans: *SECAP* - adopted in 2021.
8. Public transport regulations: There are no local-level regulations, only national-level ones: *Act XLI of 2012 on Passenger Transport Services*.
9. Parking regulations: Local Government Regulation No. 19/2020 refers to the obligation to provide parking spaces and to the payment of a fee instead.
10. Cycling policy or cycling strategy: *Bicycle network plan for the town of Szarvas* - adopted in 2023. Szarvas has a strong cycling culture, with bicycles accounting for around 54% of local trips. The city already has an extensive cycling network, but several missing links, unsafe crossings, poor pavement conditions and limited high-quality bicycle parking remain key challenges. The 2023 Cycling Network Plan proposes phased infrastructure improvements, better network connections, safer junctions, upgraded parking and stronger integration with public transport.



11. Accessibility policy for vulnerable groups: *Szarvas' Local Equal Opportunities Programme* - adopted in 2023.

12. Existing and previous mobility projects: No targeted, integrated mobility project has been implemented; work typically consists of road renovations within built-up areas and the expansion of the cycling network.

The following section presents the transport infrastructure.

2.2.5. Transport infrastructure

The following section presents basic data on transport infrastructure in Szarvas, which has a direct impact on project implementation.

The total length of the road network in Szarvas in the period from 2024 to 2026 amounts to 480,6 kilometres and includes state and local roads. In transport terms, Szarvas is located on the important M44 main road, which passes through the city and connects Szarvas westwards towards Kecskemét and Budapest and eastwards towards Békéscsaba and Gyula.

Railway line No. 125 passes through the city in a north-south direction, connecting Szarvas with the important northern railway junction of Mezőtúr and with Orosháza to the south, with a total of one railway station.

Public bus transport is organised in the city, and a bus station has also been constructed. There are a total of 57 bus stops in Szarvas, of which 23 are local and 34 are used for intercity transport. The maximum distance to the nearest bus and railway station is not known for Szarvas.

Szarvas has cycling infrastructure, with 28,3 km of cycling network developed. According to results of questionnaire-based survey in Szarvas—both in person and online—from May 14 to June 27, 2026, users rate the quality of cycling conditions 2,73/5.

According to the results of a questionnaire-based survey in Szarvas—both in person and online—from May 14 to June 27, 2026, users rate the quality of pedestrian infrastructure in Szarvas 2,55/5. Safe school routes are not available in Szarvas.

There were between 900 and 1.000 public parking spaces in Szarvas and parking is free in the town. There are no safe routes to school and no Park & Ride facilities in Szarvas.

There are electric vehicle charging stations at four locations in Szarvas, with a total of 12 charging points.

There is one intermodal mobility point in Szarvas, namely the railway station.

In Szarvas, the local government has a support service, one of whose primary objectives and activities is to provide demand-responsive passenger transport services for persons with disabilities. Another important objective is to ensure that public transport and public buildings are physically accessible. Regarding pedestrian accessibility, supportive features such as ramps and audible signals have been installed.

The following section provides further information on transport services.



2.2.6. Transport services

The following section addresses information related to transport services in Szarvas.

The following types of bus transport are available in Szarvas:

- Local bus services - a total of 3 lines with 18 daily departures.
- Regional bus services connect Szarvas with 17 destinations and provide 89 departures.

Szarvas has a railway line with one route and 21 daily departures.

Organised school bus transport exists in Szarvas, the local free bus service operates specifically during school hours and has been optimized for transporting schoolchildren.

A dedicated demand-responsive transport service and transport services for elderly people do not exist in Szarvas.

The local government has no support service for persons with disabilities regarding to mobility issues.

Taxi services are available in Szarvas, while car-sharing services, tourist transport services, shared bicycle or e-bike services and real-time public transport information are currently not available.

A ticketing system does not exist in Szarvas because public transport is free in Szarvas (works only on schooldays).

The following section presents further information on mobility patterns and transport behaviour.

2.2.7. Mobility patterns and transport behaviour

The following section addresses information related to mobility patterns and transport behaviour in Szarvas.

Based on data obtained from the public transport survey, the most common reason for travel in Szarvas are work and school.

In 2025, a total of 6.294 passenger cars were registered in Szarvas, and the car ownership rate was 481 vehicles per 1.000 inhabitants.

2.3. Descriptive analysis of the City of Požega

The descriptive analysis of Požega is divided into the following sections:

- geographical and spatial data
- population and demographic data
- economic data
- legal, political and strategic framework
- transport infrastructure
- transport services
- mobility patterns and transport behaviour

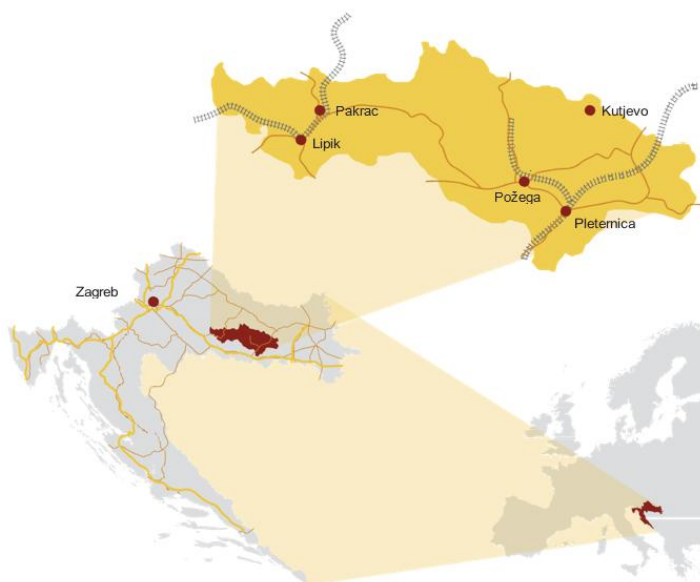


2.3.1. Geographical and spatial data

The following section presents the most important geographical and spatial data collected for the City of Požega.

Požega is a city and a local self-government unit (City) within Požega-Slavonia County, which is in the northeastern part of the Republic of Croatia. The county is divided into two spatial units: the Požega Valley and the Pakrac-Lipik region, while Požega is situated in the valley and surrounded by hills on all sides. The area is suitable for cycling, walking and public transport. Požega-Slavonia County borders five counties: Sisak-Moslavina County to the west, Bjelovar-Bilogora County to the northwest, Virovitica-Podravina County to the north, Osijek-Baranja County to the east, and Brod-Posavina County to the south. Požega is also the administrative centre of the county.

Image 5: Location of Požega in relation to Požega-Slavonia County and the Republic of Croatia



Source: <https://www.panora.hr/investicije/osnovni-pokazatelji/attachment/25/>

The area of Požega-Slavonia County is 1.851,23 km², while the area of Požega and its associated administrative area is 133,91 km², representing 7,23% of the total territory of the county.

Požega is the largest and most densely populated settlement in Požega-Slavonia County. According to the available data, the population density in Požega is 167 inhabitants per square kilometre.

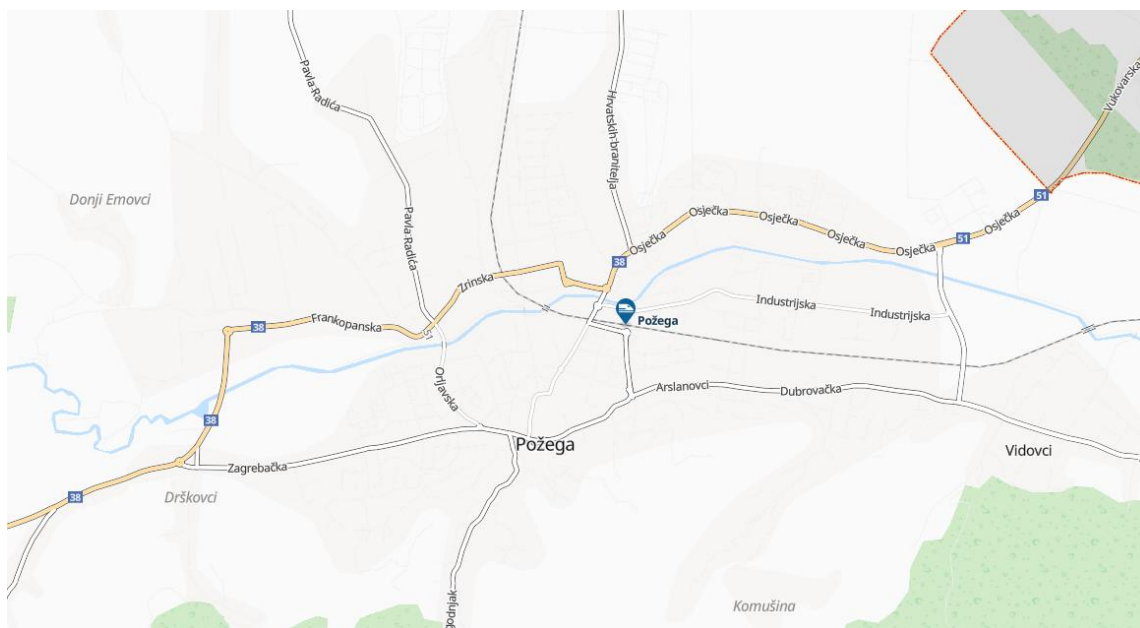
There is a total of 31 settlements within the administrative area of the City of Požega. The area can spatially be described as a mixed area, meaning that it has characteristics of both urban and rural areas.

In terms of transport, Požega is connected to neighbouring areas by three main state roads: DC51 (towards Požega, Nova Gradiška and the A3 motorway), DC49 (towards Pleternica, Đakovo



and the A3 motorway) and DC38 (connecting Pakrac, Požega and Slavonski Brod). A railway line also passes through Požega. The road and railway infrastructure of Požega is shown in the following figures.

Image 6: Road and railway infrastructure in the City of Požega



Source: ViaMichelin

The following sections will analyse demographic and population data.

2.3.2. Population and demographic data

The following section presents the basic population data and demographic profile of Požega. All data are based on the 2021 Population Census conducted at the level of the Republic of Croatia.

According to the 2021 Population Census, Požega as an administrative area has 22,294 inhabitants, of whom 10,687 are male and 11,607 are female. According to the Population Census, a total of 8,419 households were recorded in the City of Požega.

The population is divided into three age groups, as shown in the table below.

Table 7: Age groups of the population in Požega

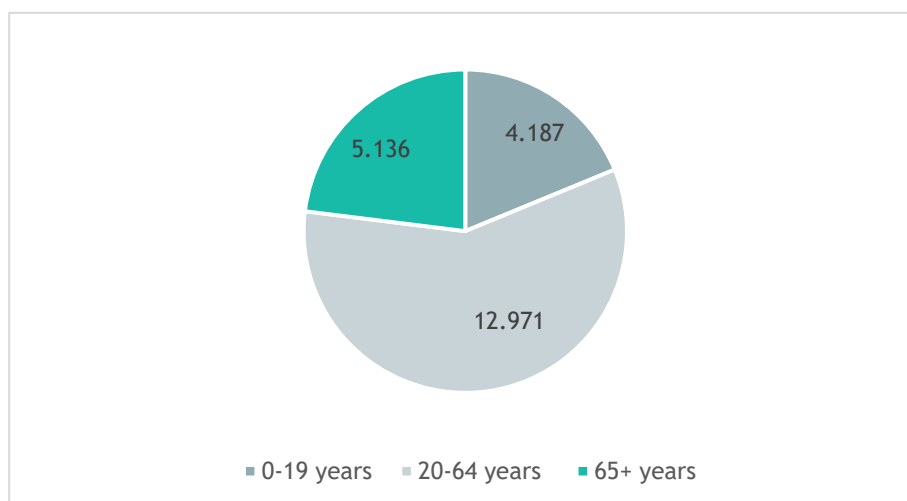
Age group	0-19 years	20-64 years	65+ years	TOTAL
Number of inhabitants	4.187	12.971	5.136	22.294
% of population	18,8%	58,2%	23,0%	100,0%

Source: Croatian Bureau of Statistics



As shown in the table, the largest age group is the population aged 20 to 64, comprising 12.971 inhabitants or 58,18% of the total population. The second-largest group is the population over 65 years of age, with 5.136 inhabitants or 23,04%, while the smallest group is the population under 19 years of age, with 4.187 inhabitants or 18,78%. The data are also presented in the following chart.

Chart 7: Number of inhabitants in Požega



Source: Croatian Bureau of Statistics

Of the total population, 14.117 inhabitants, or 63,32%, represent the working-age population. The average age of the population in Požega is 44,7 years.

The ageing index, as a basic demographic indicator representing the ratio between the share of people over 60 and the share of people aged 0-19, was 163,6 in Požega according to the 2021 Population Census. This means that for every 100 people under the age of 19, there are 163,6 people over the age of 60, indicating a highly unfavourable demographic situation.

Natural population growth in Požega is negative and is -182, representing the difference between the number of live births and the number of deaths. The natural population growth rate is 50,5, meaning that the number of deaths is almost 50% higher than the number of live births.

The migration balance in Požega is negative. According to the available data, in 2021 a total of 4.767 inhabitants moved to the Požega, while 7.128 inhabitants moved away. A negative trend is also present at the national level.

The educational structure of the population is presented in the following table.

Table 8: Population of Požega by educational attainment

Educational attainment	Primary education	Secondary education	Tertiary education	No completed education
Number of inhabitants	3.978	10.553	4.573	145
% of population	17,8%	47%	20,5%	0,65%

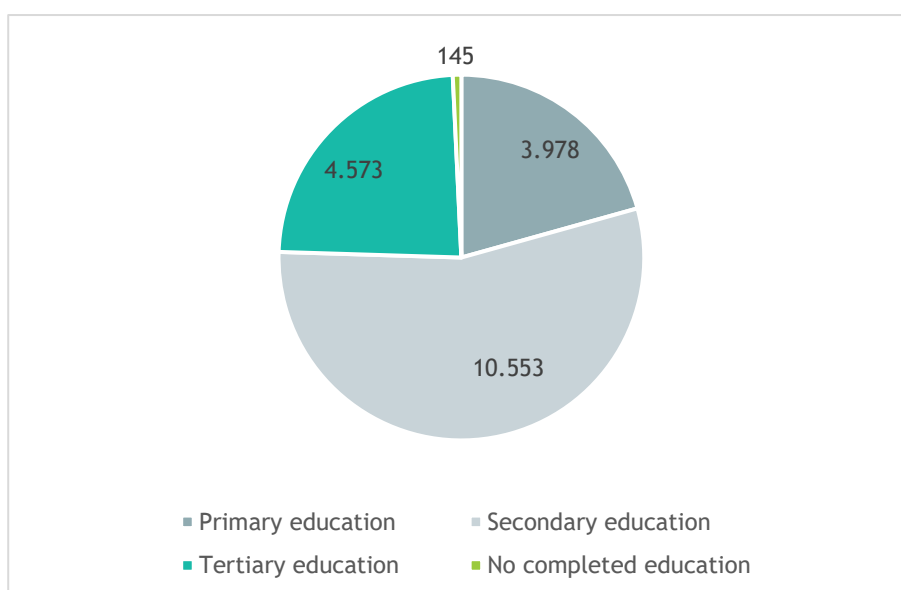
Source: Croatian Bureau of Statistics



According to the data in the table, the largest share of the population of Požega has completed secondary education, with 10.553 inhabitants or 47%. A total of 20,5%, or 4.573 inhabitants, have completed tertiary or higher education, while 3.978 inhabitants or 17,8% have completed primary education. A total of 145 people, or 0,65%, have no formal education, meaning they have not completed primary school.

The data are presented in the following chart.

Chart 8: Population of Požega by educational attainment



Source: Croatian Bureau of Statistics

During 2021, a total of 8.613 people in Požega were employed, representing 61% of the working-age population, while the number of unemployed persons was 704, or 5% of the working-age population. During the same period, a total of 6.405 people, or 28,7% of the total population of Požega, had pensioner status.

The following section presents economic data for Požega.

2.3.3. Economic data

The following section presents the basic data on the economic profile of Požega.

According to data from the Croatian Bureau of Statistics, the most important economic sectors in Požega are:

- Manufacturing industry
- Agriculture, forestry and fishing
- Wholesale and retail trade
- Construction sector
- Transport and storage

According to data from the Croatian Pension Insurance Institute, the number of employed persons in the Požega in January 2026 was 11.323, while according to data from the Croatian



Employment Service, the number of unemployed persons in the Požega during the same period was 1.228. According to data from the Croatian Bureau of Statistics, the employment rate in Požega in 2025 was 68,8%, while the unemployment rate in Požega-Slavonia County was 5,3% in March 2026.

According to data from the Croatian Bureau of Statistics, the average gross salary in Požega-Slavonia County in March 2026 amounted to EUR 1.917,00, while the average net salary for the same area and period amounted to EUR 1.407,00. At the same time, at the level of the Republic of Croatia, the average gross salary amounted to EUR 2.183,00 and the average net salary amounted to EUR 1.555,00.

The comparison of average gross and net salaries in Požega-Slavonia County and the Republic of Croatia in March 2026 is presented in the table below.

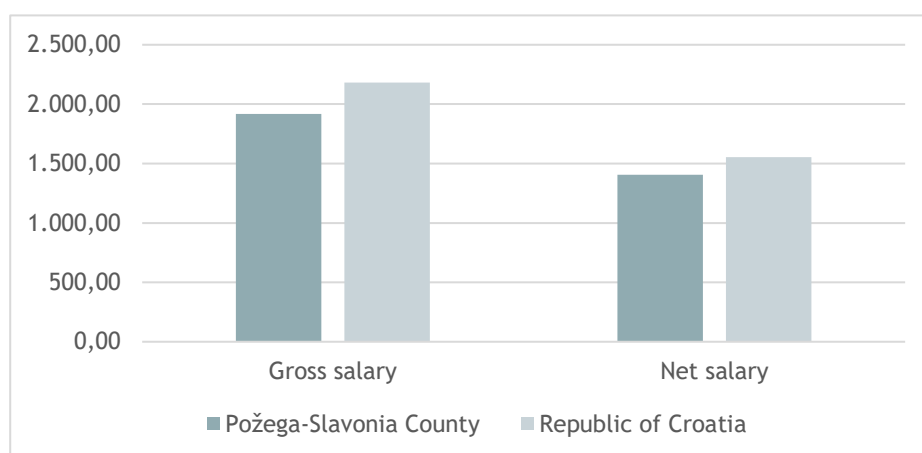
Table 9: Average gross and net salaries in Požega-Slavonia County and the Republic of Croatia

	Gross salary (EUR)	Net salary (EUR)
Požega-Slavonia County	1.917,00	1.407,00
Republic of Croatia	2.183,00	1.555,00

Source: Croatian Bureau of Statistics

The comparative data presented in the text and table are also shown in the following chart.

Chart 9: Average gross and net salaries in Požega-Slavonia County and the Republic of Croatia



Source: Croatian Bureau of Statistics

Požega is the largest city and the capital of the county, and accordingly, the number of daily commuters who travel to Požega from other local self-government units for work is significant. Exact data on the daily number of arrivals to and departures from Požega for work are currently unavailable. The latest available data providing information on daily commuters travelling to Požega from other settlements are from the 2011 Population Census.



Tourism as an economic sector has gained increasing importance in continental Croatia in recent years, including in the Požega. During 2025, a total of 12.195 tourist arrivals were recorded in Požega, with a total of 21.578 overnight stays.

The following section provides more information on the legal, political and strategic framework.

2.3.4. Legal, political and strategic framework

The following section presents the legal, political and strategic framework relevant to the implementation of the project.

The strategic framework influencing the implementation of the project, as well as transport and transport infrastructure in general, consists of the following planning documents:

1. National Transport Strategy: *Transport Development Strategy of the Republic of Croatia (2017-2030)* - adopted in 2017
2. National Sustainable Mobility Strategy - *Transport Development Strategy of the Republic of Croatia (2017-2030)*- adopted in 2017, and the *National Development Strategy of the Republic of Croatia until 2030*- adopted in 2021
3. Regional Development Strategy: *Development Plan of Požega-Slavonia County for the period 2021-2027* - adopted in 2021
4. Local Transport Strategy - not developed for the Požega
5. Sustainable Urban Mobility Plan (SUMP) - not developed for the Požega
6. Spatial planning documents - *Spatial Plan of the City of Požega, 4th Amendments and Supplements* - adopted in 2024, and the *4th Amendments and Supplements to the General Urban Development Plan* - adopted in 2023
7. Climate and energy plans - *Green Urban Renewal Strategy of the City of Požega* - adopted in 2025
8. Public transport regulations - *Road Transport Act* - adopted in 2018
9. Parking regulations - *Decision on Parking of the City of Požega (CLASS: 340-01/24-03/2, REG. NO.: 2177-1-02/01-24-1)* - adopted in 2024
10. Cycling policy or cycling strategy - *National Cycling Transport Development Plan for the period 2023-2027* - adopted in 2023
11. Accessibility policy for vulnerable groups - *National Plan for Equalisation of Opportunities for Persons with Disabilities (2021-2027)* - adopted in 2021
12. Existing and previous mobility projects - no such projects have been implemented in the Požega

The following section presents the transport infrastructure.



2.3.5. Transport infrastructure

The following section presents the basic data on transport infrastructure in the City of Požega, which has a direct impact on the implementation of the project.

The total length of the road network within the administrative area of the City of Požega in 2025 is 239,15 kilometres, including state, county, local and unclassified roads. The main roads in the City of Požega are State Road D38 and State Road D51. Construction of an expressway connecting Požega with the A3 motorway is currently underway.

There is one railway line in the City of Požega, the L206 railway line of local significance, and there is one railway station in the city of Požega.

Bus transport is organised in the city, and a main bus station has been built, primarily serving intercity and inter-county transport, while local public transport is also organised within the city. There is a total of 96 bus stops within the administrative area of the city, used for all types of bus transport. Most existing bus stops within Požega are generally located at a maximum distance of approximately 375 metres from residential areas, while the distance is greater in rural areas. The maximum distance to the nearest railway station is approximately 12,2 km or 21 minutes by car.

There is no adequate cycling infrastructure in the City of Požega, with only 1,3 km of cycling network currently developed.

Pedestrian infrastructure is particularly well developed in the city centre. Most of the main roads in the city are equipped with pavements that are sufficient for pedestrian traffic of lower intensity. However, there are certain sections where infrastructure exists on only one side of the road. A lack of pedestrian infrastructure has been identified on secondary roads, i.e. collector and residential roads, as well as in less densely populated parts of the city. It has also been determined that improperly positioned urban equipment, such as street lighting poles, as well as illegally parked vehicles (parking on pavements), often represent obstacles to the safe and unobstructed movement of pedestrians.

There are no specifically designated safe routes to school in the City of Požega.

There are approximately 2.460 public parking spaces throughout the City of Požega. There are also no Park & Ride facilities in the city.

There are currently four electric vehicle charging stations in Požega, of which only one is publicly accessible and is located at Trg Sv. Trojstva 1.

There are two intermodal mobility points in Požega: the bus station and the railway station.

Accessibility for persons with disabilities in Požega is only partial and includes designated parking spaces for persons with disabilities, as well as pedestrian paths and pedestrian crossings.

The following section provides more information on transport services.



2.3.6. Transport services

The following section addresses information related to transport services in Požega.

The following types of bus transport are available in Požega:

- Local public bus transport - local and suburban bus routes connect the city centre with surrounding settlements. There are 8 public urban routes with a total of 262 daily departures across all routes.
- Regional public bus transport - regular regional bus routes connect Požega with surrounding municipalities. There are 30 regional routes and 15 intercity routes, with a total of 99 daily departures.

There is one railway line in the City of Požega, the L206 railway line of local significance. Within the City of Požega, there is one railway station and one stop, as well as one railway line with 20 daily departures. Passenger rail services operate on the Velika-Nova Kapela railway line.

School transport services are organised for primary and secondary school students, with school buses provided in accordance with the responsibilities of the relevant local authorities.

There is currently no demand-responsive transport service or dedicated transport service for older persons available in Požega. However, the City of Požega provides all pensioners with free local public bus transport.

Transport services for persons with disabilities are not organised in the Požega.

Taxi transport services are available in Požega.

The following services are not currently available in the City of Požega:

- car-sharing services
- bike-sharing or e-bike-sharing services
- tourist transport services
- real-time public transport information
- Tickets for bus transport can be purchased in paper form.

The following section provides more information on mobility patterns and transport behaviour.

2.3.7. Mobility patterns and transport behaviour

The following section addresses information related to mobility patterns and transport behaviour in Požega.

Based on data obtained from the public transport survey, the most common reason for travelling in the City of Požega are work and school.

At the level of Požega-Slavonia County, 32.186 passenger cars were registered in 2025. This number, together with the total population of Požega-Slavonia County, was used to calculate the car ownership rate, which amounts to 502 vehicles per 1.000 inhabitants.



3. COMPARATIVE ANALYSIS

Further in the text, a comparative analysis of the three pilot areas is presented.

These three locations are different in their geographical setting, demographic development, settlement structure and existing transport system but have similar structural challenges especially in ageing of population, car dependency and the need for a stronger connection between urban and rural areas.

The main purpose of this comparative analysis is to determine similarities and differences between three partner areas. Statistical data collected by the project partners were used to carry out the comparative analysis. Some data were not available in all partner areas, and the collected data were the latest available data in every country. Data are different according to the years they refer to; therefore, the results of the analysis are not representative. Where the reference years differ, this is explicitly indicated.

Like the descriptive analysis, the Comparative analysis is divided into the following sections:

- geographical and spatial data,
- population and demographic data,
- economic data,
- legal, political and strategic framework,
- transport infrastructure,
- transport services,
- mobility patterns and transport behaviour.

3.1. Geographical and spatial data

Škofja Loka, Szarvas and Požega have a status of local self-government units, Škofja Loka is a municipality, while Szarvas and Požega are cities. All three settlements are part of larger administrative units: the municipality of Škofja Loka is part of the Gorenjska region, City of Szarvas is part of Békés County, and City of Požega is part of Požega-Slavonia County. All three areas have a mixed urban-rural character, meaning that they have characteristics of both urban and rural areas, but their spatial structures are substantially different.

All three areas are relatively well connected to the rest of the country by a network of regional and national roads and railways.

Area of Škofja Loka municipality covers 146 km² and has 62 settlements, with a population density of 164 inhabitants/km². It is characterised by diverse hilly terrain with river valleys, rolling hills and mountainous areas. Settlements are distributed both in valleys and on surrounding slopes, which means that mobility conditions vary strongly between the urban area and more remote settlements.

Area of Szarvas covers 161,6 km² and has one settlement, with a population density of 89,1 inhabitants/km². Szarvas is characterised by predominantly flat terrain. Combination of a large territory and low population density and distances between destinations reduce the efficiency of conventional fixed-route public transport.



Area of Požega covers 133,91 km² and contains 31 settlements, with a population density of 167 inhabitants/km². It is in the Požega Valley and is surrounded by hills. The area is suitable for cycling, walking and public transport, although the wider administrative area includes rural settlements that create additional connectivity requirements.

The above data are shown in the table.

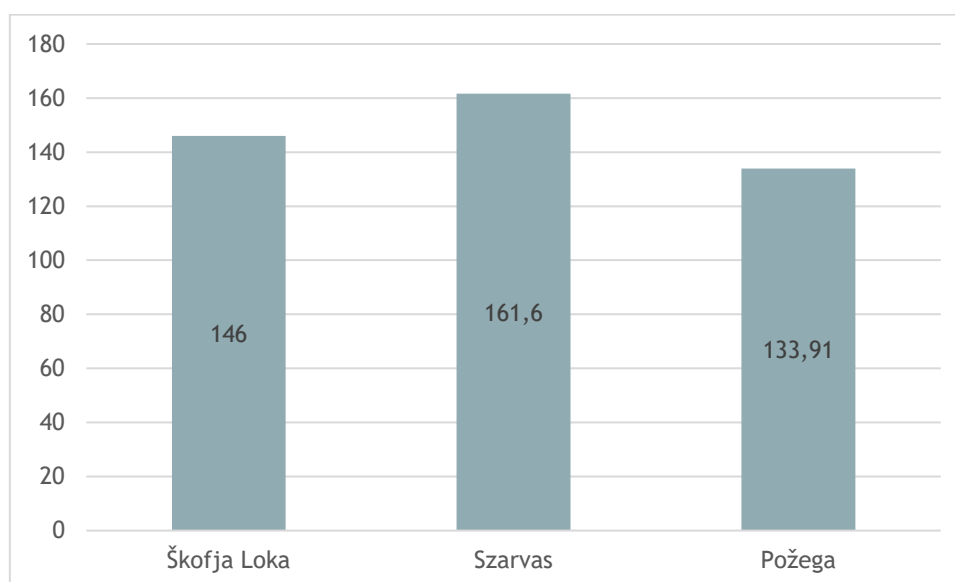
Table 10: Area, number of settlements and population density in Škofja Loka, Szarvas and Požega

	Area (km ²)	Number of settlements	Population density (inhabitants/ km ²)
Škofja Loka	146	62	164
Szarvas	161,6	1	89,1
Požega	133,91	31	167

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

In terms of area Szarvas is the biggest, Požega is the smallest and the municipality of Škofja Loka is between the two of them as shown on the chart below.

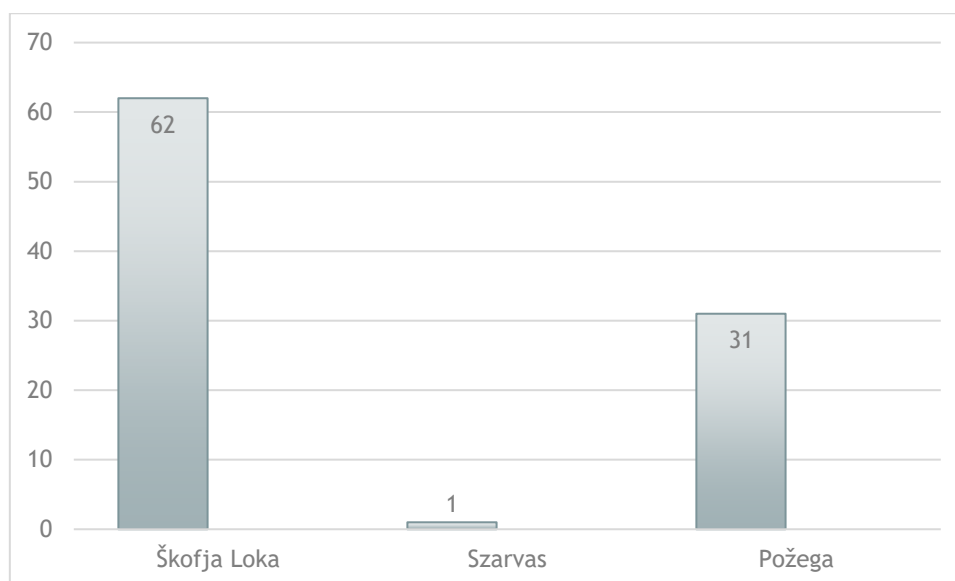
Chart 10: Comparison of the area of Škofja Loka, Szarvas and Požega (km²)



Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics



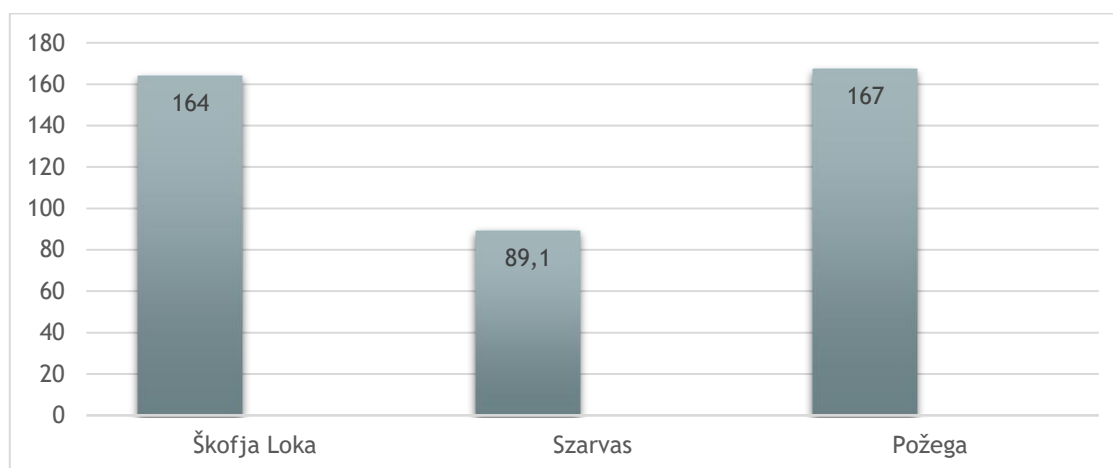
Chart 11: Comparison of number of settlements of Škofja Loka, Szarvas and Požega



Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

Population density is the highest in Požega and the lowest in Szarvas while Škofja Loka is between them as shown on the chart below.

Chart 12: Comparison of population density of Škofja Loka, Szarvas and Požega (inhabitants/km²)



Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

The three areas therefore represent three different spatial mobility contexts. Požega combines a relatively dense population with a multi-settlement administrative area; Szarvas has the lowest density and predominantly flat terrain; while Škofja Loka has intermediate density but the most challenging topography and the largest number of settlements. When all geographical factors are considered, the conclusion is that different transport measures should be developed for each partner area. Transport solutions from one area do not have to function in another area.



3.2. Population and demographic data

According to last available data population size in the municipality of Škofja Loka is 23.845 inhabitants, Szarvas is 14.403 inhabitants and Požega is 22.294 inhabitants. The largest number of households is recorded in Škofja Loka with 8.439, followed by Požega with 8.419 and the least in Szarvas with 6.384. The distribution of the population by gender is shown in the table below.

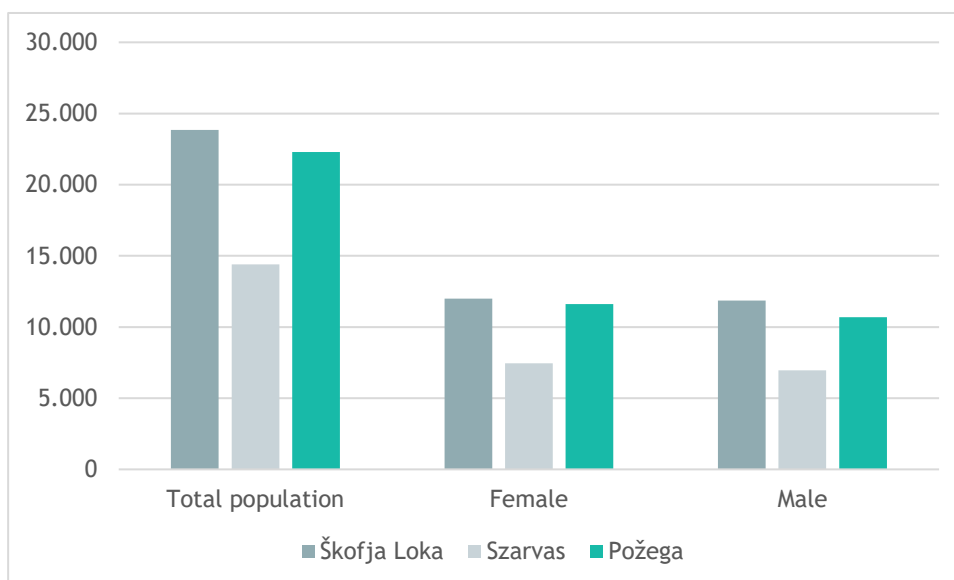
Table 11: Population and gender distribution in Škofja Loka, Szarvas and Požega

	Total population	Female	Male
Škofja Loka	23.845	11.985	11.860
Szarvas	14.403	7.447	6.956
Požega	22.294	11.607	10.687

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

As shown in the table, the largest number of inhabitants is in the municipality of Škofja Loka, followed by Požega, while Szarvas has the fewest inhabitants. The distribution by gender shows that there are more women than men in all three areas. Gender distribution is shown on chart below.

Chart 13: Population and gender distribution in Škofja Loka, Szarvas and Požega



Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

Demographic structure is divided in three groups: 0-19 years, 20-64 years and 65+ years as shown in the table below.



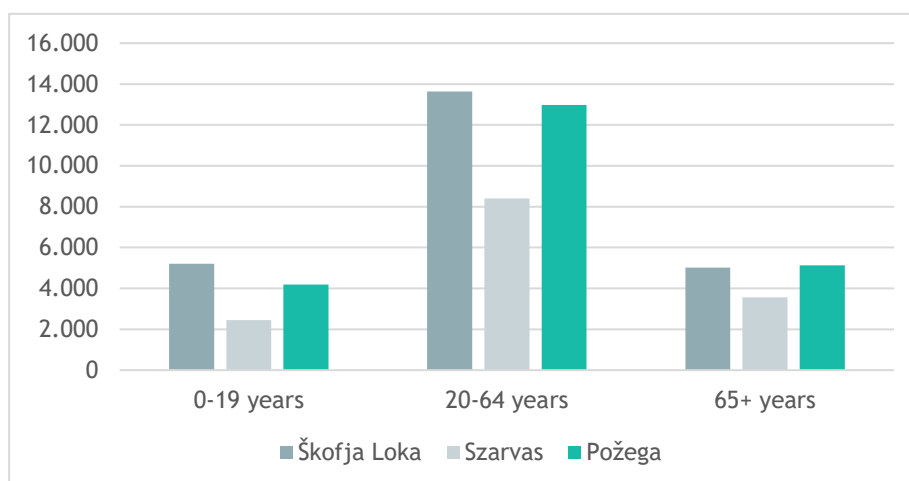
Table 12: Ageing groups of population in Škofja Loka, Szarvas and Požega

	0-19 years	20-64 years	65+ years
Škofja Loka	5.200 (21,8%)	13.627 (57,2%)	5.018 (21,0%)
Szarvas	2.449 (17,0%)	8.397 (58,3%)	3.557 (24,7%)
Požega	4.187 (18,8%)	12.971 (58,2%)	5.136 (23,0%)

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

The municipality of Škofja Loka has the youngest demographic structure of the three locations. The share of people aged 0-19 is 21,8%, compared with 18,8% in Požega and only 17,0% in Szarvas. At the same time, the share of people aged 65 and over is lowest in Škofja Loka, at 21,0%, compared with 23,0% in Požega and 24,7% in Szarvas. In all three areas the most represented age group is between 20 and 64 years old. The data are shown in chart below.

Chart 14: Ageing groups of population in Škofja Loka, Szarvas and Požega



Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

The number of working age population (between 15 and 64 years) in Škofja Loka is 14.960 or 62,7% of the total population, in Szarvas 9.288 or 64,5% of the total population and in Požega 14.117 or 63,32% of the total population.

The average age of the population in the municipality of Škofja Loka is 43 years, which is the lowest average age of all three areas, in Szarvas 45,4 years, which is the highest average age in all three areas, and in Požega 44,7 years

Požega has the highest ageing index at 163,6, followed by Szarvas at 145,2 and Škofja Loka at 127,1. Thus, among the three locations, Požega faces the most pronounced demographic ageing pressure, while Škofja Loka has the relatively most favourable age structure.

Natural population change in the municipality of Škofja Loka is positive and it is 22, while in Szarvas and Požega is negative: Szarvas -10,2 and in Požega -182. That means that in Szarvas and Požega are more deaths than births, meanwhile in the municipality of Škofja Loka has the opposite situation and its population growth is positive. All three areas record negative



migration data, which means that more residents move out of the area than move in at the same time. All three places face some form of population-related pressure, but the severity and nature of that pressure differ. Požega appears particularly vulnerable to population ageing combined with population loss. Szarvas faces similar demographic pressures and has the smallest younger-age group. The municipality of Škofja Loka is in a comparatively stronger demographic position because of its larger younger population and positive natural growth, although negative migration remains a concern.

As number of elderly population increases the importance of accessible public transport, demand-responsive services, door-to-door services and mobility solutions for people who cannot drive are becoming more important to ensure the highest possible quality of life.

The educational structure of the population in Škofja Loka, Szarvas and Požega is shown in the table below.

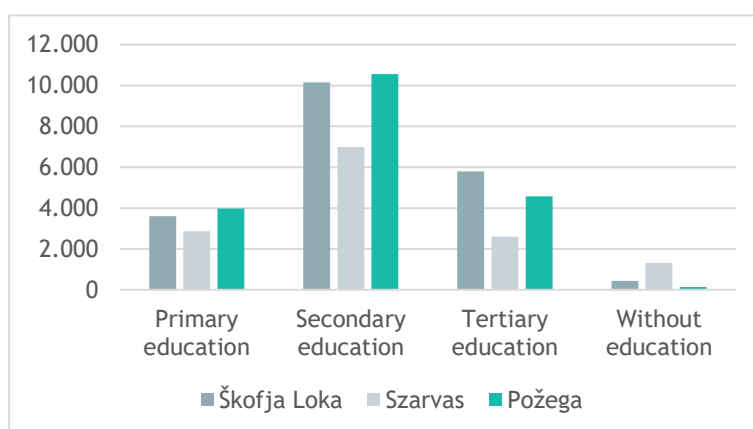
Table 13: Educational structure of the population in Škofja Loka, Szarvas and Požega

	Primary education	Secondary education	Tertiary education	Without education
Škofja Loka	3.596 (18,0%)	10.160 (50,8%)	5.789 (29,0%)	434 (2,2%)
Szarvas	2.867 (20,8%)	6.979 (50,8%)	2.593 (18,9%)	1.308 (9,5%)
Požega	3.978 (17,8%)	10.553 (47%)	4.573 (20,5%)	145 (0,65%)

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

Secondary education represents the largest educational category in all three places, accounting for approximately half of the population: 47,0% in Požega, 50,8% in Szarvas and 50,8% in Škofja Loka. The greatest difference concerns tertiary education. Škofja Loka has the highest share of people with tertiary education, at 29,0%, followed by Požega at 20,5% and Szarvas at 18,9%. At the same time, Szarvas has by far the highest reported share of people without completed education, at 9,5%, compared with 0,65% in Požega and 2,2% in Škofja Loka. The data are shown in chart below.

Chart 15: Educational structure of the population in Škofja Loka, Szarvas and Požega



Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics



Latest available data on the number and rates of employment and unemployment in all three areas are presented in the table below.

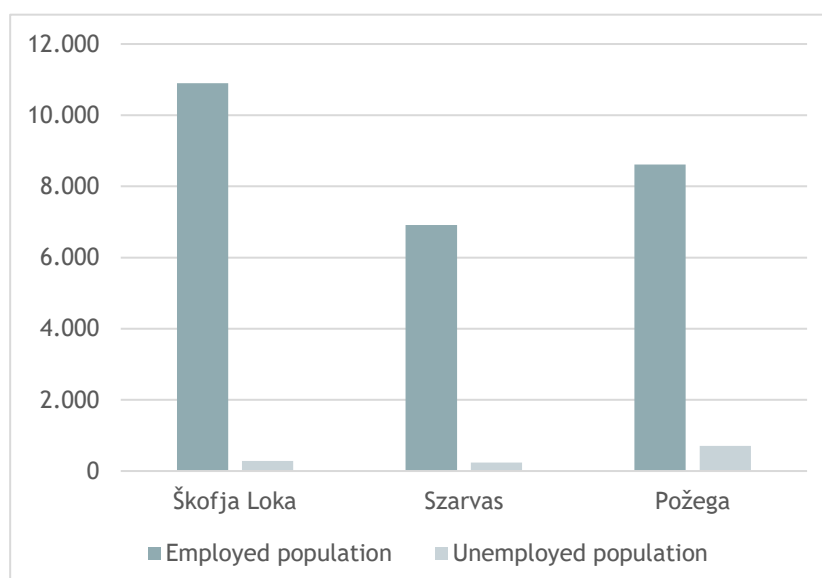
Table 14: Employment and unemployment in Škofja Loka, Szarvas and Požega

	Employed population	Unemployed population
Škofja Loka	10.899 (72,8%)	280 (2,5%)
Szarvas	6.915 (74.5%)	240 (2,6%)
Požega	8.613 (61%)	704 (5%)

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

According to the data, Szarvas has the most employed population in relation to the working-age population, followed by the municipality of Škofja Loka and finally Požega, in interdependence with employment data, Požega records the largest number of unemployed persons in relation to the working-age population, followed by Szarvas and Škofja Loka who records almost the same unemployment rate as shown in chart below.

Chart 16: Employment and unemployment in Škofja Loka, Szarvas and Požega



Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

According to the data, Požega has the largest number of retired persons in relation to the total population, of which 6.405 or 28,7%, followed by Škofja Loka with 5.917 or 24,8% and finally Szarvas with 3.519 inhabitants or 24,4%.



3.3. Economic data

According to the available data, the main economic sectors in the municipality of Škofja Loka, Szarvas and Požega are shown in the table below.

Table 15: Main economic sectors in Škofja Loka, Szarvas and Požega

Škofja Loka	Szarvas	Požega
Manufacturing	Agriculture	Manufacturing industry
Wholesale and retail trade	Industry	Agriculture, forestry and fishing
Construction	Construction	Wholesale and retail trade
Education	Services	Construction sector
Human health and social work		Transport and storage
Tourism and hospitality		

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

The largest number of employed persons is recorded in Požega, 11.323 of them (including the self-employed), then in Škofja Loka, 10.899 also including the self-employed, then in Szarvas, 7.944. The number of unemployed persons in Škofja Loka is 280, in Szarvas 240 which is also the lowest recorded number of unemployed persons in all three areas and finally followed by Požega with 1.228 unemployed persons which is also the highest number in all three observed areas.

The following table shows the employment and unemployment rates in all three areas.

Table 16: Employment and unemployment rate in Škofja Loka, Szarvas and Požega

	Employment rate	Unemployment rate
Škofja Loka	72,8%	2,5%
Szarvas	74,5%	2,6%
Požega	68,8%	5,3%

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

The data show that the highest employment rate is in Szarvas at 74,5% and the unemployment rate at 2,6%, followed by Škofja Loka with an employment rate of 72,8%, with an unemployment rate of 2,5% and finally followed by Požega with an employment rate of 68,8% and an unemployment rate of 5,3%. In the context of the labour market, the most desirable area is Škofja Loka, followed by Szarvas and Požega.

The following are the data on salaries in all three observed areas. The comparative data on average gross and net salaries are shown in the table below.



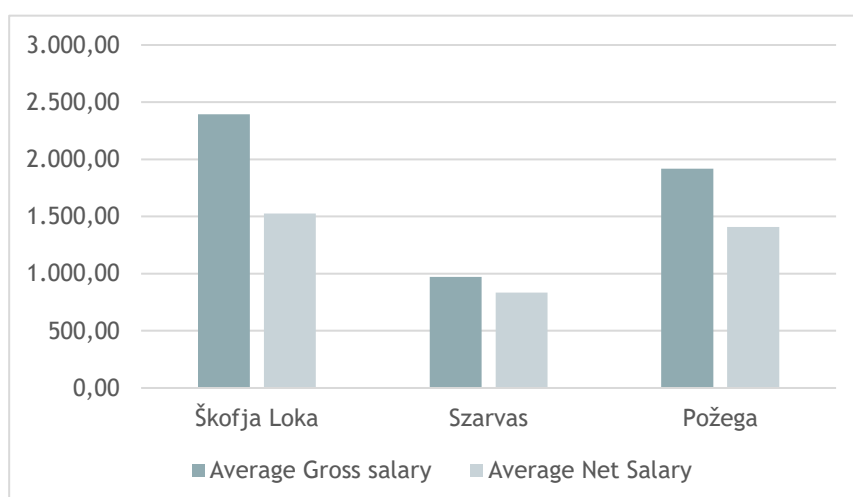
Table 17: Average gross and net salary in Škofja Loka, Szarvas and Požega

	Average Gross salary (EUR)	Average Net Salary (EUR)
Škofja Loka	2.394,41	1.526,17
Szarvas	971,00	834,00
Požega	1.917,00	1.407,00

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

The municipality of Škofja Loka recorded the highest average gross salary of 2.394,41 and a net salary of 1.526,17 in all three areas, followed by Požega with average gross salary of 1.917,00 and the average net salary of 1.407,00 and Szarvas with average gross salary of 971 and the net salary of 834 as shown on chart below.

Chart 17: Average gross and net salary in Škofja Loka, Szarvas and Požega



Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

To put average gross and net salary in perspective with countries next table shows average gross and net salary in Slovenia, Hungary and Croatia.

Table 18: Average gross and net salary in Slovenia, Hungary and Croatia

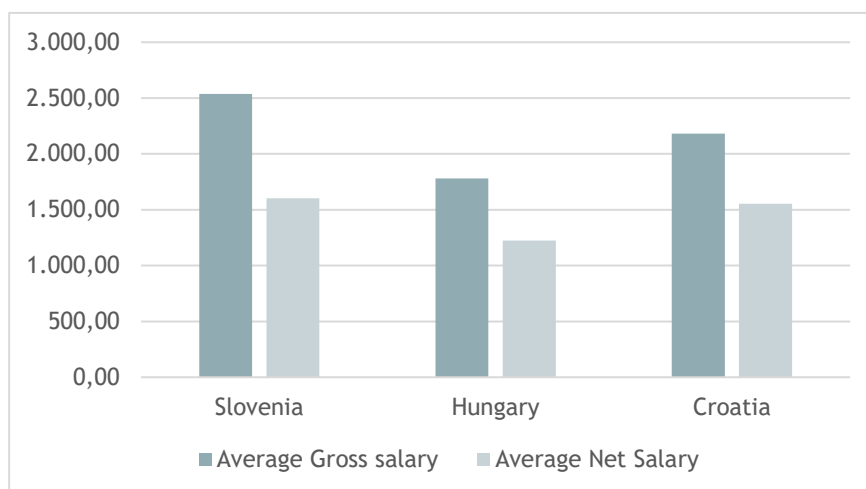
	Average Gross salary (EUR)	Average Net Salary (EUR)
Slovenia	2.536,03	1.602,05
Hungary	1.780,15	1.225,30
Croatia	2.183,00	1.555,00

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

The table shows that the highest average gross and net salary was recorded in Slovenia, followed by Croatia and finally Hungary as shown in chart below.



Chart 18: Average gross and net salary in Slovenia, Hungary and Croatia



Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

All three areas have salaries below their respective national averages. Figures clearly demonstrate different economic environments: Szarvas has the lowest reported absolute salaries, Požega is intermediate, and Škofja Loka has the highest.

The commuting in the municipality of Škofja Loka shows that 6.149 people commute into the municipality, while 6.220 commute outwards. The main destinations include Ljubljana, Kranj, Železniki, Medvode and the municipality of Gorenja vas - Poljane. In Szarvas, 2.504 people commute into the city from other local government units while 1.475 residents commute outwards. The main destinations include Budapest, Békésszentandrás, Békéscsaba, Szeged and Örménykú. Požega attracts significant daily commuting because it functions as the county centre, but comparable recent quantitative commuting data are not available.

Tourism indicators are very different in all three observed areas as show in table below.

Table 19: Visitors and overnight stays in Škofja Loka, Szarvas and Požega

	Visitors	Overnight stays
Škofja Loka	21.607	47.653
Szarvas	51.182	137.836
Požega	12.195	21.578

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

The municipality of Škofja Loka recorded 21.607 arrivals and 47.653 overnight stays. Szarvas recorded 51.182 arrivals and 137.836 overnight stays while Požega recorded 12.195 tourist arrivals and 21.578 overnight stays. Szarvas is the strongest tourism destination among the three in absolute terms. Its number of tourist arrivals is more than four times that of Požega and more than twice that of Škofja Loka. The number of overnight stays is also substantially higher.



3.4. Legal, political and strategic framework

Each state, as well as each of the observed local self-government units, regulated the area of transportation in its territory by law and different policies. Data on the legal, policy and strategic framework are not comparable between the three areas. In the following table, legislative and other documents that exist in each area are marked, while for each area the same are listed by name in the analysis of statistical data for each area.

Table 20: Legal, policy and strategic framework in Škofja Loka, Szarvas and Požega

	Škofja Loka	Szarvas	Požega
National transport strategy	x	x	x
National sustainable mobility strategy	x	No	x
Regional development strategy	x	x	x
Local mobility strategy	x	No	No
Sustainable Urban Mobility Plan / SUMP	x	No	No
Spatial planning documents	x	No	x
Climate and energy plans	x	x	x
Public transport regulation	x	x	x
Parking policy	x	x	x
Cycling policy or cycling strategy	x	x	x
Accessibility policy for vulnerable groups	x	x	x

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

The municipality of Škofja Loka has the most developed strategic framework. It adopted a *Municipal Comprehensive Transport Strategy* in 2025, together with relevant spatial, climate, cycling, parking and accessibility policies, and it has already implemented several mobility-related projects

Szarvas similarly does not have a local mobility strategy or SUMP. However, mobility objectives are incorporated into its climate strategy, including public transport development, cycling, traffic calming and electromobility.

Požega has national and regional strategic documents, but no local transport strategy and no *Sustainable Urban Mobility Plan*.

This institutional difference is significant. Škofja Loka is not starting from the same strategic position as Požega and Szarvas. Its existing planning framework and previous projects create stronger institutional capacity for implementing and integrating new mobility measures.



Of all three areas, according to the available data, only in the municipality of Škofja Loka, projects related to mobility were previously implemented, in the Požega area similar projects were not implemented, and for Szarvas data are not available.

3.5. Transport infrastructure

The transport infrastructure in all three areas is different, road network is largest in Szarvas, with 480,6 km, followed by the municipality of Škofja Loka with 352,49 km and Požega with 239,15 km. Larger road network does not automatically mean better mobility, Szarvas has the largest road network but it reflects its large area, the Škofja Loka road network accommodates difficult terrain and many settlements while Požega has the smallest road network but the highest population density. Length of road network is shown in table below.

Table 21: Length of road network in Škofja Loka, Szarvas and Požega

	Length of road network (km)
Škofja Loka	352,49
Szarvas	480,60
Požega	239,15

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

Road types in all three areas are listed in separate analyses. But in all areas are available state or regional roads. In all three areas railway connection are available, Škofja Loka has 2 railway stations while Szarvas and Požega have 1.

Also, bus station and main bus terminal exist in all three areas which is important public transport infrastructure. Number of bus stops is shown in table below.

Table 22: Number of bus stops in Škofja Loka, Szarvas and Požega

	Number of bus stops
Škofja Loka	90
Szarvas	57
Požega	96

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

As shown in table, the largest number of bus stops exists in the Požega area, followed by Škofja Loka and the least in Szarvas. The maximum distance to the nearest bus stop in Škofja Loka is approximately 500 meters in urban area and longer in rural area, in Požega 375 meters, while no data are available for Szarvas. Also, maximum distance to nearest railway station in Škofja Loka is 18 km or 27 minutes by car, in Požega 12,2 km or 21 minutes by car, while no data are available for Szarvas.

Next table shows the length of cycling infrastructure in all three areas.



Table 23: Length of cycling infrastructure in Škofja Loka, Szarvas and Požega

	Length of cycling infrastructure (km)
Škofja Loka	9,7
Szarvas	28,3
Požega	1,3

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

Szarvas has the longest cycling infrastructure at 28,3 km, followed by the municipality of Škofja Loka with 9,7 km and another 3,7 km under construction, followed by Požega with 1,3 km of cycling infrastructure.

Pedestrian network in the municipality Škofja Loka is well-developed in the town centre, schools and residential areas, with continuous improvements to accessibility and safety. In Požega pedestrian infrastructure is particularly well developed in the city centre. Most of the main roads in the city are equipped with pavements that are sufficient for pedestrian traffic of lower intensity. However, there are certain sections where infrastructure exists on only one side of the road. A lack of pedestrian infrastructure has been identified on secondary roads, i.e. collector and residential roads, as well as in less densely populated parts of the city. It has also been determined that improperly positioned urban equipment, such as street lighting poles, as well as illegally parked vehicles (parking on pavements), often represent obstacles to the safe and unobstructed movement of pedestrians. Szarvas has a pedestrian infrastructure.

Safe routes to school exist in Škofja Loka for all four primary schools in the municipality, identifying recommended routes and potentially hazardous locations while Požega does not have them as well as Szarvas.

Public parking is available in all three areas, Škofja Loka has 2.621 public parking spaces, Požega has 2.460 of them and no data are available for Szarvas. Park & Ride facilities is available in Škofja Loka but is not available in Szarvas or Požega. Electric vehicle charging stations are available in all three areas, in Škofja Loka urban area is a total of 10 charging points in 5 locations, in Szarvas 12 charging points on 4 locations and Požega has a total of 4 charging points and only 1 is public.

Intermodal mobility exists in all three areas, Škofja Loka has 3 of them (railway station, central bus station and Lipica Park & Ride facility), Szarvas has 1 (railway station) and Požega has 2 (railway station and central bus station).

In terms of accessibility for persons with reduced mobility, accessibility in the municipality of Škofja Loka is currently only partial. Accessibility is addressed through barrier-free public infrastructure, accessible parking spaces, improved pedestrian crossings and accessible public transport, in accordance with the *Strategic Accessibility Plan of the Municipality of Škofja Loka* and *Comprehensive Transport Strategy of the Municipality of Škofja Loka*. The S.M.ALL project supports mobility solutions for vulnerable groups. In Szarvas, the local authority operates a support service, one of whose primary aims and activities is to provide on-demand



passenger transport for people with disabilities. Another important objective is to ensure that public transport and public buildings are physically accessible. Regarding pedestrian access, assistive features - such as ramps and audible signals - have been installed. In Požega, there is only partial accessibility for people with disabilities, which is reflected in parking spaces for people with disabilities as well as footpaths and pedestrian crossings.

3.6. Transport services

In terms of transport services, there are bus, rail and taxi services in all three areas. More detailed elaboration of data on transport services below.

As mentioned, local bus services exist in all three areas, in the municipality of Škofja Loka and Požega local and suburban bus services connect the town centre with surrounding settlements. Regional bus services also exist in all three areas, in Škofja Loka regular regional bus services connect Škofja Loka with Ljubljana, Kranj and neighbouring municipalities, in Požega regular regional bus services connect Požega and surrounding municipalities with 30 regional lines. Škofja Loka has 9 intercity bus lines and 1 city bus line, Szarvas has 3 local lines and Požega has 8 local lines, 30 regional lines and 15 intercity connections. Regarding number of daily bus departures, Škofja Loka has 133 intercity and 63 city bus departures, Szarvas has 18 local and 89 inter town departures and Požega has 262 public bus departures and 99 regional bus departures.

All three locations have railway access, but the role of rail differs.

Škofja Loka has two railway stations and 40 daily departures, Szarvas has one railway station and 21 daily departures and Požega has one railway station with 20 daily departures. Škofja Loka therefore has the strongest railway service of the three in terms of the reported number of daily departures and number of stations. This is consistent with its strong commuting links to Ljubljana and Kranj. Požega and Szarvas have considerably more limited railway service.

Number of bus and railway departures in all three areas are shown in table below.

Table 24: Number of bus and railway departures in Škofja Loka, Szarvas and Požega

	Bus departures	Railway departures
Škofja Loka	133 intercity 63 city	40
Szarvas	18 local 89 intertown	21
Požega	262 local 99 regional	20

Source: Statistical Office of the Republic of Slovenia, Hungarian Central Statistical Office, Croatian Bureau of Statistics

School transport service is available in the municipality of Škofja Loka where organised school bus services are provided for primary school pupils in accordance with municipal responsibilities and Požega where organised school bus services are provided for primary and



secondary school pupils in accordance with municipal responsibilities, but it is not available in Szarvas.

At the municipal level in Škofja Loka, there is currently no comprehensive demand-responsive transport service available to the general population. However, Prostofer provides free on-demand transport for older residents, primarily through volunteer drivers, enabling access to healthcare facilities, public institutions and other essential services. In addition, the Agata & Jurij service consists of two municipal electric minibuses operating without a fixed route within the town centre. The service is primarily intended for vulnerable groups, including older people, persons with disabilities and people with reduced mobility, although it can also be used by other residents and visitors.

Transport services for elderly people are available in Škofja Loka through community and social care providers (e.g. Prostofer and Agata & Jurij service in the town centre), while in Požega is not available but elderly people has free monthly ticket for public bus transport, and in Szarvas is not available.

Transport service for persons with disabilities is available in Škofja Loka through specialised providers and accessible public transport services and Szarvas where local authority operates a support service, one of whose primary aims and activities is to provide on-demand passenger transport for people with disabilities but it is not available in Požega, in Szarvas the local government has no support service for persons with disabilities regarding to mobility issues.

Taxi service is available in all three areas, but car-sharing services are not available as well as tourist transport service (in Škofja Loka tourists can use the Agata & Jurij service in the town centre and the eKOLOka public bicycle-sharing system). Bike-sharing or e-bike-sharing is available in Škofja Loka (eKOLOka bike-sharing system is part of the GORENJSKA.BIKE system). The system includes 10 stations and 49 bicycles (25 e-bikes and 24 conventional bikes), enabling travel within Škofja Loka and across the Gorenjska region but is not available in Szarvas and Požega.

Ticketing system in paper form for bus and paper and digital form for train is available in Škofja Loka, paper form ticketing system is available in Požega for bus and no data are available for Szarvas.

Also, in all three areas real-time information on public transport service is not available.

3.7. Mobility patterns and transport behaviour

After conducting of survey questionnaire about public transport and transport behaviour of people in all three areas, main trip purpose in all three areas is work and school.

The municipality of Škofja Loka has 557 passenger cars per 1.000 inhabitants, Szarvas has 481 passenger cars per 1.000 inhabitants and Požega-Slavonia County has 502 passenger cars per 1.000 inhabitants (data for Požega are not available). Nevertheless, the general picture is clear: private cars remain an important component of mobility in all three areas.

The municipality of Škofja Loka has the highest reported car ownership rate at 557 vehicles per 1.000 inhabitants, followed by Požega at 502 and Szarvas at 481 vehicles per 1.000 inhabitants. The high level of car ownership in the municipality of Škofja Loka is particularly



noteworthy because the municipality also has the strongest combination of railway, cycling infrastructure, shared bicycles and specialised transport services.

The share of cycling in the municipality of Škofja Loka in the overall mobility structure is 0,5%, while for short trips of up to 2 km, corresponding to approximately 10 minutes of cycling, it reaches 30% but comparable data are not available for Szarvas and Požega.

The share of walking in the municipality of Škofja Loka in the overall mobility structure is 2%, while for short trips of up to 2 km, corresponding to approximately 25 minutes of walking, it reaches 48% but comparable data are not available for Szarvas and Požega.

3.8. Conclusion

Škofja Loka, Szarvas and Požega are facing challenges of reducing dependence on private cars and improving access to sustainable and inclusive mobility. However, their starting points are not the same.

Škofja Loka has the most favourable demographic and institutional position and the most diversified mobility system, but continues to face high car ownership, strong commuting pressures and difficult terrain.

Szarvas combines demographic decline and low population density with relatively good cycling infrastructure but weak shared and flexible mobility services.

Požega's central challenge is the combination of demographic ageing, population decline and insufficient sustainable mobility infrastructure.

These differences are highly relevant to the transferability of PER-MOVE results. Rather than transferring one identical solution to all three areas, the project should treat the pilot areas as complementary examples.

4. CONCLUSION

The municipality of Škofja Loka has the most favourable demographic position, the highest educational attainment, the strongest regional commuting connections and the most developed strategic framework. It also has the strongest multimodal transport offer, including railway, bus, cycling infrastructure, Park & Ride, specialised services for older people and persons with disabilities, and an established e-bike-sharing system. Nevertheless, car ownership remains the highest of the three pilot areas, and the hilly terrain and dispersed settlements continue to create accessibility challenges. Its challenge is therefore less about introducing basic sustainable transport infrastructure and more about integrating existing systems, increasing their use and reducing continued dependence on private cars.

Szarvas has the lowest population density and the smallest population, but also a relatively extensive cycling network and a strong tourism sector. Its demographic profile is unfavourable, with the highest share of elderly residents and the lowest share of young people among the three areas. The city has limited local bus services and no shared bicycle system, despite its



relatively strong cycling infrastructure. This makes flexible public transport and shared micromobility particularly promising intervention areas.

Požega combines relatively high population density with strong demographic ageing, negative natural growth and negative migration. Its major mobility weaknesses are limited cycling infrastructure, lack of shared mobility, absence of demand-responsive transport and the absence of a local mobility strategy or SUMP. At the same time, it has a comparatively extensive local and regional bus network, a functioning railway connection and a central role as the administrative and service centre of the county. So, to optimise local public transport, one of the possible solutions is the reorganisation of the existing network of bus lines.

5. LIST OF ATTACHMENTS

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PER-MOVE: Baseline socio-economic and mobility data for pilot areas

A.1.1, T.2: Development of templates for data collection

Country			Slovenia		Croatia		Hungary		
Pilot Area			Škofja Loka	Year (last available data)	Požega	Year (last available data)	Szarvas	Year (last available data)	Notes
Parameter	Unit / format	Purpose							
1. Geographic and spatial data									
Administrative status	Municipality / town / city / local self-	Institutional comparison	Municipality	2026	City	2026	Town	2026	
Region / county / županija	Text	Regional context	Gorenjska (Upper Carniola region)	2026	Požega-Slavonia County	2026	Békés	2026	
Total area of pilot area	km ²	Spatial comparison	146	2024	133,91 km ²	2025	161.6 square km (total municipality area) / 10.9 square km (urban/built-up area)	2026	
Total area of wider region / county	km ²	Regional comparison	2.137	2024	1 815,23 km ²	2025	5 631 square km	2026	
Population density	Inhabitants/km ²	Indicator of settlement concentration	164	2024	167	2021	89.1 person/square km (for total area) / 1190 person/square km (for urban area)	2025	
Number of settlements / local communities	Number	Indicator of spatial dispersion	62	2024	31	2021	1		
Type of area	Urban / peri-urban / rural / mixed	Mobility context	Mixed (all types)		Mixed (all types)		Mixed		
Geographic location	Short description	Position within region and country	North-western Slovenia, in the Gorenjska (Upper Carniola region) statistical region, approx. 25 km north-west of Ljubljana.		Požega-Slavonia County is located in the northeastern part of the Republic of Croatia, divided into two spatial units: the Požega Basin and the Pakrac-Lipicka Region. The county borders five counties: Sisak-Moslavina County to the west, Bjelovar-Bilogora County to the northwest, Virovitica-Podravina County to the north, Osijek-Baranja County to the east, and Brod-Posavina County to the south.		Szarvas is located in south-eastern Hungary, in Békés County, within the Southern Great Plain region. The town lies along the Körös River system and occupies an important position between larger regional centres such as Békéscsaba, Gyula and Szolnok. Its location also gives it good connections toward neighbouring counties and the Romanian border, making Szarvas an important local centre for transport, tourism, education and services.		
Main transport corridors	Text / map reference	Strategic transport position	Regional road R1-210, connecting Škofja Loka with Kranj, Ljubljana and the Poljane Valley; regional road R2-403 towards Železniki; the Ljubljana–Kranj–Jesenice railway corridor; and proximity to the A2 motorway connecting Ljubljana, Kranj, Jesenice and Austria.	2025	The city is connected to neighboring areas by three main state roads: DC51 (towards Požega, Nova Gradiška, and the A3 motorway), DC49 (towards Pleternica, Đakovo, and the A3 motorway), and DC38 (linking Pakrac, Požega, and Slavonski Brod).		The main transport corridor of Szarvas is National Road No. 44, which provides the principal east–west connection toward Békéscsaba and the central part of Hungary. Important secondary corridors include Roads No. 443, 4401, 4404 and 4631, linking Szarvas with Gyomaendrőd, Szentes, Orosháza and Mezőtúr. These routes also form the backbone of the town's regional cycling connections. Szarvas has a strategically important position in south-eastern Hungary, connecting the central part of the country with Békés County and the Romanian border area. National Road No. 44 forms the main regional axis, while several secondary roads provide links toward Gyomaendrőd, Szentes, Orosháza and Mezőtúr. This position makes Szarvas an important local transport and service hub within the region.		

Topographic characteristics	Flat / hilly / mountainous / valley / mixed	Relevance for cycling, walking and public transport	Varied hilly terrain with river valleys, rolling hills and upland areas; settlement is concentrated in the valleys and dispersed across the surrounding slopes. Suitable for walking and cycling in the valley; hilly areas rely more on public transport and multimodal mobility.		Požega is located in a valley and is surrounded on all sides by hills. The area is suitable for cycling, walking and public transport.		Flat		
2. Population and demographic data									
Total population	Number	Basic demographic size	23.845	2025	22.294	2021.	14.403	2025	
Population by gender	Male / female / other if available	Demographic structure	Male: 11.860 / 49,7% Female: 11.985 / 50,3%	2025	Male: 10.687 / Female: 11.607	2021.	6 956 (male) / 7 447 (female)	2025	
Age group 0–19 years	Number / %	Children and young people	5.200 / 21,8%	2025	4.187 / 18,78%	2021.	2 449 / 17,0%	2025	
Age group 20–64 or 20–65 years	Number / %	Working-age population	13.627 / 57,2%	2025	12.971 / 58,18%	2021.	8 397 / 58,3%	2025	
Age group 65+ years	Number / %	Older population and mobility vulnerability	5.018 / 21,0%	2025	5.136 / 23,04%	2021.	3 557 / 24,7%	2025	
Working-age population	Number / %	Labour market and commuting relevance	14.960 / 62,7% (15–64 years)	2025	14.117 / 63,32%	2021.	9288 / 64,5%	2025	
Average age	Years	Demographic ageing indicator	43,0	2025	44,7	2021.	45,4 years	2022	
Ageing index	Index value	Comparison of population ageing	127,1	2025	163,6	2021.	145,2	2025	
Natural population change	Number / rate	Demographic dynamics	22 / 0,9 per 1.000 inhabitants	2025	-182/50,5	2021.	-10,2 per thousand	2016-2025	
Migration balance	Number / rate	Population inflow/outflow	-39 / -1,6 per 1.000 inhabitants	2025	Inflow: 4 767 / Outflow: 7 128	2021.	-3,7 per thousand	2016-2025	
Number of households	Number	Basis for transport demand	8.439	2021	8.419	2021.	6.384	2022	
Population with primary education	Number / %	Education structure	3.596 / 18,0%	2025	3.978 / 17,8%	2021.	2 867 / 20,8%	2022	
Population with secondary education	Number / %	Education structure	10.160 / 50,8%	2025	10.553 / 47%	2021.	6 979 / 50,8%	2022	
Population with tertiary education	Number / %	Education structure	5.789 / 29,0%	2025	4.573 / 20,5%	2021.	2 593 / 18,9%	2022	
Population without completed education	Number / %	Social vulnerability indicator	434 / 2,2%	2025	145 / 0,65%	2021.	1 308 / 9,5%	2022	
Employed population	Number / %	Economic activity	10.899 / 72,8% (15–64 years)	2025	8.613 / 61%	2021.	6 915 / 74,5%	2022	
Unemployed population	Number / %	Labour market vulnerability	280 / 2,5%	2025	704 / 5%	2021.	240 / 2,6%	2025	
Retired population	Number / %	Older users and accessibility needs	5.917 / 24,8%	2025	6.405 / 28,7%	2021.	3 519 / 24,4%	2024	
3. Economic data									
Main economic sectors	Text / NACE categories	Economic profile of the area	Manufacturing; wholesale and retail trade; construction; education; health and social care; tourism and hospitality.		Processing industry; Agriculture, forestry and fishing; Wholesale and retail trade; Construction; Transport and storage		For number of entities: Agriculture - 27.0%; Industry - 14.6%; Construction - 6.7%; Service - 51.7%. For number of employees: Agriculture - 19.2%; Industry - 45.0%; Construction - 3.8%; Service - 31.9%. For share of revenue: Agriculture - 24.0%; Industry - 42.0%; Construction - 3.3%; Service - 30.8%.	2022	
Number of employees	Number	Employment base	10.899 (including self-employed)	2025	11.323 (including self-employed)	1/2026	6 915 (employed people living in the city) / 6 580 (people with employee status living in the city) / 7 944 (people working in the city)	2022 / 2024 / 2024	
Employment rate	%	Labour market indicator	72,8% (including self-employed)	2025	68,8	2025	74,5%	2025	
Unemployment rate	%	Labour market vulnerability	2,5%	2025	5,3	3/2026	2,6%	2025	
Number of unemployed persons	Number	Labour market pressure	280	2025	1.228	1/2026	240	2025	
Average gross salary	EUR / local currency	Income comparison	2.394,41	2025	1.917	3/2026	971 EUR/month	2024	
Average net salary	EUR / local currency	Income comparison	1.526,17	2025	1.407	3/2026	834 EUR/month	2024	
Average salary at national level	EUR / local currency	National benchmark	2.536,03 gross; 1.602,05 net	2025	2.183 Gross 1.555 Net	3/2026	81,7% (gross) / 82,1% (net) / 73,1 % (labour cost)	2024	
Commuters into the area	Number / %	Incoming daily mobility	6.149 / 58,4%	2025	No data available		2 504 / 31,5%	2022	

Commuters out of the area	Number / %	Outgoing daily mobility	6.220 / 58,7%	2025	No data available		1 475 / 21.3%	2022	
Main commuting destinations	Text / map	Functional mobility links	Ljubljana, Kranj, Železniki, Medvode, Gorenja vas - Poljane		No data available		Budapest (265 / 19.6%); Békésszentandrás (153 / 11.3%); Békéscsaba (138 / 10.2%); Szeged (77 / 5.7%); Örménykút (70 / 5.2%)	2022	
Tourism indicators	Overnight stays / visitors	Seasonal transport demand	47.653 / 21.607	2025	21.578 / 12.195	2025	137.836 / 51.182	2025	
4. Legal, policy and strategic framework									
National transport strategy	Title, year, relevance	National policy framework	Strategija razvoja prometa v Republiki Sloveniji do leta 2030 / Transport Development Strategy of the Republic of Slovenia until 2030	2015	Transport Development Strategy of the Republic of Croatia (2017 - 2030)	2017	The current National Transport Strategy, which runs until 2050 and is currently under review, does not contain any references to or development plans for Szarvas or the immediate surrounding area.	2014 / 2025	
National sustainable mobility strategy	Title, year, relevance	Sustainable mobility context	Strategija razvoja prometa v Republiki Sloveniji do leta 2030 / Transport Development Strategy of the Republic of Slovenia until 2030; Nacionalni program celostnega prometnega načrtovanja / National Framework for Sustainable Mobility	2015; 2017	National Development Strategy of the Republic of Croatia until 2030	2022 2021	Hungary does not have a national-level sustainable mobility strategy. The sustainability aspects of transport (electrification, biofuels, management of negative externalities, and the balance between public and private transport modes) are addressed at national level in the National Clean Development Strategy for the period 2020–2050. The strategy does not contain any provisions relating to Szarvas and its surrounding area.		
Regional development strategy	Title, year, relevance	Regional planning context	Regionalni razvojni program Gorenjske 2021–2027 / Regional Development Program of Gorenjska Region 2021-2027	2021	Požega-Slavonia County Development Plan 2021-2027	2021	In spatial development planning, the intermediate level has shifted from the regional (NUTS 2) level to the county (NUTS 3) level. Békés County's Spatial Development Concept and Programme were drawn up in 2021; the concept covers the period up to 2030, whilst the spatial development programme covers the period up to 2027. The programme identifies Szarvas as an important settlement hub and an industrialised district centre. Within the integrated regional programme, Szarvas, together with the settlements in its district, forms a separate development target area.	2021	
Local mobility strategy	Title, year, relevance	Local policy framework	Občinska celostna prometna strategija / Municipal Comprehensive Transport Strategy	2025	No		Szarvas does not have its own mobility strategy. Issues and objectives relating to sustainable mobility feature prominently in the climate strategy drawn up jointly with the municipalities of Csabacsúd and Hunya in 2021. The strategy's action plan lists the development of public transport and cycling, traffic calming and electromobility as standalone climate mitigation targets. The promotion of climate-friendly transport is also a key focus in the awareness-raising component.	2021	
Sustainable Urban Mobility Plan / SUMP	Yes / no / in preparation	Key strategic document	Yes – Občinska celostna prometna strategija občine Škofja Loka / Comprehensive Transport Strategy of the Municipality of Škofja Loka	2025	No		No		
Spatial planning documents	Title, year	Land-use and transport connection	Občinski prostorski načrt Občine Škofja Loka / Municipal Spatial Plan of the Municipality of Škofja Loka	2014 / 2018 technical amendments	SPATIAL DEVELOPMENT PLAN OF THE CITY OF POŽEGA IV. AMENDMENTS TO THE GENERAL URBAN PLAN	2024 2023	The city has no development plans for this area.		

Length of road network	km	Road infrastructure scale	352,488	2025	239,15	2025	480.6 km (total length of roads under municipal management); 95.4 km (length of roads within city limits under municipal management); 58,1 km (total length of roads under state management); 19.3 km (length of roads within city limits under state management)	2024 / 2026	
Main road connections	Text / map	Regional accessibility	Regional roads to Ljubljana, Kranj, Železniki and Poljane Valley; close connection to the A2 motorway (Ljubljana–Jesenice).		The main roads in the City of Požega are State Road D38 and State Road D51. Construction of an expressway connecting Požega with the A3 motorway is currently underway.		M44		
Railway connection	Yes / no	Availability of rail transport	Yes		Yes		yes	2026	
Number of railway stations / stops	Number	Rail accessibility	2		1		1	2026	
Bus station / main bus terminal	Yes / no	Public transport infrastructure	Yes		Yes		Yes	2026	
Number of bus stops	Number	Public transport coverage	Approx 90		96		23 (local bus stops); 34 (stops of interurban buses)	2026	
Max distance to nearest bus stop	m / km, by settlement	Local accessibility	Generally within 500 m in urban areas; longer in remote rural settlements		375 m		No dana available		
Max distance to nearest railway station	km / minutes	Intermodal accessibility	18 km / 27 min (with car)		12,2 km / 21 min (with car)		No dana available		
Length of cycling infrastructure	km	Cycling conditions	9,7 + 3,7 km under construction (urban cycling routes)		1,3 km		28.3 km	2024	
Quality of cycling infrastructure	Description	Safety and usability	Cycling infrastructure is well developed in the urban area and continues to expand, although some sections remain discontinuous due to terrain and limited road space.		There is no adequate cycling infrastructure in the City of Požega, with only 1.3 km of cycling network currently developed.		2,73/5 Results of questionnaire-based survey in Szarvas—both in person and online—from May 14 to June 27, 2026.		
Pedestrian infrastructure	Description	Walking conditions	Well-developed pedestrian network in the town centre, schools and residential areas, with continuous improvements to accessibility and safety.		Pedestrian infrastructure is particularly well developed in the city centre. Most of the main roads in the city are equipped with pavements that are sufficient for pedestrian traffic of lower intensity. However, there are certain sections where infrastructure exists on only one side of the road. A lack of pedestrian infrastructure has been identified on secondary roads, i.e. collector and residential roads, as well as in less densely populated parts of the city. It has also been determined that improperly positioned urban equipment, such as street lighting poles, as well as illegally parked vehicles (parking on pavements), often represent obstacles to the safe and unobstructed movement of pedestrians.		2,55/5 Results of questionnaire-based survey in Szarvas—both in person and online—from May 14 to June 27, 2026.		
Safe routes to school	Yes / no / description	Children's mobility	Yes / Safe school route plans are available for all four primary schools in the municipality, identifying recommended routes and potentially hazardous locations.	2023-2026	No		No		
Public parking spaces	Number	Car dependency and parking supply	2.621 (public)	2025	2.460		Between 900-1000 Parking is free in the town		
Park-and-ride facilities	Number / locations	Intermodal potential	1 / P&R Lipica	2026	No		No designated P+R		
Electric vehicle charging stations	Number / locations	Low-emission mobility	5 (10 charging points) / within the central urban area of Škofja Loka	2026	4 (1 public)		12 ports / 4 locations		
Intermodal mobility points	Number / locations	Integration of transport modes	3 / the railway station, the central bus station and the Lipica Park & ride facility	2026	2 / the railway station and central bus station		1 / railway station		

Accessibility for persons with reduced mobility	Description	Inclusive mobility	Partially accessible: accessibility is addressed through barrier-free public infrastructure, accessible parking spaces, improved pedestrian crossings and accessible public transport, in line with the Comprehensive Transport Strategy. The S.M.ALL project supports mobility solutions for vulnerable groups.		In Požega, there is only partial accessibility for people with disabilities, which is reflected in parking spaces for people with disabilities as well as footpaths and pedestrian crossings.		The local authority operates a support service, one of whose primary aims and activities is to provide on-demand passenger transport for people with disabilities. Another important objective is to ensure that public transport and public buildings are physically accessible. With regard to pedestrian access, assistive features – such as ramps and audible signals – have been installed.		
6. Transport services									
Local bus services	Yes / no / description	Public transport availability	Yes / Local and suburban bus services connect the town centre with surrounding settlements.		Yes / Local and suburban bus services connect the town centre with surrounding settlements.		Yes	2026	
Regional bus services	Yes / no / description	Regional accessibility	Yes / Regular regional bus services connect Škofja Loka with Ljubljana, Kranj and neighbouring municipalities.		Yes / Regular regional bus services connect Požega and surrounding municipalities with 30 regional lines.		Yes	2026	
Railway services	Yes / no / description	Rail connectivity	Yes / Regular passenger rail services operate on the Ljubljana–Jesenice railway line.		Yes / Regular passenger rail services operate on the Velika-Nova Kapela railway line.		Yes	2026	
Number of bus lines	Number	Service supply	9 (intercity bus line) + 1 (city bus line)	2026	8 public city lines 30 regional lines 15 intercity connections		3 (local lines)	2026	
Number of rail lines	Number	Service supply	1	2026	1		1	2026	
Number of daily bus departures	Number/day	Service frequency	133 (intercity bus) + 63 (city bus) / weekday	2026	262 Public city bus 99 regional		18 / 6 per line (local); 89 (inter-town) with 17 destinations	2026	
Number of daily rail departures	Number/day	Service frequency	40	2026	20		21 per day	2026	
School transport services	Yes / no / description	Mobility of children and youth	Yes / organised school bus services are provided for primary school pupils in accordance with municipal responsibilities.		Yes / organised school bus services are provided for primary and secondary school pupils in accordance with municipal responsibilities.		Yes. The local free bus service operates specifically during school hours and has been optimized for transporting schoolchildren.		
Demand-responsive transport	Yes / no / description	Flexible mobility option	No / No dedicated demand-responsive transport service currently operates at municipal level; however, Prostofer is available for elderly residents, while the Agata & Jurij service operates only within the town centre.		No		No		
Transport services for elderly people	Yes / no / description	Social inclusion	Yes / Transport is available through community and social care providers (e.g. Prostofer and Agata & Jurij service in the town centre).		No / Free monthly ticket for public bus transport		No		
Transport services for persons with disabilities	Yes / no / description	Accessibility	Yes / Accessible transport is available through specialised providers and accessible public transport services.		No		The local authority operates a support service, one of whose primary aims and activities is to provide on-demand passenger transport for people with disabilities.		
Taxi services	Yes / no	Supplementary mobility	Yes		Yes		Yes	2026	
Car-sharing services	Yes / no / locations	Shared mobility	No		No		No	2026	
Bike-sharing or e-bike-sharing	Yes / no / locations	Active/shared mobility	Yes / eKOLOka bike-sharing system (part of GORENJSKA.BIKE). The system includes 10 stations and 49 bicycles (25 e-bikes and 24 conventional bikes), enabling travel within Škofja Loka and across the Gorenjska region.		No		No	2026	
Tourist transport services	Yes / no / description	Seasonal mobility	No / No dedicated tourist transport service is available; however, tourists can use the Agata & Jurij service in the town centre and the eKOLOka public bicycle-sharing system.		No		No		
Ticketing system	Paper / digital / integrated	User convenience	Paper (bus) / paper+digital (train)		Yes (paper)		There's no ticketing system. Public transport is free in Szarvas (works only on		

Availability of real-time information	Yes / no	Quality of public transport service	No		No		No		
7. Mobility patterns and transport behaviour									
Main trip purposes	Work / school / shopping / health / leisure	Demand structure	Work and school		Work and school		Work and school		
Car ownership rate	Cars/1,000 inhabitants	Motorisation level	557	2024	502		481	2025	
Number of registered vehicles	Number	Motorisation	13.408	2025	32.186	2025	6.294	2025	
Use of cycling for commuting	%, if available	Sustainable mobility	0,5% - share of cyclists in the overall mobility structure 30% - shorter distances of up to 2 km, or up to 10 minutes of cycling	2025	No data available		No data available		
Use of walking for short trips	%, if available	Local accessibility	2% - share of pedestrians in the overall mobility structure 48% - short distances of up to 2 km or up to a 25 minute walk	2025	No data available		No data available		