



## Complementarity of ride sharing benches in Ostbelgien & Public transport

*Euregio Mobility Workshop #4 on public transport, 14 June 2023*

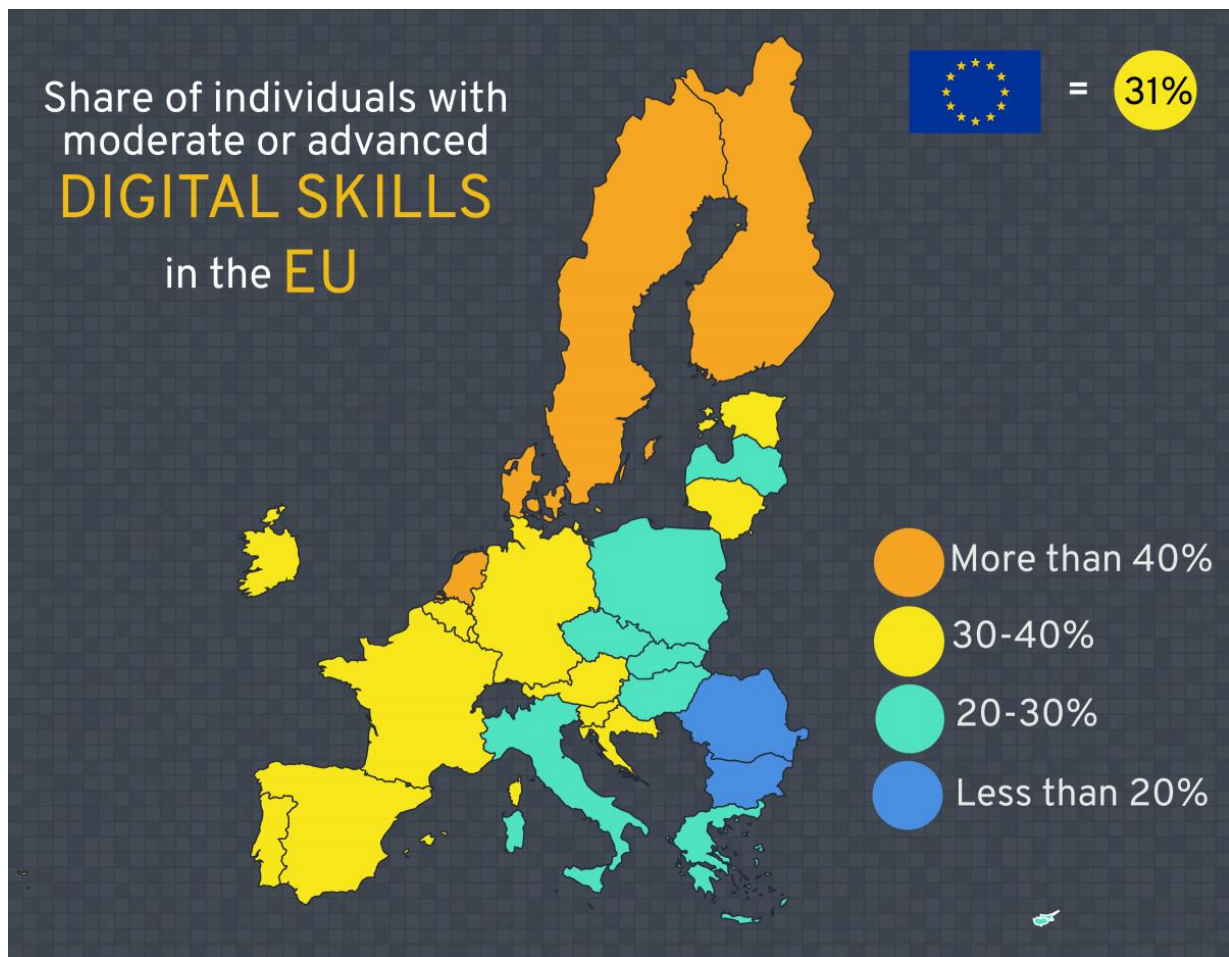
*Mario Cools*

# Digital divide (1/2)

What % of the population (16-74) has above basic digital skills?

# Digital divide (2/2)

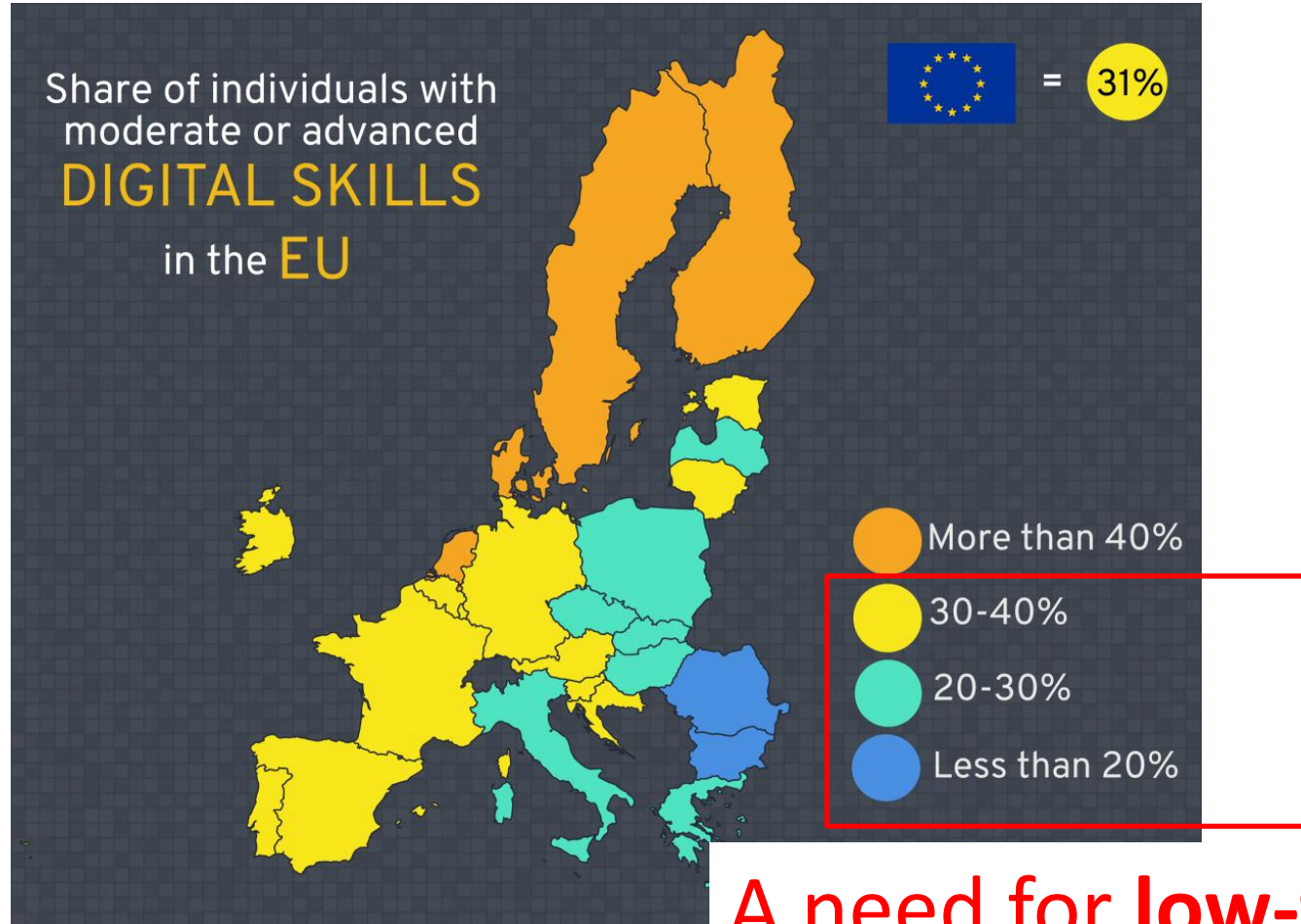
2019



[https://www.cedefop.europa.eu/en/data-insights/digital-skills-challenges-and-opportunities#\\_digital\\_divide\\_in\\_the\\_eu](https://www.cedefop.europa.eu/en/data-insights/digital-skills-challenges-and-opportunities#_digital_divide_in_the_eu)

# Digital divide (2/2)

2019



**A need for low-tech mobility solutions!!!!**

# Mitfahrbank (carpooling bench) (1/7)



<https://fahrmit.be/mobilitaetsloesungen/auto/mitfahrbank-ostbelgien/>

# Mitfarhbank (carpooling bench) (2/7)

- Data collection
  - Online survey
  - April-May 2021
  - 360 respondents

# Mitfarhbank (carpooling bench) (3/7)

| Label                                  | Description   | Descriptive statistics  |
|--|---|---|
| <i>Dependent variables</i>             |   |   |
| Knowledge                              | Respondent is familiar with the concept of ride-sharing benches | Knowledge (76.4%) No Knowledge (23.6%)                            |
| User Type                              | Potential users   | 40.4%   |
| <i>Socio-economic characteristics</i>  |   |   |
| Age                                    | Years past since birth  | 17-34 years (25.2%) 35-64 years (66.2%) +65 years (8.6%)          |
| Sex                                    | Gender  | Female (50.8%) Male (49.2%)                                       |
| Car_av                                 | Car availability  | Yes, most of the time (87.6%) Yes, sporadically (6.6%), No (5.8%) |
| <i>Socio-cognitive characteristics</i> |   |   |
| Imp_fast                               | How important is a fast trip?                                   | Not important (13.0%) Neutral (16.8%) Important (70.2%)           |
| Imp_comfort                            | How important is a comfortable trip?                            | Not important (11.4%) Neutral (24.7%) Important (63.9%)           |
| Imp_inexp                              | How important is an inexpensive trip?                           | Not important (27.5%) Neutral (35.9%) Important (36.6%)           |
| Imp_eco                                | How important is an ecologically sound trip?                    | Not important (28.3%) Neutral (41.7%) Important (30.0%)           |

# Mitfarhbank (carpooling bench) (4/7)

Control for “geographical” indicators

| Label                               | Description  | Descriptive statistics  |
|-------------------------------------|--|---|
| <i>Geographical characteristics</i> |  |   |
| Surf_res                            | Residential area (in km <sup>2</sup> ) of municipality where respondent lives            | Mean: 3.8 Standard Deviation: 2.3<br>< 2.5 km <sup>2</sup> (33.9%)<br>> 2.5 km <sup>2</sup> (66.1%)             |
| Inc                                 | Average income (€ / inhabitant) of municipality where respondent lives                   | Mean: 18243.1 Standard Deviation: 1052.3<br><18 000 €/inh. (35.3%)<br>> 18 000 €/inh. (64.7%)                   |
| Pop_dens                            | Population density (inhabitants/km <sup>2</sup> ) of municipality where respondent lives | Mean: 173.9 Standard Deviation: 156.1<br>< 100 inh/km <sup>2</sup> (36.9%)<br>> 100 inh/km <sup>2</sup> (63.1%) |
| Region                              | The region within the German-speaking community where the respondent lives               | Land of Eupen (63.1%)<br>Belgian Eifel (36.9%)  |



# Mitfarhbank (carpooling bench) (5/7)

| <b>(Potential) use of the ride-sharing benches</b> |                        |       |       |                  |            |
|--|------------------------|-------|-------|------------------|------------|
| <i>Socio-economic characteristics</i>              |                        |       |       |                  |            |
|  |                        | Yes   | No    | $\chi^2$ Signif. | Cramer's V |
| Car_av   | Yes, most of the times | 46.3% | 53.7% | **               | 0.1760     |
|  | Yes, sporadically      | 72.1% | 27.9% |                  |            |
|  | No                     | 37.7% | 62.3% |                  |            |
| Sex  | Female                 | 45.6% | 54.4% | *                | 0.1070     |
|  | Male                   | 35.1% | 64.9% |                  |            |
| <i>Socio-cognitive characteristics</i>             |                        |       |       |                  |            |
|  |                        | Yes   | No    | $\chi^2$ Signif. | Cramer's V |
| Imp_inexp  | Not important          | 38.3% | 61.2% | *                | 0.1494     |
|  | Neutral                | 32.8% | 67.3% |                  |            |
|  | Important              | 49.7% | 50.3% |                  |            |
| Imp_eco  | Not important          | 34.5% | 65.5% | **               | 0.1936     |
|  | Neutral                | 34.1% | 65.9% |                  |            |
|  | Important              | 55.0% | 45%   |                  |            |

# Mitfarhbank (carpooling bench) (6/7)

| <b>Knowledge of the concept of ride-sharing bench</b> |                           |       |       |                  |            |
|---|---------------------------|-------|-------|------------------|------------|
| <i>Socio-economic characteristics</i>                 |                           |       |       |                  |            |
|   |                           | Yes   | No    | $\chi^2$ Signif. | Cramer's V |
| Car_av  | Yes, most of the times    | 77.7% | 22.3% | *                | 0.1595     |
|   | Yes, sporadically         | 81.9% | 18.1% |                  |            |
|   | No                        | 49.4% | 50.6% |                  |            |
| <i>Geographical characteristics</i>                   |                           |       |       |                  |            |
|   |                           | Yes   | No    | $\chi^2$ Signif. | Cramer's V |
| Inc   | < 18000 €/inh             | 67.0% | 33.0% | **               | 0.1624     |
|   | > 18000 €/inh             | 81.5% | 18.5% |                  |            |
| Region  | Land of Eupen             | 90.1% | 9.9%  | ***              | 0.4233     |
|   | Belgian Eifel             | 52.9% | 47.2% |                  |            |
| Pop_dens  | < 100 inh/km <sup>2</sup> | 52.9% | 47.1% | ***              | 0.4233     |
|   | > 100 inh/km <sup>2</sup> | 90.1% | 9.9%  |                  |            |

\* $p$ -value < .05, \*\* $p$ -value < .01, \*\*\* $p$ -value < .001, NS = not significant.

- Takeaway
  - (Potential) use:
    - Still limited
    - Mainly inspired by environmental motivations
  - Knowledge:
    - Widespread in Land of Eupen
    - Information campaigns needed in Belgian Eifel

- 5 most important self-declared attributes

| Rank     | NMBS (Train) Attribute                          | Mean        |
|----------|---|-------------|
| 1        | Importance of reliability                       | 4.72        |
| 2        | Importance of punctuality                       | 4.63        |
| <b>3</b> | <b>Importance of information in the station</b> | <b>4.61</b> |
| 4        | Importance of sufficient seating on board       | 4.52        |
| 5        | Importance of information on board              | 4.52        |

| Rank     | De Lijn (Bus) Attribute                      | Mean        |
|----------|--|-------------|
| 1        | Importance of reliability                    | 4.69        |
| 2        | Importance of punctuality                    | 4.66        |
| 3        | Importance of frequency                      | 4.51        |
| <b>4</b> | <b>Importance of information at the stop</b> | <b>4.46</b> |
| 5        | Importance of easy access to the stop        | 4.43        |

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**A need for low-tech mobility solutions!!!!**

# Acknowledgements



# Questions and answers?

- Thank you for your attention!
- Questions?
- Let's connect:

