

An inherent element of human life is the need to move. This is due to the fact of the uneven distribution of goods and services in space. Movement must be closely related to the relevant technical infrastructure as well as institutional support. Not every person has the opportunity to travel by car. It consists of many factors, including age, driving skills, access to the car, as well as the cost of its purchase and operation. For this reason, public transport plays a special role. It is the only way for many people to move. Therefore, public transport can be considered as a tool that counteracts transport exclusion and, hence, social exclusion. In a particularly difficult situation, in terms of the accessibility of public transport, there are inhabitants of rural areas far away from cities. This is caused by, among others low population density in these areas - a relatively small number of people live in a large area. Therefore, the provision of transport services by enterprises operating on the free market is often limited only to areas located along the main transport routes. It results from the natural desire of entrepreneurs to maximize profits and minimize costs. It is more profitable to serve large population clusters. Inhabitants of peripheral villages are therefore forced to travel by car. People who for various reasons do not have such a possibility - are excluded by transport. So far, research has not been carried out in Poland on spatial accessibility and mobility of non-metropolitan rural residents. There was no comprehensive answer to the question: what mobility strategies are adopted by non-metropolitan rural areas residents, while they are not able to use public transport. The impact of their mobility strategies on the activities of individual groups of inhabitants was also not determined. **The main objective of the project is to identify mobility strategies and their impact on the attitudes and social behavior of non-metropolitan rural inhabitants with poor access to public transport.**

The project has been divided into three parts, the implementation of which will achieve the main goal. The first one will be an objective assessment of the accessibility of public transport in selected research areas. This study will be based on the analysis of the transport network and vehicle schedules in public transport. In the second part, the mobility strategies adopted by the inhabitants of peripheral areas will be defined. This will be possible thanks to conducting a survey among residents, as well as interviews among the leaders of local communities and selected residents. These research methods will also be used in the third part of the research, in which the attitudes and social behaviors of residents to the limited accessibility of goods and services will be recognized. Detailed studies on the accessibility of public transport will be conducted in the area of 16 rural and urban-rural communes in non-metropolitan rural areas of Eastern and South-Eastern Poland. After the implementation of this stage, 10 communes will be selected, in which a survey and interviews will be conducted. Research areas have been selected based on existing typologies. Thanks to this, it will be possible to generalize the results of research to a larger area of the country.

The research subject matter is very important from the point of view of the functioning of individuals and local communities in peripheral areas. The problem of transport exclusion on non-metropolitan rural areas is very rarely mentioned in the literature. However, this is a very important issue in the context of ongoing major transformations in communication networks. The advantage of the project is the combination of analyzes on the one hand with quantitative and qualitative data, and on the other hand - facts and opinions, that is, objective and subjective elements. Geographical approach to the topic will give the opportunity to draw generalized to a larger area of applications. It will also enable the integration of various perspectives, including economic, sociological and managerial.