Mobility in the Alps: Problems and Solutions

**Workshop „Visitor and
Traffic Management
in Mountain Areas
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Avenir dans les Alpes

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Tasks

Task 1: **To highlight the connection between mobility and the development of regional structures:**
Mobility and Regional Development

Task 2: **To raise the awareness of key players and the general public for sustainable mobility solutions – Good / Best Practices:**
Sustainable Mobility Solutions

Mobility and Regional Development – Key Messages

- **Broad agreement among experts about a positive relation of transport systems and economic development in general.**

- **No consensus on distributional effects. The transport system can contribute to regional disparities.**

- **High accessibility does not guarantee prosperity and economical development, low accessibility does not necessarily hinder development.**
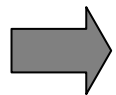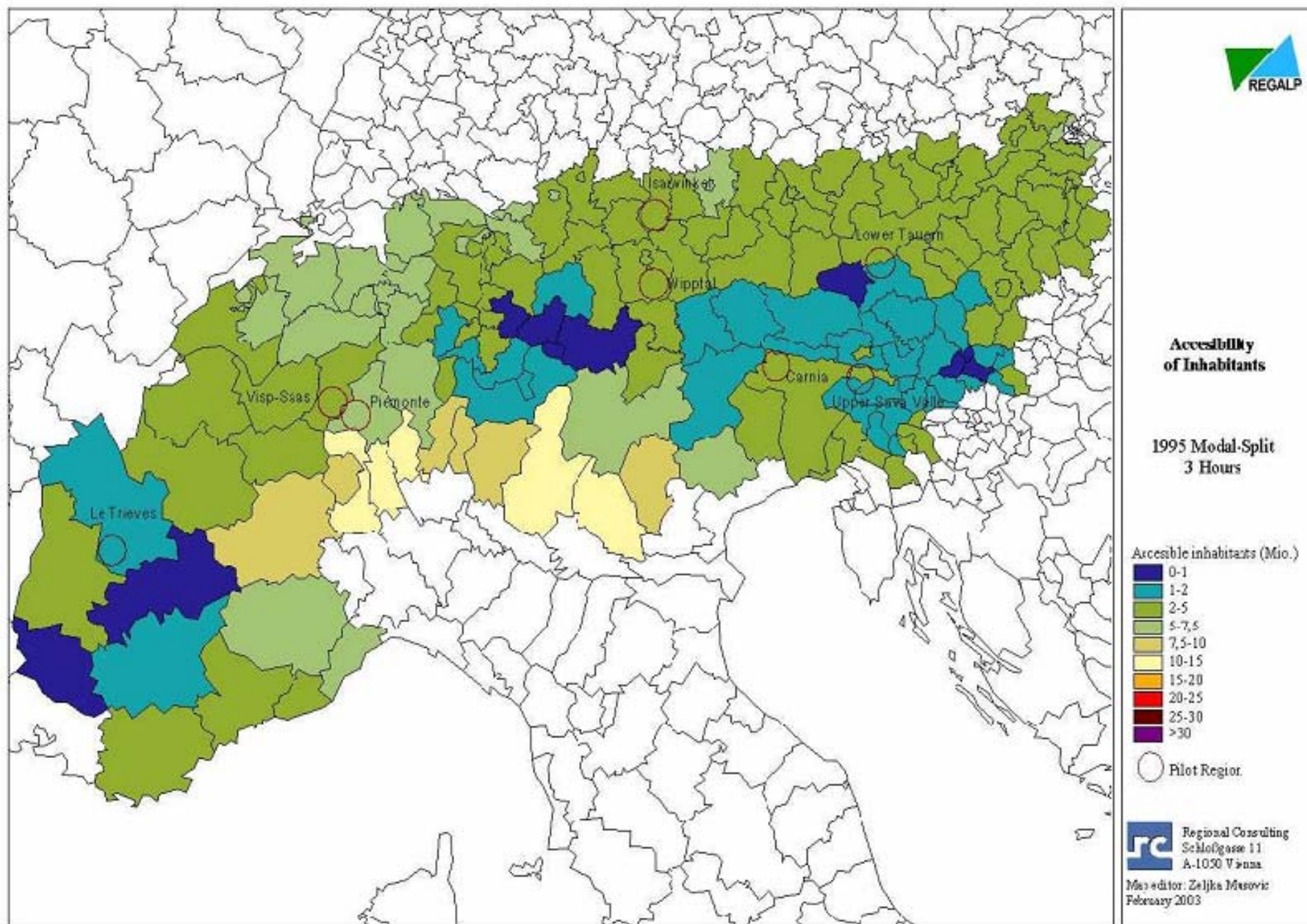
No simple answers can be derived from theoretical and empirical studies. The impacts of the transport system on regional development has to be assessed as the case arises.
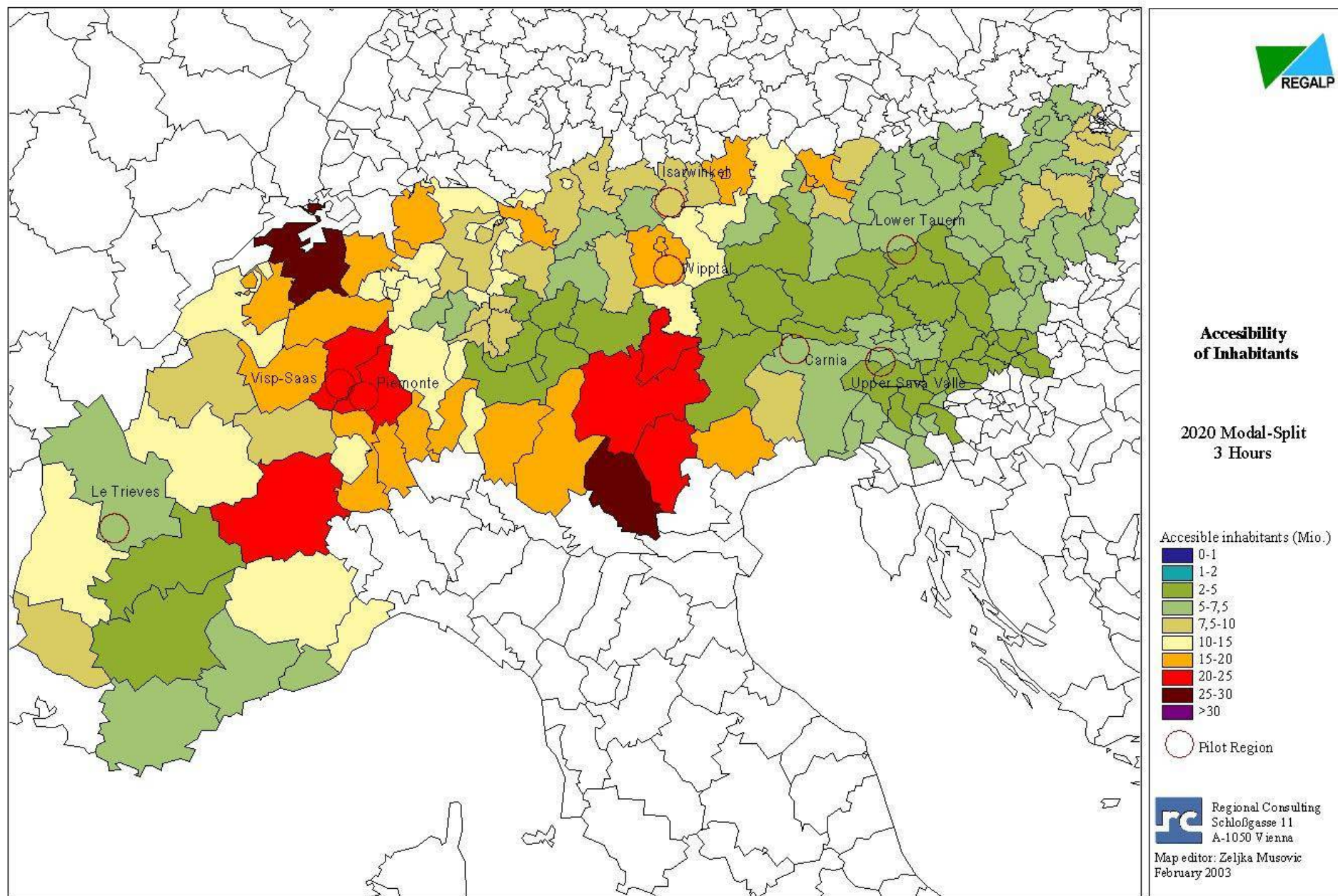
Mobility and Regional Development – Key Messages

- **Alpine regions in general benefit from their locational position in Europe. They are mostly part of the high accessible core in Europe.**

- **Within the Alpine region wide disparities are existing.**

- **The next phase of infrastructure and transport cost development will favour the nodal areas and strengthen the regions with existing high accessibility. Only few Alpine regions will benefit from this development.**

Accessibility
of Inhabitants

1995 Modal-Split
3 Hours

Accessible inhabitants (Mio.)

- 0-1
- 1-2
- 2-5
- 5-7,5
- 7,5-10
- 10-15
- 15-20
- 20-25
- 25-30
- >30

◯ Pilot Region

Regional Consulting
Schloßgasse 11
A-1050 Vienna
Map editor: Zeljka Musovic
February 2003

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Mobility and Regional Development – Recommendations as regards regional policy

- **TEN projects are not a matter of priority for the Alpine regions as regards regional development. Emphasis should be put to inner regional connections, feeder systems or links to the nodal points and the development of the existing infrastructure in an environmentally and socially sustainable manner.**

- **Transport and spatial policies in the Alps should focus on the distributional effects and the external costs of the transport system.**

- **The re-organisation of basic services to ensure just and reasonable accessibility is a matter of priority.**

Mobility and Regional Development – Recommendations as regards regional policy

- **On the local level more and stronger regulatory instruments of spatial and regional planning are needed to guide the interrelation between transport system and spatial structure in a targeted way:**
    - prevention of shopping centers outside of settlements
    - prevention of sprawl
    - binding of settlement development to access to public transport
    - ensure decentralized standards of public services

Mobility and Regional Development – Recommendations as regards public debate

Two killer arguments dominate the public debate:

(1) The "global competition of regions" argument:

"Improvement of regional performance by infrastructural development to survive in the global competition of regions".

(2) The "environmental devastation" argument:

"The development of transport infrastructure loads to environmental devastation."

We recommend demanding for answers to the following questions:

**Mobility and Regional Development –
Recomendations as regards public debate
Questions responding to the „global competition of
regions" argument**

- **Is there a need for existing companies for new infrastructure projects?**

- **Might the new infrastructure lead to growing competition for the local companies? Is it possible, that existing small companies will be eliminated by more competition and that in consequence workplaces or services will not be provided in the region anymore?**

- **Is the new infrastructure able to attract new companies? Are there any studies, which can prove this? What are the experiences in comparable regions, which are endowed with such an infrastructure already?**

- **What are the opportunity costs of the infrastructure investment? How would the locals spend the money, if they could decide on it? Are there better options to spend such an amount of money?**

Mobility and Regional Development – Recomendations as regards public debate Questions responding to the „environmental devastation" argument

- **Does the infrastructure contribute to keep the people in the peripheral rural areas, because they can commute in reasonable travel times?**

- **Does the infrastructure help to establish or sustain tourism?**

- **Does the infrastructure help to maintain land use (for example pastures, mountain farming) in Alpine regions?**

Sustainable Mobility Solutions – Best Practices
Requirements for nomination

(1) **Successfully realised**

(2) **Innovative**

(3) **Effective regarding regional development or environmental impact**

(4) **Implemented**

(5) **Sustainable**

Sustainable Mobility Solutions
Objectives of Best Practices

(1) Reduce the use of private cars in tourism, leisure and

    commuter transport

(2) Reduce emissions

(3) Save natural resources

(4) Change public awareness

Best / Good Practices:
Typs of projects and country

Best / Good Practices	A	CH	D	F	I	L	SLO	Total
Enhancement or reconstruction of bus and railway lines	2	3	-	1	2	1	-	**6**
Walking / Hiking	-	2	-	-	2	-	-	**3**
Public transport on demand	1	1	-	1	-	-	-	**3**
Environmental friendly vehicles	-	2	-	-	-	-	-	**2**
Car sharing and hitch hiking	-	1	-	2	-	-	-	**3**
Information / public relations / platform / networks	-	5	1	2	-	-	-	**8**
Raise public awareness to change mobility patterns	1	-	-	-	-	1	-	**2**
Traffic regulation	1	-	-	1	3		1	**6**
Bicycling, skating	-	8	-	4	3	-	-	**15**
Integrated mobility concepts that combine all other categories	1	2	-	1	-	-	-	**4**
Total	**6**	**24**	**1**	**12**	**10**	**2**	**1**	**52**

Best Practices:
Types and traffic purpose

Best / Good Practices	Commuter	Leisure	Tourism
Enhancement or reconstruction of bus and railway lines	3	3	5
Walking / Hiking	1	1	2
Public transport on demand	3	3	-
Environmental friendly vehicles	1	2	1
Car sharing and hitch hiking	-	3	2
Information / public relations / platform / networks	-	2	8
Raise public awareness to change mobility patterns	2	1	-
Traffic regulation	-	-	6
Bicycling, skating	8	11	11
Integrated mobility concepts that combine all other categories	3	3	3
Total	**21**	**29**	**38**

Sustainable Mobility Solutions – Key Messages

Mobility is an essential element for organising personal daily routines. It is not easy to change accepted or traditional mobility patterns. But Good and Best Practice examples prove that there is a potential to make mobility more sustainable. The key messages are:

- **To change travel behaviour and mobility patterns need a strong political will.**

- **Public awareness is a key element for the implementation of new solutions. It is crucial that the benefits are perceived and understood.**

- **Participation and self-organisation are success factors for sustainable mobility solutions in particular in rural areas.**

Sustainable Mobility Solutions – Key Messages

Other important success factors are:

- **keep it simple as possible**

- **look for low effort of maintenance costs.**

- **Use the experience of Good and Best Practice-examples, but develop your own tailor-made solutions.**