

ESPON



EUROPEAN UNION

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Klaus Spiekermann
Territorial scenarios for potential accessibility
for the years 2030 and 2050

ESPON transnational conference
Southern Europe at the crossroads
3rd October 2017, Rome, Italy



Inspire policy making by territorial evidence

Scenario assumption

Road and rail: Implementation of TEN-T network

- Core network until 2030
- Comprehensive network until 2050

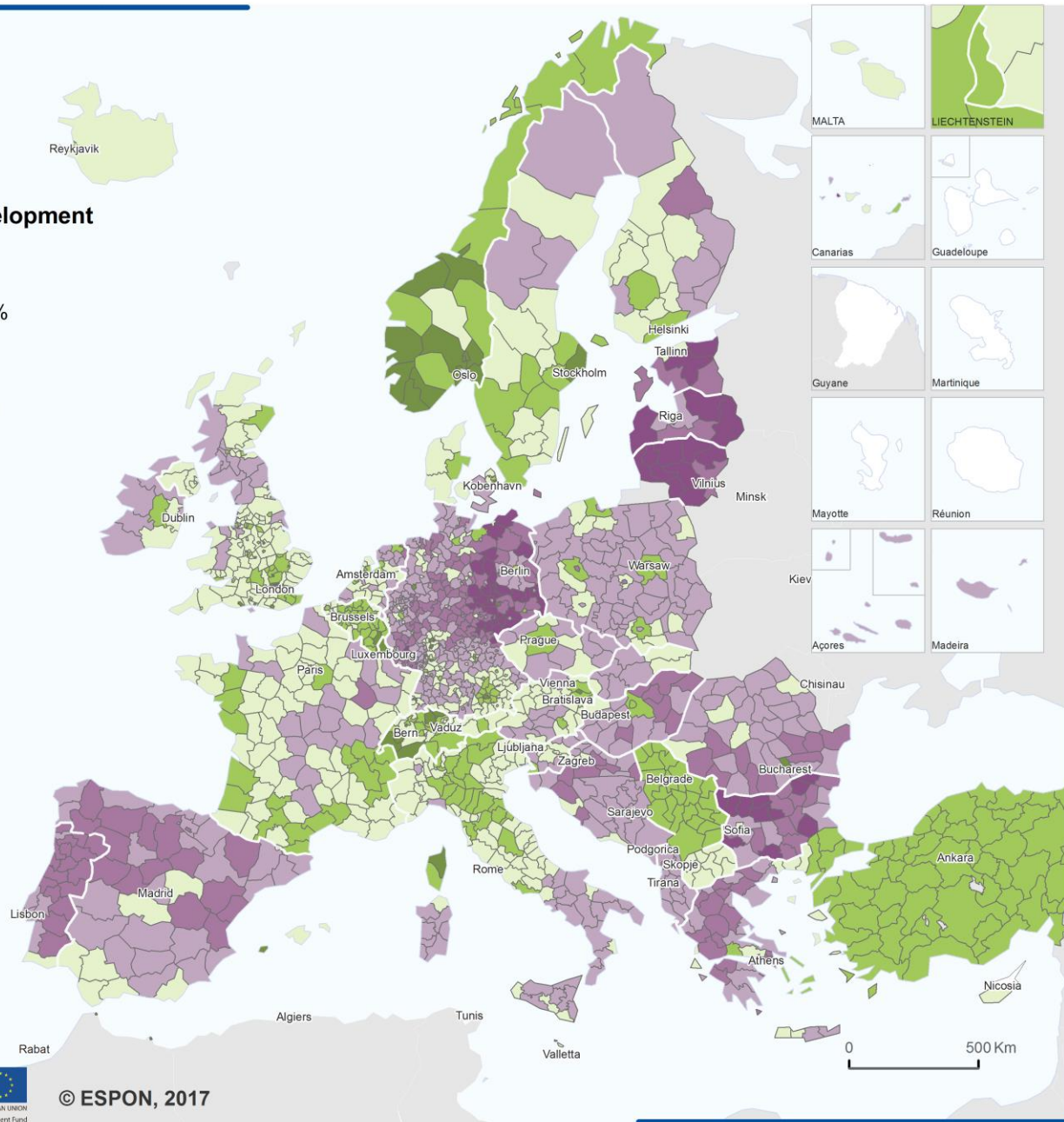
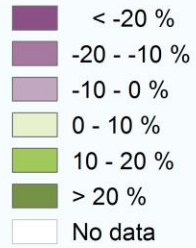
Air: three different scenarios

- Scenario A: Regional airports gaining
- Scenario B: Regional airports losing
- Scenario C: Air connections reduced

Population: Eurostat

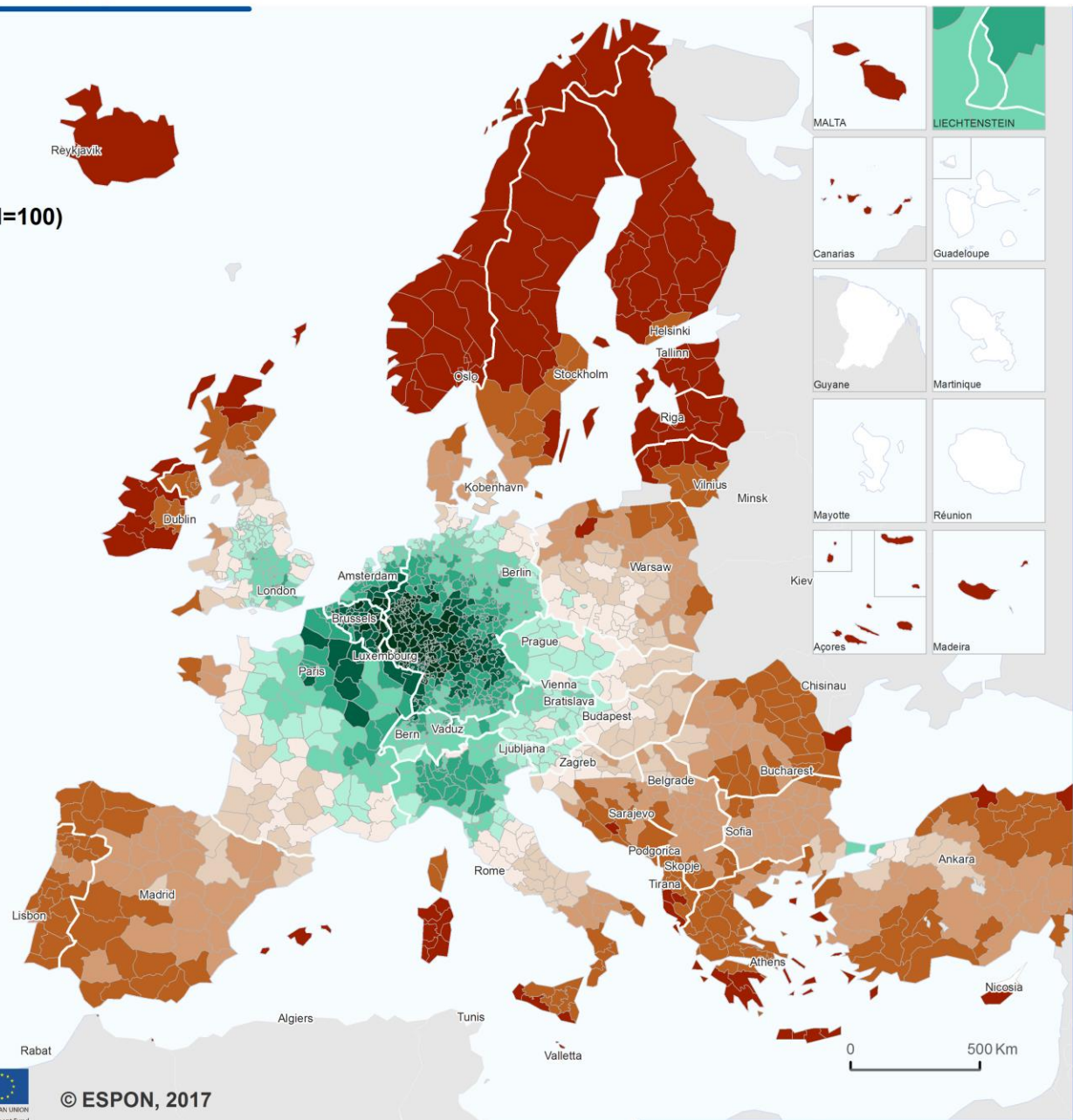
Population

Relative development 2014 - 2030



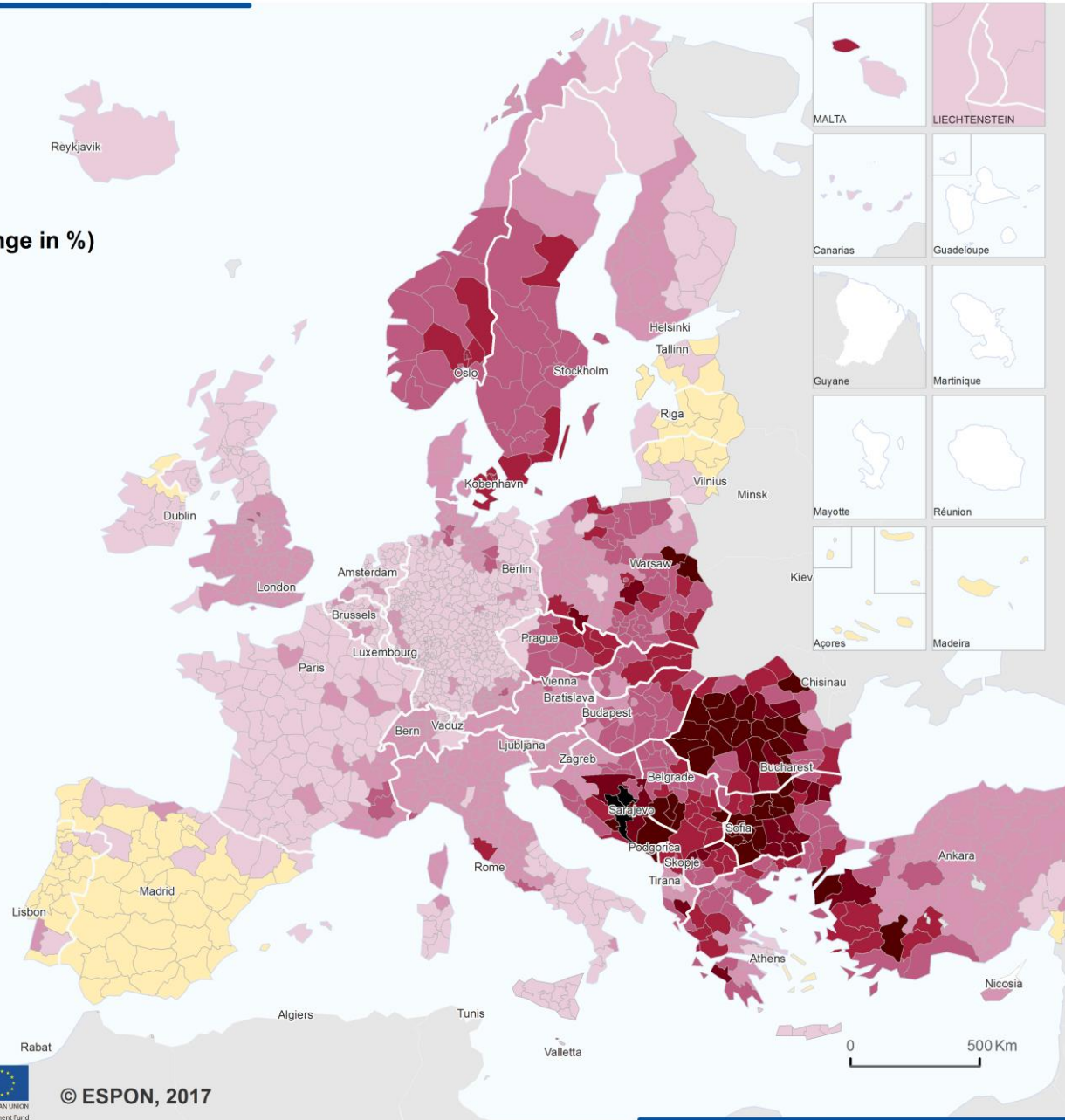
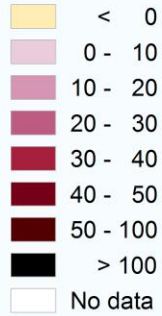
Accessibility potential, road

2030 (ESPON=100)

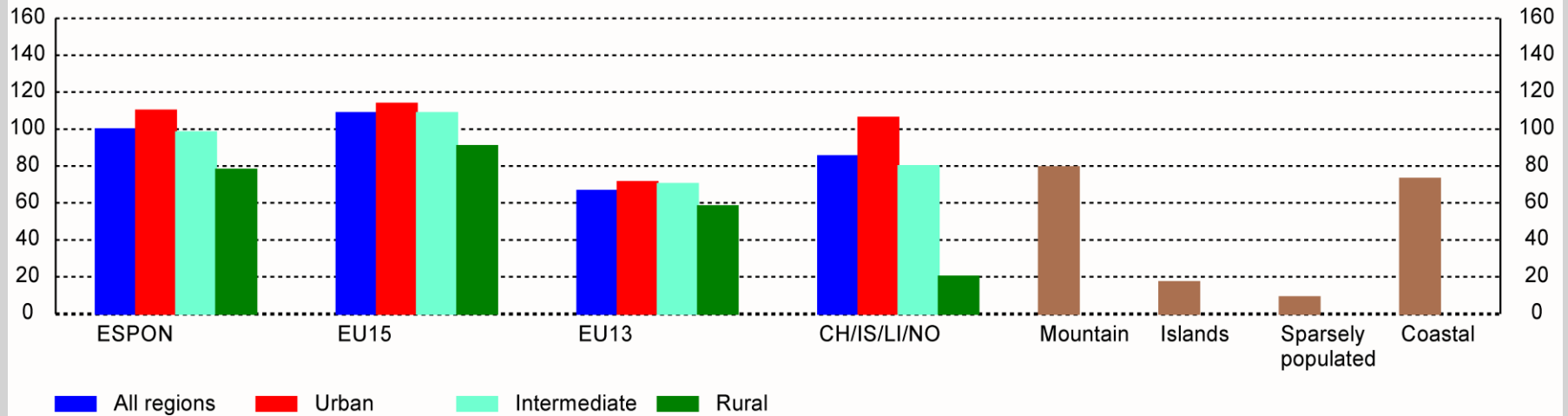


Accessibility potential, road

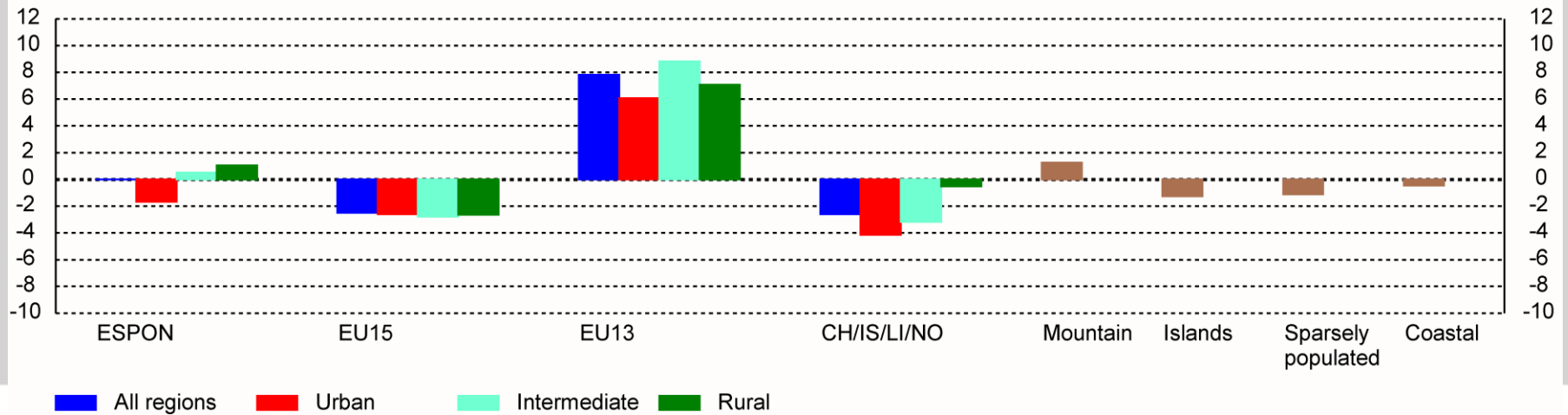
2014 - 2030
(relative change in %)



Accessibility potential, road, 2030 (ESPON = 100)

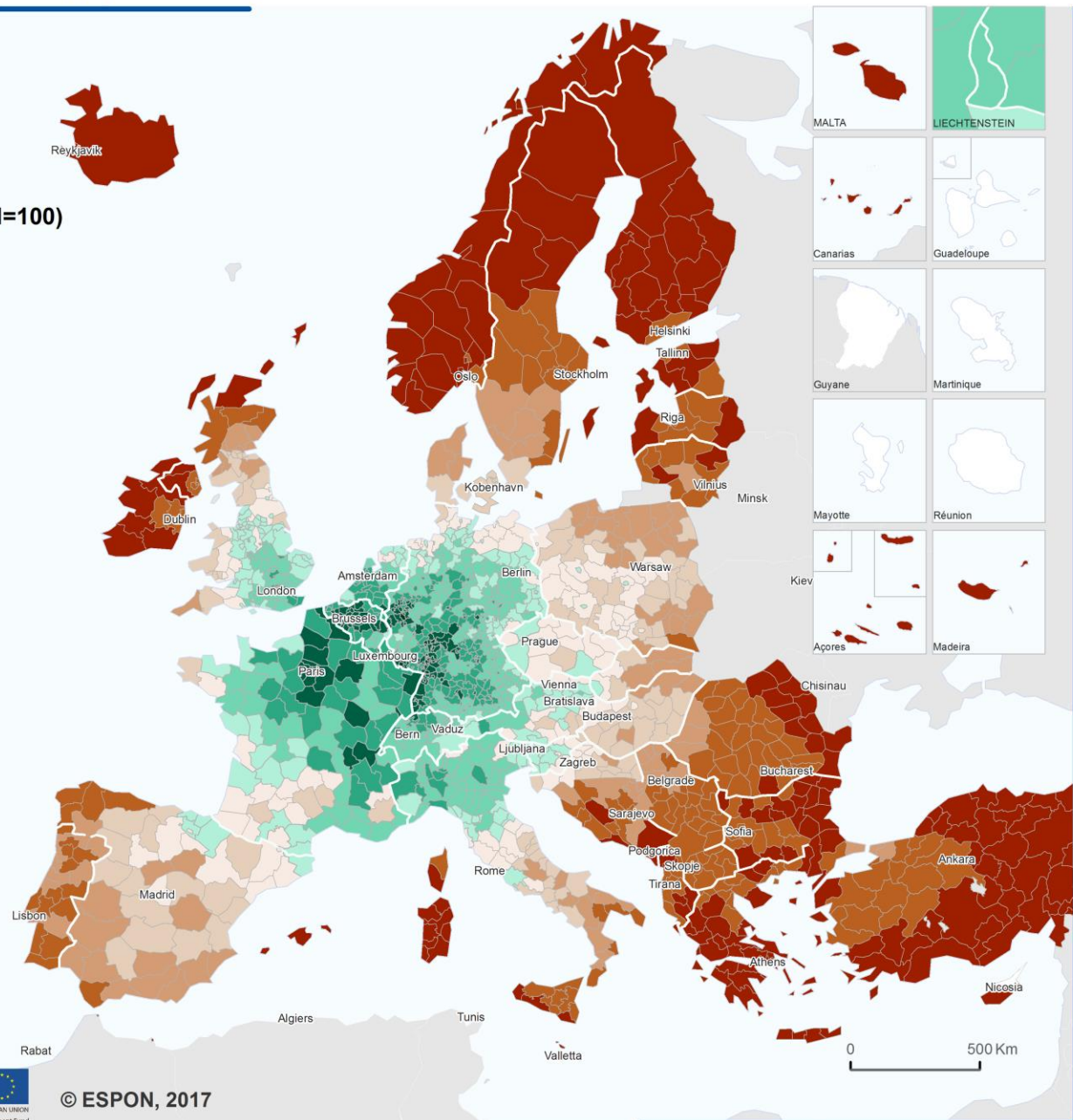


Accessibility potential, road, 2014-2030 (Index change related to ESPON = 100)



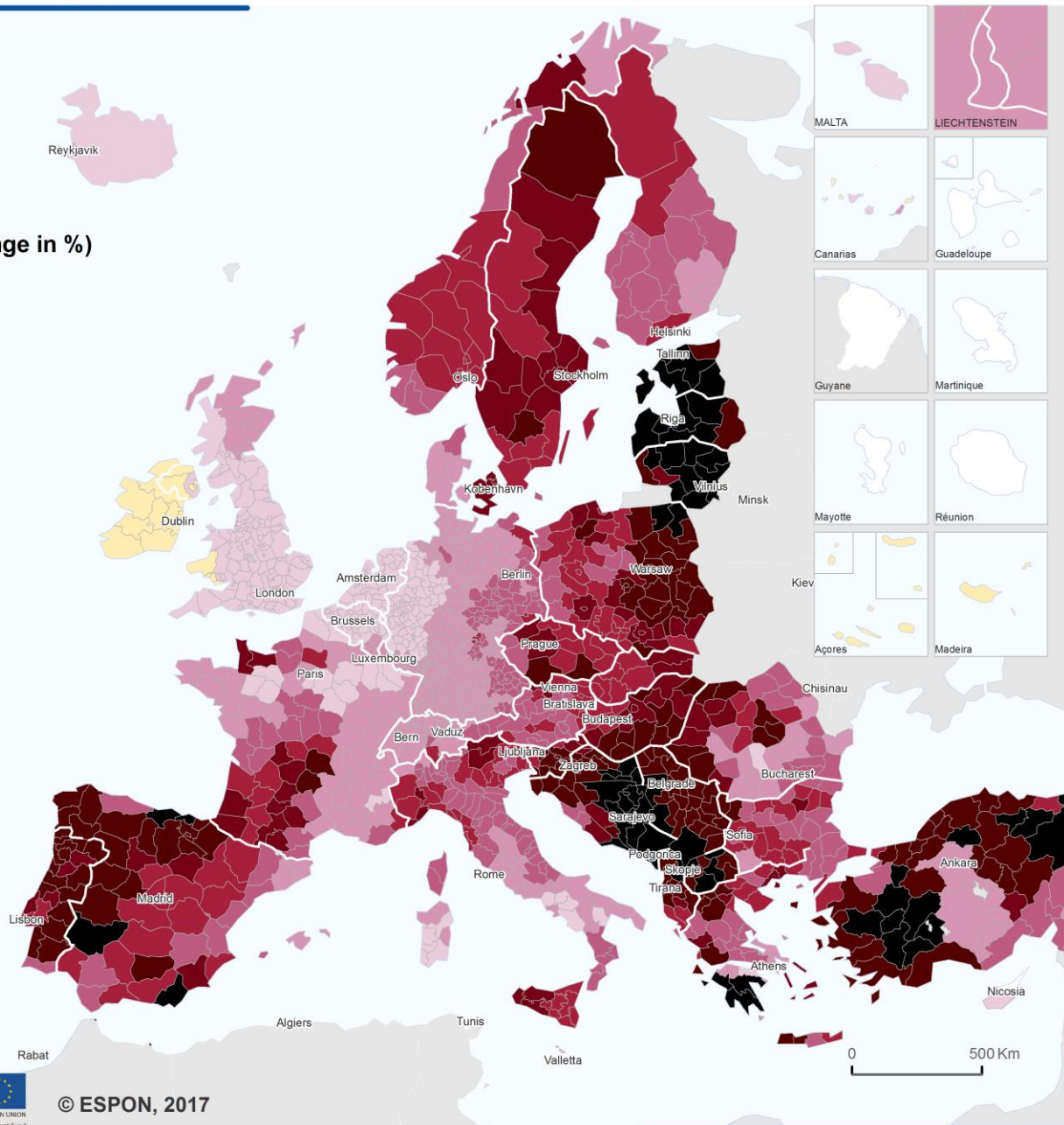
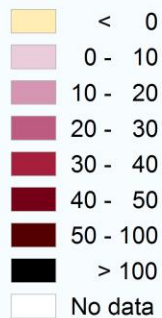
Accessibility potential, rail

2030 (ESPON=100)

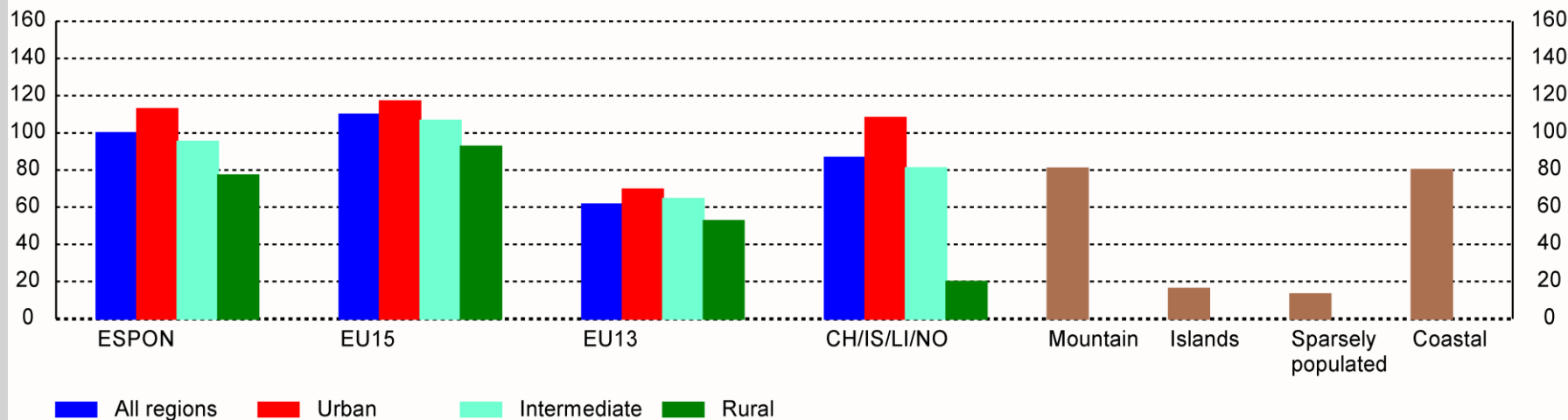


Accessibility potential, rail

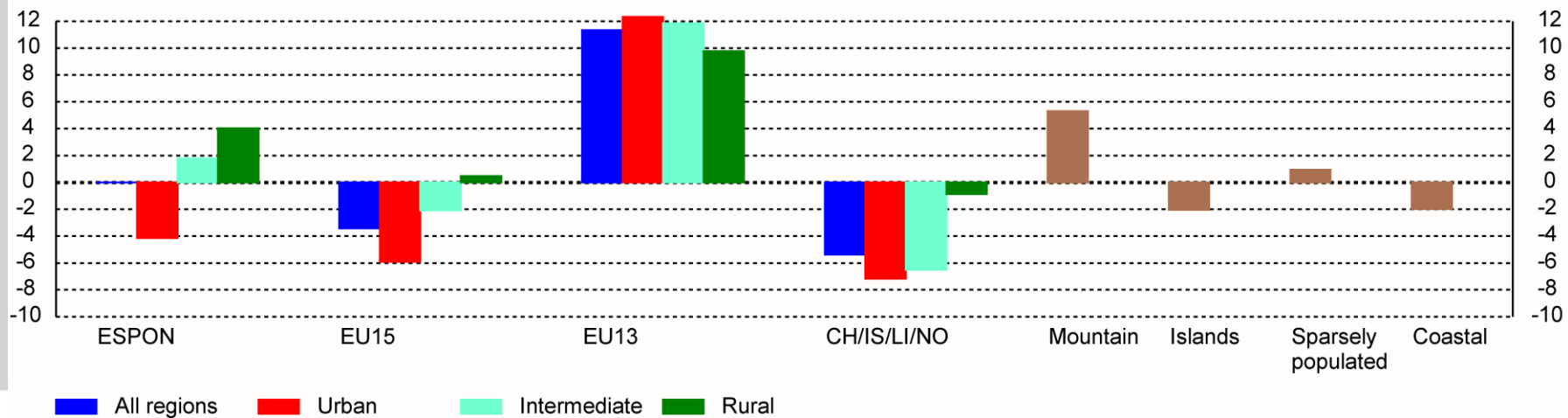
2014 - 2030
(relative change in %)



Accessibility potential, rail, 2030
 (ESPON = 100)

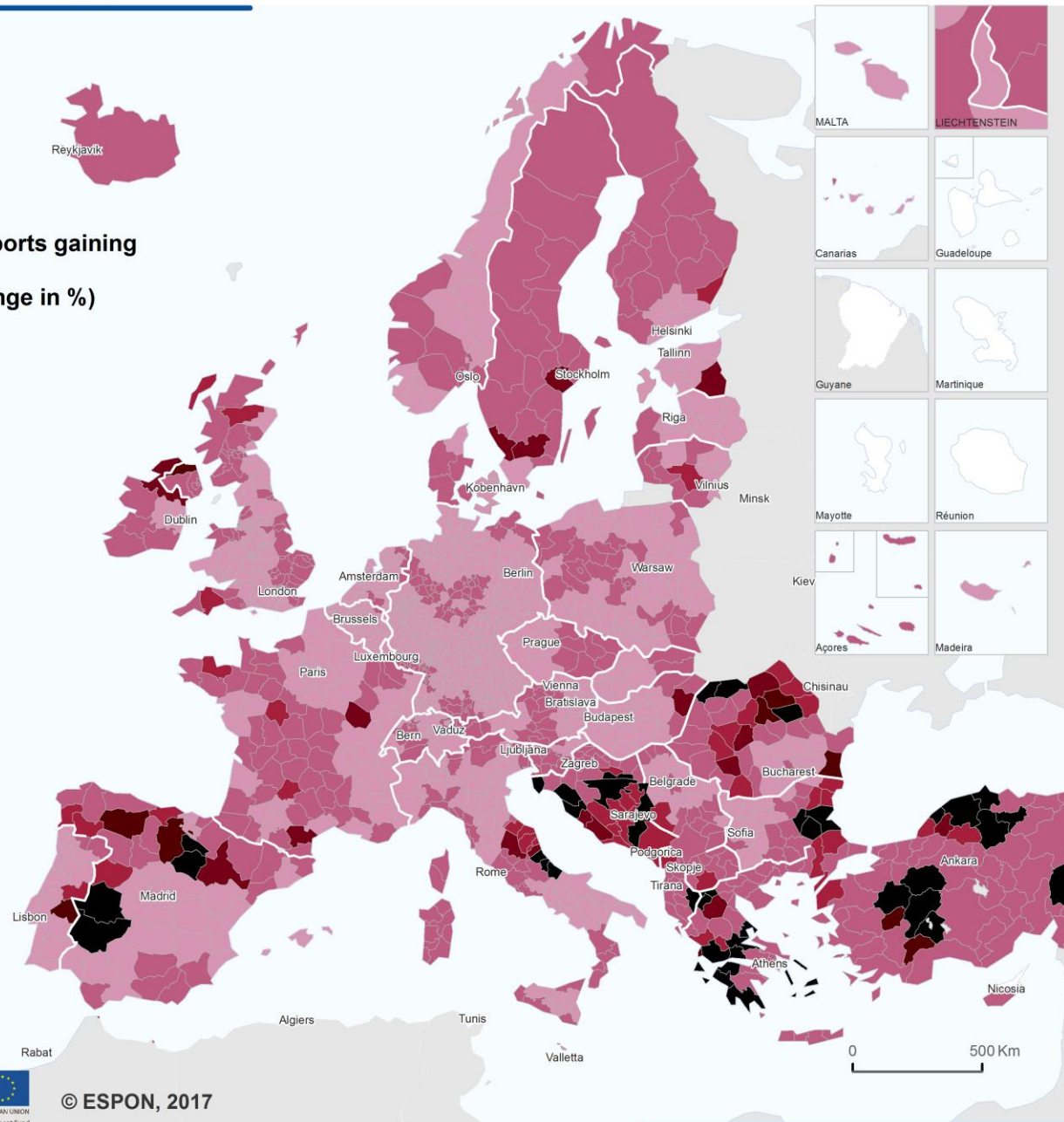
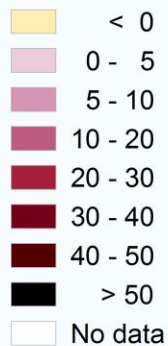


Accessibility potential, rail, 2014-2030
 (Index change related to ESPON = 100)



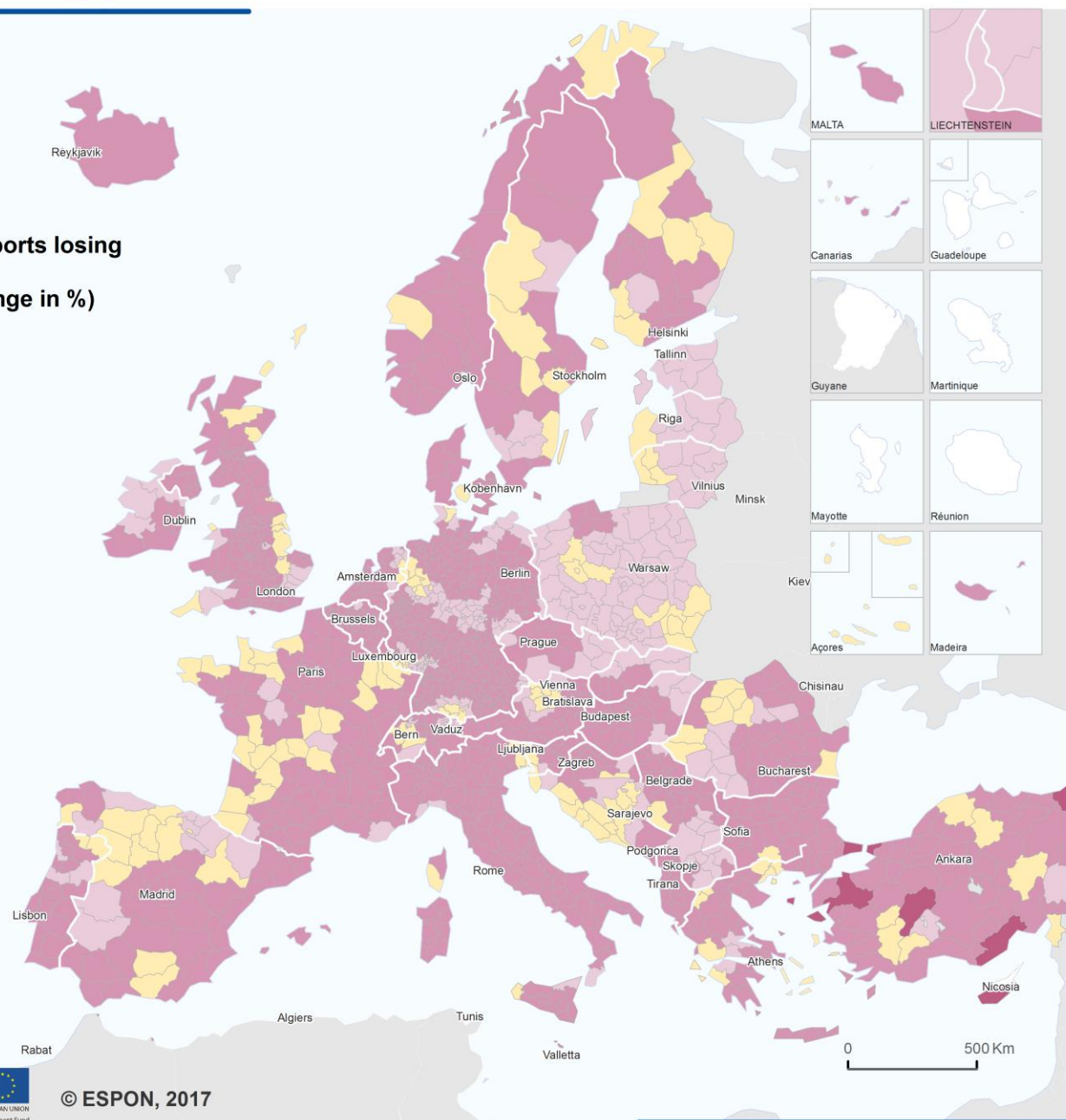
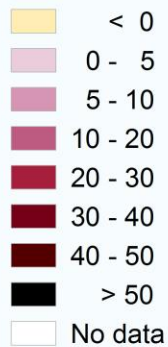
Accessibility potential, air

Scenario A: Regional airports gaining 2014 - 2030 (relative change in %)



Accessibility potential, air

Scenario B: Regional airports losing 2014 - 2030 (relative change in %)

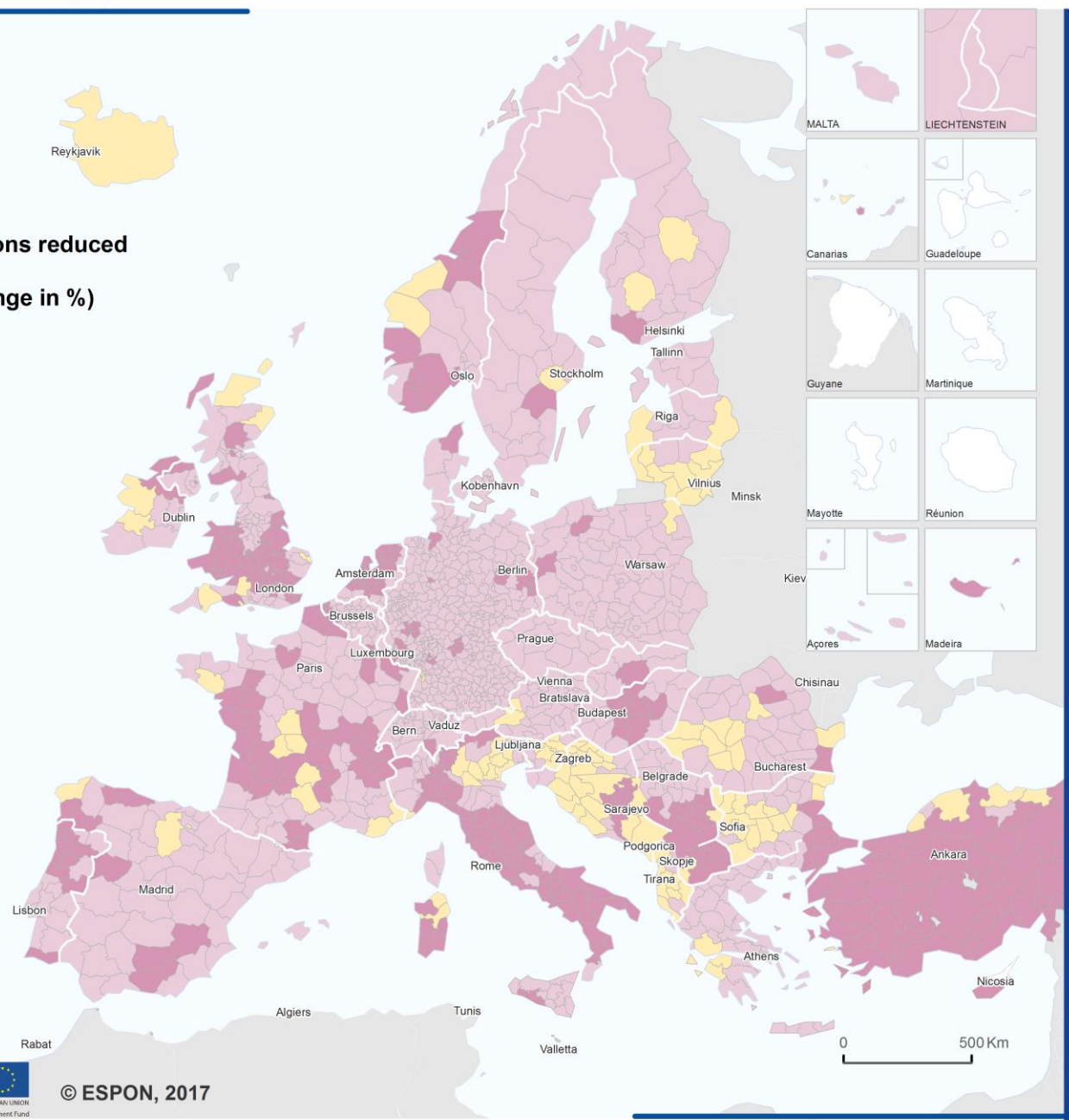
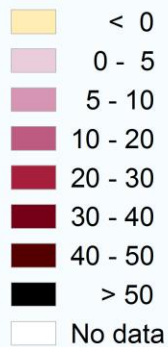


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Regional level: NUTS 3 (version 2013)
Source: Spiekermann and Wegener
Urban and Regional Research (S&W),
ACC SCEN, 2017

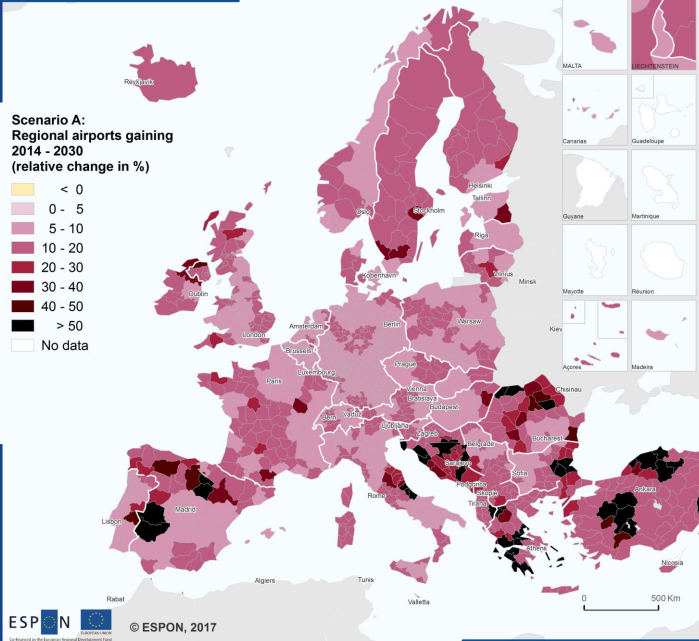
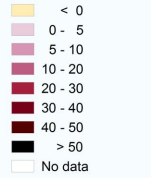
Accessibility potential, air

**Scenario C:
Air connections reduced
2014 - 2030
(relative change in %)**



Accessibility potential, air

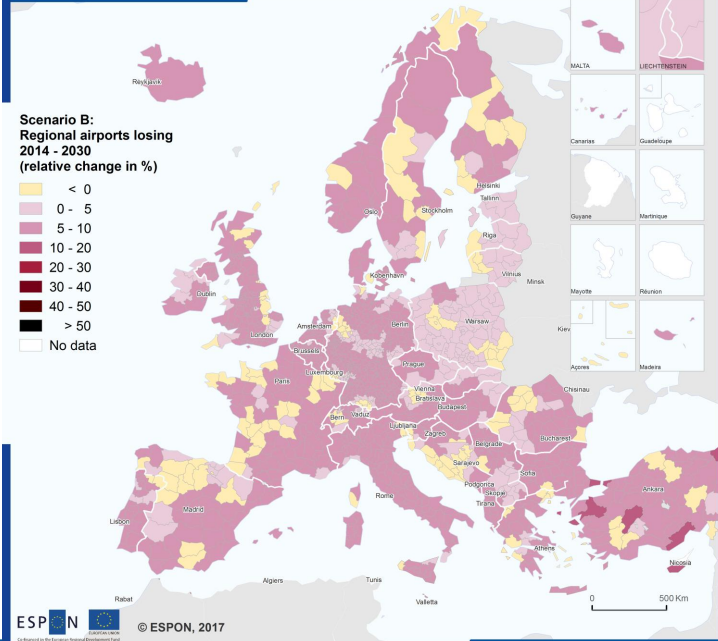
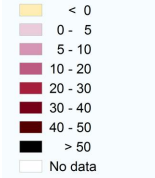
**Scenario A:
Regional airports gaining
2014 - 2030
(relative change in %)**



Regional level: NUTS 3 (version 2013)
Source: Spiekermann and Wegener
Urban and Regional Research (S&W),
ACC SCEN, 2017
Origin of data: S&W Accessibility Model, 2016
RIND GIS Database, 2014
S&W Flight Network Database, 2014
CC - UMS RIATE for administrative boundaries

Accessibility potential, air

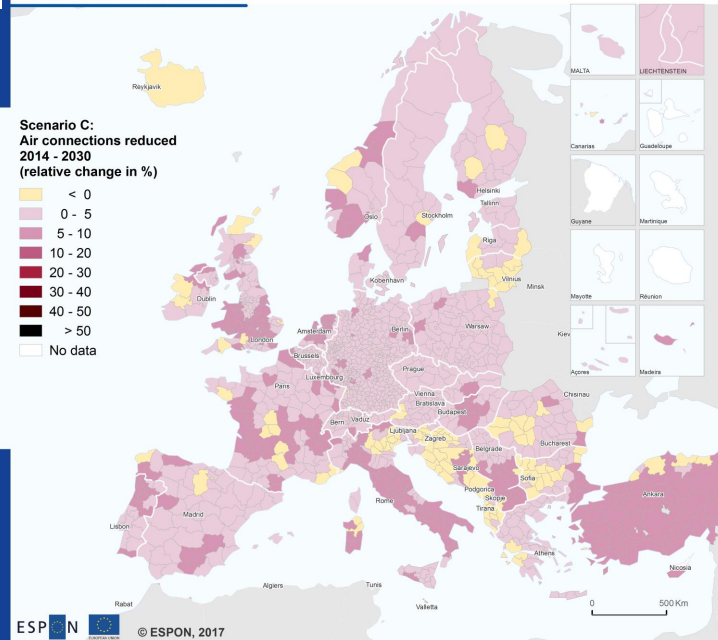
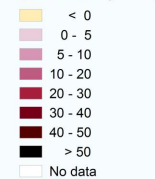
**Scenario B:
Regional airports losing
2014 - 2030
(relative change in %)**



Regional level: NUTS 3 (version 2013)
Source: Spiekermann and Wegener
Urban and Regional Research (S&W),
ACC SCEN, 2017
Origin of data: S&W Accessibility Model, 2016
RIND GIS Database, 2014

Accessibility potential, air

**Scenario C:
Air connections reduced
2014 - 2030
(relative change in %)**



Regional level: NUTS 3 (version 2013)
Source: Spiekermann and Wegener
Urban and Regional Research (S&W),
ACC SCEN, 2017

Policy points: accessibility potential

- Accessibility is an essential **location factor**
- Important role of the **TEN-T for territorial development and territorial cohesion**
- Development of the TEN-T will yield a lot of improvements in the **regional, national and international connectivity**.
- In particular the investments into a **high-quality rail network** might bring enormous advantages for the affected regions
- Regional development strategies based on **regional airports** might be **risky strategies**

Policy points: accessibility potential

BUT: Transport infrastructure development is **not the only and maybe not the most important issue** to take care of.

- > For territorial cohesion this means that multi-challenged regions need **comprehensive strategies** to develop their assets and to develop them as attractive locations to live and to develop competitive economic activities.
- > The development of **high-quality transport infrastructure and connections** can **only be one element** in such strategies aiming at territorial cohesion in Europe.

Further information

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