



EUSALP EU STRATEGY FOR THE ALPINE REGION

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EUSALP AG4 MOBILITY

Secondary Networks and modal shift

3rd EUSALP AG4 Mobility Conference

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General Overview (1)

General Overview:

- Modal Shift has been a main goal of European transport policy for decades.
- With a relevant share in traffic performance, secondary networks play an important role for modal shift.
- Up to now, TEN-T Core Network and Corridors have been in the focus.
- Specific challenge: diverted road transport:
 - small scale: local roads parallel to TEN-T,
 - large scale: detours due to unbalanced motorway tolls.
- Important measures to induce modal shift: renewal of logistics, improving last-mile connectivity, competitiveness, widespread use of innovative technologies.

General Overview (2)

Tyrol, Bolzano, Trento, Ticino and Slovenia

underline the need of:

- close links between secondary networks and TEN-T,
- better integrating modes,
- harmonising tolls,
- accompanying measures to shift traffic from road to rail.



Intermodality, Transport Flows Management (1)

The Autonomous Province of Bolzano/Bozen

intends to implement combined transport subsidies
and to revise concession contract of A22,
including external costs for higher tolls.

The Autonomous Province of Trento

is committed to promote the shift from road to rail
and to increase the use of public transport.

Ticino

has introduced a policy of innovative and sustainable mobility,
to strengthen the polycentric development.



Intermodality, Transport Flows Management (2)

Tyrol:

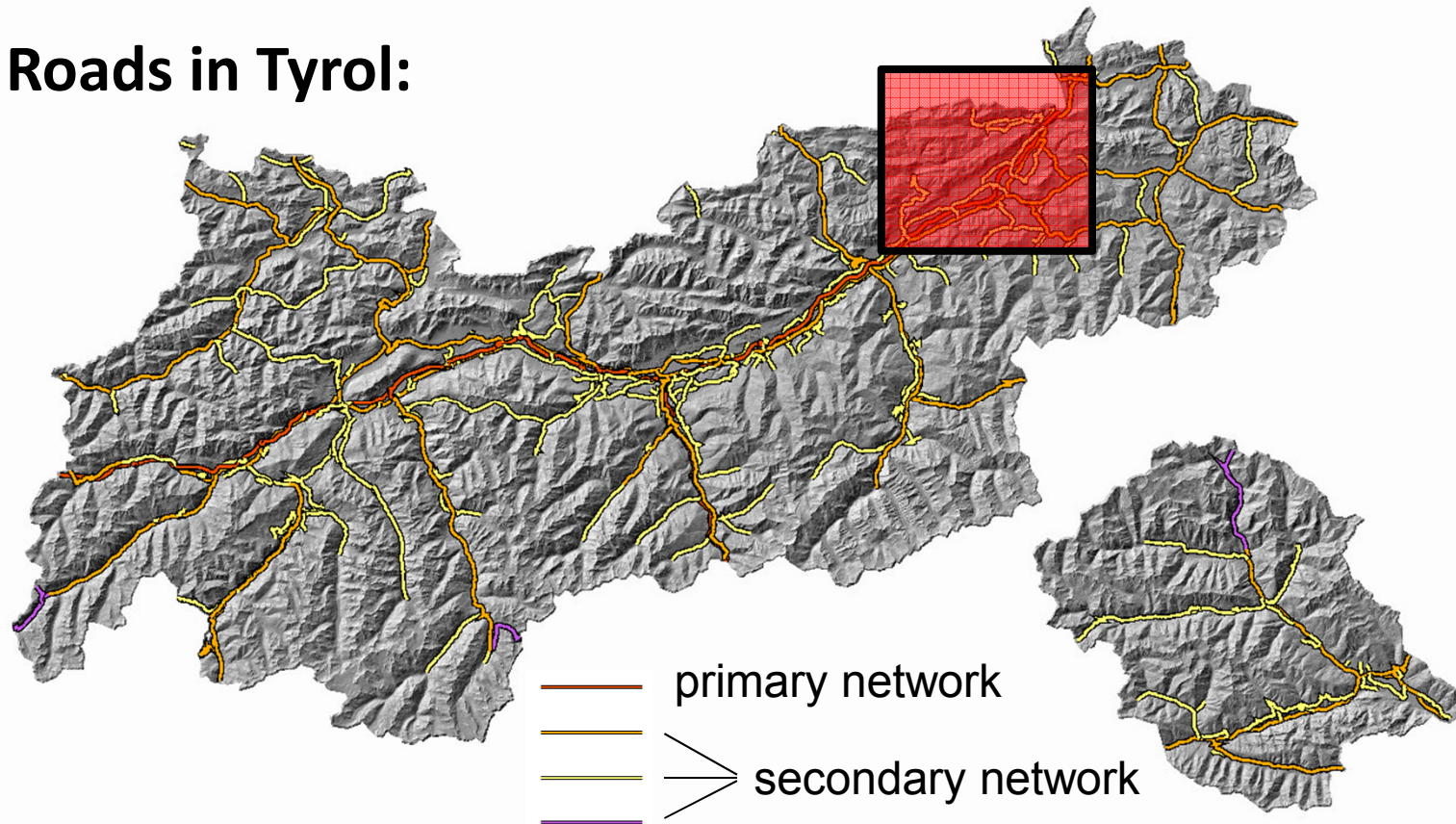
Traffic safety and liquidity, by limiting heavy goods traffic to main arteries.
Reducing impacts of HGV and transit transport on local population
(air pollution, noise => health!),

Roads in Tyrol:

- Primary network: 223,5 km, administrated by ASFINAG
 - mainly A 12 Inn valley motorway + A 13 Brenner motorway
- Secondary network: 2.240 km, administrated by Tyrol
 - longest: B 171 Tiroler Straße, 166 km

Intermodality, Transport Flows Management (3)

Roads in Tyrol:



Intermodality, Transport Flows Management (4)

Driving bans on the secondary network in Tyrol (1)

- **Reasons:**

(Transit) HGV may be tempted to use the secondary network because of:

- driving bans on the primary network (e.g. sectoral driving ban),
- road toll on the primary network,
- little to no time difference between the networks,
- alignment parallel to the primary network,
- shortcuts between primary roads (navigation systems)

- **Goals:**

- to prevent diversion of HGV from TEN-T to secondary roads,
- to guarantee traffic safety and fluidity for cars on secondary roads (especially in built-up areas).

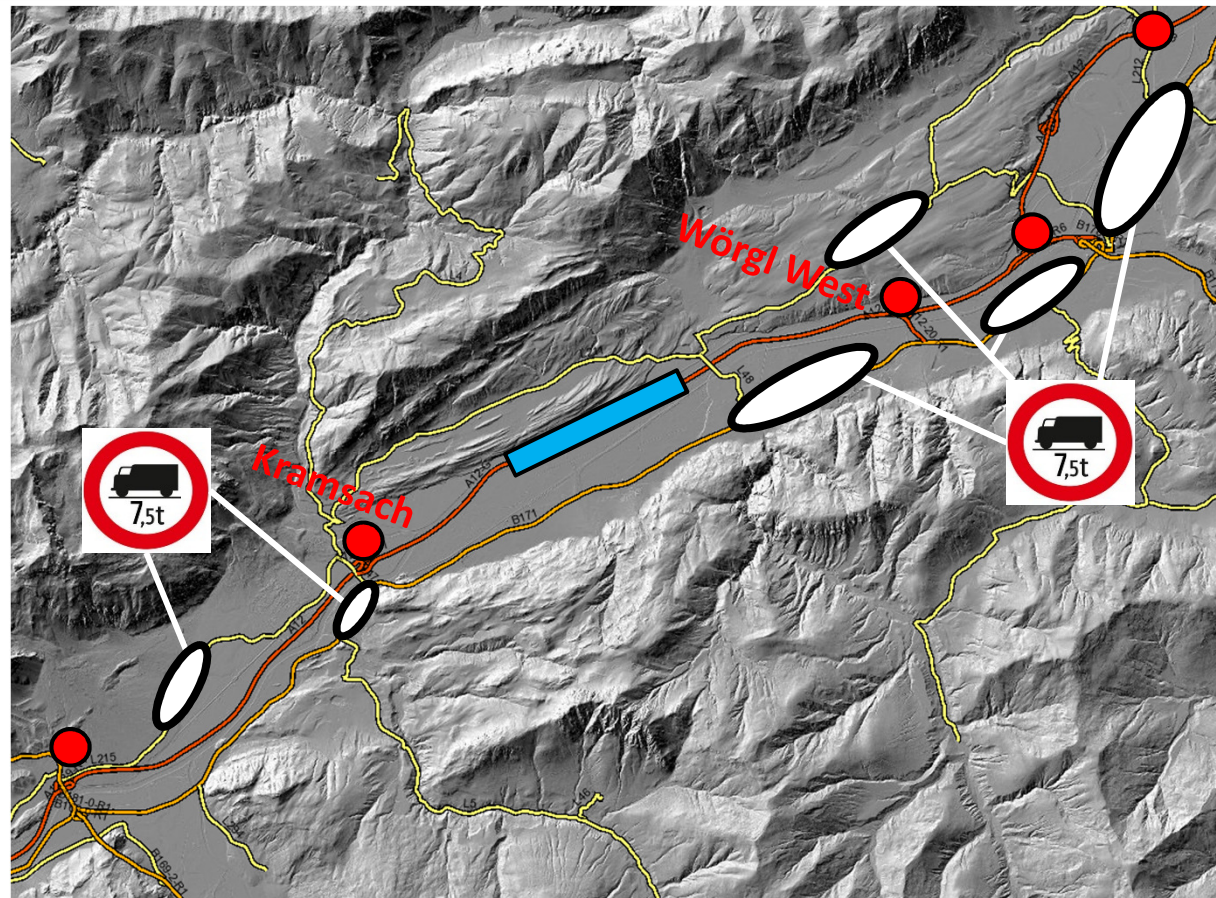
Intermodality, Transport Flows Management (5)

Driving bans on the secondary network in Tyrol (2)

- **Regulations:**
 - ban of vehicles exceeding 7,5 t gross weight
 - only on certain, strategically important sections of the secondary network (see example – next slide!)
 - exemptions for journeys that start or end within a certain area (communities)
 - other exemptions (e.g. maintenance, military, breakdown service, emergency vehicles)

Intermodality, Transport Flows Management (6)

**Driving bans on
the secondary
network
in Tyrol (3)
Example in
Lower Inn Valley
(Wörgl West –
Kramsach)**



Protection of the Territory (1)

General Overview (1)

- **Protection of the territory(-ies) refers to 3 main aspects:**
 - **environment,**
 - **economics,**
 - **social context.**
- Zero-emission transport can only be achieved by a new culture of mobility (e.g. EU White Paper on Transport 2011).
- The involvement of economic entities will be indispensable; a partially different assessment of sustainability will be needed.
- The relationship between mobility and social context embraces all characteristic aspects of regional development.
- Important aspects: climate, energy, new technologies, ...

Protection of the Territory (2)

Aosta Valley

- Underlines the need of better distribution of road traffic flows, to avoid protests.

The Autonomous Province of Bolzano/Bozen

- Complains of congestion, noise and air pollution due to extremely high traffic volumes (HGV during the week, cars on weekends).



Protection of the Territory (3)

Slovenia

- The transport system is closely linked to social wellbeing
- Accessibility is also determined by fluidity of traffic
- Protection of environment and habitats:
The greatest problem are state roads crossing settlements, whereas motorways and expressways bypass them.
- Much attention to wildlife crossings, ecoducts or green bridges, along motorways and expressways.
- Planning processes for infrastructure projects take a lot of time!

Protection of the Territory (4)

Slovenia

- Need to develop transport infrastructure (all modes) according to present and future needs!
- Need to protect environment (balanced way)!
- Need to adopt to climate change, incl. natural hazards (resilient infrastructure)!
- Need to deregulate?
- Need to simplify procedures for road network improvements?
- Need to increase investments!

CAN WE DO BETTER AND MORE?



THANKING YOU FOR YOUR KIND ATTENTION

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