

ARPAF Project CrossBorder WP 2: Analysis of existing cross-border mobility networks

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EUSALP Annual Forum 2018

Workshop 8: Cross-border mobility in the Alpine Region

21th November 2018

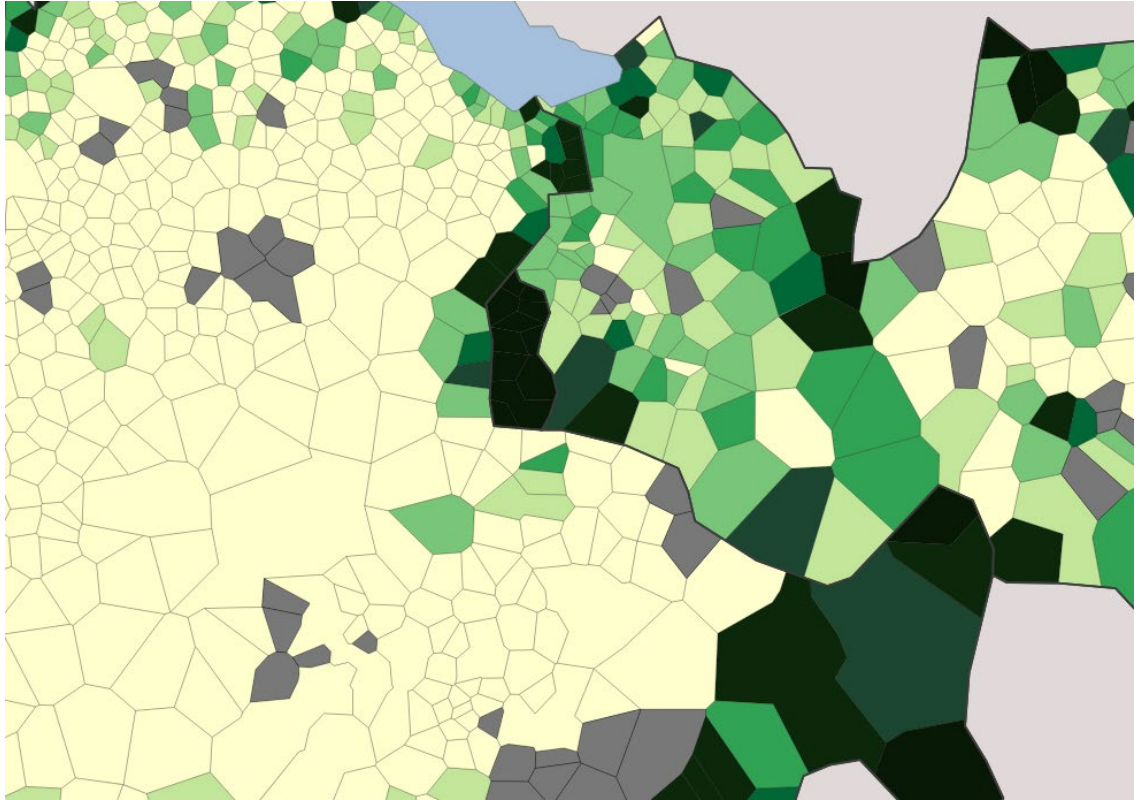
Innsbruck



Project logic



Swiss Info

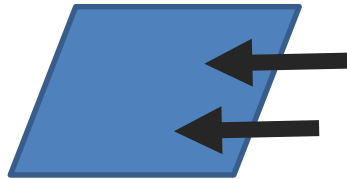


Commuting

Outgoing



Incoming



Infrastructure Quality

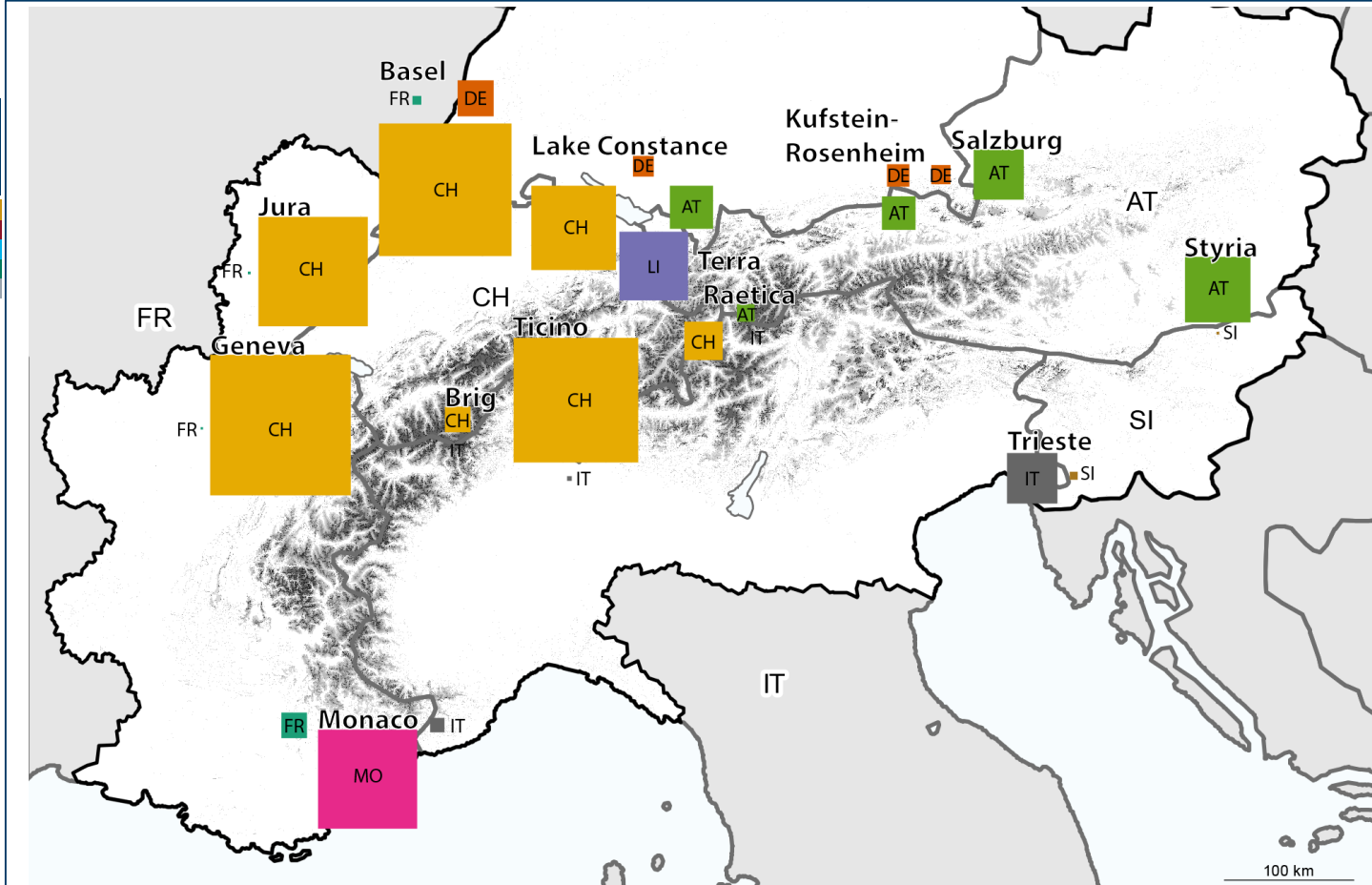
Road



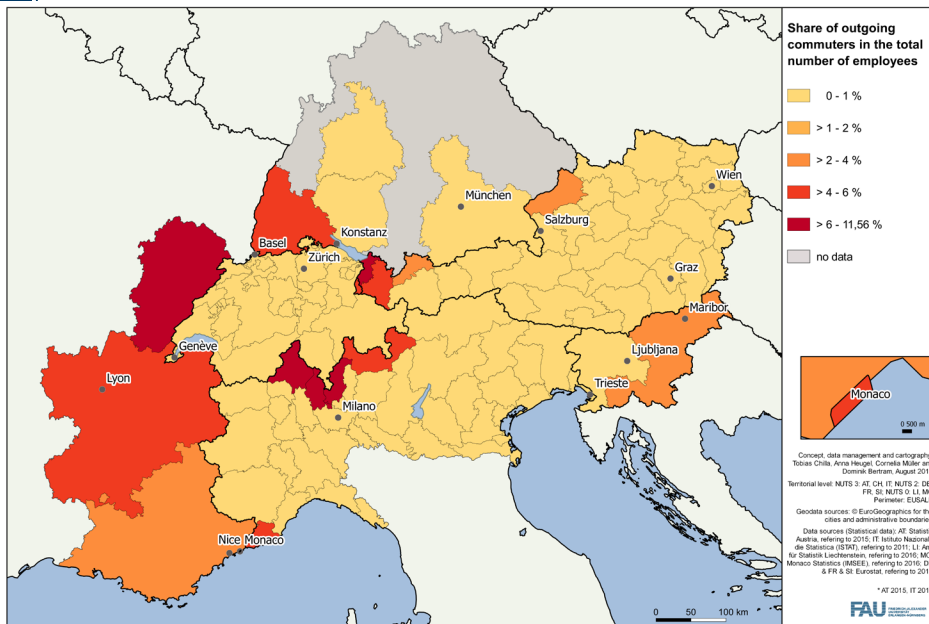
Rail



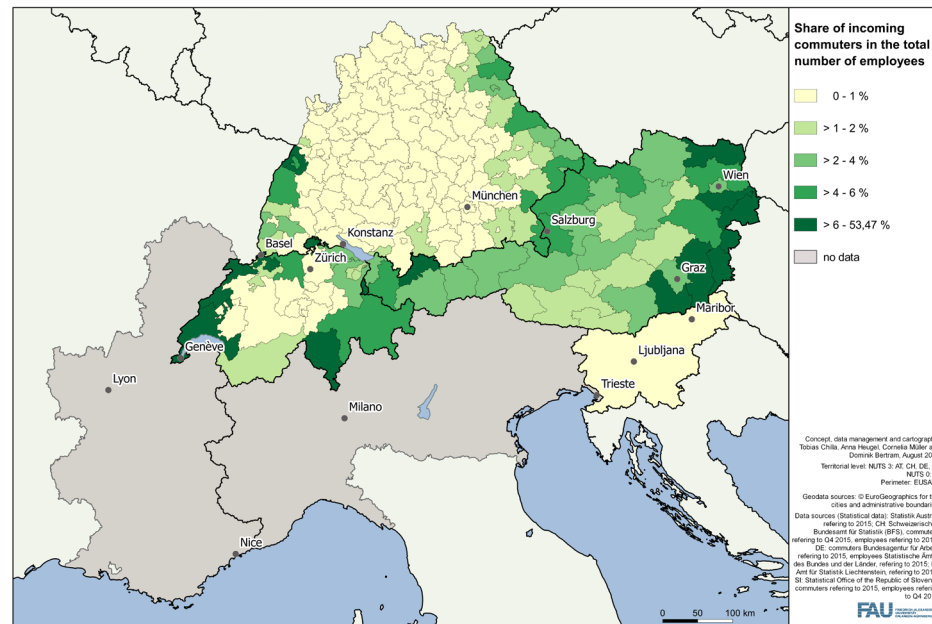
Incoming commuters



Outgoing commuters



Incoming commuters

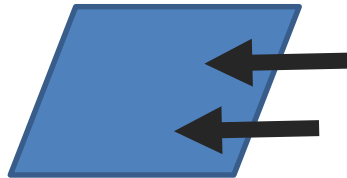


Commuting

Outgoing

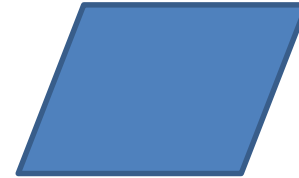


Incoming



Infrastructure Quality

Road



Rail



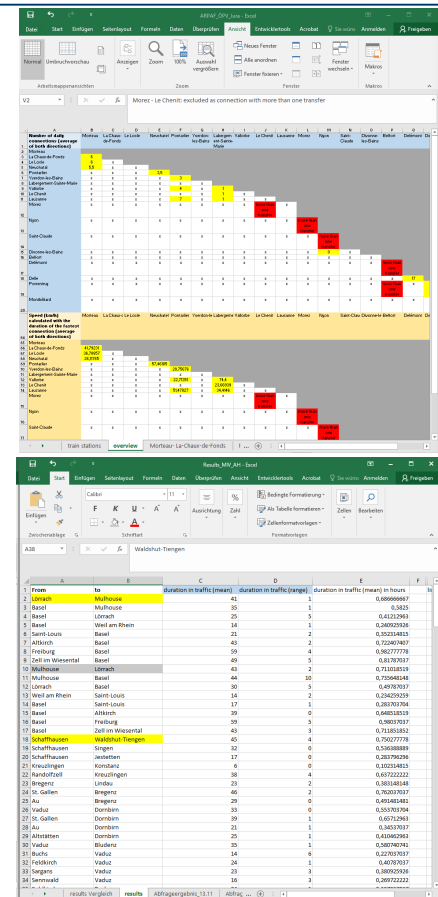
Accessibility analyses of

a) Rail

- fastest train connection between central stations
- number of connections per day
- Reference: 14th November 2018 (4 a.m. until closing hour)
- Source: online travel service site
- only connections with max. one change
- line width = number of connections; colour of the lines = speed of the fastest connection

b) Road

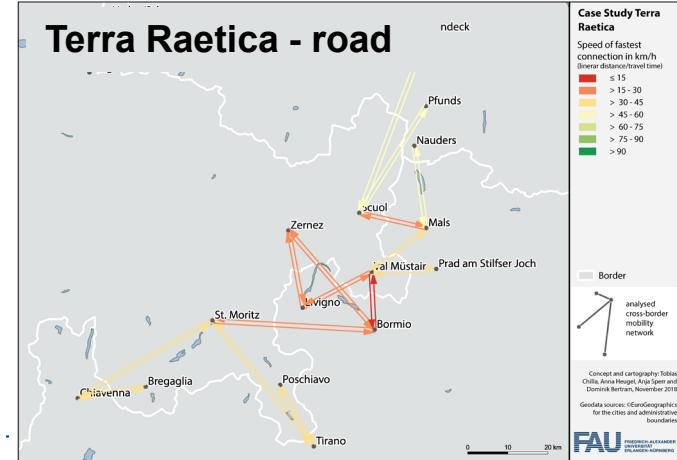
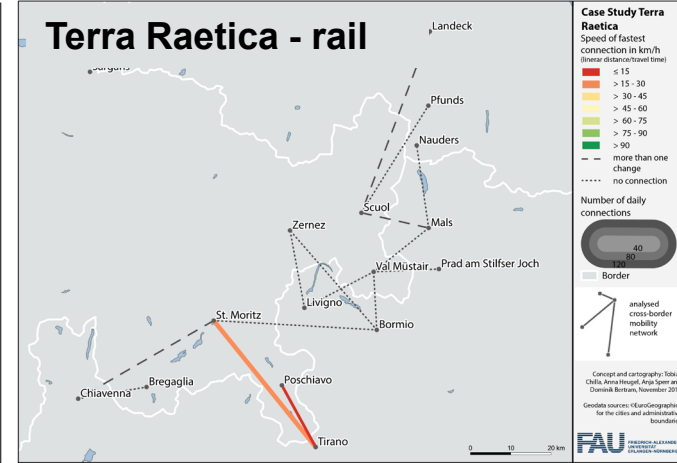
- calculated real-time travel time of the route in GoogleMaps
- requests at 8 a.m. on a typical TUE, WED, THU in Nov 18 for both directions between central stations
- colour of the lines = speed of the fastest connection



Exemplary comparison

Differences between

- polycentric and monocentric structures
- Rural / metropolitan contexts
- Road and rail



Exemplary comparison

Basel — Domodossola — Geneva — Jura — Kufstein/
Rosenheim — Lake
Constance

Infra-
structure

rail

road



Exemplary comparison

Monaco – Salzburg – Styria – Terra Raetica – Ticino – Trieste

Infra-
structure

rail

road

