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**Accessibility challenges in the Baltic Sea Region
Findings of ESPON projects**

VASAB workshop

**Cultivating new ideas for the territorial development
of the Baltic Sear Region.**

23 November 2013, Riga, Latvia



Accessibility

- main '**product**' of a transport system
- determines the **locational advantage** of an area (i.e. in ESPON a region, a city or a corridor) relative to all areas (including itself)
- indicators of accessibility measure the **benefits** households and firms in an area enjoy from the existence and use of the transport infrastructure relevant for their area.
- The **important role** of transport infrastructure (i.e. networks and transport services) **for spatial development** in its most simplified form implies that areas **with better access** to the locations of input materials and markets will, *ceteris paribus*, be **more productive**, **more competitive** and hence **more successful** than more remote and isolated areas.

Accessibility in the Territorial Agenda 2020

Territorial Priorities

- 1) Polycentric and balanced territorial development
 - Avoid polarisation

- 2) Integrated development
 - Rural, peripheral and sparsely populated territories may need to enhance their accessibility
 - Improve accessibility of urban centres from rural areas
 - Ensure necessary availability of job opportunities and services of general interest

- 4) Global competitiveness
 - Integration of local endowment into global economy

Accessibility in the Territorial Agenda 2020

Territorial Priorities (cont.)

5) Improving territorial connectivity

- Fair and affordable accessibility to services of general interest are essential for territorial cohesion
- Secure access to road, rail, water and air transport
- TEN-T
- Linking primary and secondary networks
- Encourage accessibility of urban centres in peripheries

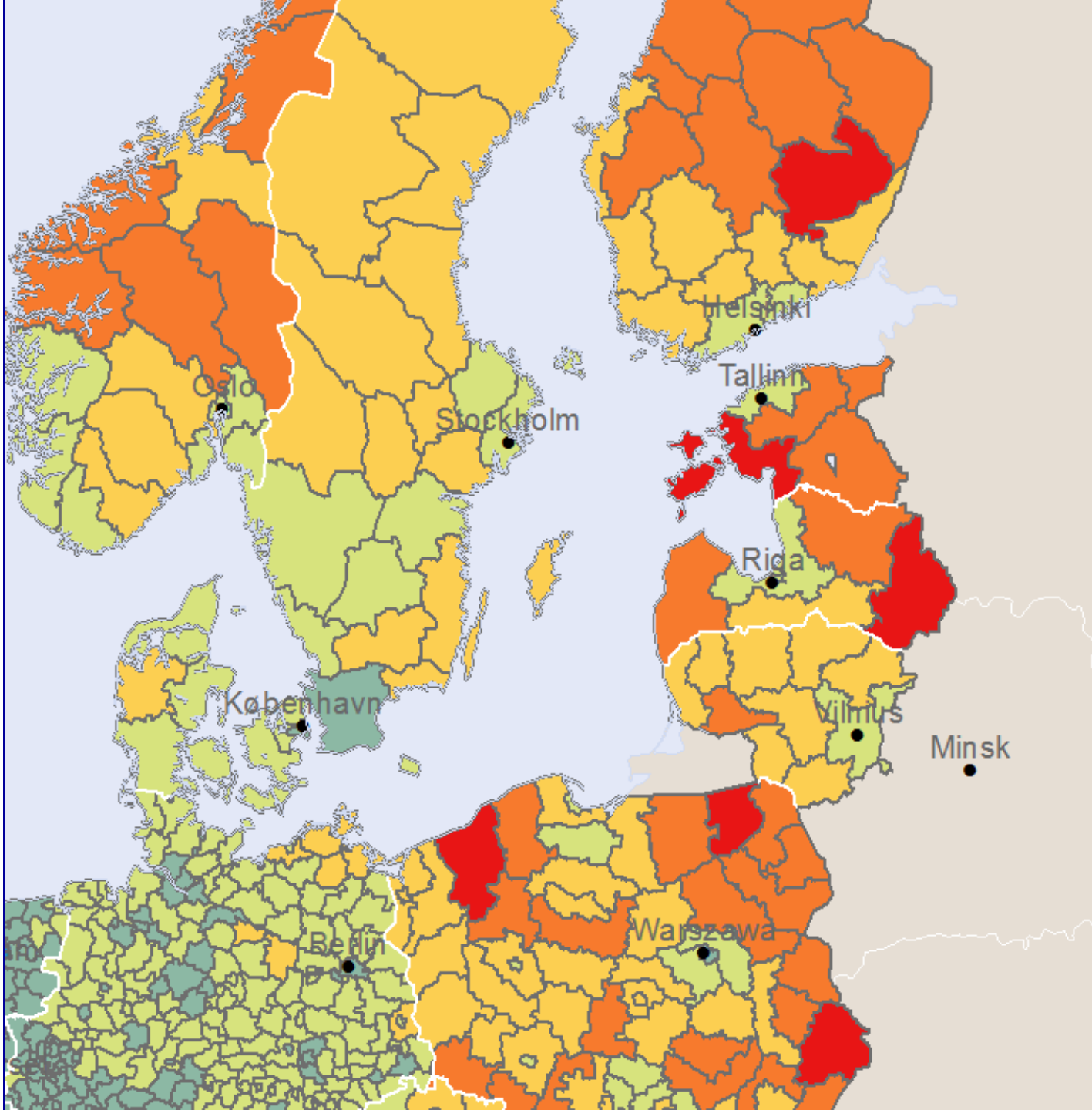
Making EU territorial cohesion a reality

Taking territorial impacts into account during policy development can help to avoid creating barriers to implementation and unintended side effects.

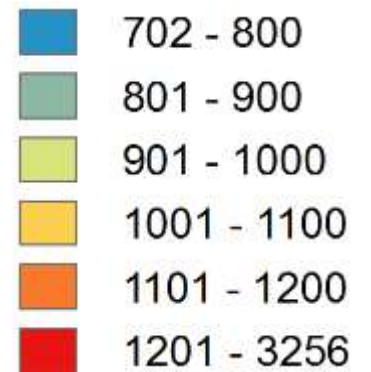
ESPON TRACC set of accessibility indicators

Spatial Context	Basic characteristics	Generic type of accessibility indicator		
		Travel cost	Cumulated opportunities	Potential
Global	Travel	Access to global cities	Global travel connectivity	Global potential accessibility travel
	Freight	Access to global freight hubs	Global freight connectivity	Global potential accessibility freight
Europe	Travel (traditional)	Access to top ten MEGAs	European daily accessibility travel	European potential accessibility travel
	Travel (new)	Travel speed	Urban connectivity	European potential acc. intermodal travel
	Freight	Access to nearest maritime ports	European daily accessibility freight	European potential accessibility freight
Regional	Travel (Europe-wide)	Access to high-level transport infrastructure	Availability of urban functions	National potential accessibility travel
	Freight (Europe-wide)	Access to freight terminals	Availability of freight terminals	National potential accessibility freight
	Travel (case studies, tradit.)	Access to regional centres	Daily accessibility of jobs	Regional potential accessibility
	Travel (case studies, to SIG)	Access to health care facilities	Availability of secondary schools	Potential accessibility to basic health care

Travel time to New York Intermoda

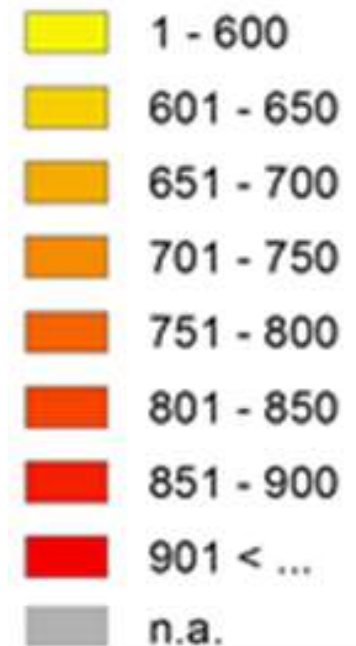
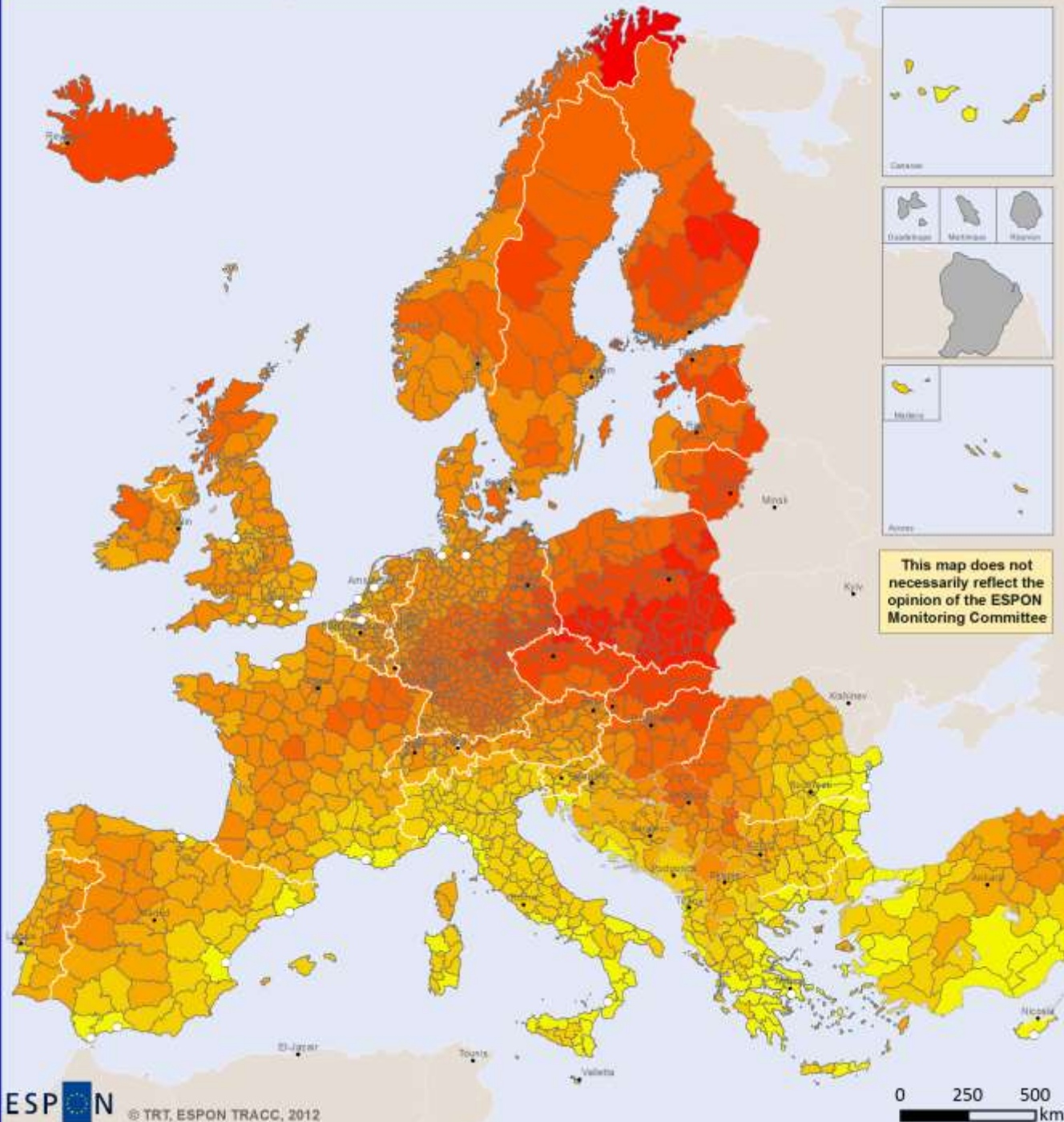


Minutes |

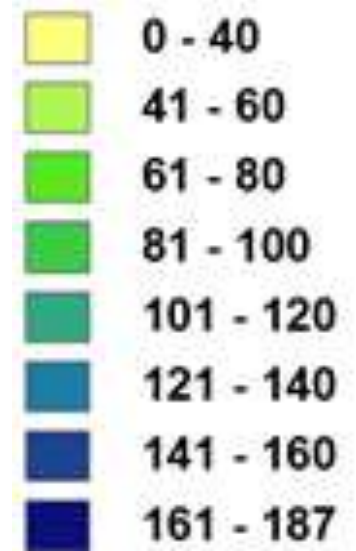
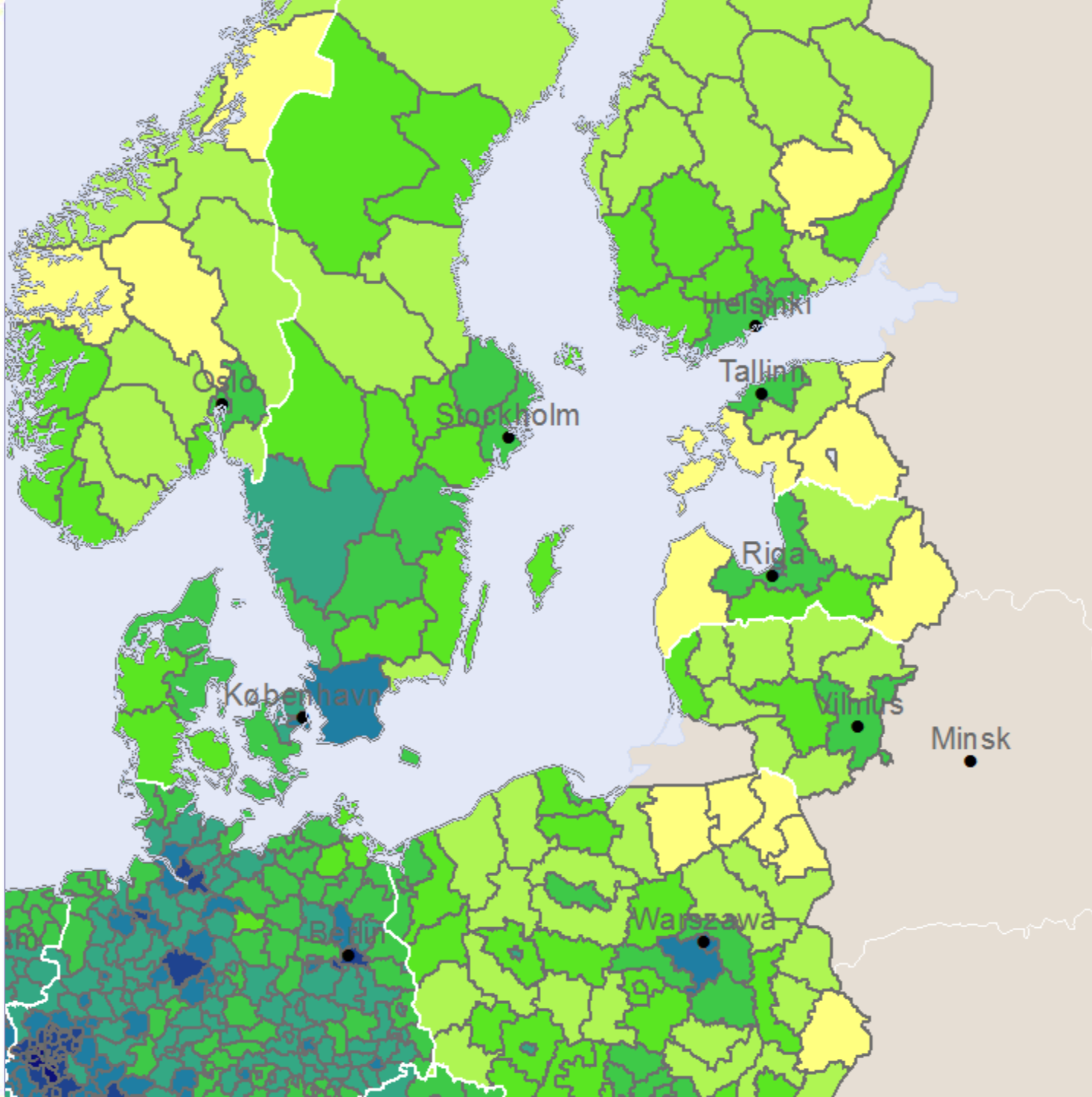


Access to global freight hubs (Shanghai)

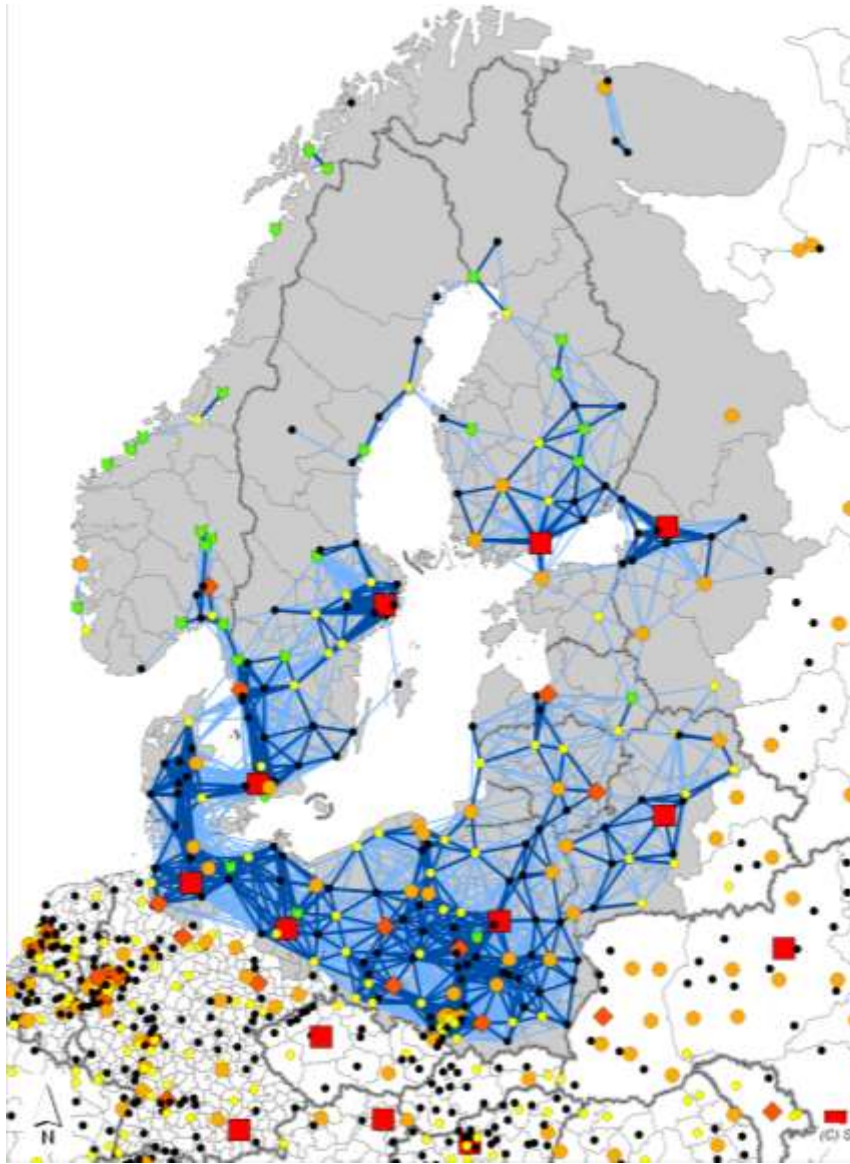
Sea maritime generalised costs (€/ton)



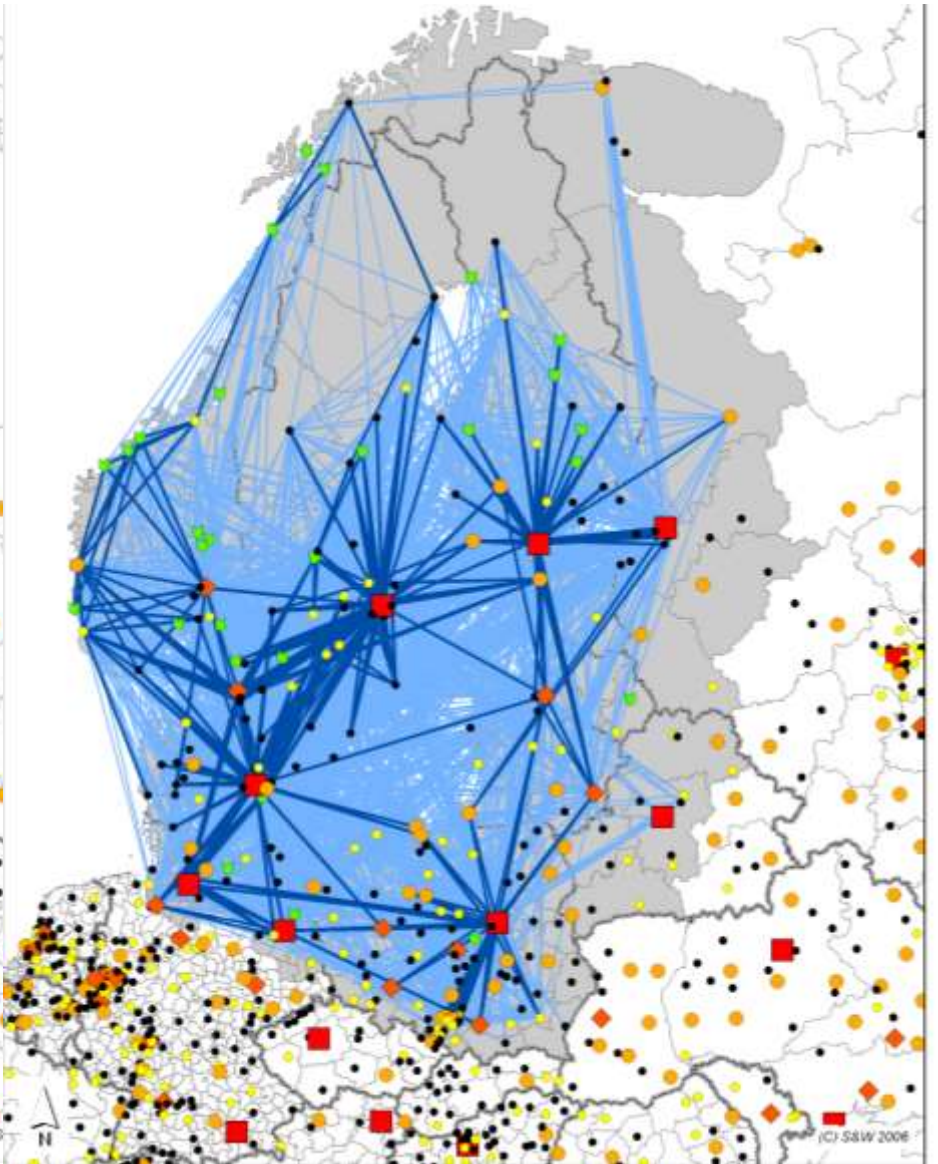
European potential accessibility intermodal (ESPON space = 100)



Urban connectivity (3/5 hours)



Road



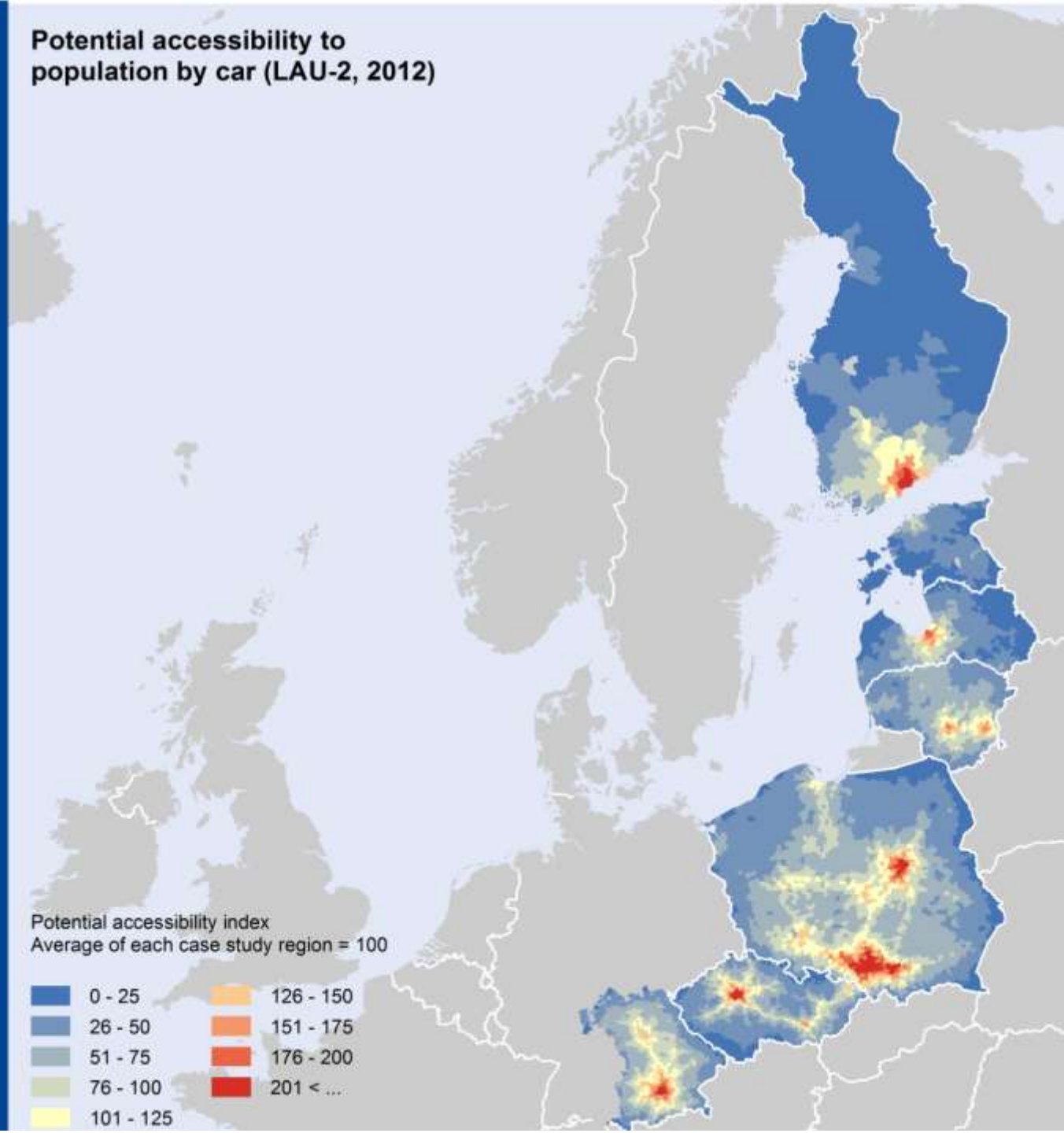
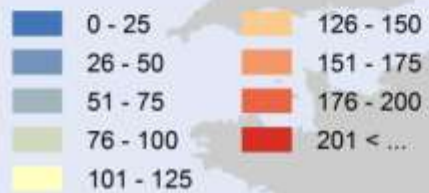
Air

TRACC Regional case studies

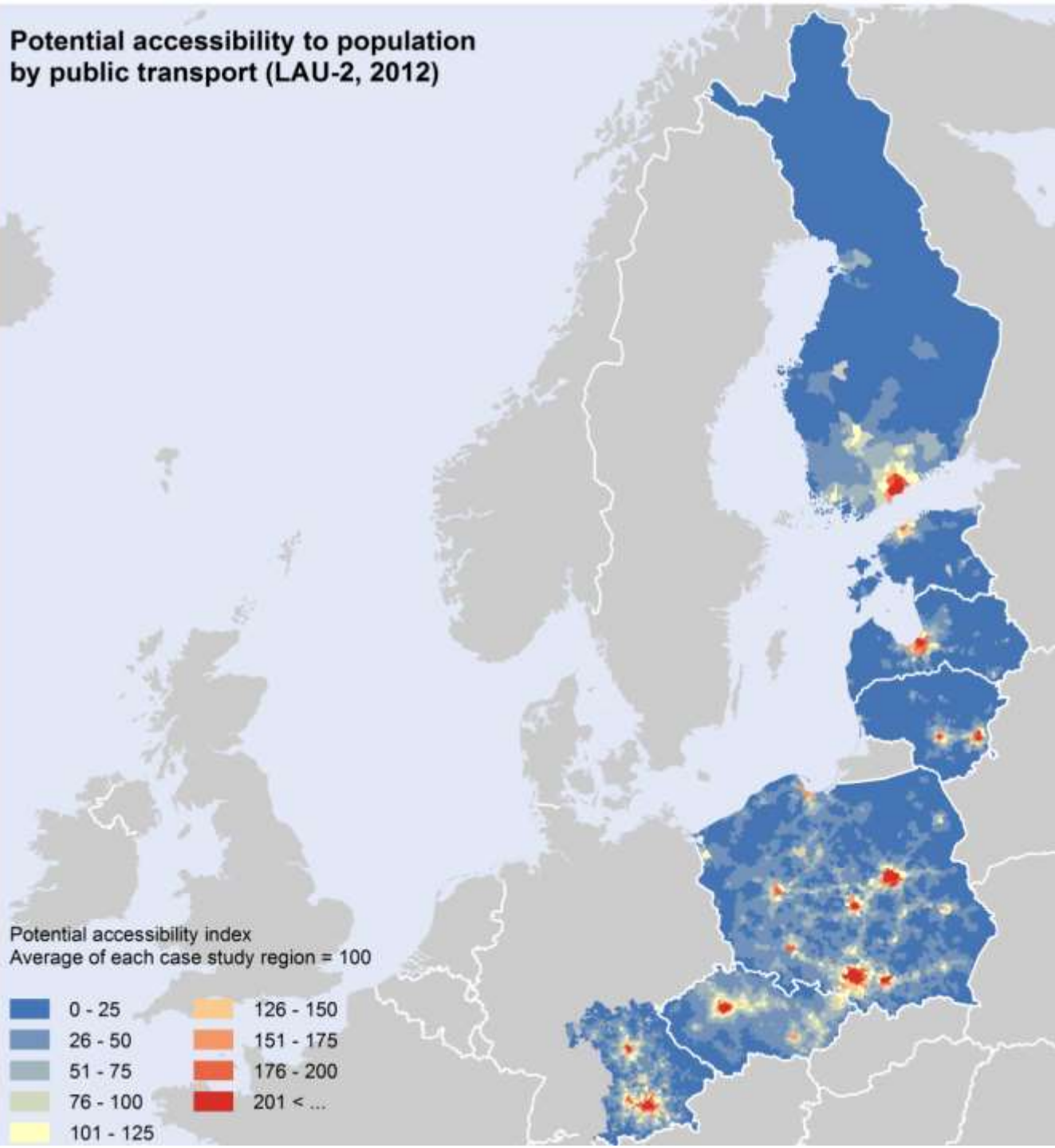


Potential accessibility to population by car (LAU-2, 2012)

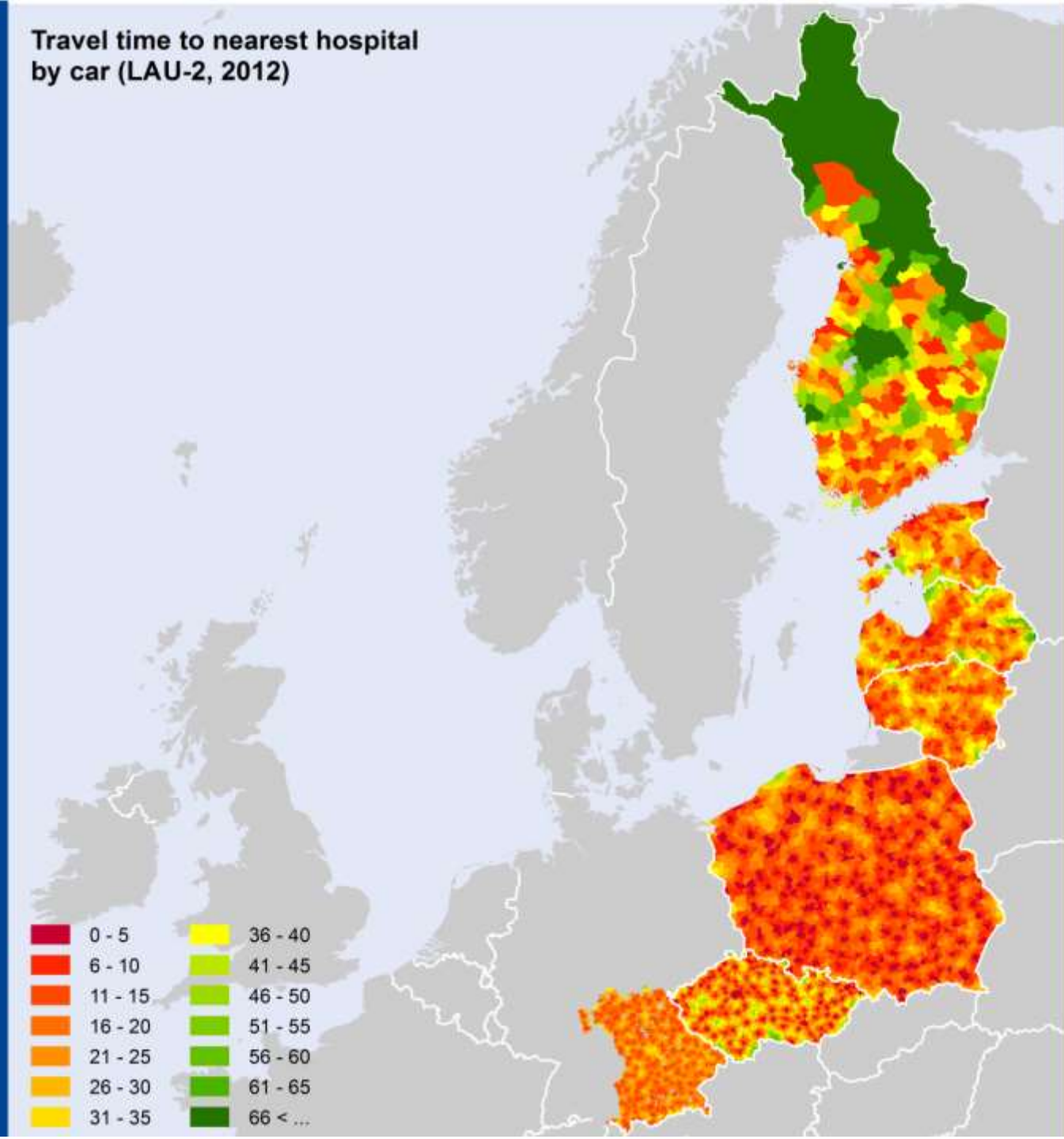
Potential accessibility index
Average of each case study region = 100



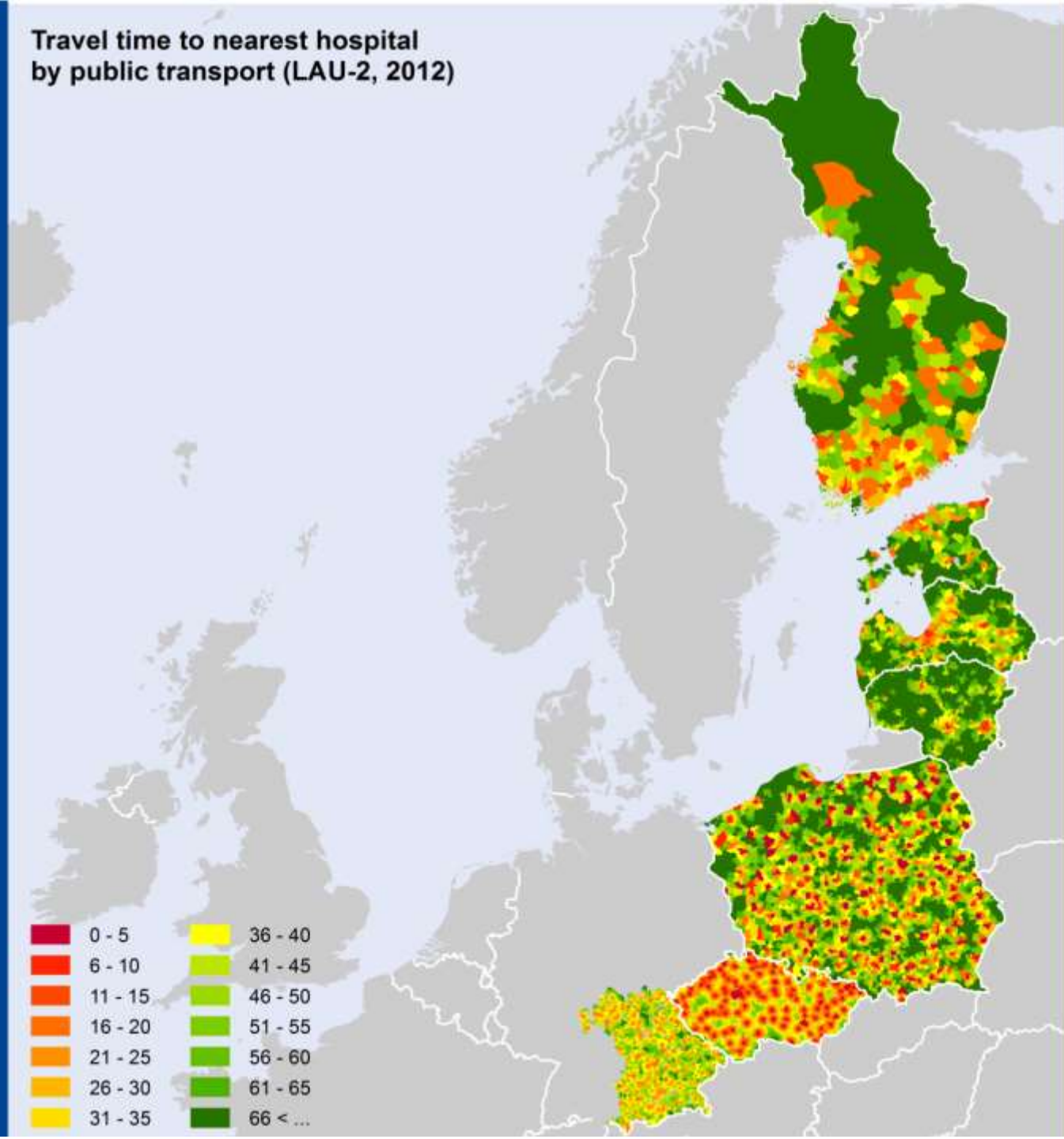
Potential accessibility to population by public transport (LAU-2, 2012)



Travel time to nearest hospital
by car (LAU-2, 2012)



Travel time to nearest hospital
by public transport (LAU-2, 2012)



Conclusions (1)

- Different transport modes have **very different spatial patterns** of accessibility in Europe.
 - > ranging from traditional core-periphery pattern to new forms of core-periphery pattern with respect to European and global accessibility
- **Spatial disparities** of accessibility continue to exist for all modes of transport
 - > transport infrastructure and service development was not able to change the overall European pattern
 - > road and rail investments of the past was in absolute terms in favour of core regions to
- **Capital regions** of the Baltics perform around **European average, rural areas clearly behind**

Conclusions (2)

- Transport infrastructure projects and improved transport services can have **substantial impacts** on potential accessibility of **individual regions**.
 - > In particular, new **high-speed rail** and **flight services** are able to **reshape** the European continent in terms of accessibility by bringing high accessibility to regions outside the European core
- However, **priority in new member states** was given to **road** infrastructure development, rail projects are lagging behind.
- And, transport infrastructure development is clearly motivated by **national interests**, i.e. there seems to be a lack of common European sense.

Conclusions (3)

Cohesion

Past and future transport infrastructure developments reduce disparities in accessibility and GDP per capita between the old and new member states in ***relative terms***.

However, in ***absolute terms***, they widen the gap in accessibility and GDP per capita between the old and new member states.

In particular the Nordic countries demonstrates that ***other regional assets*** might overcome low accessibility.

Conclusions (4)

Local and regional accessibility

Huge differences within the Baltic States exist concerning accessibility to opportunities relevant for daily life.

In particular, access to **services of general interest** varies enormously within the countries. A balanced development of opportunities is required.

Freedom of choice, e.g. in the selection of secondary schools, not supported by the combination of locations of services and the transport system. Vicious circle with **rural areas at risk** to be underserved.

Further Information

- www.espon.eu
 - ESPON *Accessibility Update Studies*
 - TRACC project
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