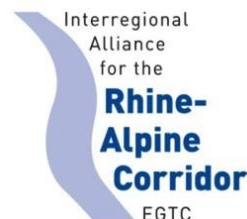




RHINE-ALPINE INTERREGIONAL SEAMLESS AND INTEGRATED TRAVEL CHAIN

RAISE-IT is co-financed by the European Union under the Connecting Europe Facility (CEF 2015-EU-TM-0028-S)

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Connecting Europe Facility



Rhine-Alpine integrated and seamless travel chain

Raise-IT, Rhine-Alpine integrated and seamless travel chain

- RAISE-IT takes up the results of the strategic initiative **CODE24** implemented in 2010-2015 within the INTERREG IVB NWE programme of the EU. CODE24 concluded with recommendations on “**increasing accessibility by integrating high-speed rail**” along the Rhine-Alpine Corridor and suggested that high-speed rail aiming only at maximum speed is not a viable solution for this densely populated corridor.
- RAISE-IT explores **high speed rail integration** and travel **time savings** through a **multi-scale accessibility** approach and aims to cater for transport demand exchanging with the corridor at key TEN-T nodes, in the areas around the nodes and across the nodes. Consistently, there will be three scales of study: **urban nodes** and adjacent areas, **greater node** areas at the **regional scale**, and **corridor-wide connections** between nodes.



Activity 1 - Urban Node Accessibility

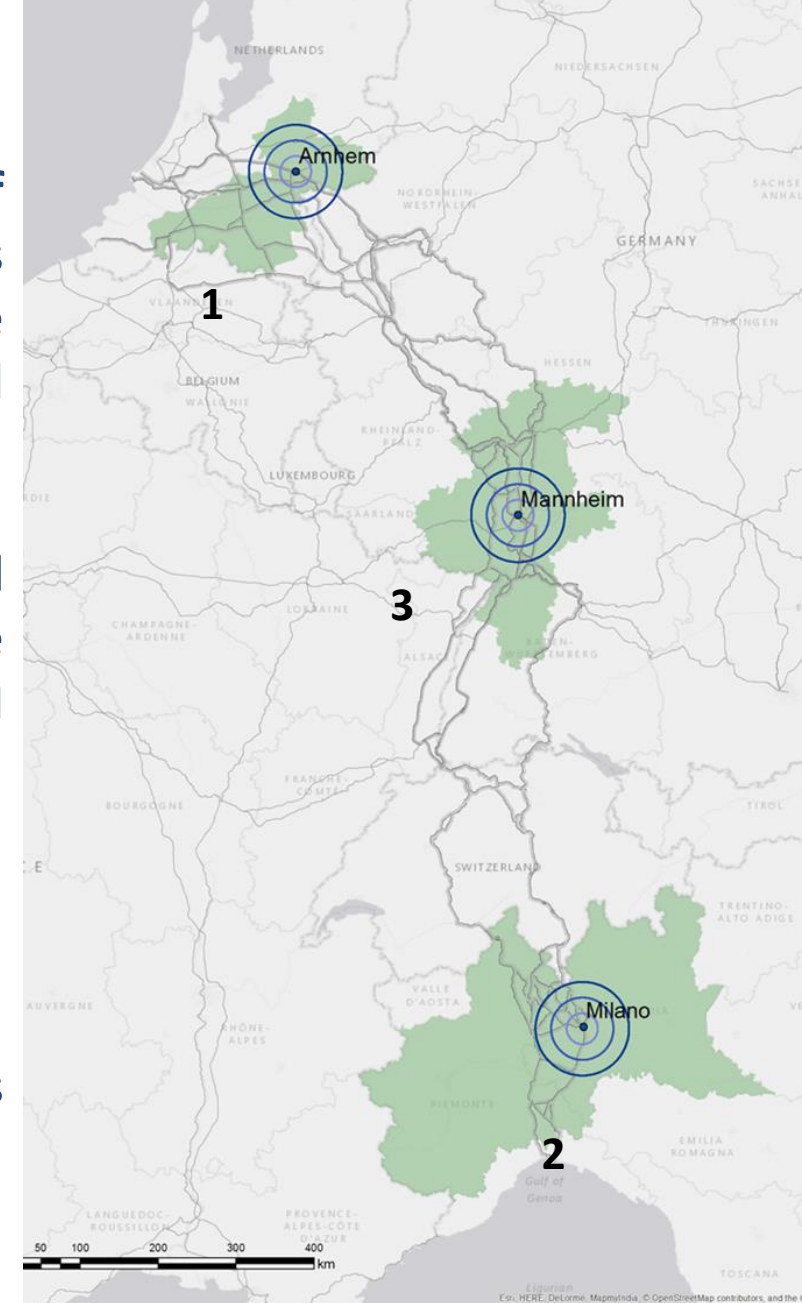
- To enhance the accessibility of urban centres by defining improvement areas of multimodal urban nodes. It should provide a blueprint for **improving the connectivity at urban nodes** by developing guidelines which can be utilised by the train operators, infrastructure managers and policy makers
- Work on urban node accessibility aims to **optimise access and travel time within a node** by considering infrastructure and operational aspects such as station configuration, way finding, integrated ticketing, and facilities for transferring passengers.
- Work on **integration with urban travel modes**, including walking, cycling and public transport. The result will be guidelines for improving urban node accessibility.
- **The node and its surroundings**: assess the quality of stations and a surrounding areas in a radius of 800m (walking distance)
- Accessibility to and from the node: integration of the railway station in the transport system at **urban scale**



Activity 2 - Seamless Connection from the Nodes

Work on seamless connection to and from nodes will study **good integration of greater node areas** with services on the corridor by working on transfers **between local, regional, long distance and high speed services at nodes**. The result will be action plans on selected measures to improve metropolitan and regional node accessibility:

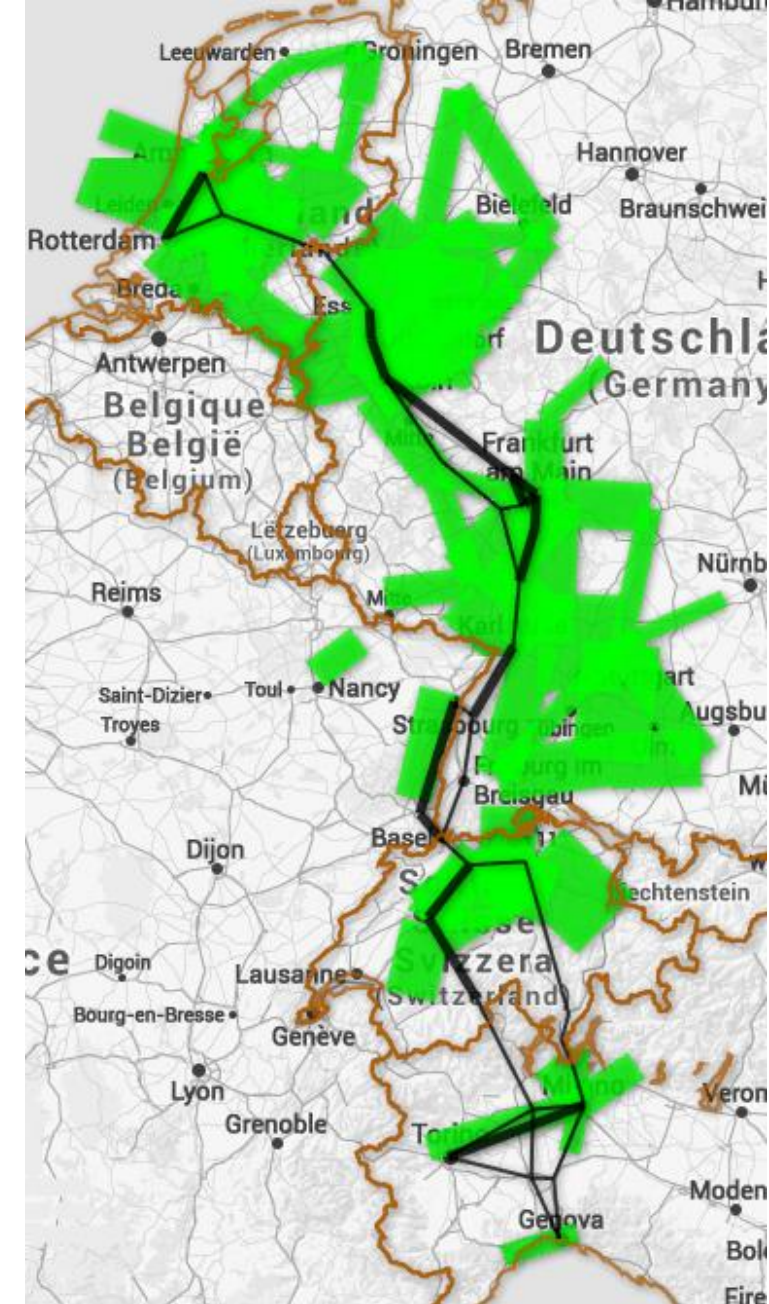
- To support Regional and Local Authorities in developing a **vision for regional accessibility** to long distance rail services provided at main nodes along Rhine Alpine corridor (connection between the corridor nodes and their hinterland through local/regional transport services).
- To identify **major gaps** between the vision and the current perceived and measured regional accessibility.
- To determine **priority actions, consistent with such vision**, to bridge the gaps and best link corridor and local transport at nodes.



Activity 3 - Corridor Concept

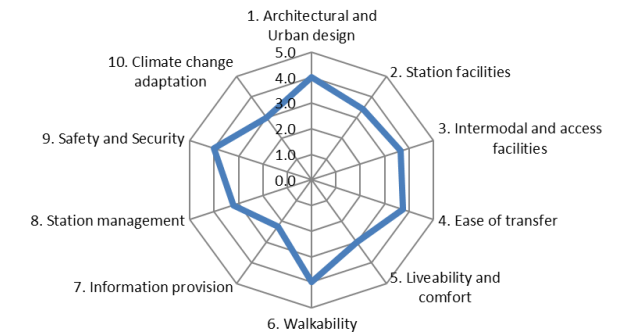
The study will explore the suitability of an International Integrated Timed Transfer (IITT) concept aiming at better connecting the regions and their nodes along the Corridor:

- Defining **operational and infrastructure quality standards** to better appraise the interconnectivity of the nodes and the regions along the corridor based on the examination of the suitability of an International Integrated Timed Transfer (IITT).
- Activity 3 (Corridor Concept) concerns the **identification of gaps** between regions with the intention to create a (bi)hourly **International Integrated Timed-Transfer** (IITT) and thus achieve a better interconnectivity between relevant nodes as well as between long-distance and regional services in the nodes. Once this “international timetable” for the entire Corridor will be elaborated, this activity will study the possibility to offer additional mainly tri-national speeded-up services in order to present a proposal with the objective to save travel time and target the air market.



Fieldwork at the station

- OUTPUT**

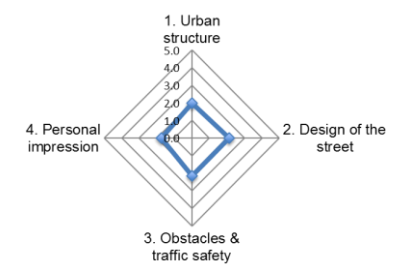
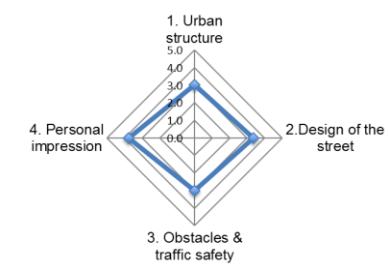
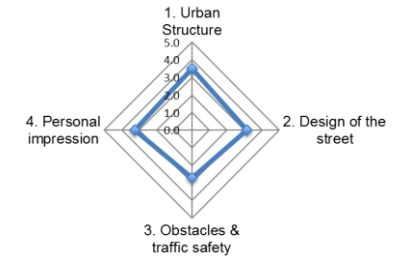
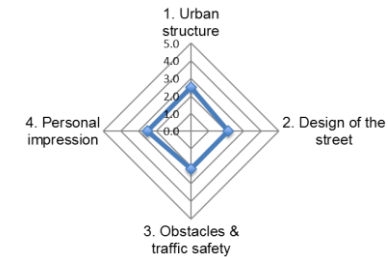
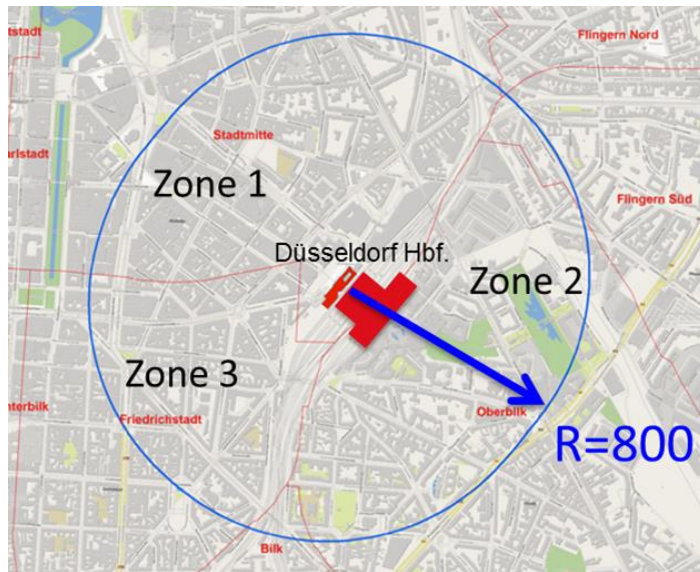


Station surroundings, within 800 meters radius

- Walkability study within 800 meters radius
 - Density
 - Design of the street
 - Obstacle & traffic safety
 - Personal impression

OUTPUT

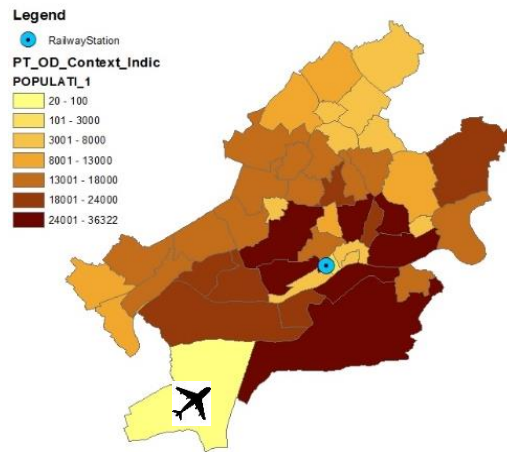
Walkability map with
photos, radar graphs and
accessibility Index



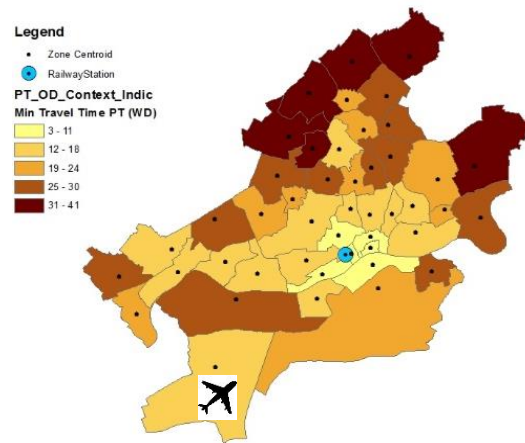
Urban accessibility, desktop analysis of the accessibility to/from the station

- Data collection for each accessibility indicator
- Accessibility to/from the station and different parts of the city by different modes of transport
- Analysis of the information collected (mainly quantitative data) in order to evaluate the accessibility of each node.
- Analysis of the accessibility of the node in the urban environment making use of accessibility maps

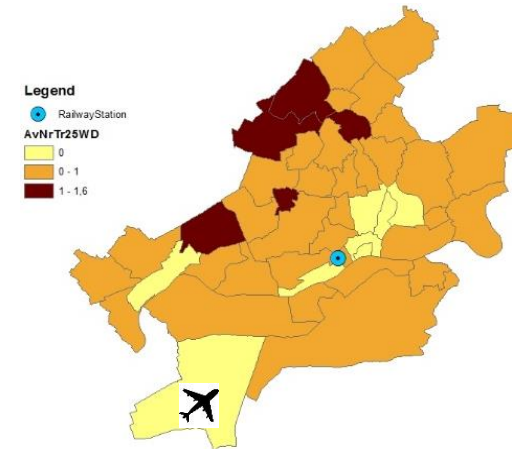
Population



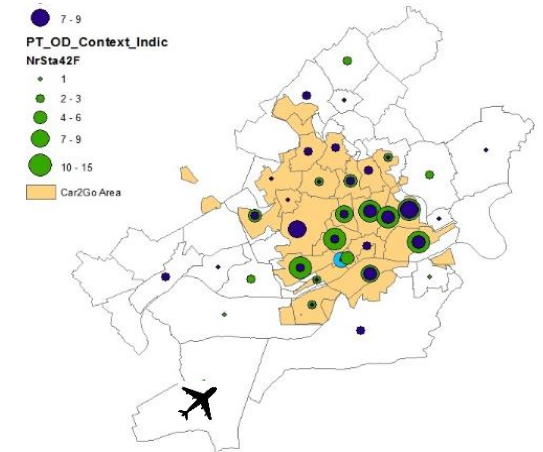
Travel Time with PT



Nr. of transfers



Car Sharing

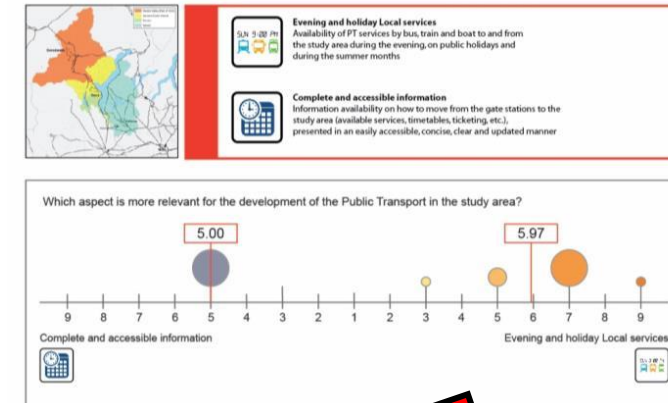
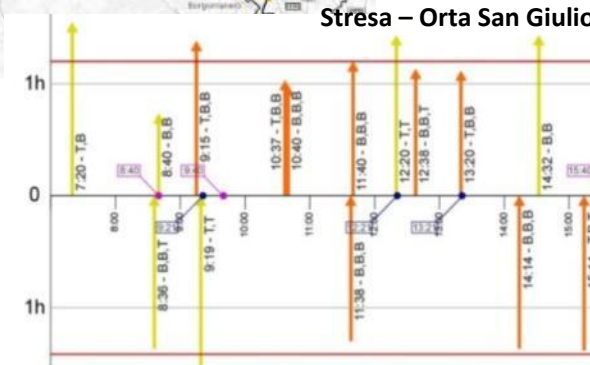
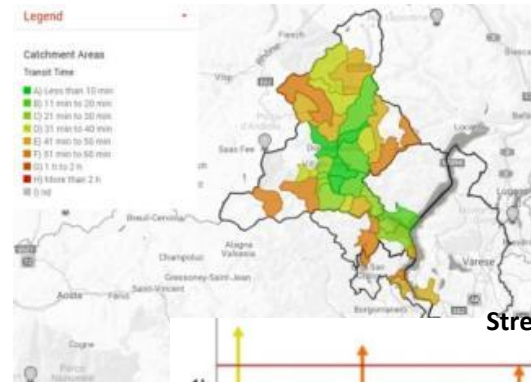
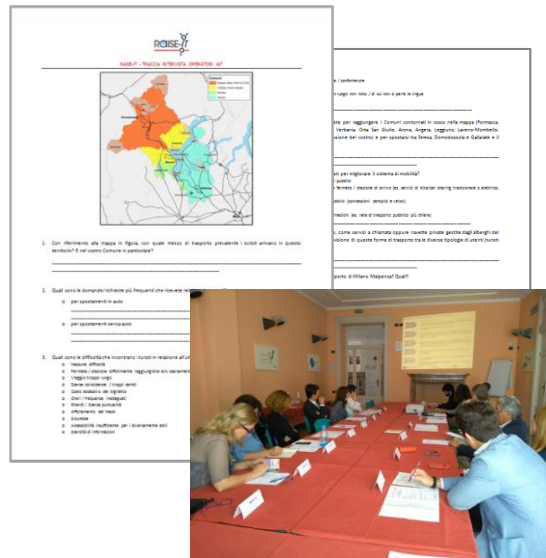


OUTPUT

Accessibility maps and ranking for
of city's zones and guidelines for
municipalities

Regional accessibility, seamless connection to/from the nodes

- Developing with public authorities a vision for regional accessibility to long distance rail services along Rhine Alpine Corridor
- Identifying how the main local and regional stakeholders perceive regional accessibility
- Analysing and assessing actual regional accessibility.
- Identifying, assessing and ranking gaps between the vision and the current accessibility scenario



OUTPUT

Soft and hard actions needed to address priority gaps, costs and times for their implementation

Conclusions

- The study show the importance of the **public space quality** in both the station and urban areas around the node. A strenght connection between municipality and railway station manager could be fruitfull
- The **integration of modes** in e node and in general in urban environment and at the regional scale too can highly improve accessibility. Often the lack of a shared vision among administrators, providers and other stakeholders decrease the effectiveness of the system.
- Working on **multiscale approach** and thinking simultaneously at different levels is a key for planning a more comprehensive system and reducing lacks in services provided.
- In the world of sharing (mobility) it's necessary to plan passengers services taking in account the goods transportation and vice versa. Transferability of the method to freight transport is one way for doing this.