

AARHUS CITY REGION

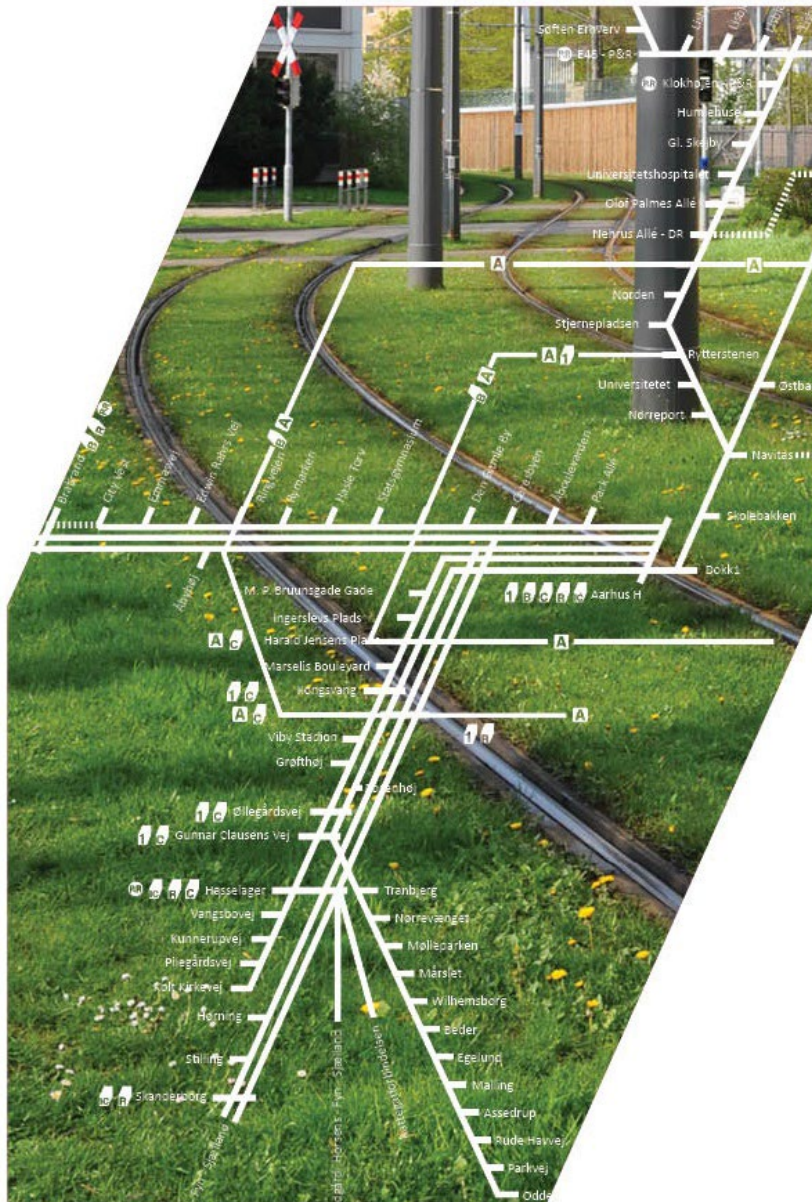
BUILDING A HIGH CLASS PUBLIC TRANSPORT NETWORK FOR THE FUTURE

Spårvagnsstäderna – NLRA study tour
12 September, 2022

Ole Sørensen

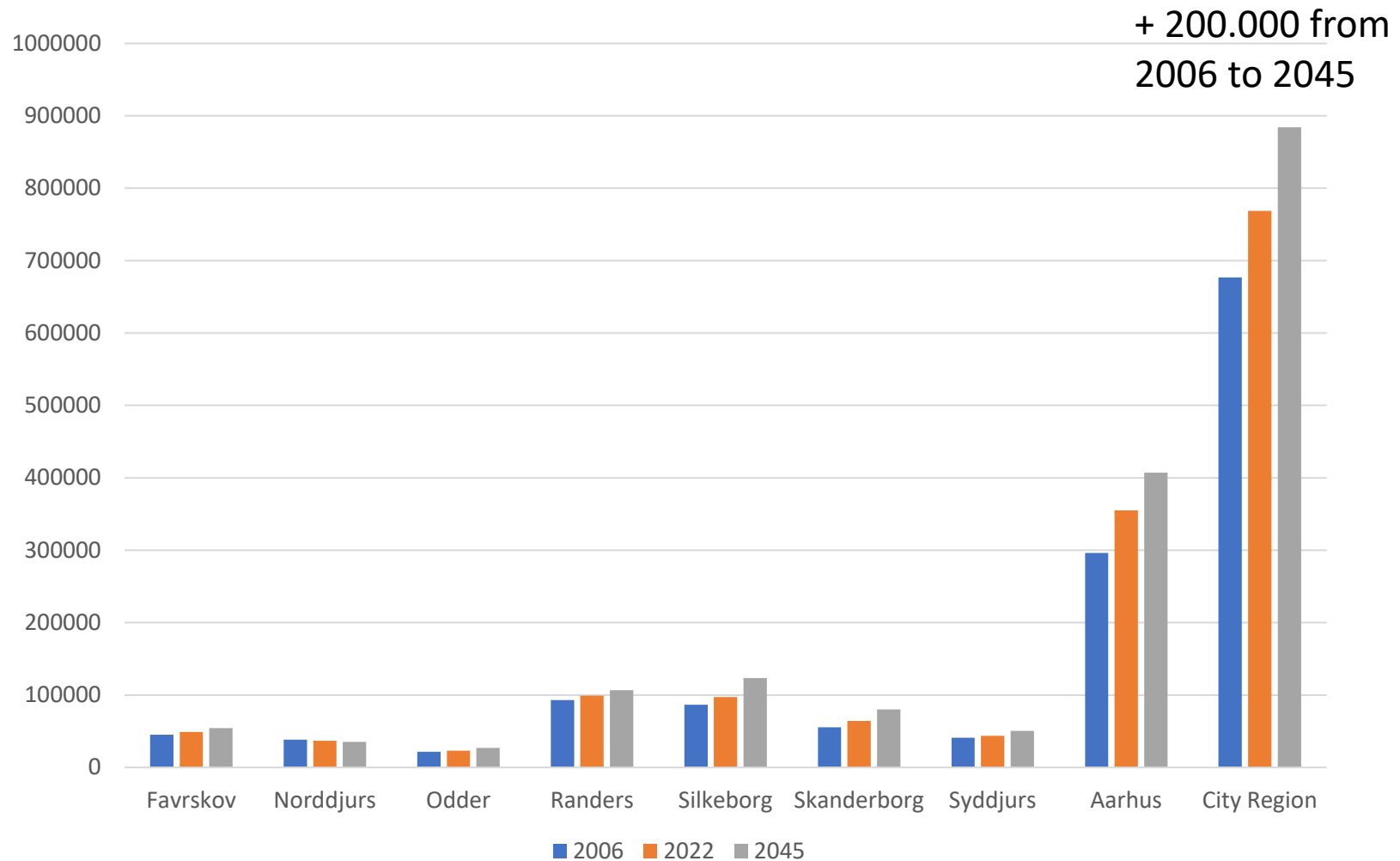
chief consultant, Midttrafik

Former chief of planning dep. Midttrafik,
PTA in Region Midtjylland



1. The challenges for public transport in the city region
2. Overall plan for a high classed network in the Aarhus City Region and TOD urban development
3. What has been done and what is to come
 - LRT or BRT?

Steady Population growth in the Aarhus City Region



Commuters from neighbouring municipalities to Aarhus

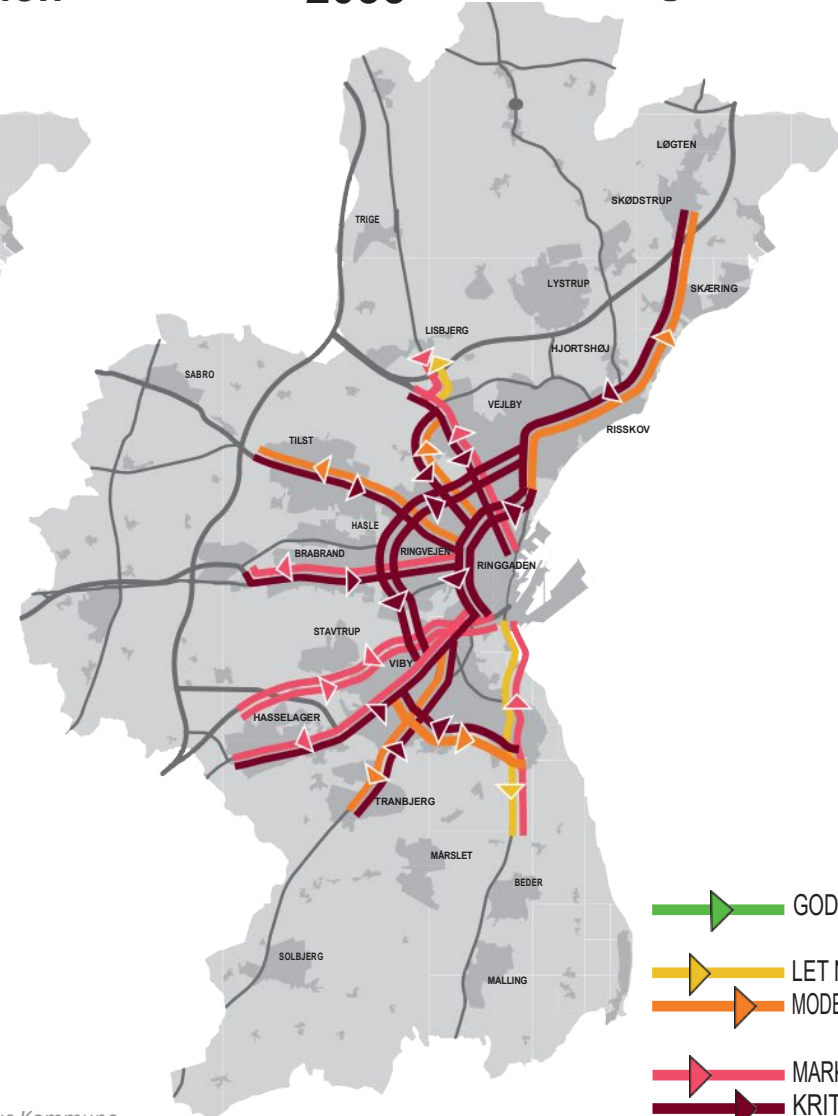
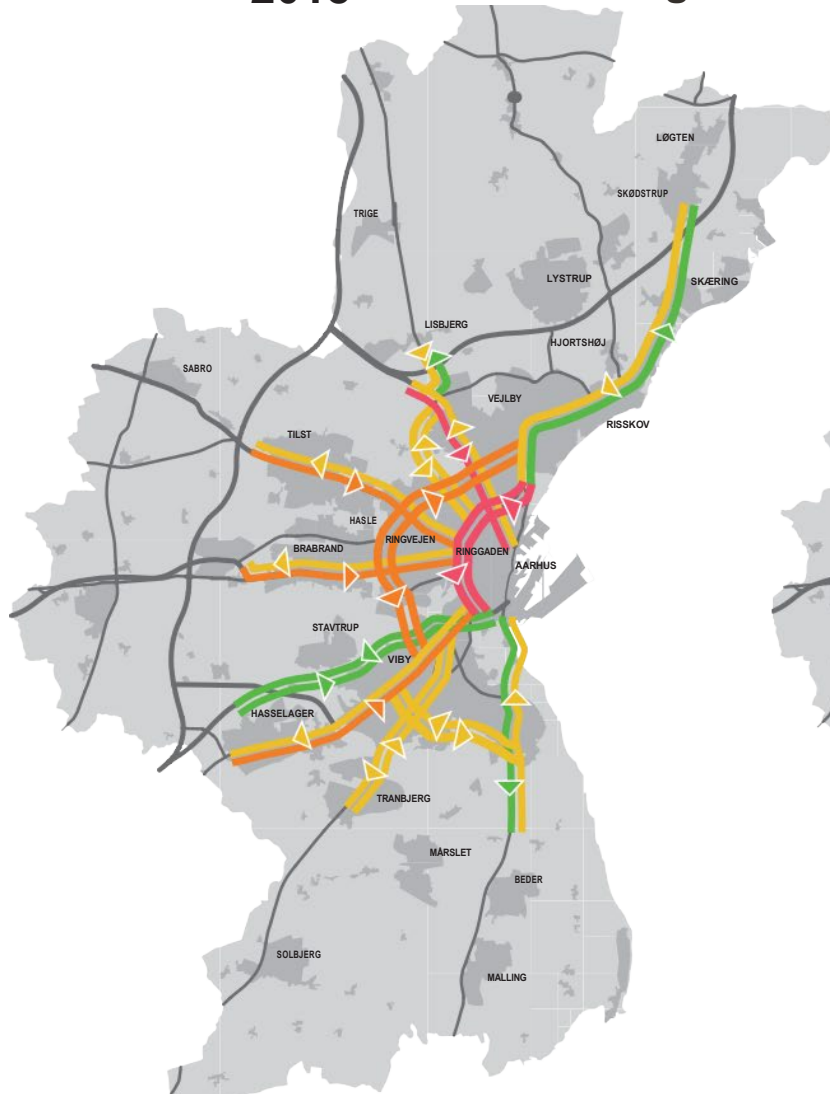


Projected traffic congestion during rush hours in Aarhus

FREMKOMMELIGHED PÅ RINGVEJENE OG INDFALDSVEJE I TIDSRUMMET KL. 7-9

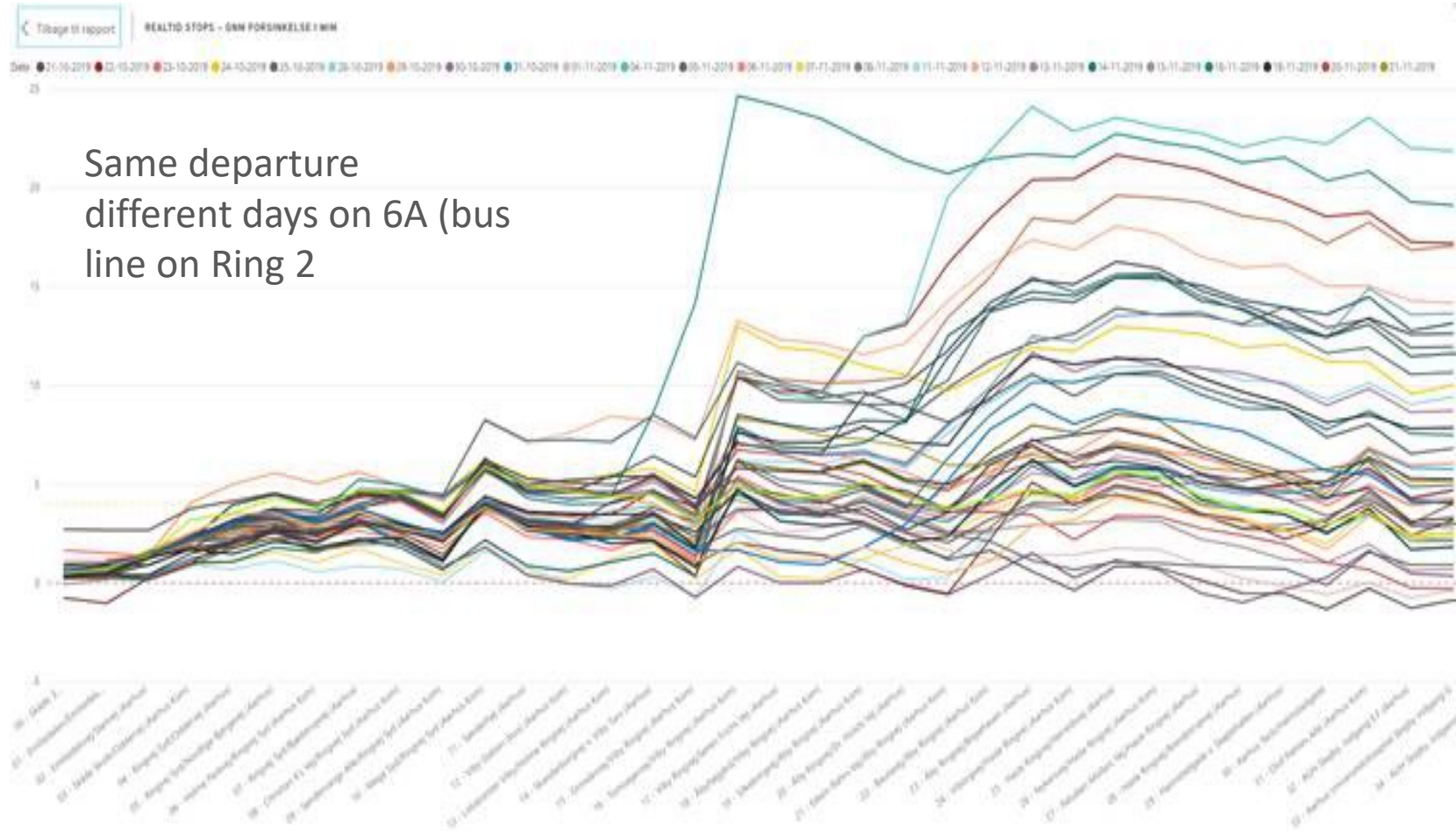
2018 moderate congestion

2035 critical congestion



Kilde: "Mobilitet frem mod 2050, Investeringsbehov og handlingskatalog" fra Aarhus Kommune

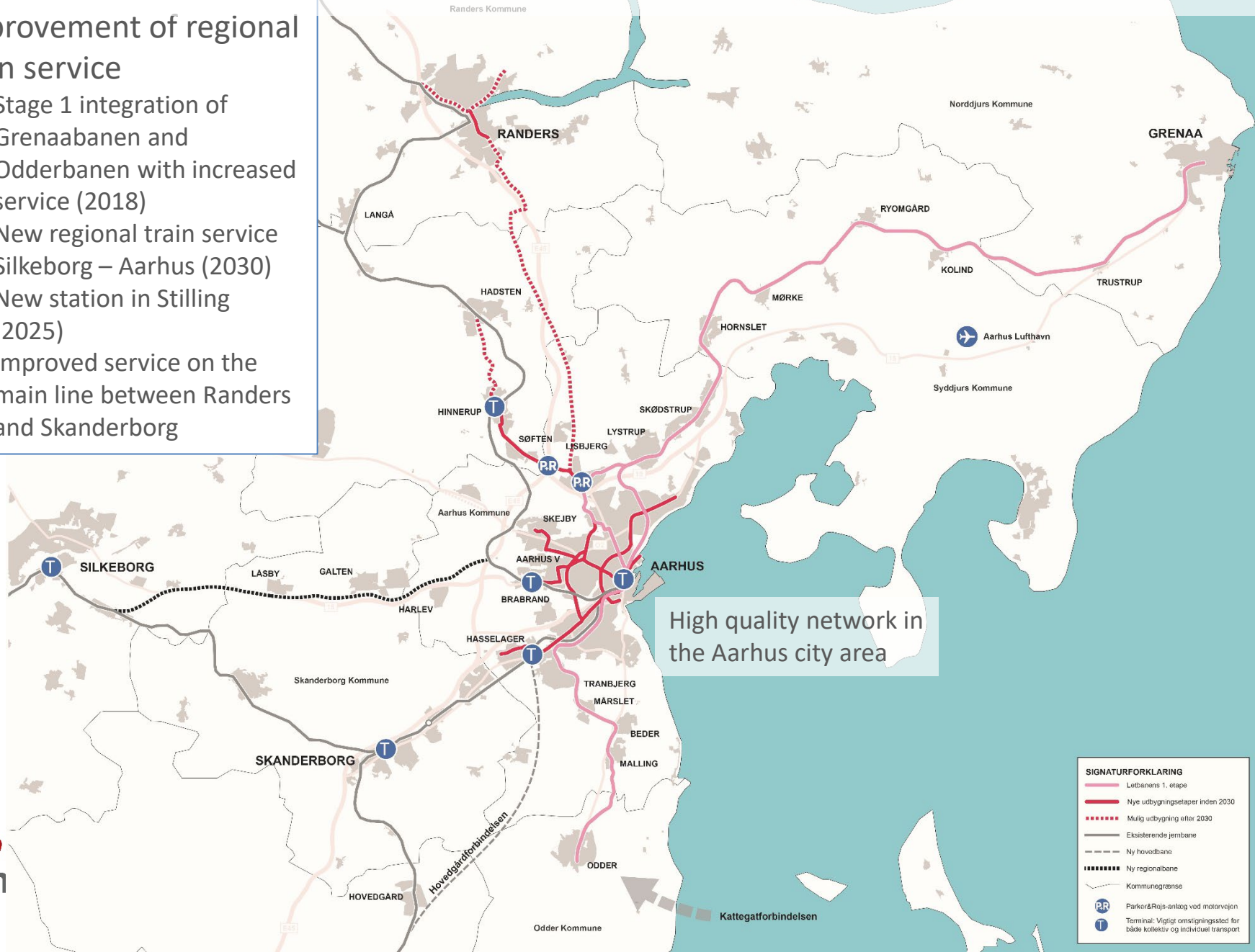
Deterioration of the quality of traditional bus services



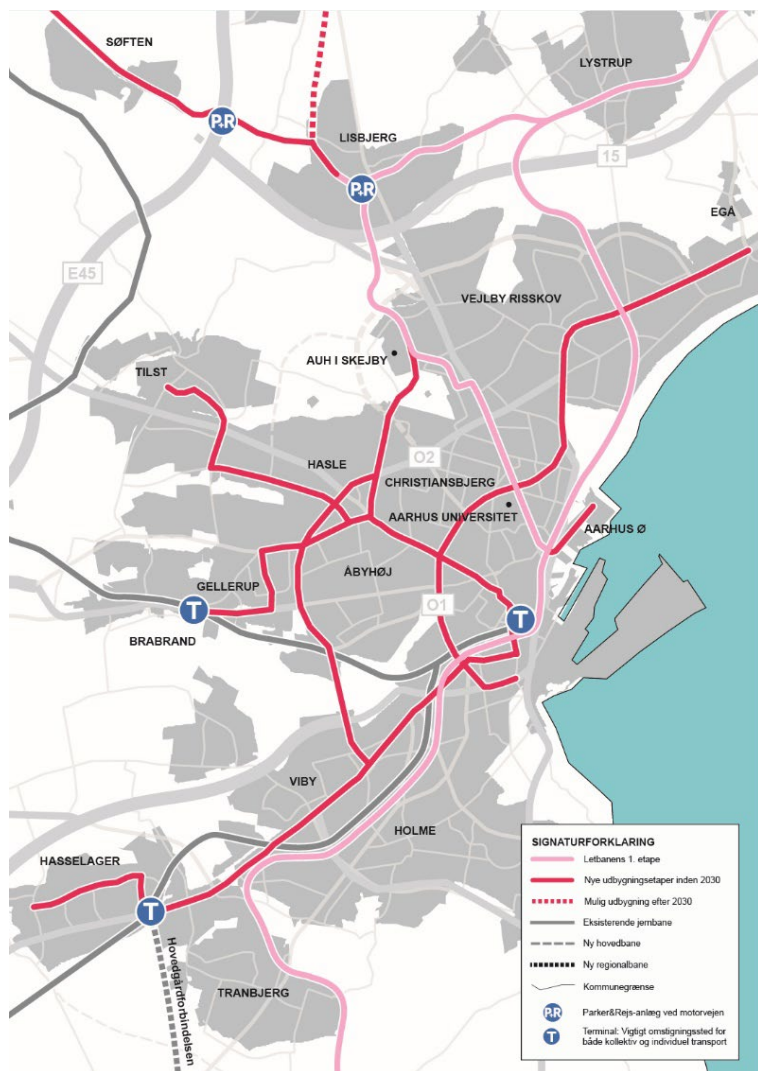
Overall plan for a high classed network in the City Region

Improvement of regional train service

- Stage 1 integration of Grenaabanen and Odderbanen with increased service (2018)
- New regional train service Silkeborg – Aarhus (2030)
- New station in Stilling (2025)
- Improved service on the main line between Randers and Skanderborg



High quality network in the Aarhus city area (LRT or BRT)



Ring services as BRT-lines

Stage 2

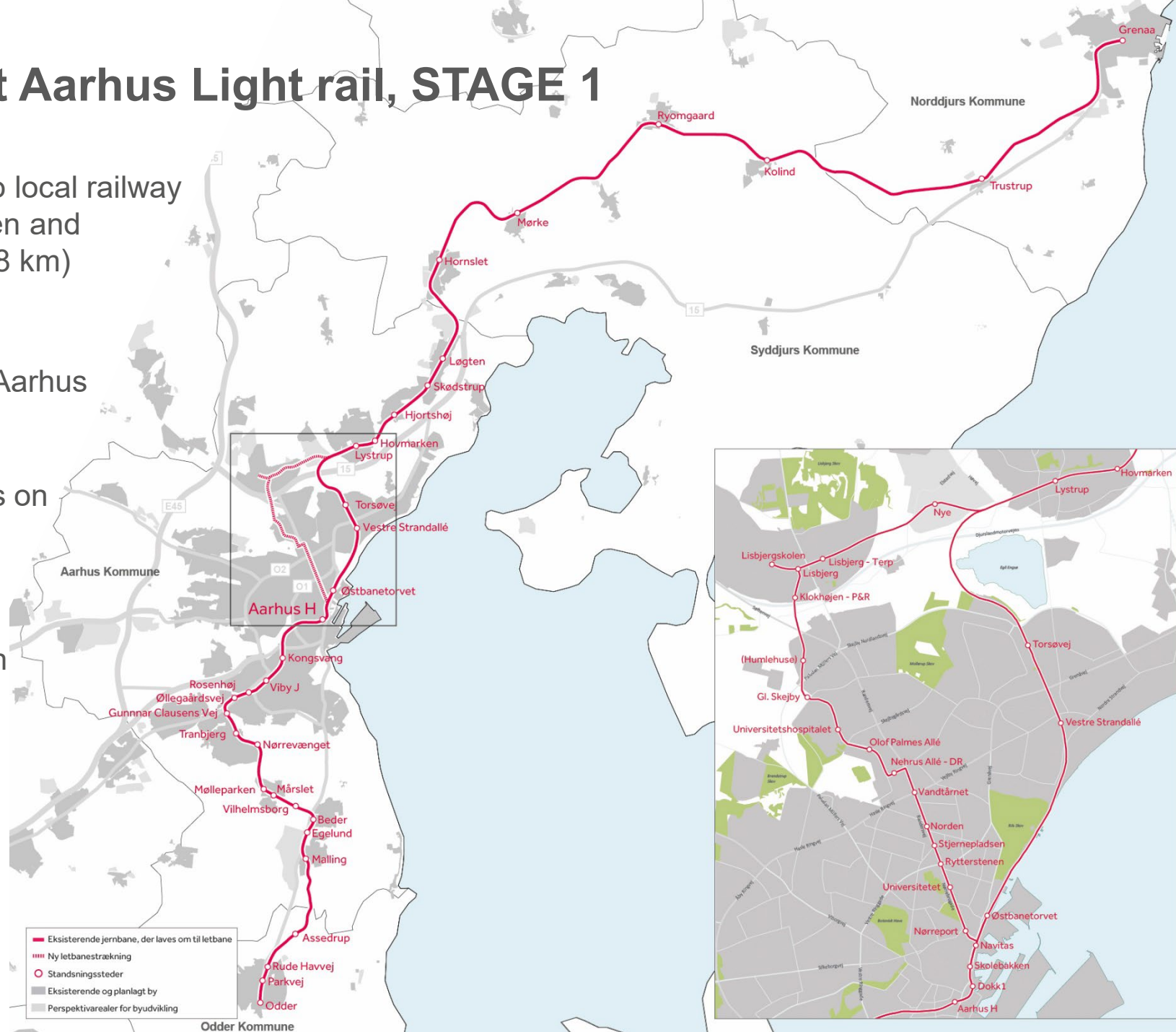
- City – Brabrand as LRT(BRT?)
- Lisbjerg – Hinnerup LRT (combined LRT/BRT?)

Stage 3

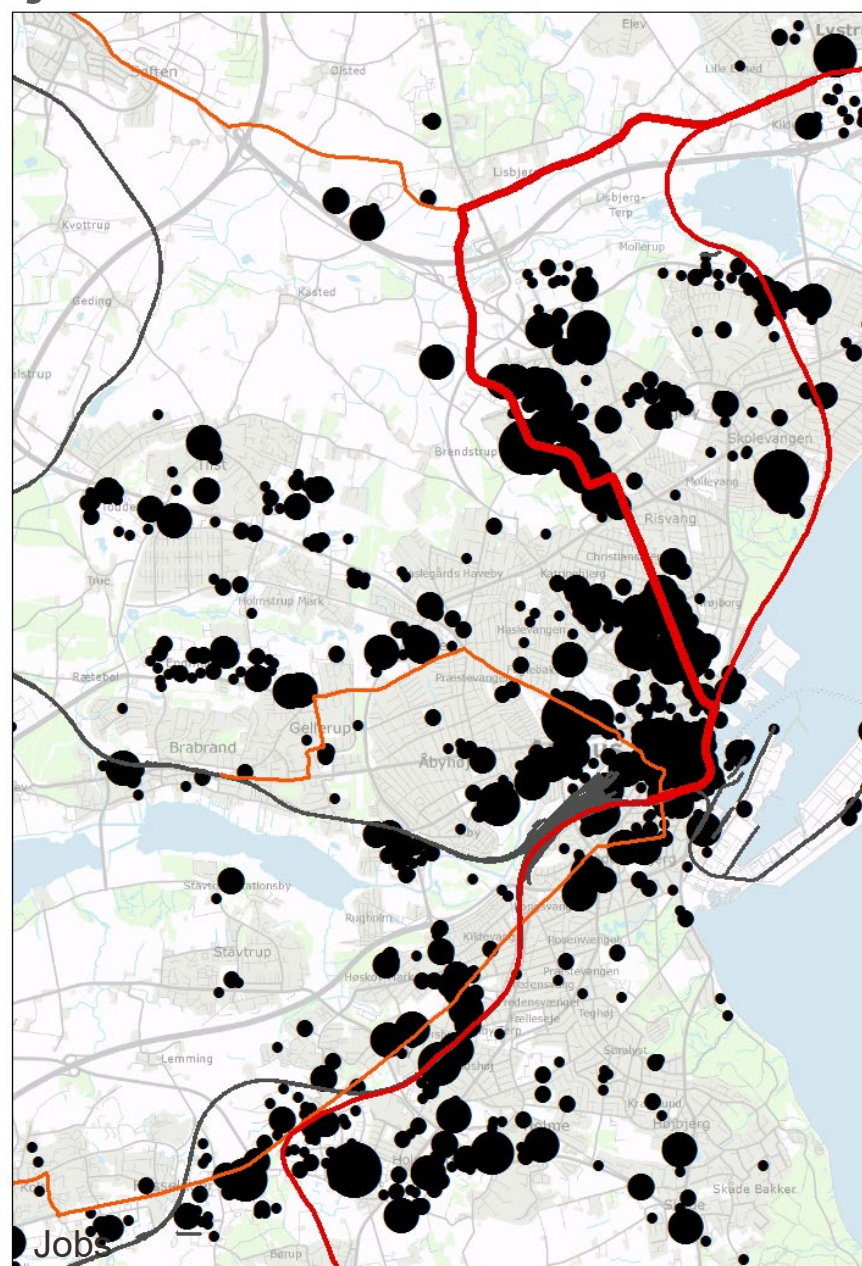
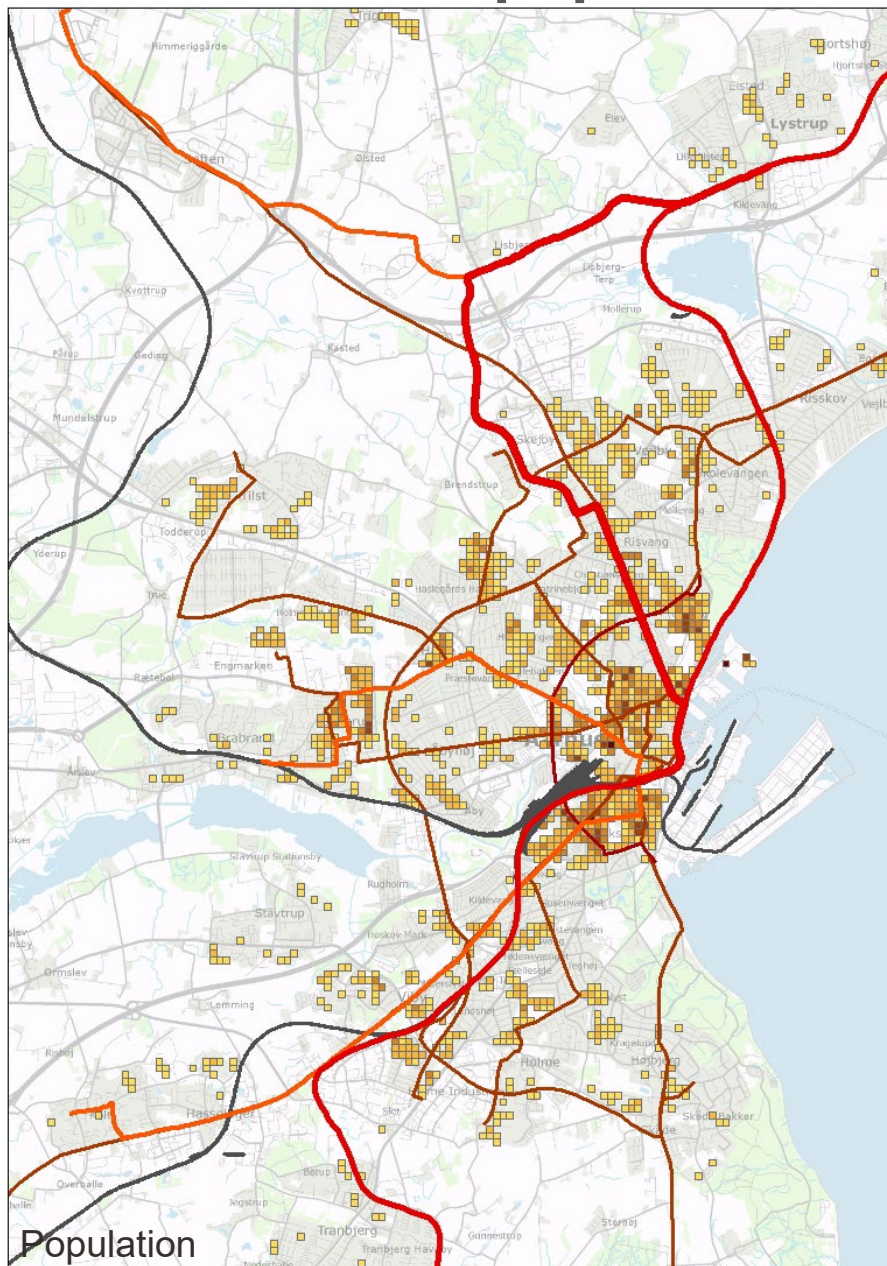
- City – Viby – Hasselager LRT (BRT?)

Facts about Aarhus Light rail, STAGE 1

- Integration of two local railway lines, Odderbanen and Grenaaabanen (98 km)
- 12 km new rail infrastructure in Aarhus
- Light rail vehicles on the entire infrastructure
- Full electrification
- Operation start in 2017

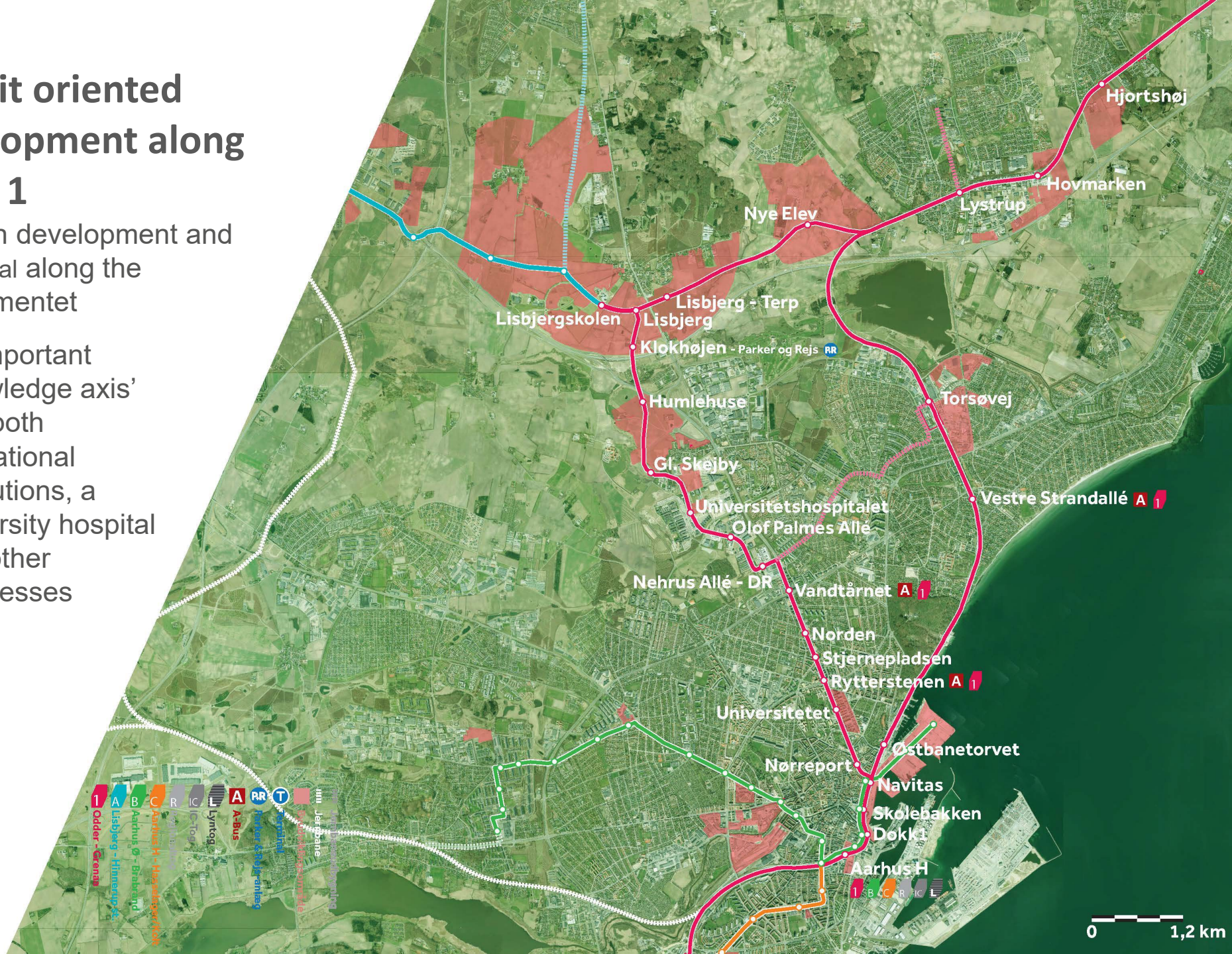


Concentration of population and jobs in Aarhus



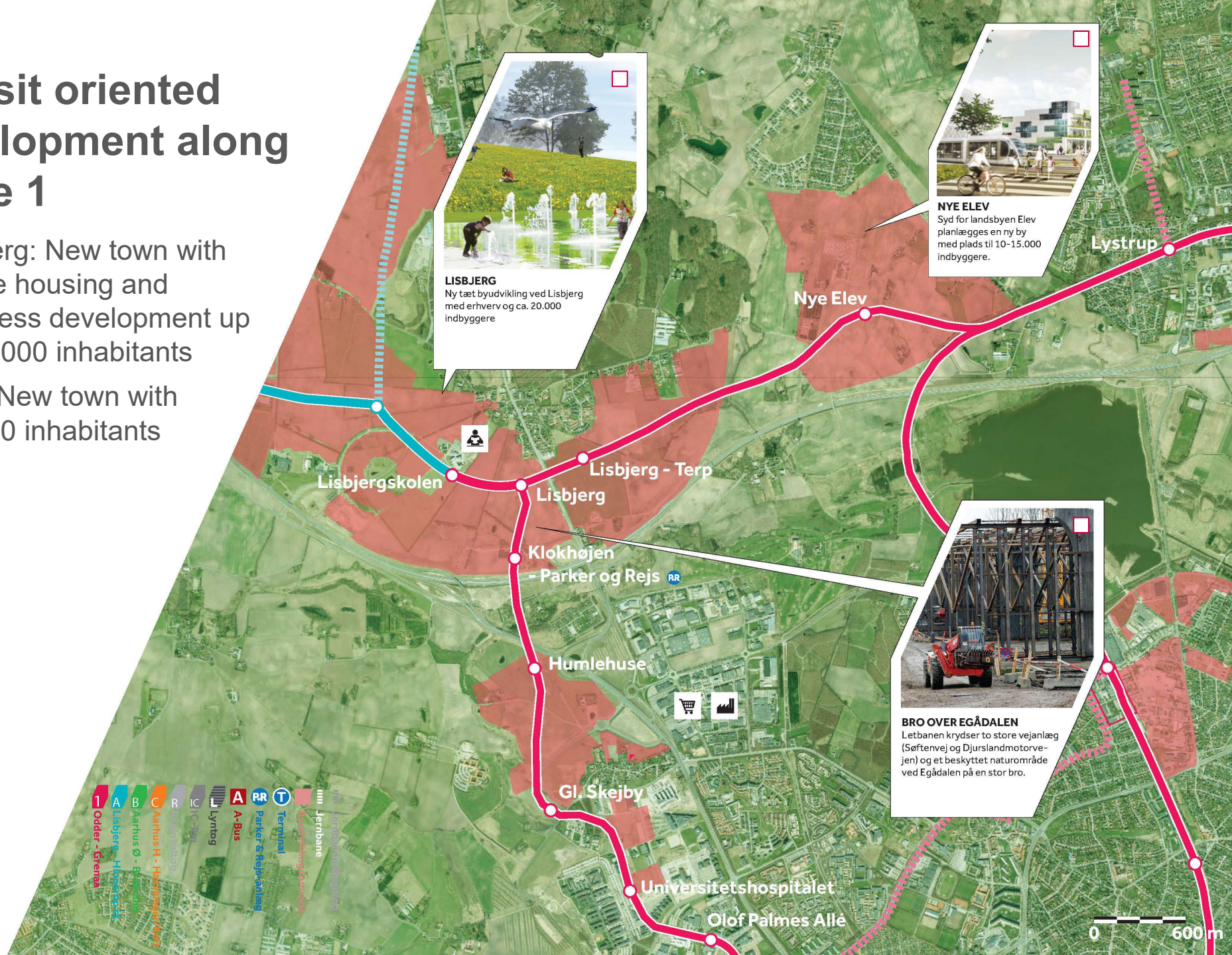
Transit oriented development along stage 1

- Urban development and renewal along the alignment
- An important 'knowledge axis' with both educational institutions, a university hospital and other businesses

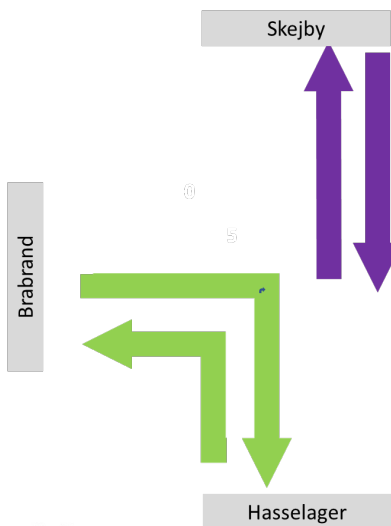
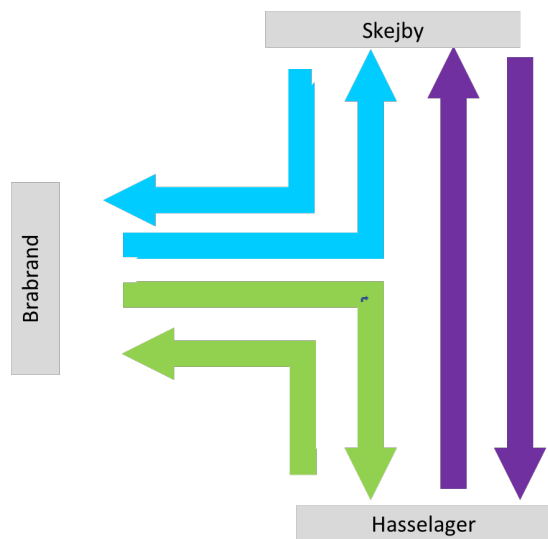


Transit oriented development along stage 1

- Lisbjerg: New town with dense housing and business development up to 20,000 inhabitants
- Nye: New town with 10,000 inhabitants



High quality network in the Aarhus city area (LRT or BRT)



- Capacity in both LRT and BRT solution will be okay in the 2030 model projection of passenger numbers.
- Passenger growth and a more ambitious policy for reducing modal split for car traffic will favor LRT.
- LRT for stage 2 and 3 will allow 3 high class double radial lines
- BRT for stage 2 and 3 will only allow 1 high class double radial line



QUESTIONS?



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