

Aarhus peer review report

Reviewed city: Aarhus

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Reviewers: Michael Abraham, *TUB*, Steffen Nozon, *Rostock*, Monika Evini, *Gdansk*, Anna Klinkosz, *Gdansk*, Łukasz Witczak, *Gdansk*, Janis Andins, *Riga*, Nika Kotovica, *Riga*.

Date of the peer-review: April 10, 2019

Introduction

The peer-review started at the local urban development centre “Bylageret” where the participants were introduced to Urban Mobility Planning in Aarhus, by mobility planner Jesper Frandsen.

The presentation focused on the implementation of the Sustainable Urban Mobility Plan, approved by the City Council in 2018. Currently Planning of calmer and greener urban streets are ongoing in one area of the city and will be continued in the pilot area over the next couple of years.



Several measures are being implemented, including more trees, optimize parking, “dog’s ears” and introduction of new street furniture (including new waste containers).

Mobility Points will be one of these measures in the pilot area, and hence also serve as a pilot project for future mobility planning measures in the city.

Before the site visits, a short lunch was provided in a nearby cantina.

Site visit

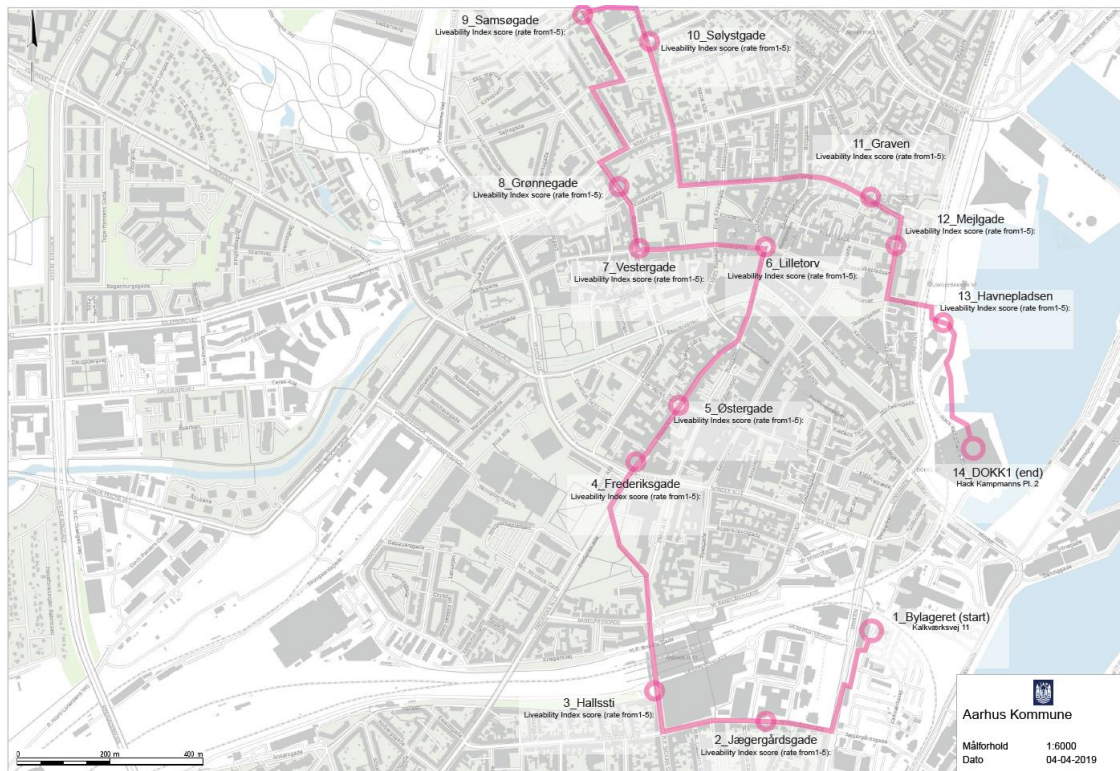
The site visit was the core element of the peer review, and the aim was to show a variety of urban mobility measures (existing or planned for) in different areas of the city, including the two most prominent early 20th century housing areas and the medieval city centre. Both types of areas in the city that was originally not designed for cars and where increased traffic and demand for mobility has made successful urban mobility planning the key to create a liveable city.



The site visit was made on foot and the route was approximately 3,5 kilometres long. Small deviations from the route was made in order to facilitate the dialogue on the way, and one short cut was included to make time for the discussion afterwards.

The map shows the route with a total of 14 stops of which 13 stops were visited. They were:

1. Bylageret – The local urban development centre
2. Jægergårdsgade – Newly renovated street, focusing on flexibility
3. Hallsti – Newly broadened cycling and walking path along the rail road tracks.
4. Frederiksgade – first Cycling street in Denmark. Traffic on the premises of bikes
5. Østergade – Intersection with the Cycling Ring Route in the city
6. Lille Torv – Old pedestrian square in the city centre
7. Vestergade – Summer pedestrian area planned for 2019
8. Grønnegade – Part of the Cycling Ring Route and where the Super Cycling Highway meet the city.
9. Samsøgade – Location for cities.multimodal mobility point
10. Sølystgade – Location for cities.multimodal mobility point
11. Graven – Medieval street in the city centre. Summer pedestrian area in 2018
12. Mejlgade – Busy cycling street
13. Havnepladsen – Shared space: pedestrians, cyclists and light rail
14. DOKK1 – Library and Innovation Centre of Aarhus.



Overall conclusions

1. Good opportunities for cyclists in the city, but what happened to the pedestrians? It seems that pedestrians have lost the battle of the streets in many places. This also applies for older people.
2. The city centre was less green than expected.
3. For the shared space on *Havnepladsen*, everyone agreed that the current solution was not good. It was suggested to mark the bike path with a colour or/and to mark pedestrian crossing with zebra stripes as well as yield lines for cyclists.
4. Participants found the “dog’s ears” solution interesting and transferrable to their cities.

Ad 1) A pedestrian strategy is in the making addressing these questions. The strategy is due in autumn 2019 and will be implemented in 2020 and 2021. In total, 1.3 million Euros will be invested in improving the conditions for pedestrians in the municipality.

The INTERREG BSR project “GreenSAM” which started in January 2019 pays special attention to Silver Age Mobility, and how to institutionalise this planning perspective.

Ad 2) There’s a political goal of planting 10,000 trees before 2025. Since the programme was started, 500 trees have been planted.

Ad 3) The inputs have been forwarded to the responsible people for the further process within the City Administration. A political process is ongoing and a decision on a future solution is expected before summer 2019.

Ad 4) The Dog’s ears are still in an early phase and more will be implemented over the next years. The City of Aarhus is interested in sharing its experiences as the work is progressing.

Feedback from Partners

Lessons learned	Inputs to Aarhus
<p>Aarhus is a fast-growing city with an annual population growth up to 20,000 inhabitants a year, and it raises the issue of sustainable mobility, as development is concentrated inside the city and not outwards. Thus, there is a clear need for more efficient use of local resources as well as for improved mobility behaviour.</p> <p>The Aarhus Sustainable Mobility Plan adopted in 2018 was presented to the cities.multimodal partner cities by the Aarhus city representatives. The plan is a comprehensive mobility planning framework developed with the ultimate goal of balancing the interests of local population and heavy transit traffic commuting daily in the city centre.</p> <p>The plan aims to reduce the overall transport intensity in the Aarhus city centre by promoting a shift to more sustainable mobility. The city is also committed to humanizing the streets of the Aarhus historic centre by transforming two-way traffic streets into one-way, introducing bicycle infrastructure, improving street infrastructure and amenities, introducing traffic calming measures, etc.</p> <p>The Aarhus representatives showed the visiting cities the cities.multimodal pilot sites where the concept of “sustainable mobility junctions” is planned</p>	<p>Riga:</p> <p>During the peer review site visit Aarhus demonstrated recently implemented urban infrastructure solutions – renovated streets, sidewalks, cycling and walking paths built to enable the shift to more sustainable mobility modes – cycling and walking. Clearly, development of the cycling has been a priority over last years, resulting in considerable inconvenience and even potential danger to pedestrians. It was observed that average cycling speed in Aarhus is way too high thus, besides calming down motorized traffic, also measures shall be introduced to calm down the bicycle traffic.</p> <p>Besides the mobility development “success stories” Aarhus city representatives also presented less successful mobility infrastructure solutions, such as the shared space on <i>Havnepladsen</i>, the Aarhus Harbour Promenade. This recently built solution does not clearly distinguish between pedestrian, bicycle and public transport areas, thereby creating even more conflicts among different users of this urban public space.</p>

to be implemented. This concept foresees development of street junctions with 10 meters buffer zones around the junctions where car parking is forbidden and space is reserved for “micro” mobility points – bike racks, bike repair kits, waste bins, street lightning infrastructure, etc.



Humanizing the streets of the Aarhus historic centre by transforming two-way traffic streets into one-way, introducing bicycle infrastructure, improving street infrastructure and amenities, introducing traffic calming measures.





Newly built mobility infrastructure in Aarhus – bike repair station.



Bike infrastructure – new cycling path equipped with cycling counter...

... and shared bikes in Aarhus

