Agenda

• Background – organisation, concept and goals & objectives

• The network – what’s been built and what is planned

• Success - city building
Political background

- Long history
- Investment in public transport had low priority
- Light rail initiative championed locally
- Clear and ambitious decisions
- Follow-up with central authorities

Bybanen i Bergen
Organization

- Bybanen is part of the Bergen Program for transportation infrastructure investments
- Financing is secured through road tolling and support from the national government
- System is owned, constructed and operated under the auspices of Hordaland Fylkeskommune (county government)
- The City of Bergen is responsible for the planning phase of the project and land use planning
The concept

“Bybanen introduces a new, visible element into the urban landscape along with a new transportation choice.

As part of the city and the urban structure, Bybanen should contribute to good urban development.

Bybanen will function as the backbone of the public transit system and will be a competitive, high quality element in the collective transport system.”
City building objectives

Bybanen will strengthen the city through:

- reinforcing urban development goals
- supporting environmentally sustainable development
- being a visible, integrated, and identity-building element in the city
- contributing to the efficient use of resources
Existing developed areas
Bybanen connects
the centers
Bybanen as the backbone of the public transport system

Increasing density and reinforcing the city structure

Revitalization and development in existing urban areas

High quality development

Increased investment in public transit, cycling, pedestrian network
Accessible Design
Transportation objectives

Bybanen will be a safe and effective means of transport through:

- safe operation in relation to other forms of traffic
- predictable travel times to destinations
- regular and frequent service
- high priority, accessibility, and unobstructed routes
- provide for efficient movement through the city
- good connections to other forms of transportation, including bus, bicycle and car
- easily accessible stops
- be economic to operation and maintain
Planning history

• 2000 - Area Plan for Bybanen to the airport approved
• 2002 - Bergen Program (financing) approved by Stortinget (parliament)
• 2002 - 2008: Planning and project design for phase 1
• 2008 – 2010: Construction phase 1
• 2010 – Overall approved plan for extending the network
• 2010 – Official opening phase 1 to Nesttun (10 km)
• 2013 – Opening phase 2 to Lagunen (3,5 km)
• 2016 – Opening phase 3 to Flesland airport (7 km)
• 2021? – Opening phase 4 to Fyllingsdalen……
Bybanen will function as the backbone of the public transit system - in a network with buses

Sentrum – Rådal - Flesland  
(phase 1+2+3: grey and red line)

Sentrum - Fyllingsdalen  
(phase 4: green line)

Sentrum – NHH - Åsane  
(phase 5: blue line)
Bybanen sentrum-Flesland

• In operation to Birkelandskiftet now, Flesland spring 2017
• 20.4 km, built in 3 phases
• 27 stops total, 43 minutes travel time
• Total construction cost: 6.2 billion kroner (plus 935 million kroner for Kokstad depot)
Extension west - Fyllingsdalen

• Ca 10 km
  – 5 km surface
  – 5 km underground

• 8 stops
  – one underground stop at Haukeland Hospital

• Good service to major destination points and transformation areas

• New connection between Bergen west and “Bergensdalen”

• God connections to bus and between bybane lines
New temporary end station in Kaigaten

- Kaigaten: temporary end station for line 2 (Fyllingdalen)
- Byparken: continues as end station for line 1 (Flesland)
- Both stations will be replaced with a permanent station serving both lines, once Bybanen is extended north to Åsane
Long term – new stop for both lines
Extension north: Åsane

- 13-14 km long with 12-13 stops
- Planning to resume in 2017
Facts - ridership

- 2011 – 7 million
- 2012 – 8 million
- 2013 – 9.1 million
- 2014 – 9.4 million
- 2015 – 10 million
  (+6% from 2014)
- Daily ridership
  approx 30,000
  (2015)
Facts – city building

Investment along the line (phase 1) around 20 times the investment for Bybanen

Bybanen i Bergen
Høgskolen i Bergen
6000 students, 600 staff, 51 000 m2, ca. 2.5 billion kr
Bybanen today - stops

Bybanen i Bergen
Awards

1. Statens Bymiljøpris, 2013
3. Vakre vegers pris, Statens vegvesen, 2012
5. Worldwide project of the year, Light Rail Awards, 2011
6. Red Dot Award, 2011
Factors for success

• Clear objectives
• Close cooperation between all parties
• Dialogue with other authorities
• A willingness to be flexible and work toward solutions

Bybanen i Bergen
Lessons from phases 1-3

- Station design – size, passenger information & distance between stops
- Operational – track switches for short-tracking trains, sidings, track geometry
- Connections to the bus system
- Ongoing discussions express vs. local routes
THANKS FOR YOUR ATTENTION!