



**Innovative design and operation of new or upgraded  
efficient urban transport interchanges [Theme: SST.2012.3.1-2.]**

## City-HUB Project



**City-HUB Fact Sheet N° 8.5:  
Vaterland bus station, Oslo, Norway**

## Role of interchange

The interchange is the main hub for regional, national and cross-border bus lines. In addition, it is (relatively) short distances and good access to local buses, trams and subways that allows for further travels within or to the surrounding areas in Oslo. The bus station is about 400 meters walking distance from the central railway station, which makes transfer between modes possible. Currently, there are plans to build a new bus terminal above the rail tracks and consequently reduce the distances between modes. There are also discussions connected to reducing the number of regional buses travelling to the city centre by making the buses travel to the more peripheral train and/or metro stations. The Oslo region experiences rapid population growth and it is expected that the growth will continue in the next decades. Population growth influences demand and planning of regional public transport. The region has therefore recently conducted a plan that analyses the potential transport effects of the increased population. One main conclusion is that interchanges will become more important. There is limited capacity for buses driving into the Oslo city centre. Consequently, the authorities plan to establish transport services that to a larger extent transport travellers to regional interchanges.



**Figure 1:** Vatterland bus terminal

## Location

Oslo bus terminal is centrally located in the capital. The interchange is located within walking distance from the central business and trade districts in Oslo. Next to the interchange also lies large shopping centres and shopping districts. In recent years, there has been a rapid refurbishment and expansion in Bjørvika, located just south of the interchange. Within 2016 the area will accommodate about 10 000 new jobs and approximately 500 new apartments. Such

centralization increase the importance and attractiveness of interchanges. Buses that operates at the interchange reports about congestion in the nearby streets. This cause delays – especially during rush hours.

## Modes of transport

Originally, the development of Oslo bus terminal was a collaboration between Akershus County and the municipality of Oslo. Consequently, Akershus county owns 78.5 % of the terminal, while the municipality of Oslo owns 21, 5%. The interchange was planned to receive about 450 daily departures and approximately 6,000 daily passengers. Since then, the capacity has been extended. In 2011, the number of daily departures was more than doubled. About 1050 buses depart each day. 67 percent of the buses are operated through Ruter (the Public Transport Agency in Oslo and Akershus), 9 percent are airport express buses and 24 percent are coach. About 26 000 passengers pass through the interchange on an average day and about 10 million passengers pass through yearly.