Randers

TOD2 Perceptual Study of Mobility Hubs in Denmark

Analysing urban morphology and design elements on experiential qualities of TODs and mobility hubs in a Danish context



Randers



Frederiksberg



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Randers Station



Opportunities and Challenges

- **Pedestrian Accessibility:** While pedestrian routes exist, there are some quality and accessibility gaps between the station and downtown and the bus station.
- **Cycling:** Recent efforts have focused on improving intermodality through better bus integration and cycling facilities
- **Connection to Green Space:** Green paths are a respite from busy streets, and offer an opportunity to further link nature and the city more through landscape and public realm design

Mobility Hub Facts

- Year opened: 1862
- User groups: diverse, professional
- Most common modal shifts observed: from train to car, walking, and cycling
- Modes present: walking, cycling, rental bikes, train, buses, taxis, personal vehicles, and GoMore.
- Reasons-to-go: historic city centre, Arena Randers, Randers Regnskov, nature, passing through, visiting friends/family, commuting

KEY OBSERVATIONS

While Randers Station serves as a regional transport hub, the connection between the train station, bus terminal, and city center could be stronger. The distance to the bus station limits connectivity.

The front of the station is active and practical for a transport hub, with parked bicycles, cars for pickup and drop-off, and everyday services such as a 7-Eleven and Radio ABC. The food market, kiosk, and a local bike shop are in view just beyond the station.

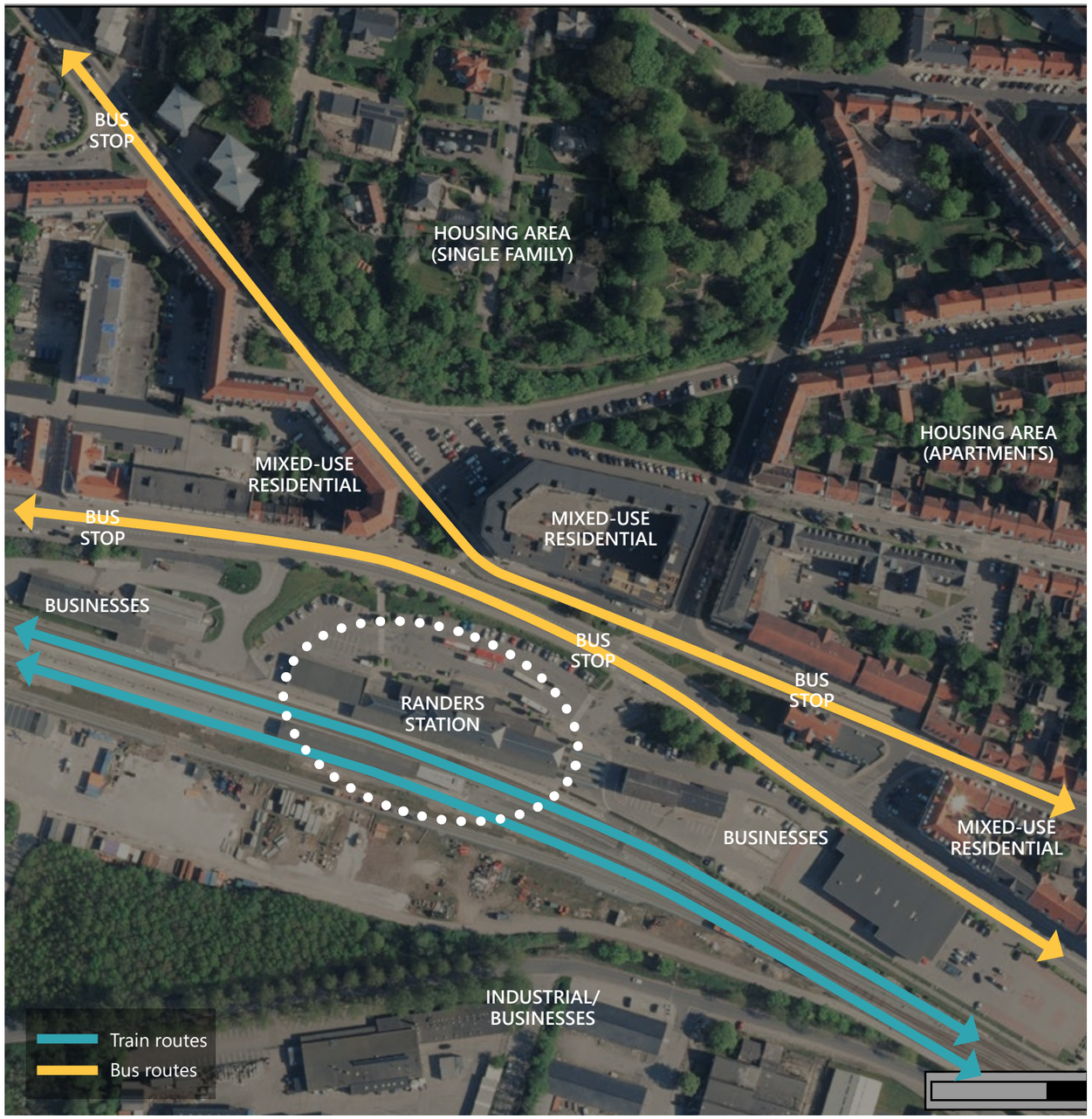
Green corridors and trails, both north and south of the station provide visual connections to nature. Routes toward Randers Regnskov and Flodbyen feature plants and wildflowers, expansive green space and integrated playgrounds.

The strong flow function of Jernbanegade creates a car-oriented environment, further creating the feeling of distance between the station and downtown and the bus station.

Nearest the station, the buildings are higher and typically range between 3-5 storeys. Moving away and towards the city centre, the historic buildings are lower in height, typically between 2-4 storeys.

There is a distinct mix of industrial buildings and historic urban architecture. Old buildings emerge behind newer structures, creating layered visual depth. This diversity of old and new, along with low building heights and smaller streets contributes to a human-scale environment in the urban core.

URBAN AND MORPHOLOGICAL CONTEXT



1:2500 in A4

The map shows west Randers, centered around the train station. The surrounding urban context consists of mixed-use developments, single-family homes, businesses, apartments and an industrial park. The station is just west of Centrum, north of the Gudenå River and nature areas, and is a 30 minute train ride from Aarhus.


Vestertorv at night


Storegade pedestrian street


A mix of new and old architecture


Ample green space and a playground connect urban core with nature

The major mode at Randers station is the train, including the Lyntog. Some cafes, shops, and businesses are nearby, and the station is generally located in a medium-density area. Near the station are opportunities for daily goods including a grocery within 250 metres and a specialty market and kiosk within 100 metres. Residential neighborhoods border the station to the north and west, while mixed-use development and commercial streets extend toward the east.

Spatial context

- The station provides easy access to Aarhus (30 minutes by train) and Aalborg (45 minutes by train)
- Land use is a mix of residential, institutional, and commercial.
- Directly adjacent to the station are bus stops, Kiss & Ride parking, bicycle parking and general car parking
- While the station itself is a functional transport hub, nearby destinations like Randers Regnskov and central retail streets attract pedestrian activity.
- The surrounding environment is predominantly residential with 3 to 5 storey apartment blocks with ground-floor shops or businesses.
- Public spaces, including small parks, open squares, and green corridors are interspersed.

Urban typology

Buildings around the station are low to mid-rise, with 2-3 storey rowhouses and 3-5 storey apartment buildings. Built in the late 19th and 20th centuries, with relatively compact blocks and frontages aligned along the street, the area is moderately dense. Blocks vary in shape and size. Green and shared spaces are integrated, in the form of gardens, courtyards and parks.

Navigation

- Walking and cycling paths lead east/northeast toward the city centre, and east toward Randers Regnskov.
- South of the station is a more industrial area, adjacent to the river and nature areas.
- Major streets near the station lack continuous sidewalks or cycling infrastructure, making pedestrians and cyclists reliant on secondary paths, and a less direct network.
- Within the station area, switching between trains, buses, and taxis is straightforward, as most connections are within sight. Bicycle parking is provided on both sides of the station entrance, and car parking is abundant.

POPULAR ROUTES FROM THE STATION



The map shows three common routes as people depart the station. The routes are based on on-site observations of flow, desktop analysis, and discussions with the municipality.

SERIAL VISION ROUTE A

departing the station and heading west toward Arena Randers





1. The area feels open and easy to navigate. There is some social surveillance from buildings that overlook the station. The separation from the main road creates a calmer and quieter station environment.



2. The absence of a marked pedestrian crossing makes movement across the busy road less comfortable. Increased noise and traffic create stress. This area feels more vehicle-oriented than pedestrian-friendly. The grill was observed to generate foot traffic throughout the day and into the evening.



3. This section feels disconnected and uninviting, with large-scale infrastructure and poor maintenance. The environment resembles a back-of-house area, lacking urban character. Heavy traffic and unclear pavement design diminish comfort for pedestrians. The route feels peripheral, as if leaving the city, where walking is clearly not the priority mode.

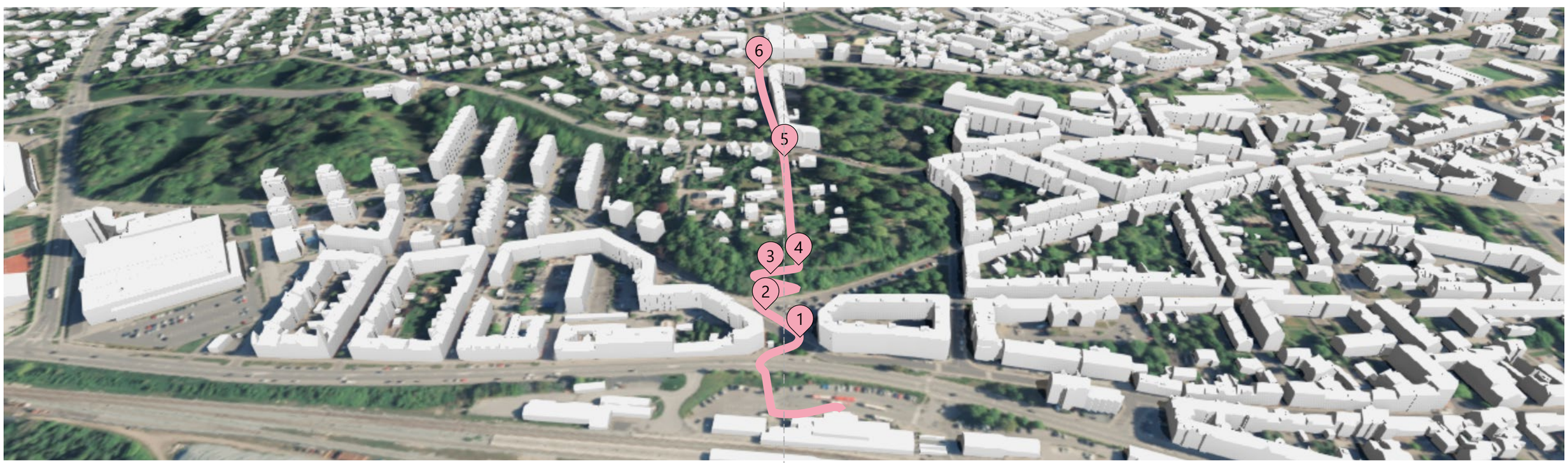


4. There is clearer separation between pedestrians and cars here, with small green patches providing some relief. Parked cars form barriers, though traffic noise still feels high. Although lighting and sightlines are good, the environment feels functional rather than engaging. A nearby bar adds human presence to a corridor otherwise oriented towards traffic flow.

Overall summary of route A
This route begins with bright, open areas offering good visibility and social surveillance but gradually shifts toward more vehicle-dominated spaces. Greenery and lighting contribute some comfort, yet maintenance needs, noise, and a less welcoming pedestrian environment reduce the sense of safety. This stretch is designed for moving through, rather than staying.

SERIAL VISION ROUTE B

departing the station and walking to Hobrovejens Skole

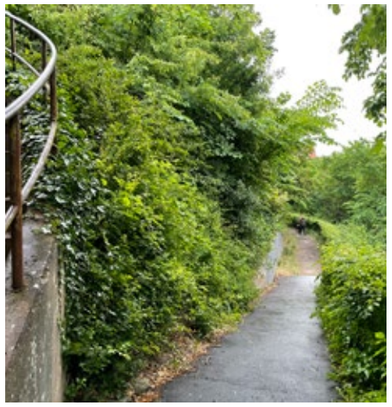




1. People hurry across the road where there's no marked crosswalk, and sometimes walk on the side without a sidewalk. Cars move quickly, creating a sense of exposure and insecurity for pedestrians who must navigate traffic and unclear crossing points.



2. The turnoff for the wooded switchbacks is easy to miss, especially for first-time visitors. The entrance point was most visible via the parking lot, which feels disconnected and uninviting for those on foot.



3. The forest path is steep, narrow, and doesn't appear to have much lighting. It feels enclosed but interesting during the day, with a distinct natural character. At night, however, the lack of visibility and isolation would make it uncomfortable or intimidating, particularly for unfamiliar users.



4. Entering the villa neighborhood feels calm, safe, and well maintained. The sense of ownership and tidy gardens foster a sense of community and comfort. From the top of the woods, looking the other direction, there is a good view of the station.



5. The street widens and transitions from villas to a five-storey apartment block. The steep hill, and lack of speed control, may encourage higher vehicle speeds, but the area remains coherent and moderately pleasant for pedestrians.



6. Sightlines remain clear toward Hobrovejens Skole, located on the opposite side of Hobrovej, a busy road. The open space and visibility contribute to a feeling of security, though some maintenance issues and the road's noise detract from the overall comfort and traffic safety of the area.

Overall summary of route B
The route transitions from busy, fast-moving roads with informal crossings to a secluded woodland path, then into well-maintained residential streets. The forest offers a unique variation in the otherwise built-up environment and the residential neighbourhood offers clear sightlines, local character, and a sense of safety. Steep roads and heavy vehicles require extra attention from pedestrians and cyclists.

SERIAL VISION ROUTE C

departing the station and walking to the bus station





1. During observation, people were noted walking behind the station, following a bike and pedestrian path that's easy to miss without observing others. The route passes trash bins and parking lots, bordered by the backs of buildings. It feels open yet isolated, with minimal natural surveillance and low comfort, especially at night.



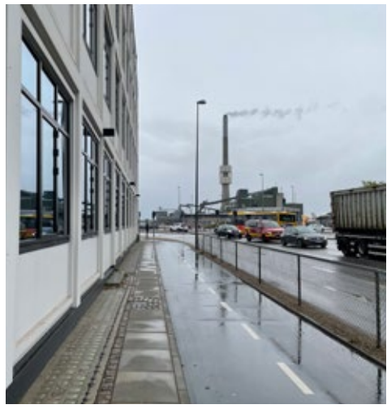
2. Passing under the bridge does not feel unsafe, though somewhat insecure when no one else is present. The lighting is pleasant and human-scaled, but the surrounding car parking dominates the space, leaving it feeling inactive and transitional rather than social or welcoming.



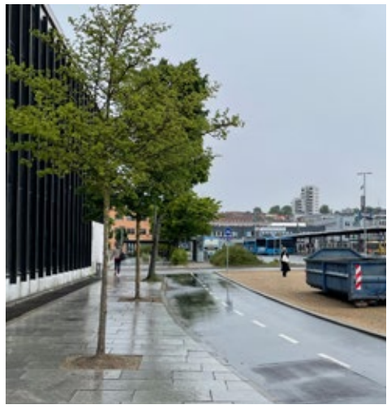
3. The domes of Randers Regnskov are visible from a distance, offering a sense of direction and identity. However, the path leading there feels somewhat disconnected from the city and lacks visual interest, with little other activity or variation to make the journey engaging.



4. The packed gravel trail lined with wildflowers is more attractive than the direct route along Route 180. However, limited sidewalks and crossings make switching routes difficult. The mix of natural scenery and light industry is appealing, while glimpses of older buildings toward the city centre add moments of local character.



5. Heavy traffic and poor pedestrian infrastructure make crossing difficult. There is only one unsignaled crosswalk, and wayfinding to the bus station is unclear. The narrow sidewalk and tall building frontages amplify a sense of confinement and inaccessibility, creating frustration and discomfort for walkers.

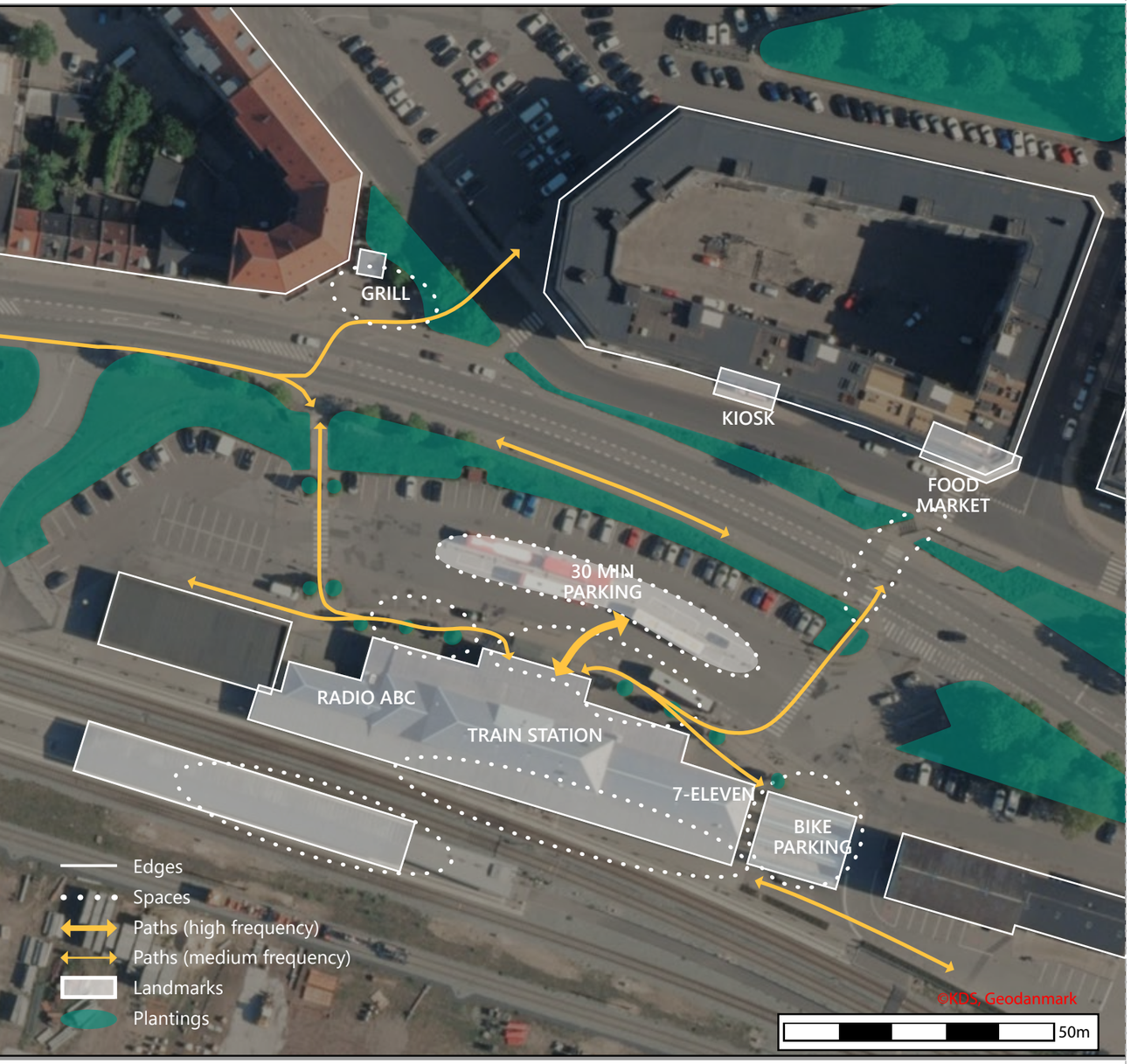


6. Turning the final corner reveals the bus station, offering a welcome sense of openness and orientation after the narrow road. The overview is clear, but the station itself appears somewhat in need of maintenance, slightly diminishing an otherwise relieving sense of arrival.

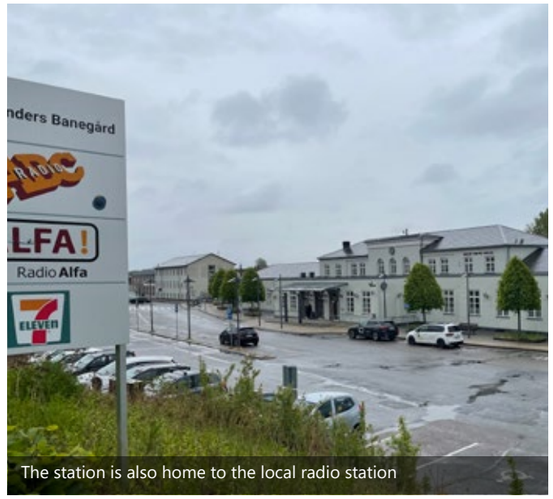
Overall summary of route C
The route from Randers Station to the bus terminal transitions from an isolated, low-surveillance back route to busier but poorly connected streets. The path is a welcome exception with its openness and natural beauty. The final view of the bus station offers relief, but could use some maintenance.

FUNCTIONAL ANALYSIS

The station as a place



The map shows the organisation and overall design features of the area around Randers station. White solid lines mark spatial edges; white dotted lines mark smaller spaces; yellow arrows mark paths - where they cross nodes are observed; green areas mark the significant plant beds; and white areas mark landmarks.



The station is also home to the local radio station



Banegårdsgrillen is a popular spot for people passing through



Randers Regnskov along the path from the station



5 storey apartments with ground floor shops, exemplified by the Vesterport building, bring density and diversity to the station area

The area in front of Randers Station is designed for movement rather than lingering. Beyond the platform and station interior, seating is limited, and spaces prioritize flow. The 7-Eleven is the primary commercial function, with some people observed stopping at the station specifically for the 7-Eleven. There is also a local radio station, and some functions are integrated into the station waiting area, like a passport photo booth.

Edges & Open Spaces

The station functions as a hub at the western edge of the city centre. The sloped hill and soft edges from greenery encapsulate the space. From the platform, there is good overview of the more open industrial area to the south. To the east, the site is edged by businesses and a grocery.

Human Scale & Personal Safety

- Feels a bit out of scale due to the car parking. Motor vehicles seem to be the primary mode.
- There are two benches available for waiting on a ride or having a brief pause.
- The pathway behind the station runs along the back of buildings and parking, which feels out of scale, until arriving at the nature area and Randers Regnskov.
- The lighting along the path is human scale, but may still feel unsafe in the evening.

Paths & Nodes

- Flow is fairly straightforward to and from Randers Station. There is a strong east-west flow to and from the station
- There are both on-street cycle tracks and a separated pathway east of the station for pedestrians and cyclists (mopeds are forbidden, but seen using the path anyways)
- Pedestrian islands over Jernbanegade make nodes and potential conflicts less daunting.

Landmarks

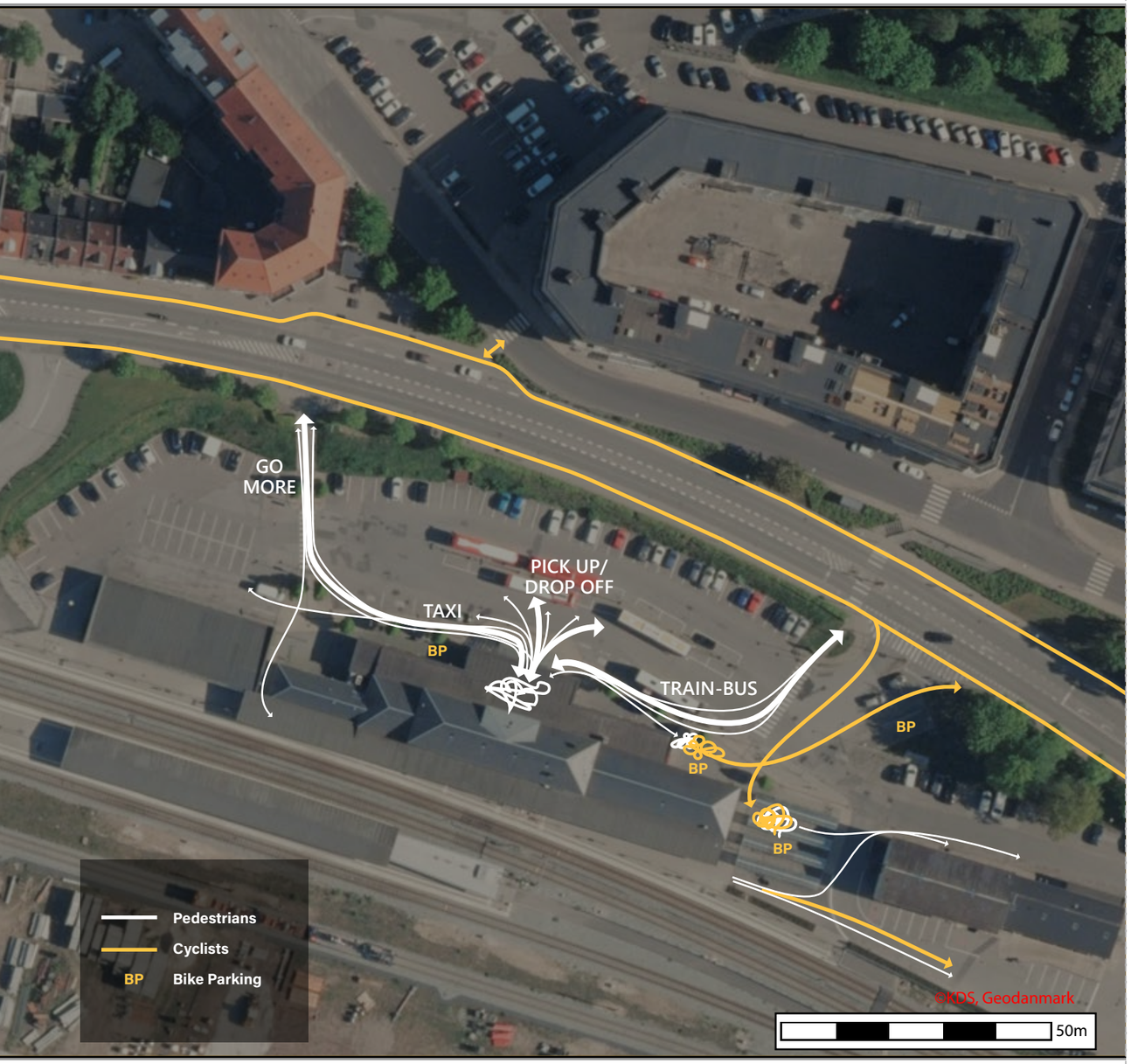
- Train station
- Vesterport Madmarked
- Banegårdsgrillen
- The 30 minute parking stand
- Covered bicycle parking and bright red post boxes

Materials

- Hedges and wild grasses
- Street trees
- Paving is primarily asphalt, concrete tiles, and some cobblestone
- Buildings are primarily brick and rendered brick

MOBILITY ANALYSIS

The station as a hub



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The map shows the most common mobility patterns and routes based on observations of different modes. The tangled lines indicate where pedestrians are often stopped - waiting, meandering, or meeting others.



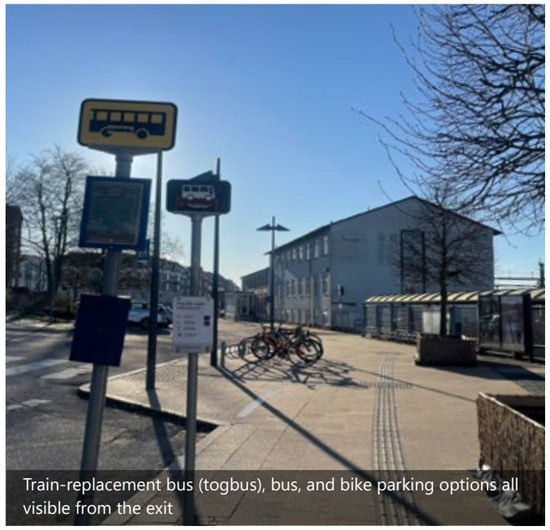
Bicycle counter on the path connecting the station and east Randers



Connecting destinations from the station



Dedicated GoMore parking contributes to mobility options at the hub



Train-replacement bus (togbus), bus, and bike parking options all visible from the exit

Throughout the day, movement ebbs and flows, coinciding with typical rush hours, and becoming noticeably calmer in the evening. Various user groups and transport modes are present.

Overall, the station is relatively accessible, but there are some gaps in the active mobility network requiring bicyclists and pedestrians to make detours or cross informally.

Primary Modes

- This mobility hub is composed of a multimodal node that accommodates trains, buses, bikes, and cars (whether personal vehicle, taxi/rideshare, pick-up by a friend, or GoMore)
- Many users also arrive on foot
- Taxis are positioned close to the entrance. Personal vehicle parking is nearby, with many people arriving to the station by car.
- The mobility hub is also accessible by cycle tracks on Jernbanegade.

Behaviour, Practices, and Mobility Patterns

- Many people transfer to the taxi
- Some people use the short-term/kiss and ride parking to pop in to 7-Eleven without needing the train or bus.
- The bike/ped pathway that follows the rail lines appeared to be the preferred route into town.
- Efforts to expand the bicycle parking options have been made, resulting in bicycles being more broadly distributed around the hub.

Traffic Safety

- Given the station is slightly removed from the main road, it feels protected from traffic. Vehicles slow down as they enter the space.
- The area feels less safe departing the station area, particularly on Vestergade and Sjællandsgade where there is no cycle track, but motor vehicles travel relatively quickly.

TEMPORALITY AND SECURITY



Daytime



Afternoon rush hour



Evening





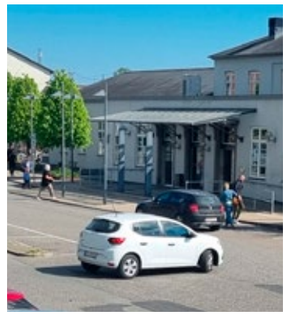


Activity at the station is consistent with train arrivals and departures. The station sits downhill from the street, so it is quiet and a bit removed from street activity. It's near the physiotherapy clinic and Lidl, but Lidl's main entrance faces away from the station, so there is little noticeable foot traffic from the store. The 7-Eleven and Radio ABC bring people into the station.







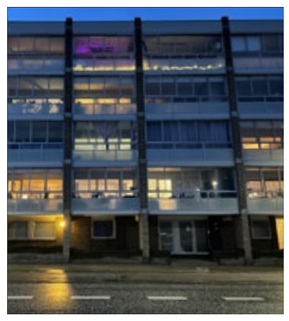


During rush hour there was a good flow of people, consistent with train arrivals and departures. During the observation, the majority of people biking or walking used the path that runs alongside the tracks. There was a good mix of people departing the station by car, by bike, and on foot.









Banegårdsgrillen had a good flow of patrons until closing time at 8pm. Towards the city centre, blocks are mixed - with some being dark and quiet with hidden corners, and 'for rent' signs contributing to a lack of social ownership and sense of being alone. Other blocks are well lit with homes and apartments appearing largely occupied. The Hotel Kronjylland near the station with its street-facing windows and 24-hour staffing helps natural surveillance.

USER ANALYSIS

User groups

Transit user groups included people of all ages and abilities using the space for a variety of purposes including commuting, school excursions, attending events and visiting. People were also observed using the station for its other functions like the package pickup and the 7-Eleven.

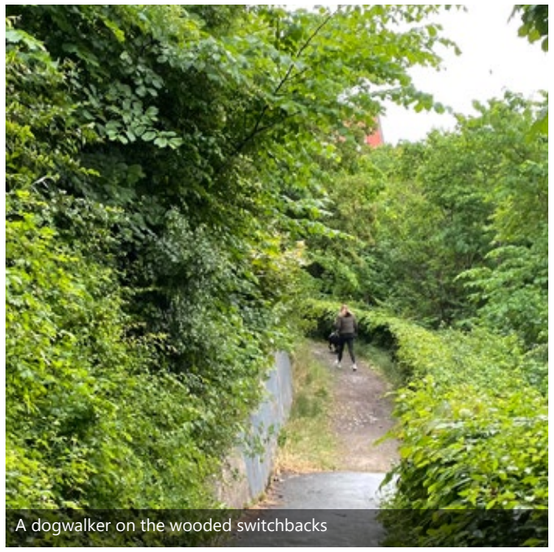
Conversations with users revealed that the station area is perceived as functional, but comfort and quality could be improved, along with several specific notes for improvement.

A middle-aged man with his leg in a cast described the waiting facilities as good in bad weather and found it manageable to get around on crutches using the ramp and elevator. His comments suggest, however, that the accessible route from train to bus could be more direct.

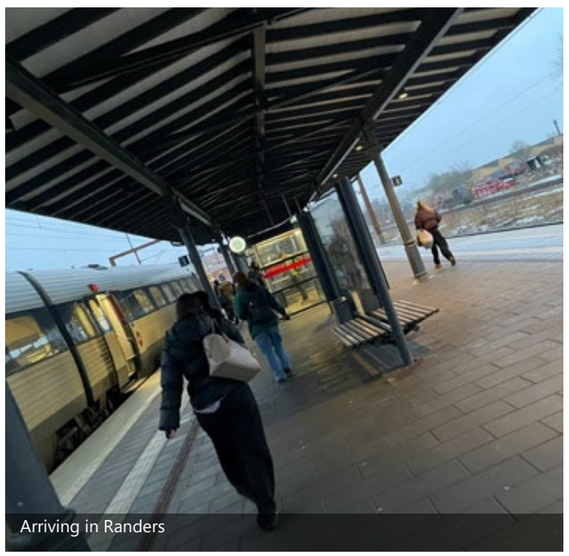
"...when I need to get to the bus this afternoon, I know I'll probably end up taking the stairs instead of the ramp, which is a slightly longer route."

A young commuter described the station as cold and dull and felt that more could be done to make it welcoming. He identified specific issues with maintenance, saying:

"...something could be done to make it more inviting to be here, for example, that patched area on the wall - you could easily fix that - and these old benches. Something could be done to make it cosier."


A dogwalker on the wooded switchbacks

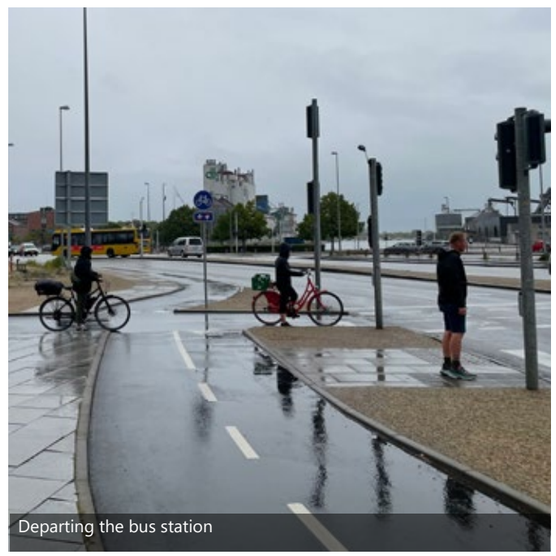

Connecting to the bus station


Arriving in Randers


Cyclists on the bike/walk path

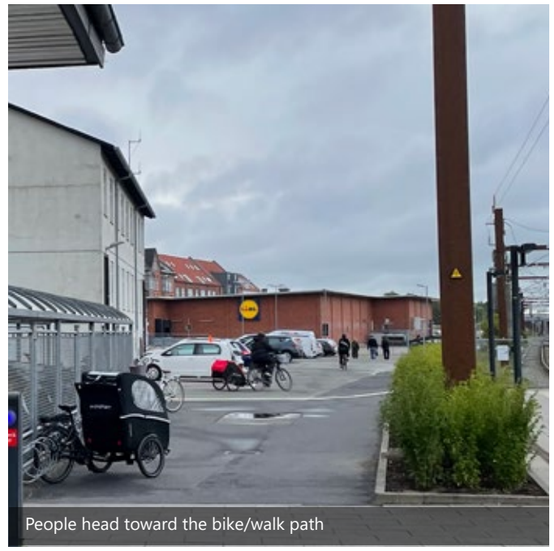

A cyclist crosses outside the crossing


An evening walker


Departing the bus station



Visitors at Banegårdsgrillen


People head toward the bike/walk path


Two pedestrians strike up conversation as they wait on the light to change

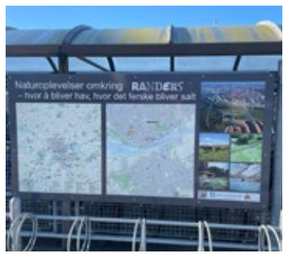
AFFORDANCES

Facilitates













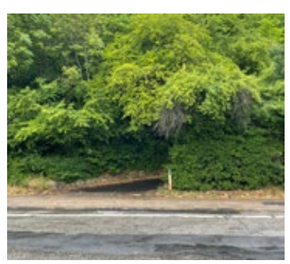
Affordances for creating sense of place and stronger access via active modes to and from the station include:

- A strong connection to nature areas, and integrating greenery in the urban landscape
- Good direction signage at key points
- Public art and pop-up installations
- Small streets and limited access for motor vehicles
- Bicycle and pedestrian-only paths and bridges
- Glimpses of the station from far away
- Bicycle-oriented elements like ample parking, a bicycle counter, and 'Tak Cyklist' hand/foot rails
- Human-scale elements like nice lighting, benches, and play areas

Hinders














Hindrances to active mobility and access to the station include:

- Car and heavy vehicle traffic
- Gaps and quality-based gaps in the active mobility network
- Long distances between crossing opportunities for pedestrians
- Wide intersections for pedestrians crossing
- Maintenance needs
- Distance between train station and bus terminal

QUALITY CRITERIA

Developed from Jan Gehl's 12 quality criteria to include transit and mobility hub navigation, *the table assesses the affordances of the place on the basis of the on-site observations and desk analysis. It details how the spatial arrangement and design facilitate or hinder practices or experiences, collected in 15 parameters across five categories. Each category is summarised in the coloured column to the right.*

MOBILITY HUBS

opportunities for switching

- togbus - train, walking, car/pick-up, electric charging, bike
- people had a fluid approach to switching, with some noting they reach the station a variety of ways, driving, biking, taking the bus
- people observed switching to walking, biking, driving

modefinding

- There is a good overview of opportunities for switching - bike parking, cars, and taxis are all visible upon exiting the station. Bus stops felt further away due to the grade separation, but shelters were still visible from the station.
- The Donkey Republic bike share signage is located on the opposite side of the station from the regular bike parking, which was less intuitive. Bike share is listed among the available mobility options, but it was not clear during observation whether the system was operating

cohesiveness/intuitive design

- overall the design in front of the station is straightforward and intuitive.
- directional signage exiting the station (to the right) could be repositioned so it is easier for cyclists and pedestrians to see.
- the pathway parallel to the track is less intuitive for newcomers as it blends in with the back of buildings and can be perceived as less of a primary route than it actually is.

MOBILITY HUBS summary

The station affords switching between train, bus, walking, cycling and car, with people using different modes to reach it. The forecourt is generally straightforward, with good overview upon exiting the station. Bus shelters are visible, although the difference in level makes the stops feel further away. The path alongside the tracks is less intuitive for newcomers, but seems to be well used.

PROTECTION

against traffic and accidents - feeling safe

- vehicle traffic at the station moves slowly and cautiously - people cross where they please in the station area, regardless of crosswalks, indicating a comfortable and safe traffic environment
- above the station area, vehicle traffic moves more quickly people are often spotted crossing Vestergade from the grill, rather than the crosswalk - here this indicates a desire line and potential discomfort with low visibility + fast-moving cars

against harm by others - feeling secure

- the station generally feels safe during the day, with some level of natural surveillance from the 7-Eleven, radio station, and apartments nearby.
- Aside from Hotel Kronjylland, there are no 24-hour businesses, with many being open 'by appointment' to begin with. Lidl and 7-Eleven offer the latest opening hours until 9:30 pm.
- by 10 pm, with shops closed and trains running approximately once/hour per direction the area feels deserted.

against unpleasant sensory experiences

- The position of the station downhill offers some protection from the wind and traffic noise
- there is good visibility from inside the station looking out, which affords shelter from the rain
- the station itself is quiet, but departing the station area, one is met with loud and fast-moving vehicle traffic.

PROTECTION summary

The station generally feels safe during the day, with slow, cautious traffic and some natural surveillance from the 7-Eleven, radio station and nearby apartments. The downhill position offers some protection from wind and traffic noise. By 10 pm, with most businesses closed and trains running roughly once an hour, the area feels deserted. Hotel Kronjylland provides the only 24-hour business presence.

LIVABILITY

opportunities for active modes

- the station is accessible for people walking and cycling, but it does not feel as though it has been planned with them as the priority
- Pedestrian facilities feel unintuitive with narrow sidewalks along Jernbanegade, and wide intersections, like the one on Vestergade and Berthelsensgade (Hotel Kronjylland)
- There is plenty of secure bike parking, and many people switch between train and bike.

opportunities to stand and linger

- inside is one small standing table
- there are not obvious opportunities or reasons to stand and linger

opportunities for sitting

- there are a few benches outside which appear to function mostly for waiting on the taxi or someone to pick you up.
- inside there are benches around the perimeter
- small cafe tables are located inside 7-Eleven for patrons.

LIVABILITY summary

The station is accessible on foot and by bicycle, but narrow sidewalks along Jernbanegade and wide intersections make pedestrian facilities feel downprioritised. There is ample secure bike parking, and many people switch between train and bike. While not located in a vibrant part of town, the station plays a positive and functional role in making the surorunding neighborhoods more liveable.

EXPERIENCE

human-scale

- the area falls on the medium scale with a mix of large scale components such as heavy vehicles and traffic, wide crossings, and less distinctive buildings
- Components and details that help bring the area down in scale include the smaller shop fronts and footprints. Some residences are only 2 storeys high. Those, and the older buildings feature more architectural detail

opportunities for enjoying the weather

- The station is oriented toward flow and thus there are not many opportunities for enjoying the weather.
- The picnic tables at Banegårdsgrillen provide opportunities for patrons.

aesthetic and positive sensory experiences

- The spring and summer bring a positive sensory experience with all of the greenery on the hill - creating a connection to nature that many stations don't have, immediately upon arrival
- Broken glass on the stairs down to the station (from Jernbanegade), detracts from a positive experience

EXPERIENCE summary

The area has a medium-scale character, with heavy traffic and wide street crossings. Smaller shopfronts, two-storey residences and architectural detail bring parts of the area closer to a human scale. In spring and summer, greenery on the hill provides a positive connection to nature on arrival. There are some benches, but generally the area is oriented toward flow and movement.

TOD

priority

- The train and car appear to be the priority modes.
- It is accessible by biking and walking
- Mobility solutions like bike and car share are also available at the station

density

- Medium density of housing, jobs and services
- The division of industrial land use and green space south of the station brings down the average density, but north of the station, there is a higher intensity.

mix

- There is a moderate amount of functions and facilities near the mobility hub that are mixed-use - with many of the apartment buildings having ground floor shops and offices
- The station itself is primarily a commuter station with people arriving and departing quickly.

TOD summary

The train and car appear to be the priority modes, though the station is also accessible on foot and by bike. Housing, jobs and services are present at medium density. In parallel, these apartment buildings with ground-floor shops and offices provide a moderate mix of functions.

2026

