

## The value of motorway access (BEng or MSc)

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**KEYWORDS:** motorway, land use change, residences, properties

**BACKGROUND:** Adding a motorway ramp (a 'TSA') to existing motorways is frequently suggested based on local urban development and traffic management interests. Proposals are assessed based on their implications for traffic on the motorways as well as their contributions to accessibility and development, however little research is available on the effects of adding a ramp/access point to the motorway network. Effects may theoretically compare to the effects of a rail station – but then again may be more limited due to the overall high travel speeds and geographical flexibility of car users.

A project could study the accessibility effects of the opening of recent motorway ramps as well as available spatial datasets to study area change and the changes in home values in response to the changed motorway access.

Recent motorway ramps added to existing motorways include:

- Route E20 TSA 28 Greve C (opening 1995-1998)
- Route E20 TSA 48 Tietgenbyen (opening 2003)
- Route 21 TSA 8 Fløng (a facility that was moved) (opening 2012)
- Route E20 TSA 40a Slagelse V (opening September 2013)
- Route 15 TSA 19b Søften (opening June 2013)
- Route E45 TSA 61b Vejle S (opening September 2013)

More have been added since 2013 – but it will be necessary to study some years of change following opening.

**PREREQUISITES:**

**NUMBER OF STUDENTS:** 1-2 master students (2 projects of 30-35 ECTS Credits).