



Oslo's Car Free Livability Programme

An introduction to the programme and some of the challenges

Healthy Streets Everyday 01.11.2019

Terje Elvsaas and Kristine H. Solgaard

City of Oslo





Outline

Context

Why, what and how?

Challenges-communication and mobilization

The Car Free Livability Programme in Context





Planområdet



Oslo



Gående



Syklende



Kollektivtransport, taxi, HC og
tilrettelagt transport



Varelevering, service-
og nyttefordatransport



Andre motoriserte
kjøretøy



Oslo

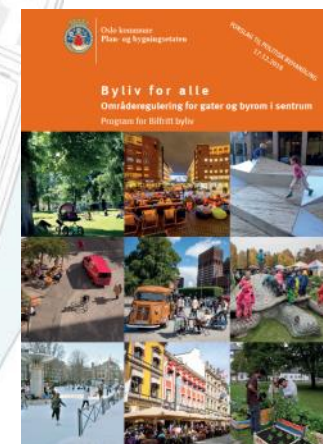
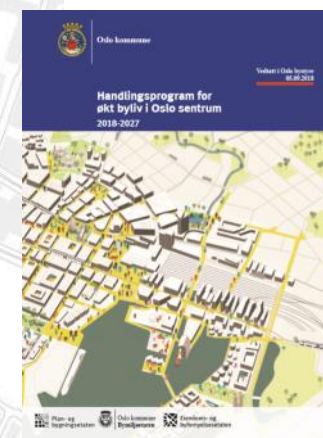




Illustrasjonsplan

- Gågate
- Torg
- Park
- Torggate - brede fortau for byliv og fotgjengere, og smal sykkelvennlig kjørebane
- Flerbruksgate - gatesnitt og utforming varierer etter gatas funksjon
- Kollektivgate
- Parkeringsanlegg/offentlig eller privat/almennyttig tjenesteyting
- Hensynssone: gjeldende reguleringsplan skal fortsatt gjelde
- Planens avgrensning

0 50 100 200 300 400 meter



Oslo

Measures

Temporary measures give us a glimpse into our future city

Removal of parking - people first



Oslo

The basic needs of the city



Play!



Oslo



Hidden gems



Art Projects



Oslo



Stjerne og båt av Wenche Gulbrandsen i Øvre slotts gate, Oslo. Foto: Norsk Billedhoggerforening



01.11.2019

12

Pedestrian streets



Lights!



Oslo



Involvement



Oslo



Re-imagine space



Oslo



Learn from others



Oslo



Release bottom-up energy

«We want to rent the street
and organise something
ourselves. This has been an
inspiration»

(Local bar manager)

Communication & mobilization

You will never have enough information, numbers and statistics

How to deal with our stakeholders



Business stakeholders



Professionals



Delivery companies



Business owners &
business organisations

Guardian Cities cycle week
Cities

This article is more than 2 years old

Oslo's car ban sounded simple enough. Then the backlash began

Cities is supported by



About this content

Athlyn Cathcart-Keays in Oslo

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Tue 13 Jun 2017 07:30 BST



The biggest backlash, however, came from the city's trade association, the Oslo Handelsstands Forening (OHF). It said it feared the plans would create a "dead town", and a "poorer city [with] less life".

"Many speciality shops depend on people coming from far away, who may not bother to come if they have a complex travel route," says OHF communications manager Beathe Radby Schieldrop, explaining their opposition. "People tend to shop where it is easy to shop."

The plan was simply too revolutionary, the group maintains. "It's too much and too soon," Schieldrop says. "Shop owners and visitors need time to adapt."



Oslo

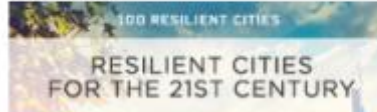


▲ Oslo's city leaders want to get rid of cars by "more gentle and natural initiatives" than a straight ban. Photograph: Ints Kalrins/Routters

When Oslo decided to be the first European city to ban cars from its centre, businesses protested. So the city did the next best thing: it banned parking

One day late last summer, in Frogner, a central neighbourhood of Oslo, Nils Sandberg received a note.

Advertisement



Craftsmen must do their job

Lover å gjøre det enklere for håndverkerne i Oslo sentrum

Flere næringsparkeringer, enklere å få beboerkort og slutt på totimersregelen: Nå skal byrådet gjøre det enklere for håndverkerne i Oslo sentrum.



FOTO: Morten Uglem

Erik Vålbekk (nærmest) og Ronny Haglund fra Elverøy aluminium og glass er ikke i bil om at færre P-plasser har gitt dem store utfordringer når de er på jobb i Oslo sentrum. Haglund er glad for at byrådet nå lover å gjøre situasjonen bedre for han og hans kolleger.



New solutions in the City Centre



The Big Change

- You may ask the citizens, do you think the Centre has become more pleasant the last two years, Mr. Ringnes both ask and answer rhetorically.

Nettavisen Økonomi. Nyheter Økonomi

Gold 1 520.34 -0.47% USD \$ 9.12 -% EUR € 10.02 -% GBP £ 11.09 -% SEK kr 0.93 -% JPY ¥ 0.09 -% Nibor 1.64 1.85% Oslo Børs 861.29 1.01% DJSP 59.0

[Bilfritt byliv](#)

Christian Ringnes overrasker byrådet: - Biler lukter vondt

ANNONSE



FÅR ROS AV LAN: Samferdsels- og miljøbyråd Lan Marie Nguyen Berg (MDG) er glad for støtten fra eiendomsmilliardær Christian Ringnes.

The Big Change 2

In the future the customers will get to the City Centre by public transport (93 % already does). Our vision is to offer a service that helps the customers with home delivery and «bag hotels» in the shops. During all the months of the year.

Bjørn Næss, CEO, Oslo Retail Association

Slår til med posehotell og hjemkjøringstjeneste:

Oslo sentrum lever i beste velgående

ANNONSE



- Vår jobb er å skape et sentrum som er attraktivt for handel, servering og et samlingspunkt når folk skal treffes for å gjøre noe hyggelig sammen, skriver Bjørn Næss, administrerende direktør i Oslo Handelsutøvere Forening (OHF), i dette innlegget. Foto: (OHF)

The people of Oslo



Disabled citizens



Cyclists



Citizens in general



STENGSLER: Varetransport slipper gjennom sperringene og opp til rådhusets hovedinngang. Men ikke drosjer, heller ikke når de frakter funksjonshemmede som ikke kan ta seg opp bakken selv. (Foto: Ivar Kvistum)

Funksjonshemmede slåss for parkering i et bilfritt sentrum

Oslo rådhus brukte å være greit tilgjengelig for funksjonshemmede. Men det var før politikere med ambisjoner om bilfritt byliv gjorde det vanskeligere.



SEPTEMBER 24, 2018

Drivers see red over Oslo's green 'war on cars'

by Pierre-Henry Deshayes



Oslo has devised a series of highly dissuasive measures: it has eliminated 700 parking spots, re-zoned ...

Determined to go green, Oslo is slowly but surely ridding its city centre of motorists, angering some who say the "war on cars" is putting the brakes on individual freedoms.



Oslo

The need of facts & numbers



Litt for enkelt om biler og butikkdød

Det er flere forklaringer på butikkdød i byenes sentrum enn bilfri bytiltakene. Og færre biler åpner for nytt byliv og nye typer handel.

2 min Publisert: 05.06.19 – 19.15 Oppdatert: 3 måneder siden



Tross konkursfrykt i næringen ser ikke Oslos parkeringsgrep ut til å ha store konsekvenser

Da politikerne fjernet 767 parkeringsplasser i Oslo sentrum, varslet handelsnæringen at det ville bety tøffere tider, men nå viser ny rapport at grepet ikke har hatt noen særlig negativ effekt.





OK

Oulu Kunstforing

CopyCat

Sone

Rede Sattgate

Car-free livability – what do you hear?

Car-free or livability



Bymøblene, som nå er ryddet vekk, sto tomme og ubrukte i Øvre Slottsgate. Støten lå på benkene. Foto: Øystein Aurland

— Bilfritt byliv er byrådets grensemur. Stenger folk ute fra sentrum

Prosjektet "Bilfritt byliv" har blitt Oslo kommune og Ap/SV/MDG-byrådets svar på Donald Trumps grensemur: Det er dyrt og det virker ikke. Men fordi det er symbolsaken de gikk til valg på, så må de gjennomføre det.



National vs. International press

- ❖ Fear Oslo will be a ghost town!

– Vi kan risikere at deler av Oslo blir en spøkelsesby



Foto: NTB scanpix

Det blir stadig vanskeligere å finne parkeringsplass i Oslo, og vanskeligere skal det bli.



Oslo

01.24.19 | WORLD CHANGING IDEAS

What happened when Oslo decided to make its downtown basically car-free?

It was a huge success: Parking spots are now bike lanes, transit is fast and easy, and the streets (and local businesses) are full of people.



[Photo: Åsmund Hollien Mo/Urban Sharing]



BY ADELE PETERS 5 MINUTE READ

If you decide to drive in downtown Oslo, be forewarned: You won't be able to park on the street. By the beginning of this year, the city finished removing more than 700 parking spots—replacing them with bike lanes.

INDEPTH

Why Oslo's 'greedy method' may be the answer to Utah's air pollution woes



 Does Norway hold the key to Utah's air pollution problem?

 04:59
 Del



Oslo

Will it become totally car-free?

MARCH 14, 2019

The economic benefits of car-free streets

BICYCLE R&D



Pedestrians in Madrid's central business district, while the City closed it to cars for the first time during the 2018 Christmas season. (Ayuntamiento de Madrid)

Here at Copenhagenize Design Co., we talk a lot about how bicycles save money: the latest estimates from the City of Copenhagen show that society earns €0.64 (\$0.74 USD) for every kilometre cycled, versus a loss of €0.71 (\$0.81 USD) for every kilometre driven.



Oslo

Oslo's city center goes (almost) car-free

By Alexander Walter Jul 11, '19 7:30 AM EST

G f t + 0 Follow



Photo: dconvertini/Flickr

“ [Oslo] has just phased out the last on-street parking spaces in the city centre, giving an edge to transit, pedestrians and cyclists without banning cars.

The initiative included incentives for cyclists such as new bike lanes, including better lighting and snow removal, along with subsidies for electric bikes and cargo cycles. Council also expanded transit services and lowered fares. — Corporate Knights

London, Berlin, Paris, Toronto, and an increasing number of cities are aiming to reduce traffic congestion, polluted air, and valuable urban space occupied by parked cars through policy changes that promote [walkability](#), pedestrian- and cyclist-friendly (and in certain cases, car-light or even car-free) city centers, and an overall [improved quality of life](#).

Thank You!

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