

Urbanisation - What about traffic safety?

Oslo: Cycling and walking instead of driving



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Agenda



Statens vegvesen

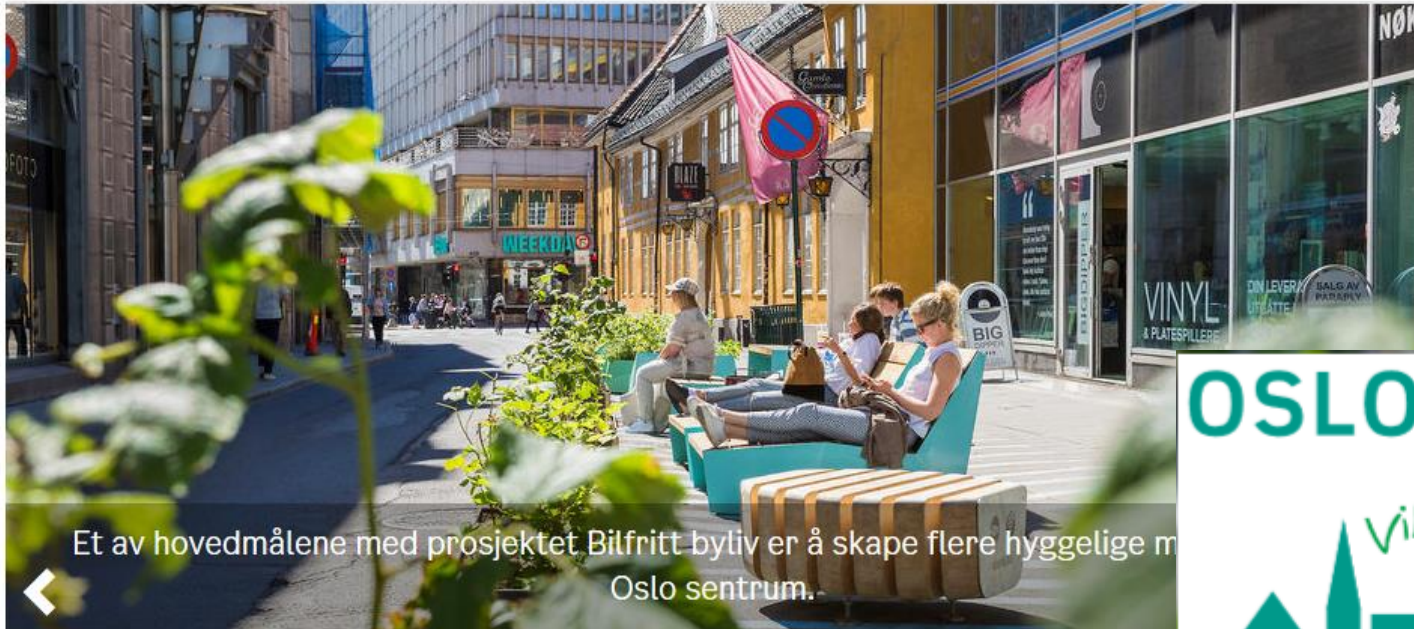
- Transport politics – City of Oslo
- Accidents (policeregistered and hospitalregistered)
 - Bicycles
 - Pedestrians
 - E-scooters
- Accident risks
- Follow-up



Car free city life in Oslo

PRINT

NORSK



Et av hovedmålene med prosjektet Bilfritt byliv er å skape flere hyggelige m
Oslo sentrum.



The City Government wants to create a greener and warmer city with room for everyone. A city center with less cars makes room for life in the streets and pleasant public spaces.

In 2017, the first changes in the city center took place to create more room for a city life where pedestrians and cyclists take precedence over private cars.

An area of approximately 1.3 km² will be transformed to a better urban environment during the City Council period 2015–2019.

OSLO

Vinner 2019



EUROPEISK MILJØHOVEDSTAD

Et initiativ fra
Europakommisjonen



Creating the solution together

An active city life cannot be adopted, but has to be created by cooperation between the municipality, residents, businesses and organisations.

People in Oslo have been invited to provide their input: free-time clubs, culture groups, businesses, restaurants, elderly as well as youth, people that are living, visiting and working in the center.

In 2017 approximately 350 parking spots were removed, to create space for other activities. At the same time, parking spaces for handicapped, deliveries and traders have been increased.

The work continued through 2018. In total, around 700 street parking spots for private cars were removed.

People will still be able to drive by car to the city center, but considerably large areas is going to be freed for other needs.

“Reduce car traffic into the city with 20 percent”

“60 kilometers of bike roads/lanes will be built on a network of prioritized stretches”

“The target is to increase the share of bikers to 25 per cent by 2025”

Improving city life

The primary focus is to improve city life, and reducing the traffic from private cars is used as a means to achieve this. Freed areas previously occupied by cars can be used by the municipality, organizations, businesses and inhabitants to everything from outside dining, culture activities, art, bicycle stands or playgrounds.

Towards 2019, more streets will go through a change to facilitate for more city life. The temporary measures will be evaluated before permanent measures is implemented.

Car traffic restrictions will be introduced gradually. In this way, transition to the car free city will be smooth, and adjustments can be made along the way when necessary.



OSLO

What does «pedestrian» and «bicyclist» mean?



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Many types of pedestrians



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- Wheel chair
- Skiing, roller skiing
- Pushing a wheelchair, bicycle, moped, baby buggy or using toy car.



Many types of bicycles

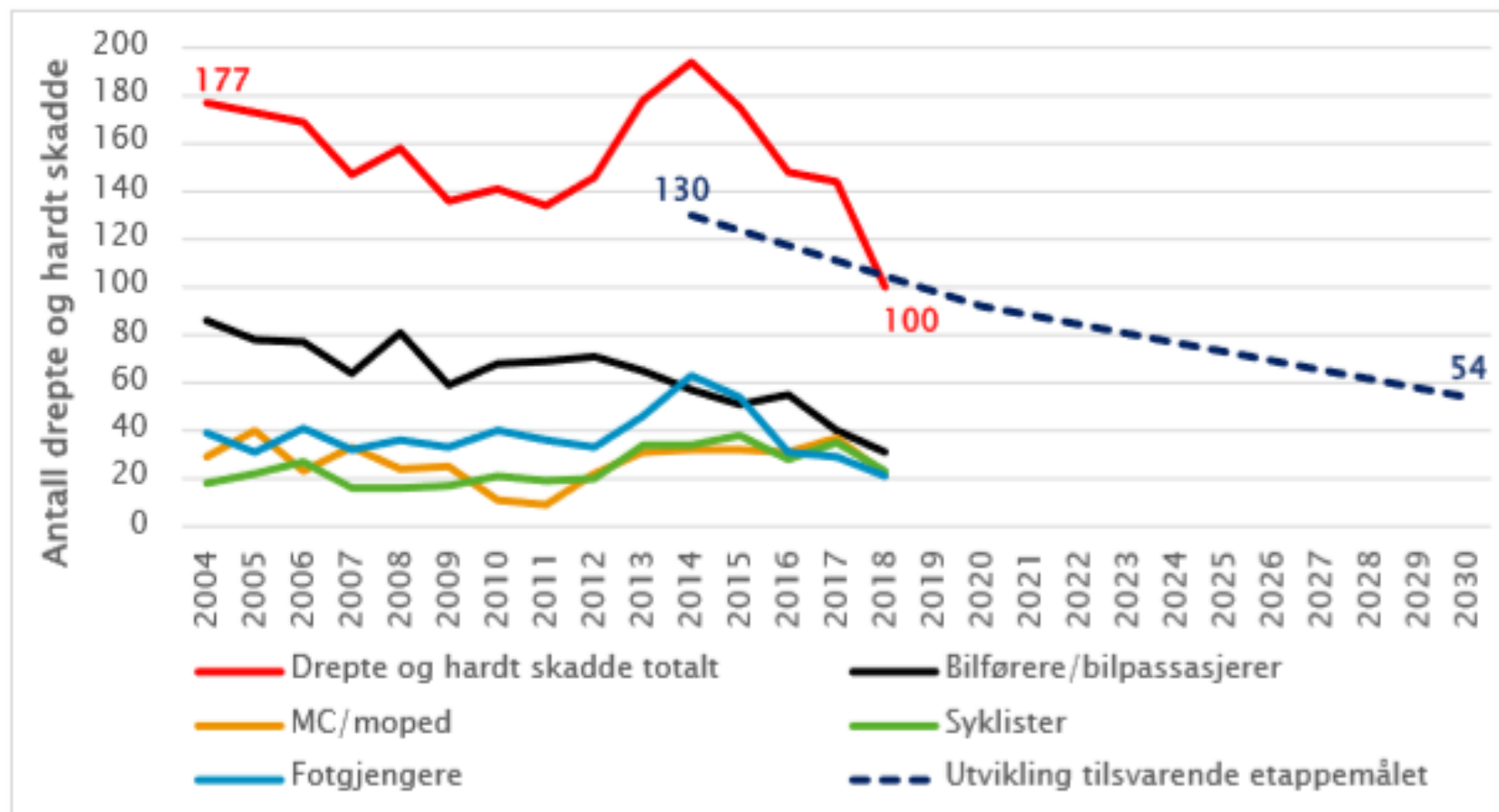


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Accidents in Oslo – Police registered accidents

Number of killed and severe injured 2004-2018

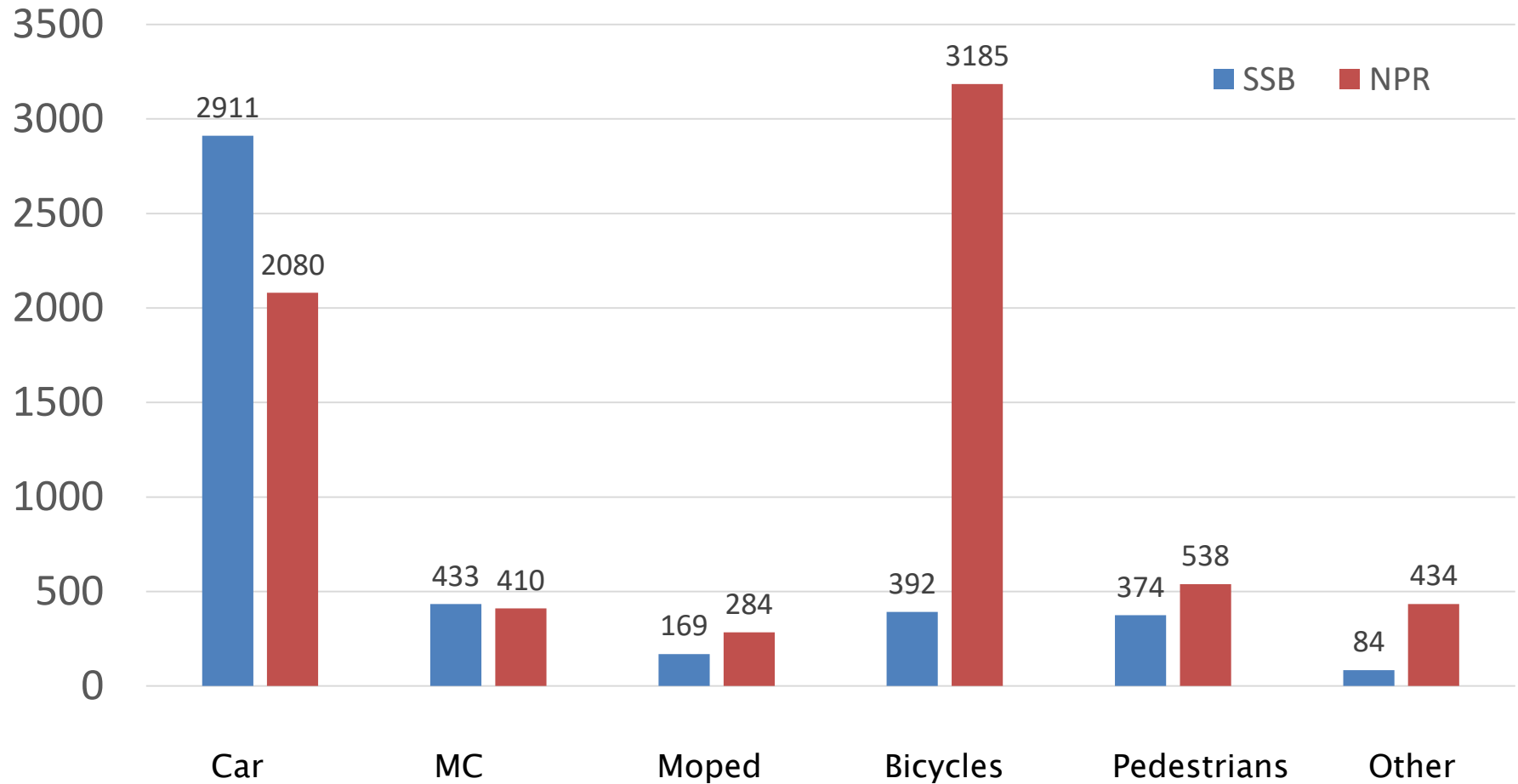




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Injuries in 2018 (Norway)

Police registered (SSB) and hospital registered injuries (NPR)



Bicycle accidents registered in hospital/emergency unit – Oslo 2014



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Foto: Knut Opeide

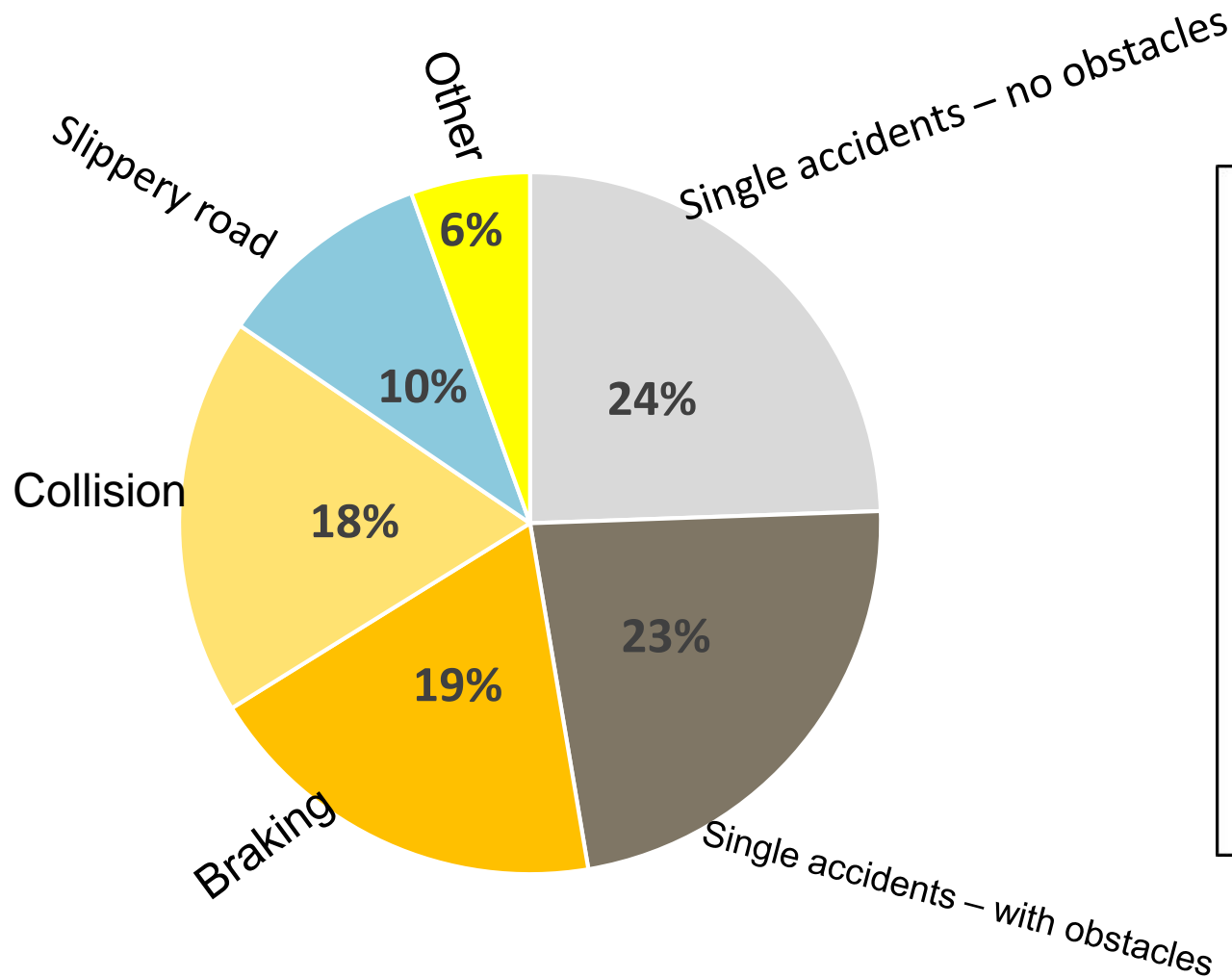


2184 bicyclist injuries

65% men

1673 bicycles injuries in traffic

125 injuries according to official statistics/police registrations



- **1673 bicyclist injuries (hospital registered)**
 - 64 serious injuries
 - 1609 slight injuries
- **125 bicyclist injuries (police registered)**
 - 19 severe injuries
 - 105 slight injuries

Accidents with pedestrians registered in hospital/emergency unit – Oslo 2016



Foto: Knut Opeide



6309 pedestrian injuries

57% women

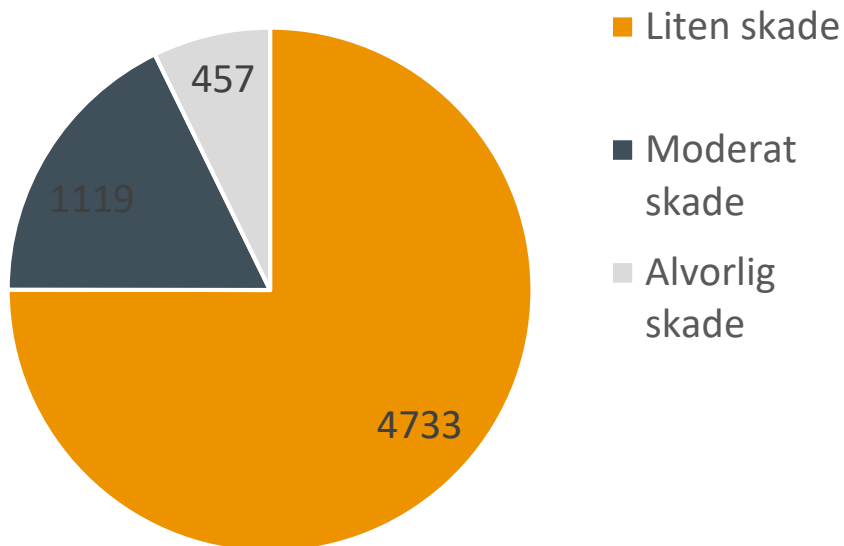
93% slippery surface – mostly pavements

106 pedestrian injuries according to official statistics



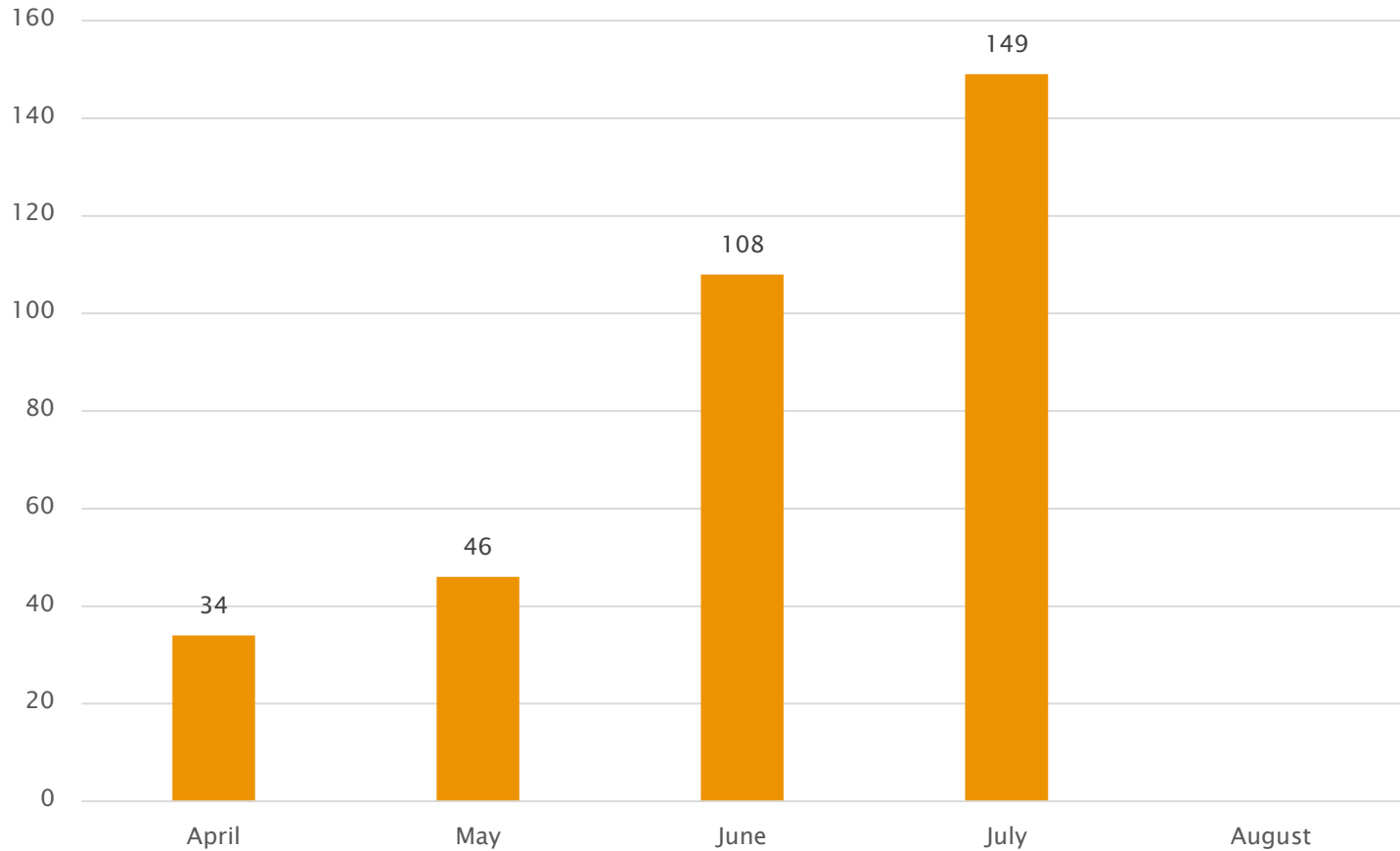
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Single accidents with pedestrians



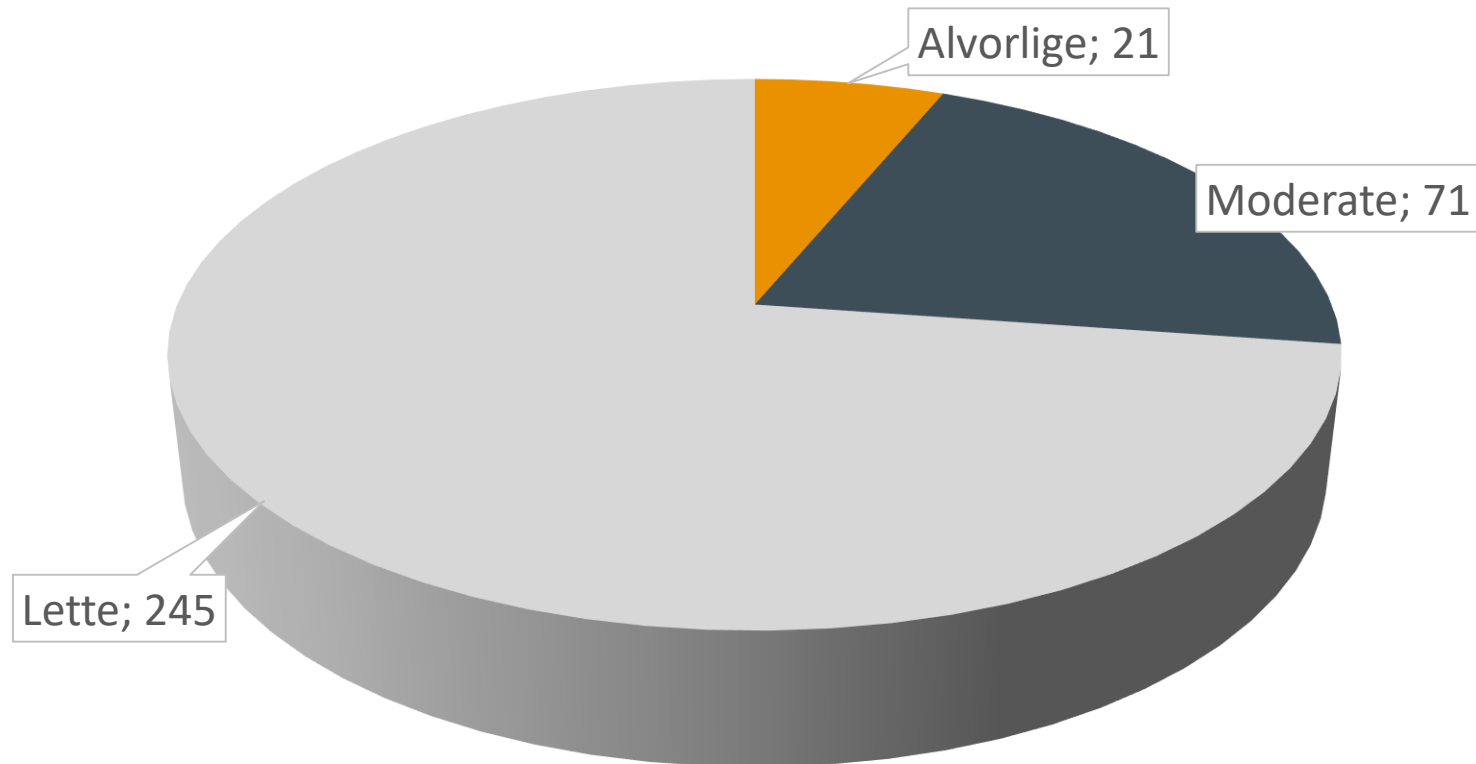


Accidents with E-scooters 2019





337 injuries – April – July



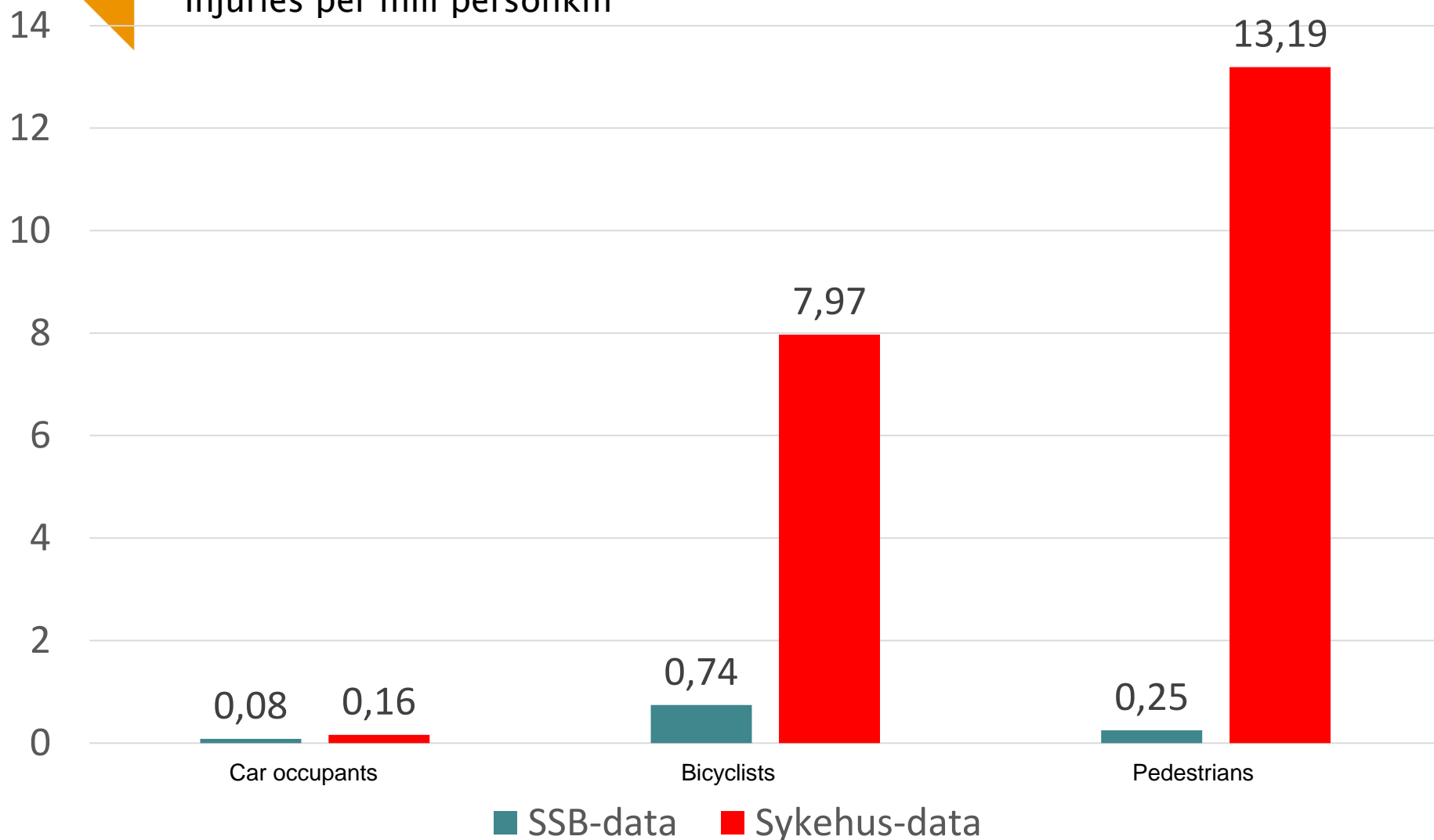
Accident risk

Higher risk with hospital data – Oslo



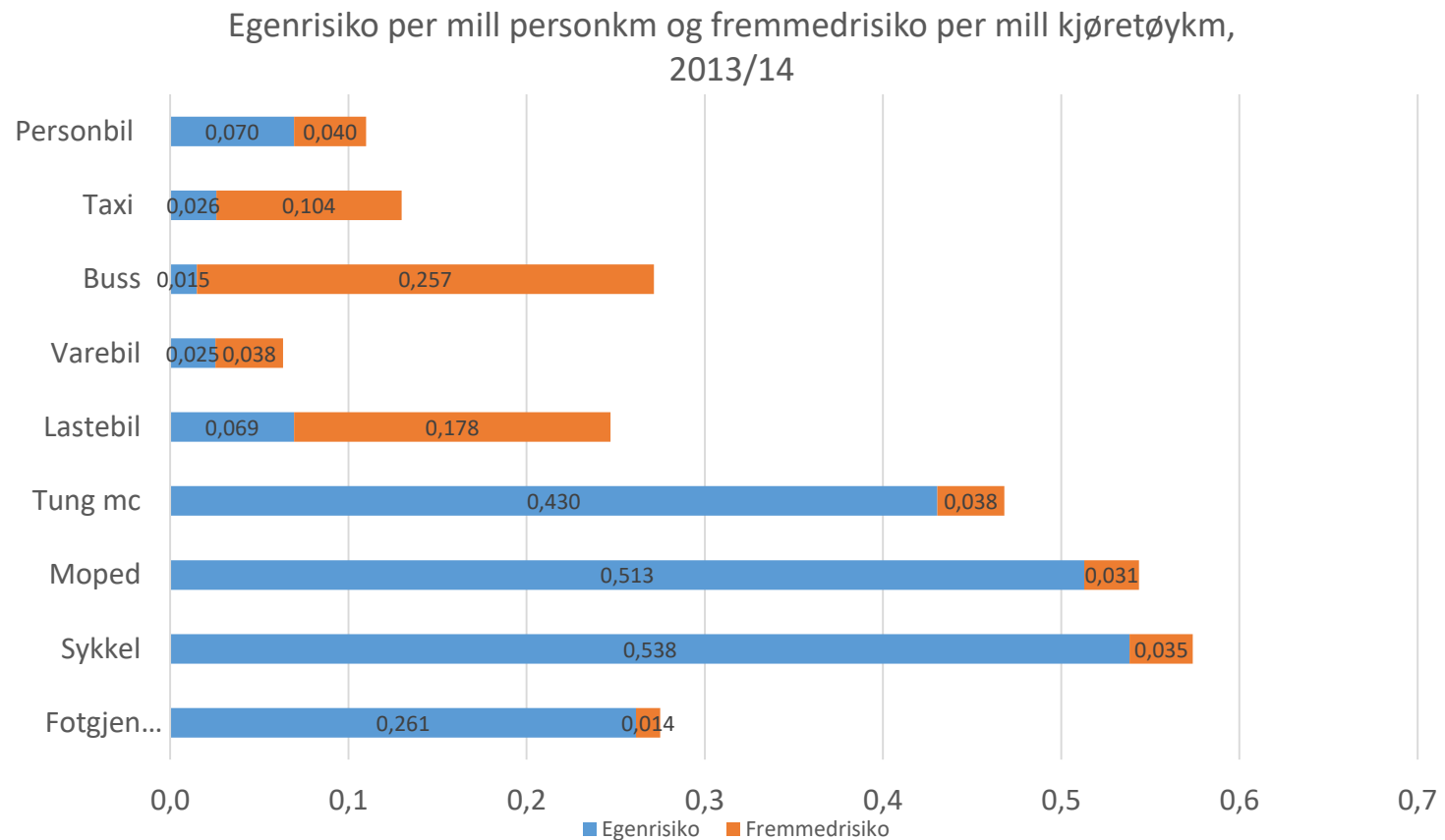
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Injuries per mill personkm





«Own risk» versus «External risk»





Conclusion

- Many types of road users
- More injuries in road traffic than in official statistics
- Single accidents (bicycles, pedestrians and e-scooters).
- Need for updated calculation of costs
- Need for maintenance and repair of infrastructure



Follow-up

- Hospital/Emergency units in Oslo.
 - Registrations of bicycle accidents 2019.
- Collaboration with hospitals, the County of Agder and Institute of Transport Economics.
 - Injury registrations – different sources.
- Collaboration with the Municipality of Oslo, Ruter, Health Directorate.
 - Use of E-scooters in Oslo (accidents, usage, exponential data).
- Quantify relationship between road conditions and specified operation and maintenance regime on the one hand and accident/injury risk, speed, comfort and other user effects on the other hand. *R&D-program BEVEGELSE*

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