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# ACTION PLAN

for implementing sustainable measures for achieving  
resilient transportation in

## Oslo and Akershus



Oslo



**AKERSHUS**  
fylkeskommune

## INTRODUCTION

Transportation in urban areas, particularly metropolitan regions, generates congestion and vast greenhouse gas emissions and thus imposes enormous challenges upon authorities in providing healthy living conditions for inhabitants and a supportive environment for businesses. Thus, the overall objective of the SMART-MR (Sustainable Measures for Achieving Resilient Transportation in Metropolitan Regions; Interreg Europe Programme) is to support local and regional authorities in improving transport policies and providing sustainable measures for achieving resilient low-carbon transportation and mobility in metropolitan regions. To tackle this issue, 10 project partners from 8 metropolitan regions (Oslo, Akershus, Göteborg, Helsinki, Budapest, Ljubljana, Rome, Porto and Barcelona) have shared their experience in transport and mobility planning by organizing 7 topically interrelated workshops. For each workshop the partners have issued an in-depth analysis, describe good practices and organize a study visit. Practical experience have been presented and discussed, and policy recommendations developed. Through the project outputs, such as the guide on sustainable measures for achieving resilient transportation in metropolitan regions, selected good practice descriptions, and policy recommendations, and through dissemination events, such as political meetings, the final conference, and regional stakeholder meetings, SMART-MR contributes to Europe 2020 goals, Cohesion Policy, and the Interreg Europe Program by aiding managing authorities and regional and local authorities in setting new transport and mobility policies. At the level of individual metropolitan region, the partners have used experiences, gained in the SMART-MR, to fine-tune own set of activities and goals, that are fully presented in this action plan.

The background policy document for Oslo and Akershus is the joint Regional Land-use and Transport Plan (RLTP), and especially the sections H7 on regional structure for freight and logistics, and H10 on agreements on land-use and transport. See text boxes below. Furthermore the Oslo policy on Climate and Energy Strategy, and the joint plan for demonstrations and financing of measures in the Smarter Transport in the Oslo Region (STOR).

The following link is an English version of an animation presenting the RLTP :

[Regional plan for land use and transport in Oslo and Akershus](#)

The RLPT states clear growth areas around central transport nodes in Oslo and in Akershus's towns and urban dwellings. The overall goal of the plan is to fulfill the national zero growth goal in transport, which states that all growth in transport should be taken with public transport, cycling and walking. To reach this goal the need for transport needs to be reduced, urbanization and densification of the towns of Akershus and densification in Oslo is needed to reach this goal. The urbanisation and densification is not to diminish the unique quality of the urban dwellings of Akershus nor lead to deterioration of the liveability for the population in the areas that densify in Oslo. Further, the RLPT is a part of the goal for Oslo and Akershus, as stated in the RLPT, to reduce climate gas emissions by at least 50% by 2030. This also demands a transition to low- and non-fossil transport modes.

## Regional Land-use and transport plan

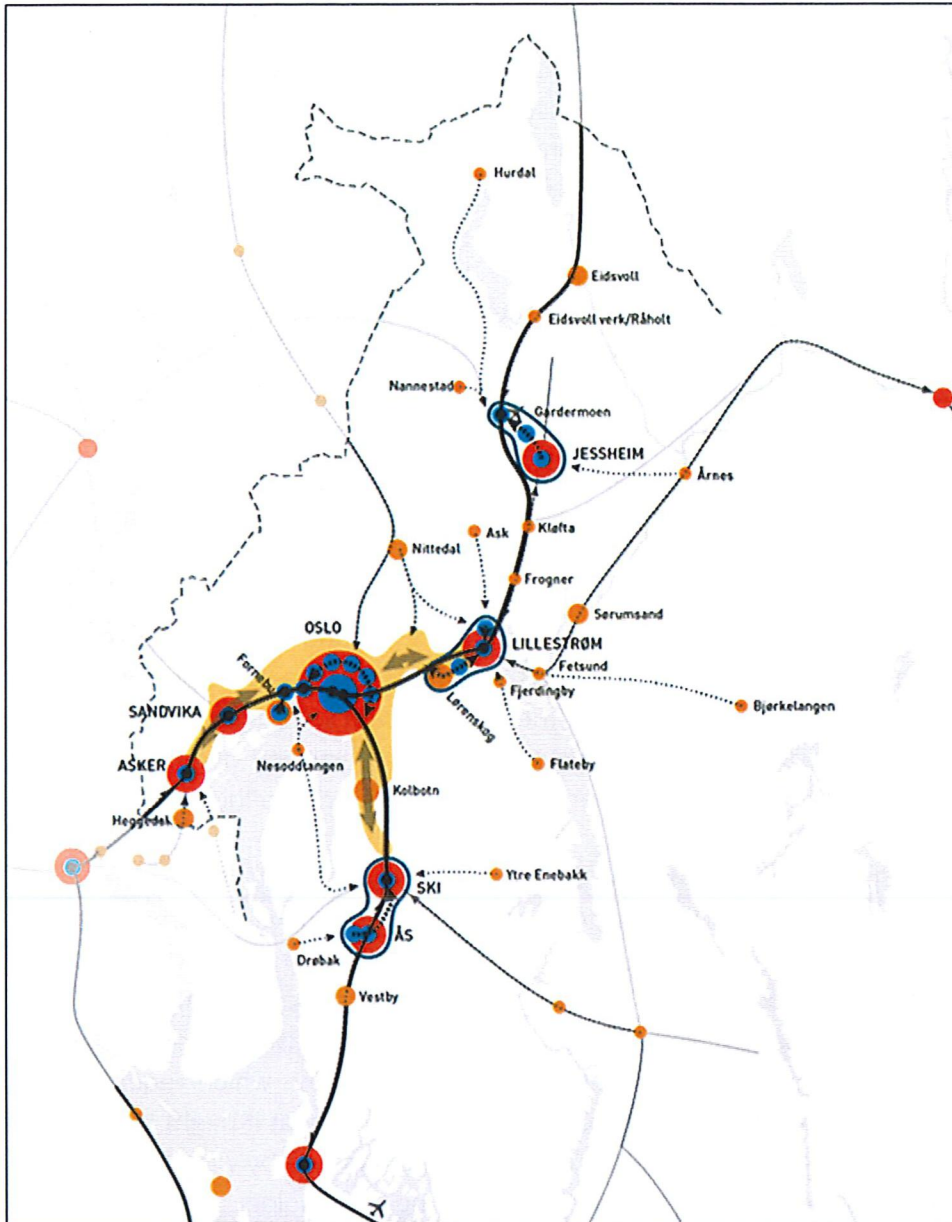
**T1** Develop a transport system for the region that supports the regional structure

**T2** Develop transport solutions for priority growth areas that contribute to cycling and walking, accessible PT travel and urban qualities

**T3** Utilize existing and planned transport infrastructure

**T4** Population growth needs to be addressed with a strong capacity Public Transport (PT)

**T5** Develop a freight transport system that utilizes the capacity on sea and rail, and relieves urban areas from heavy freight transport



**H7** is the action point on furthering the process for freight and logistics in the regional structure. The main topics being:

- location and area for freight terminals
- regional commercial areas for freight and logistics

**H10** on agreements for coordinated land-use and transport development. This action point in the RLTP represents development of regional cities and location for labor-intensive entities. The agreements clarify the expectations for the municipalities and county priorities.

The following link is an English version of the Climate and Energy Strategy (2016)

<https://www.klimaoslo.no/wp-content/uploads/sites/88/2018/06/Climate-and-Energy-Strategy-2016-English.pdf>

This action plan for Oslo and Akershus is developed as part of the SMART-MR project. The lessons which inspired the Oslo and Akershus actions, discussed in detail below, are taken from the first five workshops in the SMART-MR project: WS1) "Participatory transport planning", WS2) "Creating a mobility plan", WS3) "Low-carbon logistics planning", WS4) "Development in and around transport nodes" and WS5) "Shaping low-carbon areas". To some extent, the final workshop (WS7) that was working on sharing economy is a part of the Action III.

About participatory transport planning, the SMART-MR workshop aim to share experiences on the participatory planning among metropolitan regions and to search for examples of good practice and the possible exchange of knowledge that might support the metropolitan regions in solving their transport issues. The workshop focused on two topics: whom to involve and how to involve in participatory transport planning. The main conclusion was that participatory transport planning is a complex matter and depends very much on the national (or cultural) context, and on the spatial level of planning (local vs. regional plan).

The workshop "Creating a mobility plan" focused on sharing experiences in the process of creating a mobility plan and to search for examples and good practices that might support the metropolitan regions in improving the mobility planning process. The integration of the mobility plan with other types of plans, inclusion of strategies to increase accessibility in the planning phase, financial and dynamic planning and ensuring data as a tool to support the mobility plan were important discussions in this workshop.

On the topic "Low-carbon logistics planning" discussions in the workshop showed that there was a willingness to work with logistics planning, and that the topic is acknowledged. However, urban logistics is not given priority in many public administrations. In Sustainable Urban Mobility Plans (SUMP) it is sometimes claimed that urban logistics is incorporated; however, at best the topic is briefly mentioned. Several group discussions touched on the issue of limited data on urban logistics, which makes planning difficult. More information is needed to support planning and policy development, which requires local and regional authorities interacting with the private sector. One conclusion was that it might be cheaper to offer support from the city rather than to force behavioural change. One measure by which to do this is through an urban freight plan, since this can be used as a way of providing stakeholders with information.

The workshop "Development in and around transport nodes" discussed recommendations and guidelines for developing Station Communities focusing on sustainability. The main conclusions from the workshop were that Transit Oriented Development is a narrow definition that focuses too much on transport. Developing an area must be far more dedicated to the unique identity of a specific area and the people living there, now and in the future. Development is all about creating something attractive and liveable for generations to come.

The "Shaping low-carbon areas" workshop discussed how to create low-carbon areas. Particularly, turning station areas into residents' low-carbon home villages: magnetic areas to live, move about and work. One suggestion was to use the LOAD (Liveability Oriented Area Development) concept, focusing on efficient land use and land use mix in station areas, both for pre-existing station areas when complementing the urban structures and for new station areas when planning land use. Other points were made regarding car parking, mobility, safety and mixed housing.



Sharing economy is being exploited on a continuous basis. MaaS (Mobility as a Service) is a well defined concept for extending public transport with new forms of mobility, as carsharing, carpooling, city bikes. The idea is to compete with the private car, and we see signs that there is an influence on lower carownership. Oslo has decided to reduce private car traffic with 20 % by 2020, and 33 % by 2028. New forms for mobility side by side with increased volumes on mass public transport are the means. Sharing also comes in to other sides of the urban life, as lower consumption, measures for a more efficient city logistics, eg through consolidation centres and combined, fully electric, last mile deliveries. Autonomous transport initially with small minibuses and distributed goods vehicles will develop in the near future. Tests are ongoing with interesting results.

Altogether the lessons learned from these workshops is used to make the City of Oslo and Akershus County Council better at following up The regional land use and transport plan for Oslo and Akershus (RLPT). Especially the actions defined as H7 and H10. This plan aims to establish the Oslo region as a competitive region in Europe. Urban development needs to be efficient when it comes to use of space. Based on the principles of «strategic and combined land-use development», and attention given to basic, overall green-structure. The transport system needs to be efficient, environmental and more accessible for everyone, even those with the lowest possible need for car transport, as disabled peoples, schoolchildren.

## THE INDICATIVE LIST OF ACTIONS LEADING TO GREATER LIVEABILITY IN EUROPEAN METROPOLITAN REGIONS

Field of intervention	Activity	Short-term effects/wins	Long-term effects/wins
Participatory transport planning	Public consultation	<ul style="list-style-type: none"> <li>– New local knowledge and possible tailor-made solutions from stakeholders</li> <li>– Awareness raising</li> <li>– Mutual learning</li> </ul>	<ul style="list-style-type: none"> <li>– Better quality of plans/strategies</li> <li>– Higher public acceptance</li> </ul>
Creating a mobility plan	Promotion and implementation of interventions to organize and manage the demand for mobility of people and goods	<ul style="list-style-type: none"> <li>– Broad commitment to the principles of sustainable mobility</li> <li>– Involvement of relevant people</li> </ul>	<ul style="list-style-type: none"> <li>– Lower environmental impact deriving from traffic</li> </ul>
	Regulation of access in some zones (and/or parking)	<ul style="list-style-type: none"> <li>– Fewer cars</li> <li>– Lower pollution/emissions</li> <li>– Less noise from traffic congestion</li> </ul>	<ul style="list-style-type: none"> <li>– Shift to public transport</li> <li>– Lower environmental impact from mobility</li> </ul>
	Support for intermodal nodes and infrastructure planning for both passengers and freight	<ul style="list-style-type: none"> <li>– Multimodal approach to travel</li> <li>– Optimization of the use of means of transport (more passengers on each means of transport)</li> <li>– Less traffic</li> <li>– Less pollution</li> </ul>	<ul style="list-style-type: none"> <li>– Improvement of mobility</li> <li>– Improvement of resilience of the transport system (through multimodality)</li> <li>– Lower environmental impact from mobility</li> <li>– Better traffic flows</li> </ul>
	Informatization of mobility, provision of real-time data on public transport and traffic; integrated ticketing systems on mobile and personal devices	<ul style="list-style-type: none"> <li>– Optimization and simplification of multimodal travel</li> </ul>	<ul style="list-style-type: none"> <li>– Shift to public transport</li> <li>– Improvement of resilience of the transport system (giving best solutions in real time for travelling)</li> <li>– Lower environmental impact from mobility</li> </ul>
	Promote diffusion of and experimentation with collective services such as car sharing, carpooling, bike sharing,	<ul style="list-style-type: none"> <li>– Optimization and simplification of travel in modal shifts</li> <li>– Fewer cars</li> <li>– Less congestion</li> </ul>	<ul style="list-style-type: none"> <li>– Improvement of mobility</li> <li>– Lower environmental impact from mobility</li> </ul>

	etc.		
	Increase in the size of areas and uninterrupted paths for bicycles and pedestrians	<ul style="list-style-type: none"> <li>– More soft mobility</li> <li>– Fewer cars</li> <li>– Less noise from traffic congestion</li> <li>– Better and healthier quality of life</li> </ul>	<ul style="list-style-type: none"> <li>– Improvement of mobility</li> <li>– Shift to soft mobility</li> <li>– Lower environmental impact from mobility</li> </ul>
Low-carbon logistics	Planning low-carbon logistics <ul style="list-style-type: none"> <li>– Multilevel governance</li> <li>– Involvement of stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>– Shift to low- and zero-emission vehicles</li> <li>– Better use of existing infrastructure</li> <li>– Improved terminal structure</li> <li>– Shared data on freight</li> </ul>	<ul style="list-style-type: none"> <li>– Reduction in carbon emissions</li> <li>– Better air quality</li> <li>– Better acceptance and understanding among all stakeholder groups</li> </ul>
	Low-carbon last-mile pilot projects: <ul style="list-style-type: none"> <li>– Establish consolidation centres for last-mile freight</li> <li>– Transition to e-vehicles in last-mile freight</li> <li>– Transition to bikes in last-mile freight</li> <li>– Extended use of ICT tools</li> <li>– Reduce kerbside parking for private vehicles</li> </ul>	<ul style="list-style-type: none"> <li>– Reduction in freight transport by vans</li> <li>– Better use of existing infrastructure</li> <li>– Modal split in favour of cargo bikes and e-vehicles</li> <li>– Improved efficiency in loading/unloading</li> <li>– Reduction in “search traffic”</li> <li>– Improved accessibility for deliveries</li> </ul>	<ul style="list-style-type: none"> <li>– Reduction in carbon emissions</li> <li>– Better air quality</li> <li>– Better use of existing infrastructure</li> </ul>
	Establish charging infrastructure adapted for freight vehicles (vans)	<ul style="list-style-type: none"> <li>– Transition to e-vehicles in last-mile freight</li> </ul>	<ul style="list-style-type: none"> <li>– Reduction in carbon emissions</li> </ul>
	Establish low-/zero-emission zones	<ul style="list-style-type: none"> <li>– Modal split in favour of cargo bikes and e-vehicles</li> </ul>	<ul style="list-style-type: none"> <li>– Reduction in carbon emissions</li> <li>– Better air quality</li> </ul>
	Improving mobility solutions	<ul style="list-style-type: none"> <li>– Better mobility options</li> <li>– Accessible, reliable, and comfortable public transport</li> </ul>	<ul style="list-style-type: none"> <li>– Lower greenhouse gas emissions</li> <li>– More public space for people</li> </ul>
Managing transportation	Park-and-ride solutions	<ul style="list-style-type: none"> <li>– Increased parking capacity in station areas</li> <li>– Fewer cars entering the inner-city area</li> </ul>	<ul style="list-style-type: none"> <li>– Decreased congestion in the city centre</li> <li>– Healthier environment</li> </ul>
	Introduction of alternative fuelled buses	<ul style="list-style-type: none"> <li>– Cleaner diesel engines with reduced emissions</li> <li>– Hybrid technology for</li> </ul>	<ul style="list-style-type: none"> <li>– Zero-emission buses for lower GHG emissions</li> <li>– Healthier environment</li> </ul>

		less fuel consumption	
Sharing economy	Promotion of the sharing economy	– New and innovative business models	– More mobility solutions
	Regulating the sharing economy	– Fair competition – Integration of new business providers with public transport (mobility as a service) – Allowing and encouraging sustainable new solutions and models	– Sustainable mobility – Wellbeing of people
	Integrating sharing mobility solutions with public transport	– Enables travellers to gain access to public transport on an as-needed basis – Last-mile solutions	– Public transport sustainability
Transit-oriented development	Definition of “Liveability-Oriented Area Development” (LOAD) methodology	– Integration of spatial and transport planning – Co-creation of the neighbourhood	– Higher regional accessibility – Reduction of car use – Reduction of congestion and pollution
Shaping low-carbon areas	Promoting use of the low-carbon district concept	– Lower emissions from the transport sector – Liveability of station areas – New businesses	– Sustainable urban structure – Contributes to achieve regional low-carbon targets – Promoting low-carbon modes of transport
	Supporting new services in stations	– Added value to trip chains – Improved social safety	– Vital and attractive stations



## ACTION PLAN

### Part I – General information

Project: **SMART-MR: Sustainable Measures for Achieving Resilient Transportation in Metropolitan Regions**

Partner organisation: The City of Oslo Agency for Urban Environment, Akershus County Council  
Other partner organisations involved (if relevant): \_\_\_\_\_

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NUTS2 region: Oslo and Akershus

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### Part II – Policy context

The Action Plan aims to impact:

- Investment for Growth and Jobs programme
- European Territorial Cooperation programme
- Other regional development policy instrument

Name of the policy instrument addressed: Regional Landuse and Transport Plan (RLTP)



## Part III – Details of the actions envisaged

### **ACTION I Akershus: Provide guiding principles for municipal urban development areas**

#### **The background**

This action is chosen to follow up H10 in the Regional Landuse and Transport Plan (RLPT). H10 focuses on establishing agreements on coordinated land-use development and area investments between the County Council and the municipalities in Akershus. However, before this is feasible, a process which includes a framework and information of “how to do this”, is required. This makes the municipalities both willing and able to take part in the implementation of the RLPT. So far, two out of three actions in H10 are completed.

The action plan presented in this document focuses in the final action to follow up H10. The first action already completed involved improving possibilities for stakeholder participation in process of making the County Councils investment and budget plan for transport. It was inspired by WS1 “Participatory transport planning”. The second action, about developing mobility analysis was defined as a best-practice in WS2 “Creating a mobility plan”. Altogether, these two create the basis for the final action of providing guiding principles for municipal urban development areas, to be included here.

WS5 “Shaping low-carbon areas” together with the above mentioned workshops are the main sources of inspiration for this action. They enhance a collaborative and sustainable approach for urban development areas, which is key for the municipalities in Akershus. The LOAD (Liveability Oriented Area Development) from WS4 “Development in and around transport nodes” also has given valuable experiences worth adopting, such as; the focus on efficient land-use, complementing existing urban structures and where to locate different businesses and housings developments. In addition, the criteria listed to identify candidate areas for new development areas or the definition of areas in WS2 “Creating a mobility plan” is used as inspiration in the Akershus action. These criteria identify distances from hubs, from a bicycle path and the size of the community for areas to be defined as available area. Even though these lessons learnt are valuable, only elements of them can be used in the Akershus action. Focusing on investments from developers, the lessons have to be designed to fit the context of the action, the county and its municipalities.

#### **Action**

This is a process-based action consisting of two equally important elements: i) increased knowledge on how to achieve such development among local authorities and ii) a general framework to make agreements on investment and land-use in urban development areas. Overall this action aims to create a model to communicate, agree and plan land-use and investments in transition areas in Akershus.

First, increased knowledge on how to achieve such development among local authorities includes learning courses for local authorities and pilot agreements. This action, to increase the capacity within the municipalities, is already happening. The division for transport is cooperating with the division for planning through a series of seminars hosted by our entity UrbanIDE on land-use development plans and area investment agreements. The first two seminars have been executed, the kick-off was held 20<sup>th</sup> of September 2018, and the second was held on February 6<sup>th</sup> 2019. The third seminar will be held on the 20<sup>th</sup> of March 2019. The seminars invite planners/other professionals from the municipalities, state agencies and private developers for learning about the existing framework and what the possibilities are for land-use development plans and financial models to promote good cooperation for urban development in the cities of Akershus County.

Second, creating the general framework to make agreements on investment in urban development areas includes using experiences from the “Ensjø” model and adjust these to the Akershus context. The model origins from developing a relatively large housing area, and focusing on planning principles and investment. The model enhanced the negotiating process between on the one hand, the public agencies, and on the other hand, the public and private investments. The public agencies made all the infrastructure and the private entrepreneurs, the housing. Hence, the overall purpose is to provide a more efficient and predictable processes for developers, local authorities and the county when it comes to urban development areas.

There is also an extra challenge as the county of Akershus merges with two neighbouring counties and the road administration from January 1<sup>st</sup> 2020. We choose to see this as an opportunity for the regional level to be even better equipped to meet the needs of our municipalities in their transition in to good liveable urban areas. The new region Viken will be the largest in Norway with a population of 1,2 million people (double the size of Oslo), 51 municipalities and a vast geographical area of 24 595 km<sup>2</sup> stretching from the Swedish border in the east to the new region on the west coast. With the road administration implemented in the region as a part of the political administration, we see possibilities to develop the methodology used in our mobility analysis and participatory proses more systematically in making our plan for investments and budget for transport much wider. Given that the new administration model is not set at this time. how this will come together is not easy to map out at this time.

### Players involved

*Target group:* The municipalities of Akershus. The role of the local authorities is to develop areas, initiate local participation and ensure local stakeholder commitment in transitioning new local areas.

*Initiator:* Akershus county. Their role is to support, provide information and facilitate the municipalities in their development of urban transition areas.

*Other relevant interests:* national agencies, citizens and private developers. Their role is to support, provide information and facilitate this collaboration. Private developers should make their experiences available for the responsible authority.

### Timeframe

The timeframe for the activity connected to the increased capacity of our municipalities is limited to 2019. The framework for coordinated urban land-use development plans and area investment agreements, we aim to have by the time we present the first joint budget for Viken in the autumn of 2020.

**Costs:** Involving staff, consultants and organizing conferences for preparing the municipalities for the model

- One special adviser from the department of transport in the County Council for the main tasks in the project. Estimated at 75% for one year. Staff Cost: 762 006 NOK = 78 457 EUR
- One special adviser from the department of transport in the County Council for the coordination tasks in the project. Estimated at 25% for one year. Staff Cost: 271 694 NOK = 22 414 EUR

**Total Staff costs estimated 100 871 EUR**

There is also might be a need for legal consultation. This is a procurement estimated at approximately 20 000 EUR. *The procurement of legal consultation is not decided at this point in time.*

**Funding sources:** Regular Akershus County Council budget



## **ACTION II Oslo: Develop “Mobility Strategy” for the Agency of Urban Environment (Partial SUMP), containing a Mobility Analysis for Oslo**

### **The background**

This action has its background in Oslo exploiting the mobility potential of being the European Green Capital in 2019. Mobility is an important aspect in the thinking of the City of Oslo. Governing policies for a more efficient and climate neutral mobility is established in the “Climate and Energy strategy “. The strategy is at this time being revised for 2020-2030 with an increased emphasis on the mobility issue. Both the public transport company (Ruter M2016) and the Agency for Urban Environment have followed up in their own strategies. In line with conclusions from WS2 “Creating a mobility plan” improving the efficiency of networks and services, and focusing the mobility policies on people’s needs, requires a change of perspective focusing on planning for urban systems, complex societies, measurable changes and accountability. The aim in Oslo is to facilitate for comprehensive, sustainable and seamless mobility. Universal design, user friendly solutions, real-time information and different options, are key words.

Lessons learned guiding this action is taken from WS2 “Creating a mobility plan”, and emphasise accessibility instead of the more traditional approaches of vehicle traffic. Accessibility evaluates transport system performance based on people and businesses’ ability to reach desired services and activities. Several strategies were mentioned, such as: promoting smart and tele-working, placing urban settlements nearer public transport hubs, reducing car demand through modal split, congestion taxes and reduction of parking slots in urban centres. Furthermore the participatory process also needs to be taken into the making of the strategy. There will be a process taking in inputs from other municipal agencies and departments. The idea is that other agencies will be a part of a process that is new, for most. It will also indicate how to include the general public in the next phase, being the SUMP itself. The development of and around transport nodes also gave a good input for the mobility strategy process. In Oslo we have several ongoing processes for large area city development (Hovinbyen) and as such sustainable mobility comes in as a vital ingredient in the planning process.

The lessons learnt has been taken into account in the structure of the urban mobility strategy for Oslo. It is therefore organised as follows:

- Public transport plan
- Bike plan
- Walking plan
- Car sharing plan
- Dynamic traffic management plan
- Traffic safety plan
- Urban logistics plan
- Parking plan

**Overall structure – seamless and sustainable mobility**

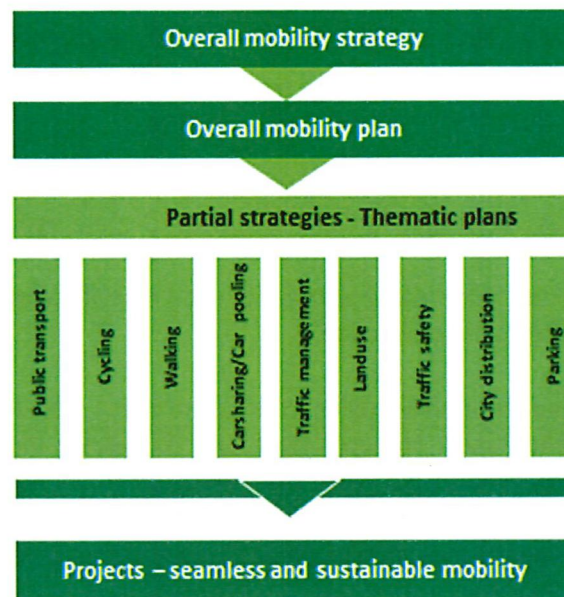


Figure: Overall structure – seamless and sustainable mobility (Agency for Urban Environment)

Another inspiring learning from WS2 is to emphasise the principle of integration of the mobility plan with other types of plans (landuse planning, financial, etc.) and at different levels (regional, local, etc.). The mobility strategy in Oslo should be a part of a regional mobility strategy for a geographical area beyond the Oslo border, ensuring vertical and horizontal collaboration. A mobility strategy without such as perspective might result in solutions reducing the mobility alternatives for the end-users.

**Action**

Inspired by the Akershus mobility analysis, selected as one of the best-practices in WS2, Oslo will develop a mobility analysis for the local districts in Oslo. This is an important starting point in further developing a mobility strategy. Using this as a starting point, Oslo gains a good foundation of knowledge to choose the proper actions for implementing in the RPLT. The mobility analysis will identify the Agency for Urban Environments responsibilities for the different activities included in the mobility strategy. Preliminary, the activities in which it is necessary to defined the mobility needs are:

- Walking
- Bike
- Public transport
- Freight transport
- Prioritisation of mobility in road administration
- Parking
- Safety
- Measures promoting mobility
- Collaboration on mobility



The initial phase of the Oslo mobility analysis is to map the mobility profile e.g. travel behaviour, primary mode of transport, patterns of commuting, the availability of public transport, car dependency and the overall travel demand, in a multitude of locations as an input to differentiate on the future distribution of means of travel.

### Players involved

*Target group:* Citizens. The role of this group is to provide their opinions on different suggestions from the municipality. Other municipal agencies; Planning and building agency, Climate agency.

*Initiator:* The City of Oslo. The role of the municipality is to perform the mobility analysis of different areas in Oslo, and carry on with the partial SUMP after evaluation.

*Other relevant interests:* Akershus County Council, region Viken (from 2020), and close by municipalities, Public Transport Ruter, State Railways, Public Roads, Transport operators. Altogether, these are stakeholders who have interests in how the mobility analysis turns out. Their roles are to communicate their needs and preferences. Taking the advice from WS1 “participatory transport planning”, the politicians and important policy and opinion makers are especially invited to the planning process, even before it begins.

### Timeframe

The timeframe for the establishment of the Mobility Strategy (preliminary SUMP) is ultimate 2020.

**Costs:** Staff, consultants – 100.000 €

**Funding sources:** SmartMR and regular Agency budget.

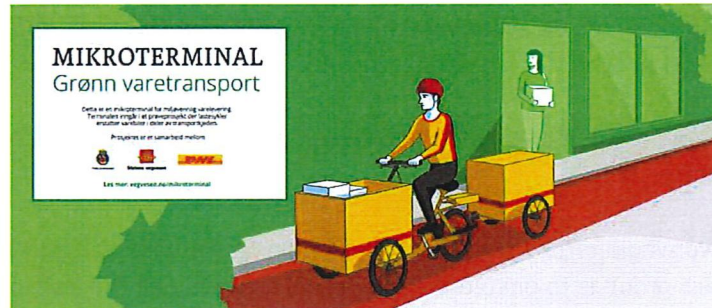
## **ACTION III Oslo: Implement ITS pilots within the STOR - Smarter Transport in the OsloRegion-project**

### The background

The background for this action is the need to follow up H7 in The regional land use and transport plan (RLPT) on regional structure for freight and logistics. This is in particular to look for technological solutions that can enhance the flow of freight- and distributiontraffic. The location pattern of various smaller consolidation centers will benefit from use of technology as Intelligent Transport Systems. An important part of the structure is optimum location of consolidation centers close to the city center and other complex areas in the region. The freight in the Oslo region is expected to grow at a steady phase towards 2030. Trade through the internet is expected to grow relatively fast. Thus, the structures both need to cope with increased freight, but as well as to make analysis in how to diminish the impact on traffic and the roadsystem from large volumes of small parcels deliveries. The Oslo/Akershus workshop on low carbon logistics also played a role in creating the freight side of the STOR project – especially connected to charging infrastructure for distribution vehicles and service vehicles.

H7 emphasise the importance of further developing a regional structure for freight and logistics in Oslo and Akershus, here focusing on an Oslo strategy for freight and logistics. In WS2 “Creating a mobility plan” and WS3 “Low-carbon logistics planning” one of the main conclusion from the group discussions was that it is important to establish demonstration projects for clean city logistics and building private/public partnerships. It was also emphasised to test different solutions before including them in a local plan or strategy. Smarter Transport in the

Oslo region (STOR) aims to do just this - test different technology systems and solutions, especially focusing on Intelligent Transport Systems (ITS), to combine forms of mobility for citizens. This provides gradual and flexible implementation for instance new measures used as pilot actions as suggested in WS2.



The Ministry for transport is occupied with the urban process development, and has a strong emphasize on smarter transport, using ITS. Last year the Ministry gave a special grant for development of new forms of mobility. The application process was a background in developing the STOR project, and especially how digitalisation will play a more profound part in mobility in the coming years.

### Action

The pilots, which is included as actions here, to be implemented are:

- Install sensors and radars in some areas to signal available parking space for loading and unloading of goods, disabled parking and service transport. Implement this action in collaboration with The Car Free city project. The perceptions of the users are also important in evaluating this project. It might also be testing of available charging infrastructure on these parking spaces.
- To prebook parking spaces especially for service transport/craftsmen, and the use of charging infrastructure.
- Dynamic signalling of available parking for the same groups of stakeholders, hence reducing the disadvantages of the extra driving generated when looking for parking options. Such signalling might also be used for indicating times of the day which certain actors can access areas within the inner city.
- Availability of information using apps with updated information on parking space, traffic and the dynamic signalling for all users of the city centre.



Figure on ITS and goods distribution (STOR project)

**Players involved**

*Target group:* Urban freight and logistics stakeholders (particularly drivers), service deliveries and citizens. The role of these groups is to provide the municipalities with their views of these solutions and to use the solutions if found valuable.

*Initiator:* The City of Oslo. The role of the municipality is to implement the actions and to adjust how they are designed to fit the needs of the users.

*Other relevant interests:* The Norwegian Public Road Administration Eastern Region and Public Transport Company, Ruter. The role of this group is to ensure the overall perspective and the traffic flow. Support and facilitate the municipality in implementing these pilots.

**Timeframe**

The Smarter Transport in the OsloRegion is 2021. Pilots are being implemented early 2019, and through 2020, with a final evaluation scheduled for 2021. This will then constitute the decision for an uptake.

**Costs:** 150.000 €

**Funding sources:** Joint budget for the STOR project and financial support from Oslo Climate Budget.

Indicators for Oslo and Akershus

Oslo-Akershus	PP3	Reduction of car traffic measured by average daily numbers of vehicles crossing the toll ring *	312.175 (2012)		280.000 (late 2018)
Oslo-Akershus	PP3	Mobility strategy (Partial SUMP)	0	0	1
Oslo-Akershus	PP3	ITS (Intelligent Transport Systems)	0	0	1

\*There will be a change in the Tollring system in 2019, with an added Inner Ring, which will have effects on the near future reductions in private car traffic. This new overall tollring will strengthen the goal for reduction.

Akershus County Council

Date: 12.08.2019

Signature: *Knut Skjelt*

Stamp of the organisation (if available): \_\_\_\_\_



The City of Oslo

Date: 15.08.2019

Signature: *Perne Gjes*

Stamp of the organisation (if available): \_\_\_\_\_

**Oslo kommune  
Bymiljøetaten**

