



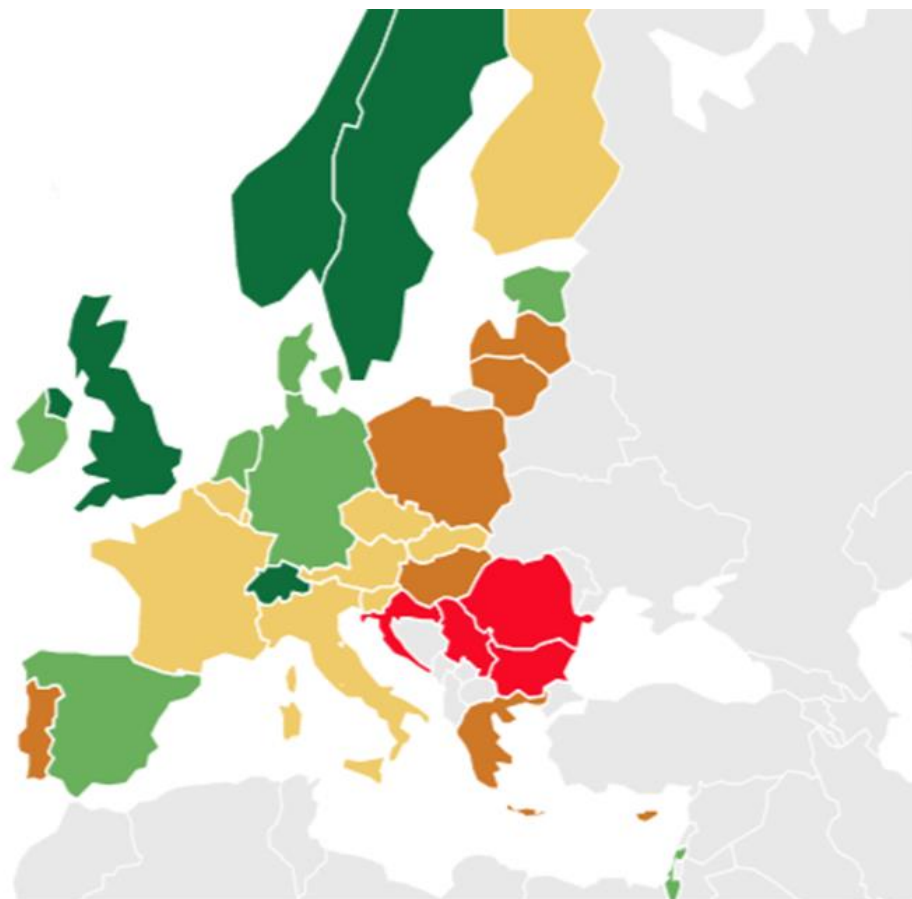
City of Oslo
Agency for Urban Environment

Speed management in urban areas: experiences from Norway

Freddy Leithe

Section for road safety
Agency for Urban Environment
City of Oslo

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ORGANIZATION OF ROAD SAFETY IN NORWAY

- and the role of the central government

Ministry of Transport and Communications

- Policymakers, proposes laws, the main responsibility for road safety in Norway

Norwegian Public Roads Administration (NPRA)

- Administrates everything about traffic, roads, cars, etc.

Municipalities

- Delegated authority from the NPRA



VISION ZERO



Introduced in 2002 by the central government

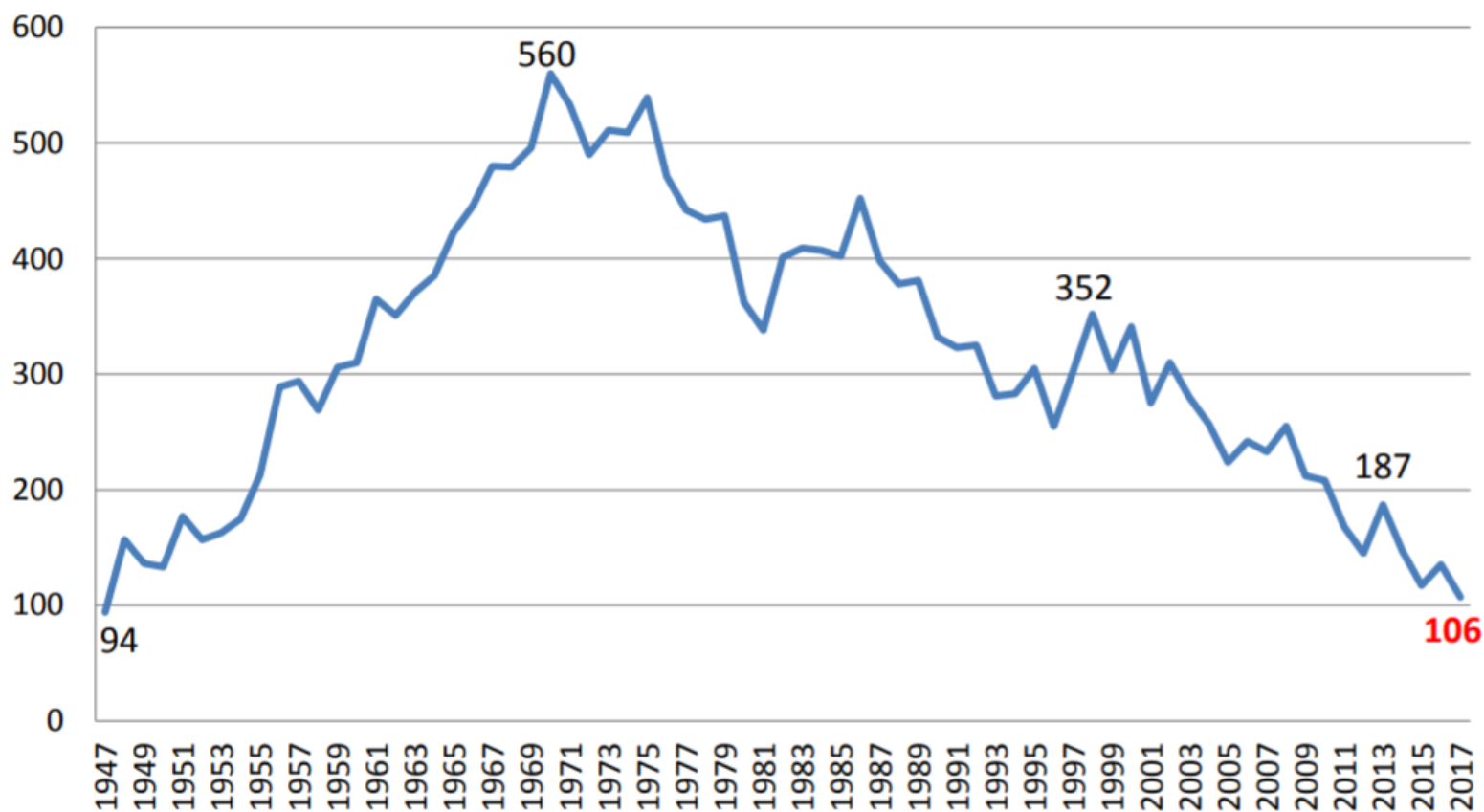
Based on

- Ethics
- Facts and science
- Shared responsibility

Everyone who works with road safety, from mechanics to driving instructors, must involve vision zero in what they do every day

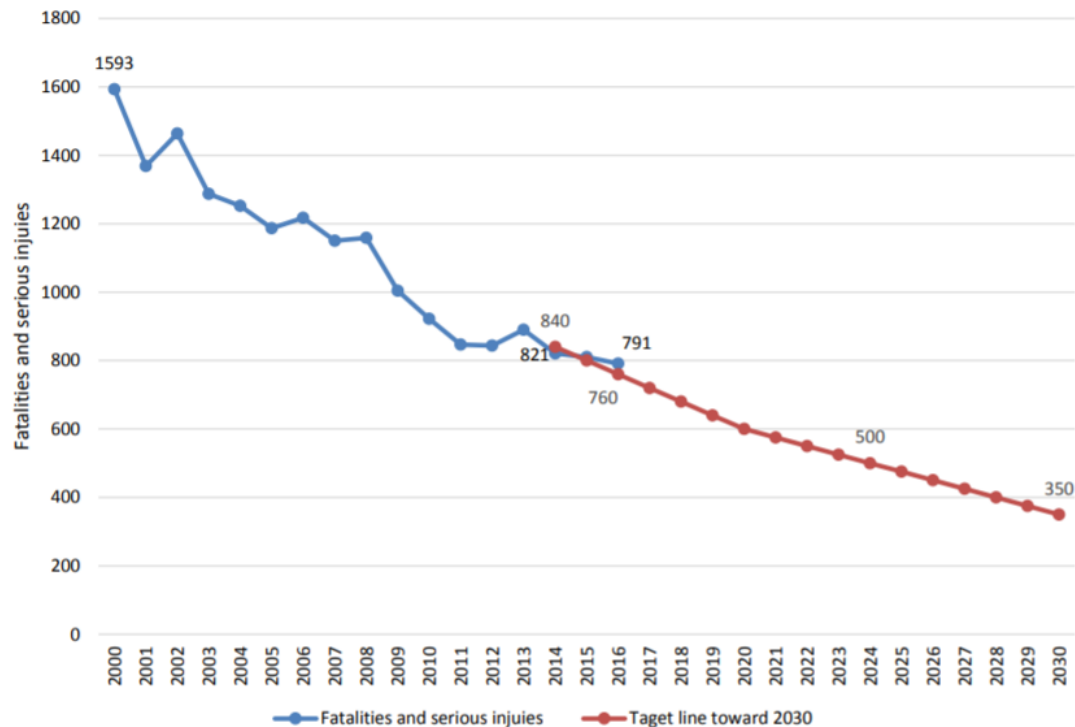


VISION ZERO



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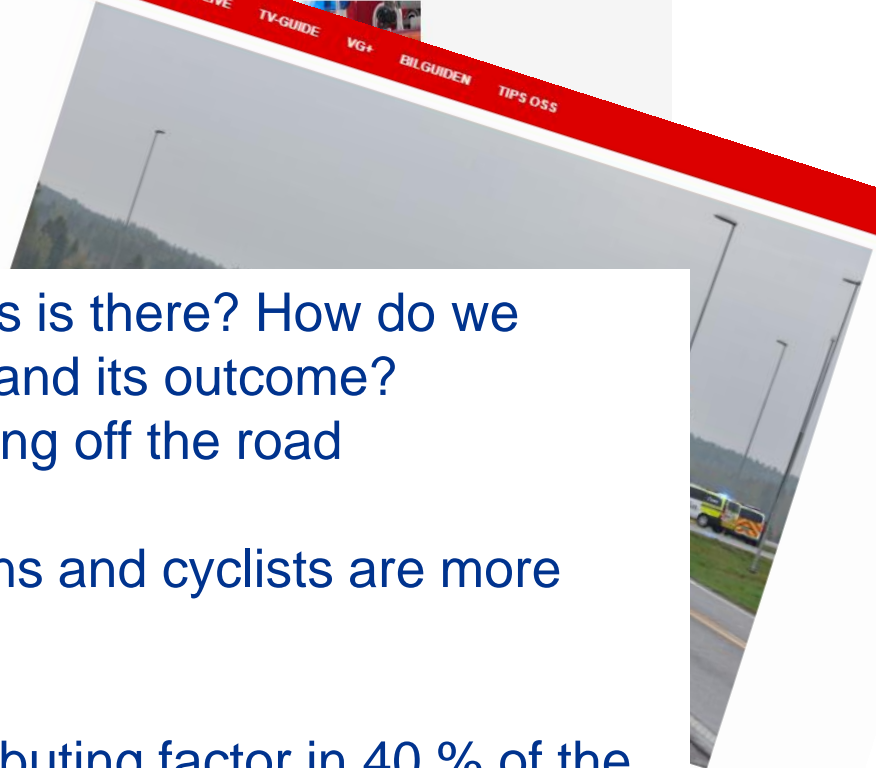
FATALITIES AND SERIOUS INJURIES – INTERIM TARGETS TOWARDS ZERO



Sykkelulykke

Dødsulykke i Oslo sentrum:

Kvinnelig syklist omkom etter påkjørsel



What kind of accidents is there? How do we reduce the accidents and its outcome?

- Single vehicle driving off the road
- Head-on collisions
- In cities, pedestrians and cyclists are more exposed

A High speed is a contributing factor in 40 % of the
E accidents with fatalities



NEW SPEED LIMIT GUIDELINES IN NORWAY

Published by the Norwegian Public Roads Administration in 2018

Criteria for when to use 30 to 110 km/h speed limit

Not mandatory to use for municipalities – but for the road users and for the vision zero, recognizable, coherent and logical use of speed limits is better

Based on the resiliency of the human body, road geometry, the road users ability to understand the speed limit and environment



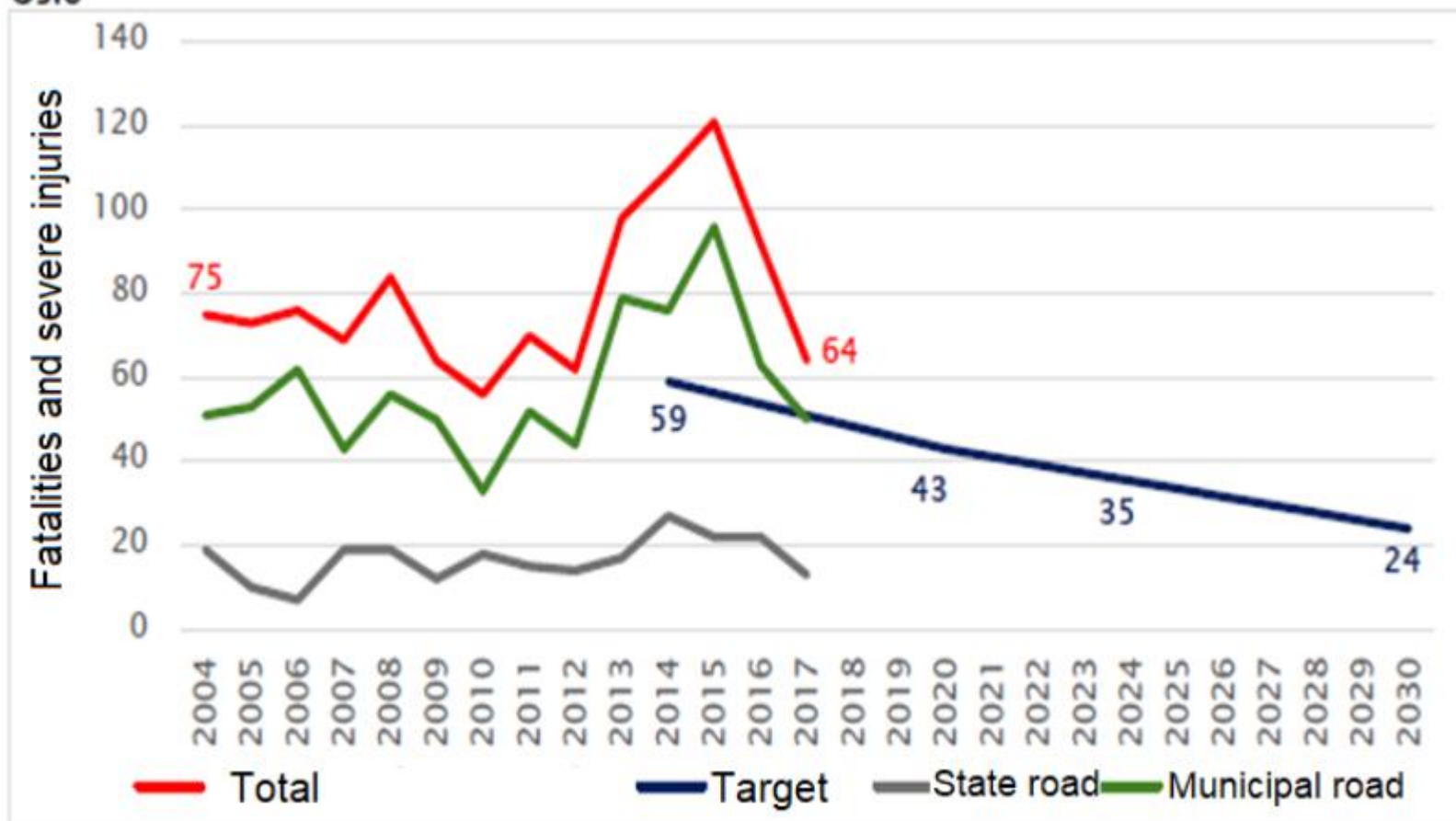
NEW SPEED LIMIT GUIDELINES IN NORWAY

Speed limit	Area of use
30 km/h	Access roads in residential areas. Downtown areas. Where the activity of pedestrians and cyclist are high.
40 km/h	Mainly feeder roads
50 km/h	Main speed limit in urban areas
60 km/h	Use on main roads where the separation between pedestrians and motorised vehicles is good





Oslo







OSLO AND OTHER MAJOR CITIES AND MUNICIPALITIES IN NORWAY

We manage ourselves – we decide what speed limit to use on our road.

We still have to obey the national laws, but we can set our own standards as long as the NPRA approves

The collaboration is (mostly) good

The Norwegian Public Roads Administration are responsible for smaller cities and municipalities



Fv155



















Västerås
Bydelshus





Sone

30



Skole



500 m





Sone
30

Oslo Havn KF

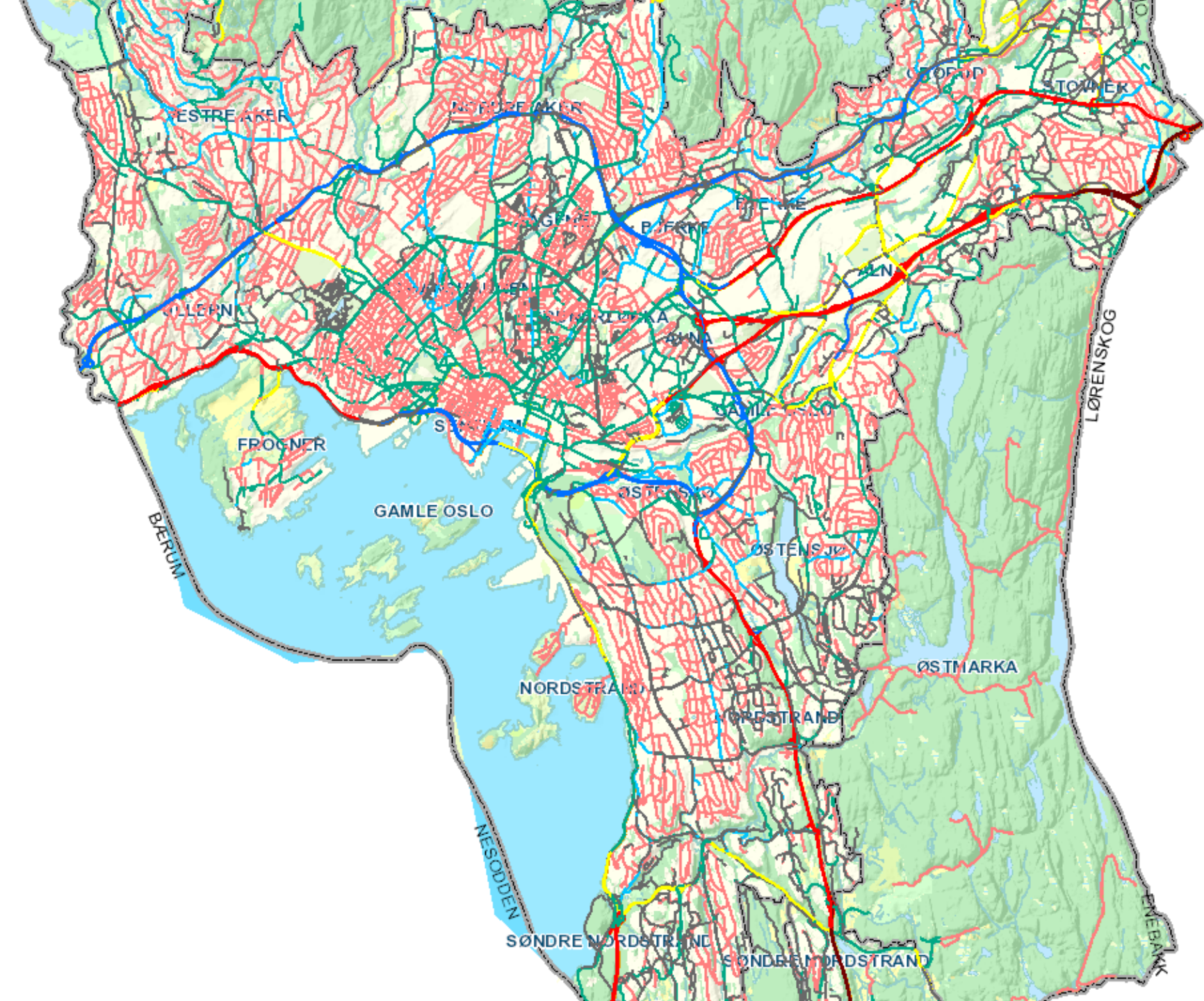
Sone
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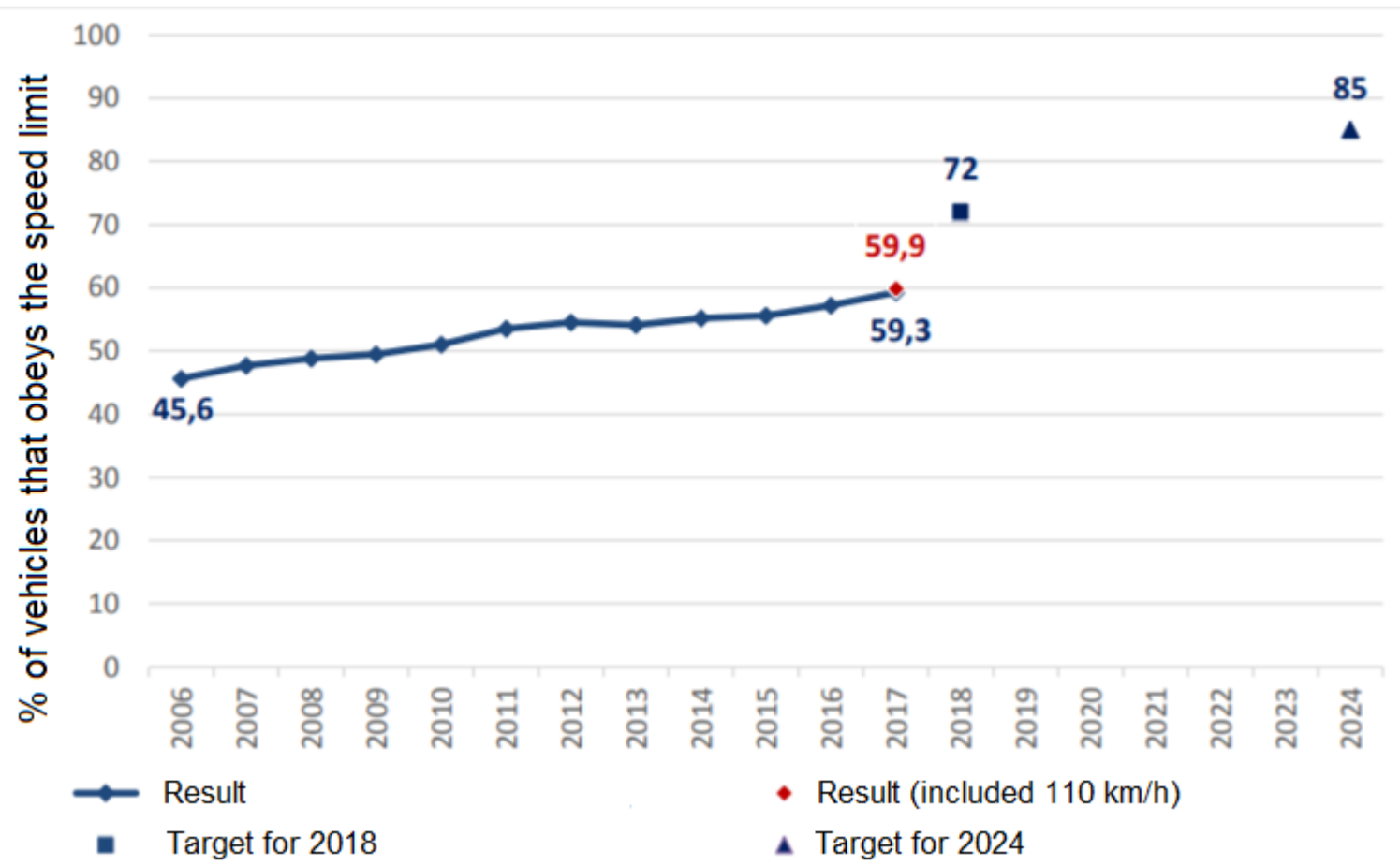


Sone

















PEMA 1000
-23
7-23)

Beste lave priser
39
PEMA 1000

PULP GRAFISK



Vennligst benytt
fortov på
andre siden

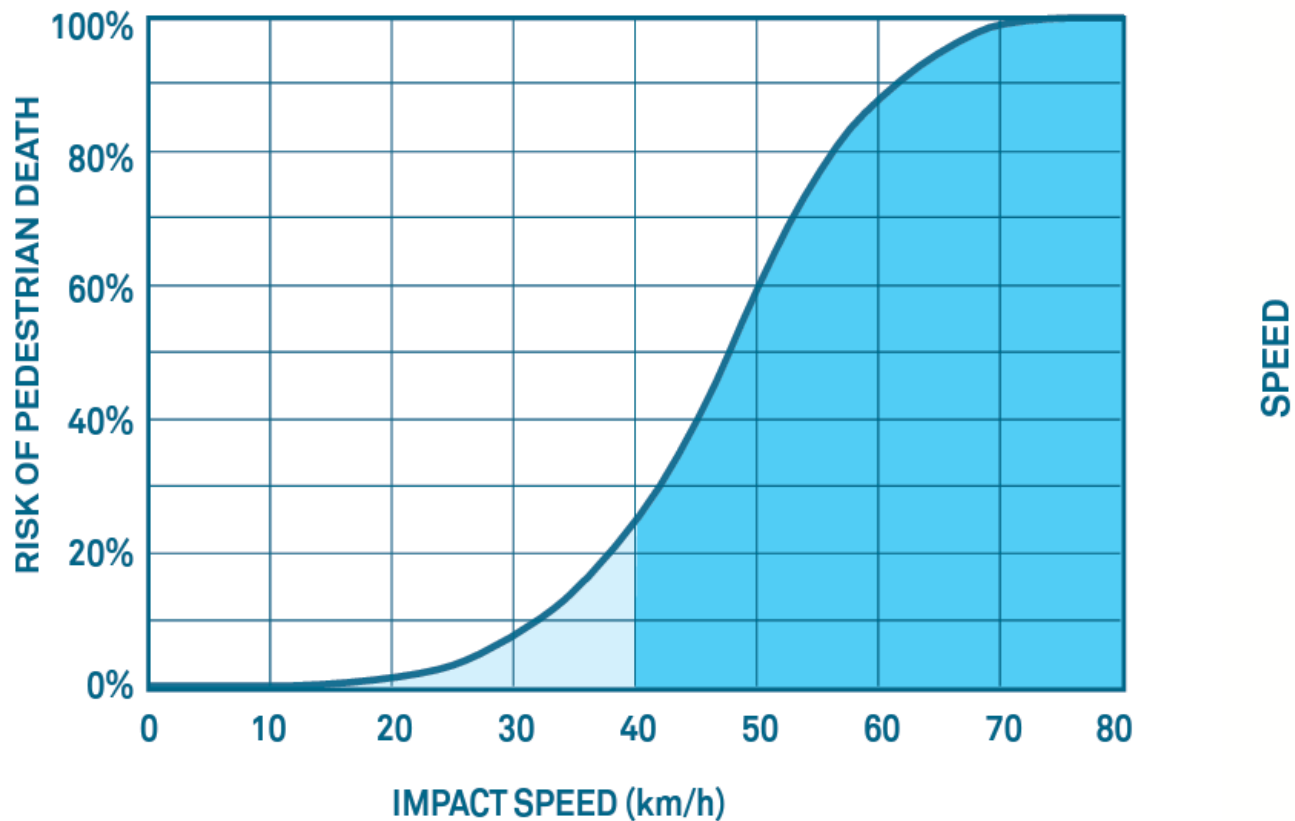








PRINCIPLES FOR SETTING SPEED LIMITS





Improves accessibility and safety for pedestrians
Reduces the speed for motorized vehicles



THANK YOU FOR YOUR ATTENTION

Questions?

Freddy Leithe

freddy.leithe@bym.oslo.kommune.no

+4790366451