Urban Road Safety in Norway
The Norwegian Council for Road Safety
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1. Introduction
Facts about Norway

- **Big country, small population**
  - 5.2 million inhabitants
  - 385,000 sq.km

- **Trends**
  - Population growth
  - Aging population
  - Urbanization

- **Economy**
  - GDP app. € 300 billion (57,700 € per capita)
  - National Transport Budget 2017 € 7.5 billion
  - National Road Budget 2017 € 3.8 billion
Complex and not very efficient infrastructure

- Dominated by mountains and fjords
- Many winding and narrow roads
- 540 km motorways
- 94,000 km public roads
- 120,000 km private roads
- 1,100 road tunnels
- Average speed 70 km/h

Source: Information Council for road traffic, 2016
Considerable share of old and unsafe vehicles

- About 3.9 million vehicles
- Average age: 10.5 years
- EU-average: 7.4 years

Source: Statistics Norway, 2015
Lowest rate on fatalities in Europe

Fatalities per million habitants

Source: ETSC, 2015

*2014
Positive decline in fatalities since the 1970s
Why have we succeeded?

- Comprehensive national plans
- Long term, committed and systematic effort
- Many stakeholders
- Broad range of knowledge-based measures
- Safety culture
2. National transport policy
Road safety

- Political consensus about Vision Zero
- National target: Max. 500 people killed and seriously injured in 2024
- Status 2016: Approx. 800 people killed and seriously injured
Transport in urban areas

- Political consensus about “zero growth target”
  - Raise the share of people using public transport, cycling and walking
- Heavy investments in public transport and infrastructure for pedestrians and cyclists
- Restrictions for cars in the cities
Urban transport- and area agreements

- Cooperation national/local authorities
- Increased national funding
- Nine cities included so far
- Main purpose: Raise the share of people using public transport, cycling and walking
- 20% reduction in severe road accidents
Challenge:

- How to succeed with both «zero growth target» and Vision Zero?
- Higher injury risk for cyclists and pedestrians
Soon to be launched: New National Transport Plan

Expectations:

- More ambitious national targets on road safety
- Expansion of “zero growth target”
- The very first Children`s Transport Plan
3. Vulnerable road users and accidents
How we travel in Norway

Source: Transport Economic Institute, 2014
1/3 of killed and severely injured in Norway are cyclists and pedestrians.
The official statistics include only accidents reported by the police, most of them involve vehicles.

....most cycle accidents are singel accidents, seldom reported by the police.
Depth study of cycle fatalities in Norway

Important findings:
- 2/3 involved vehicle
- 3/4 were male
- 4/10 happened in the roadway
- 9/10 happened because of individual errors
- 7/10 happened because of road errors
- 7/10 did not wear helmet

Source: Norwegian Public Road Administration, 2013
4. How we improve road safety in urban areas
Safe infrastructure

- Leading main traffic out of cities
- Building separate and connected pedestrian and cycle paths
- Removing dangerous crossings
- Designing secure crossing
- Maintenance
- Self-explanatory labeling
- Street lights
Low speed limits/actual speed

- Higher risk for injuries related to speed on urban roads
- 30 km/h speed limit (and actual speed) in streets with high numbers of pedestrians and cyclists because of the human resilience
- 40 km/h speed limit (and actual speed) in streets with priority to public transport and delivery of goods
Keeping the rules

- Drivers are obliged to:
  - Allow pedestrians and cyclists sufficient space
  - Give way at pedestrian crossing
- If possible pedestrians shall:
  - Use footpaths, pavement or hard shoulder
- Cyclist are allowed to:
  - Cycle on pavements if it doesn’t endanger pedestrians
Use of security equipment

- Cyclists:
  - Lights and reflectives (regulated)
  - Helmet (recommended, but not regulated)
    - Target children: 90 %, status 87 %
    - Target adults: 60 %, status: 56 %

- Pedestrians:
  - Reflectives (recommended, but not regulated)
    - Target cities: 40 %, status 28 %
Education of children

Existing targets in primary school:

- After 4\textsuperscript{th} grade: Follow the traffic rules for pedestrians and cyclists
- After 7\textsuperscript{th} grade: Practice safe use of bicycles
- After 10\textsuperscript{th} grade: Explain how security equipment prevents and reduces damage by accidents
5. Projects run by the Norwegian Council for Road Safety
Certification as «Traffic safe municipality»

Systematic work, routines and criterias for traffic safety in:

- Technical department
- Area planning department
- Culture department
- Municipality doctor
- Health clinics for children
- Nursery schools
- Primary schools
«Heart zones» around schools

- Safe walking and cycling to school through car-free zones
- National cooperation between governments and organizations
Research project: Testing children's attention through eye tracker