



**Urban Road Safety in Norway**  
**The Norwegian Council for Road Safety**  
Jan Johansen, director  
Miriam Kvanvik, senior advisor

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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

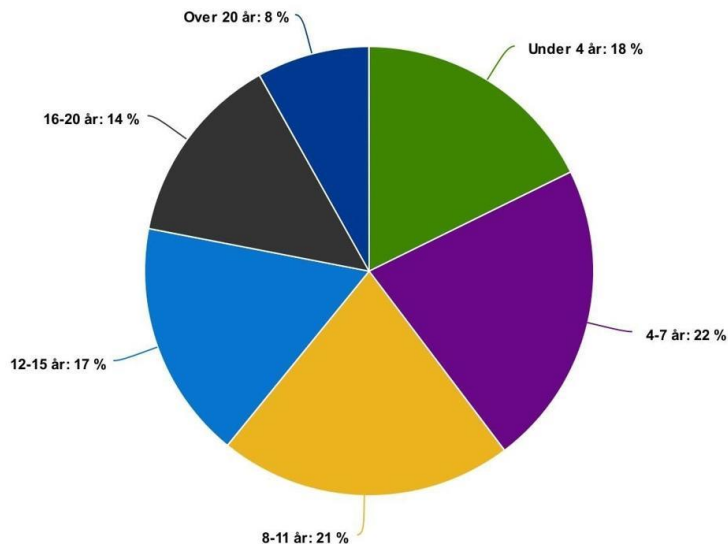
## Complex and not very efficient infrastructure

- 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

# Considerable share of old and unsafe vehicles

Figur 5. Personbilbestanden etter alder. 2015

Prosent og antall

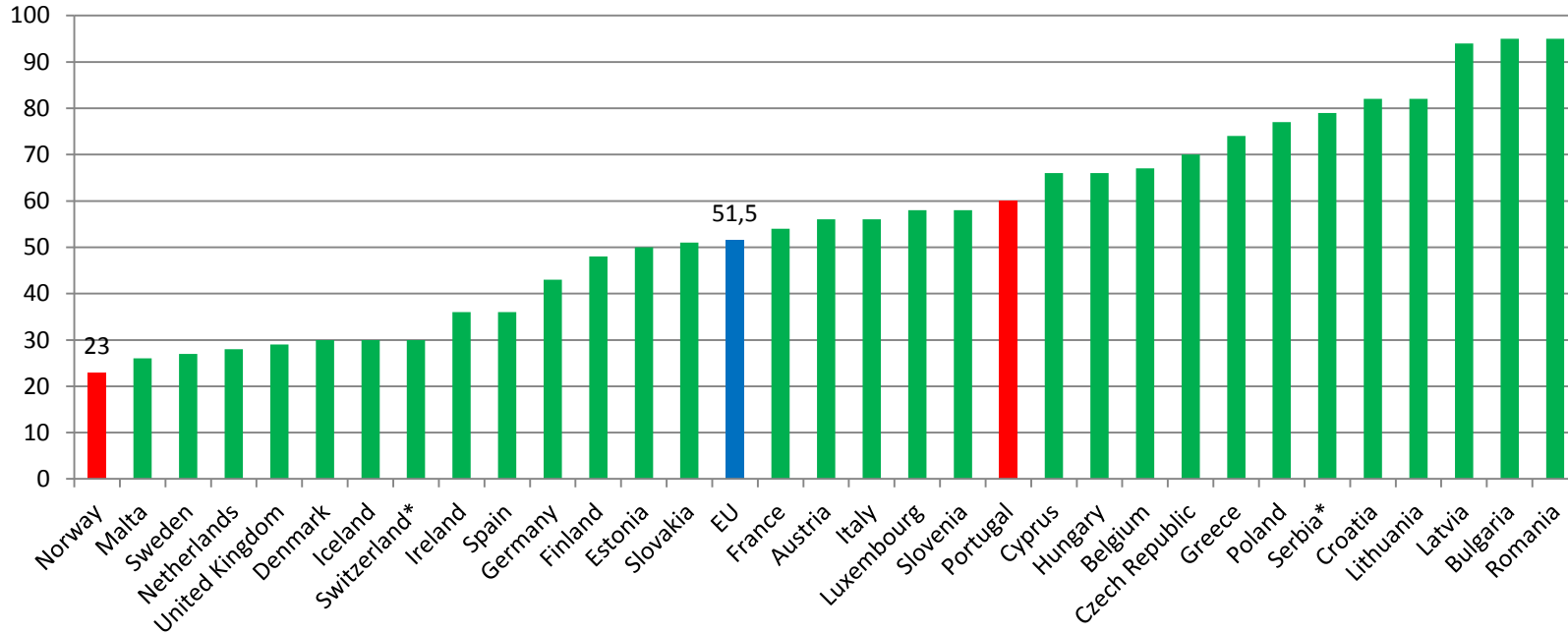


Kilde: Motorvognregisteret i Vegdirektoratet.

- About 3,9 million vehicles
- Average age: 10,5 years
- EU-average: 7,4 years

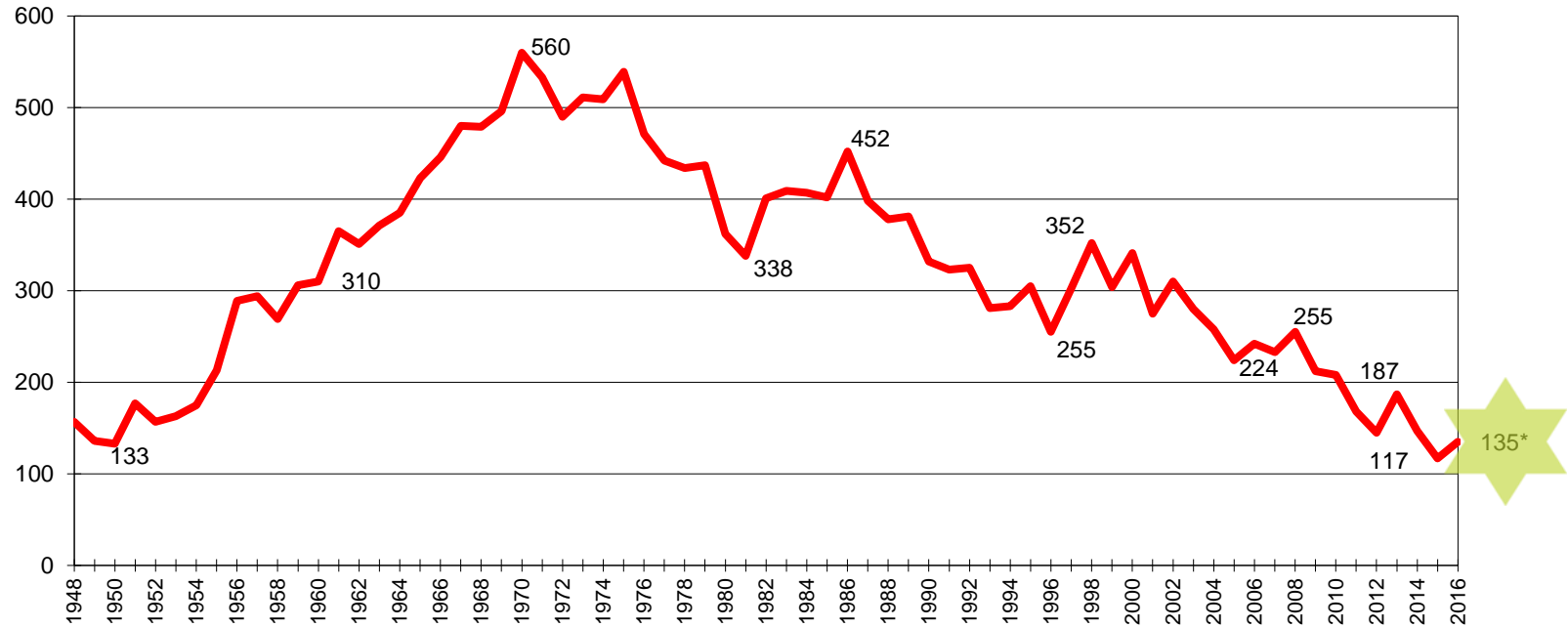
# Lowest rate on fatalities in Europe

Fatalities per million habitants



\*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 sofar
- 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 growt target» and Vison Zero?
- Higher injury risk for cyclists and pedestrians





# Soon to be launched: New National Transport Plan



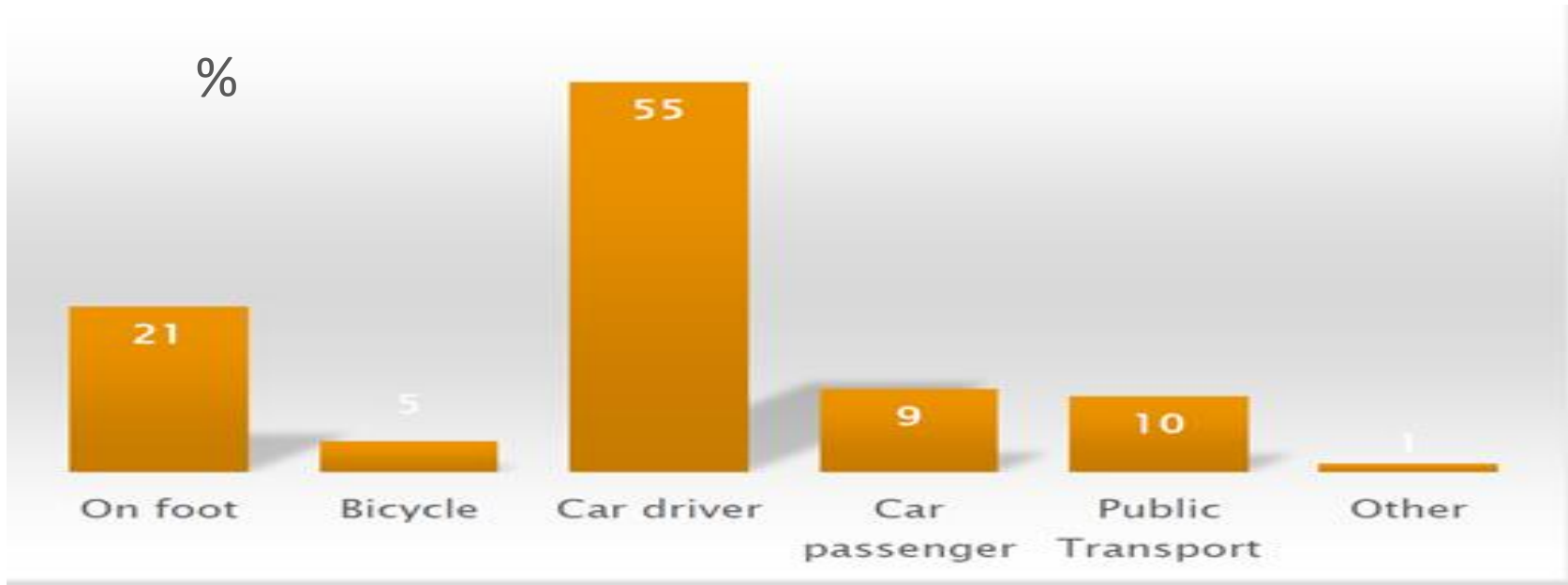
Expectations:

- More ambitious national targets on road safety
- Expansion of “zero growth target”
- The very first Children`s Transport Plan

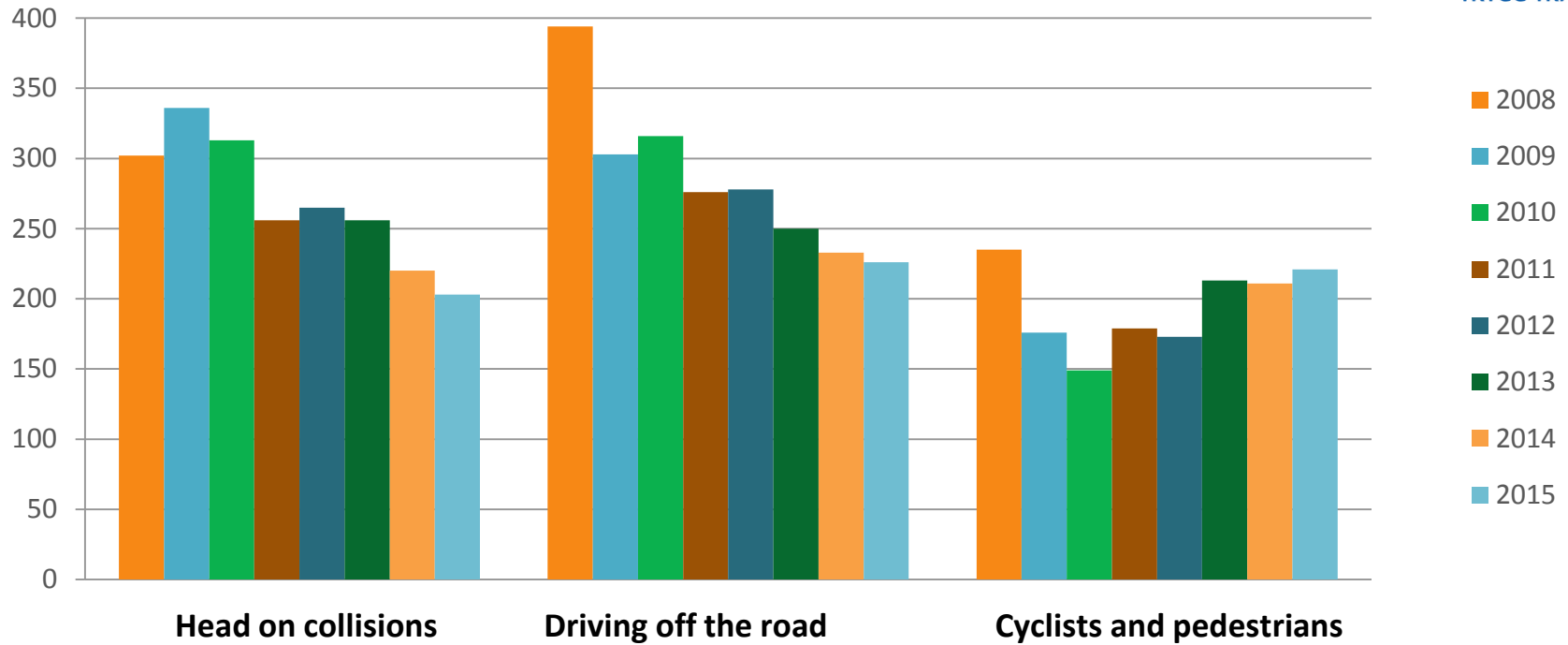
### **3. Vulnerable road users and accidents**



# How we travel in Norway

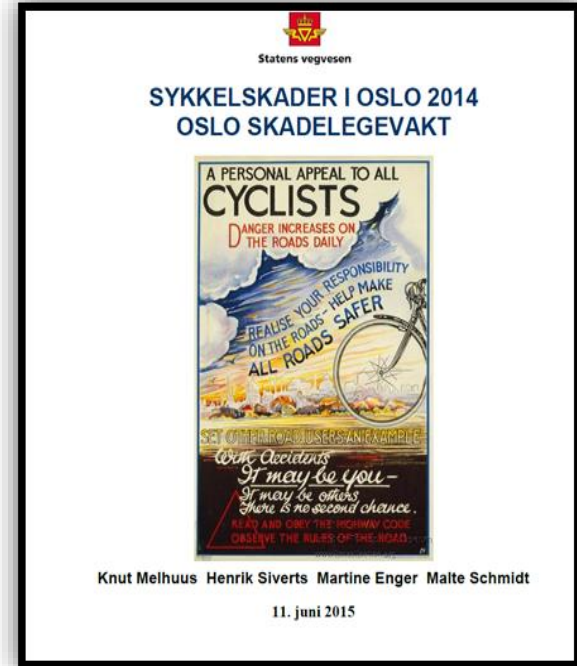


# 1/3 of killed and severely injured in Norway are cyclists and pedestrians and pedestrians



# Challenge: Unrecorded cycle accidents/injuries

- 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

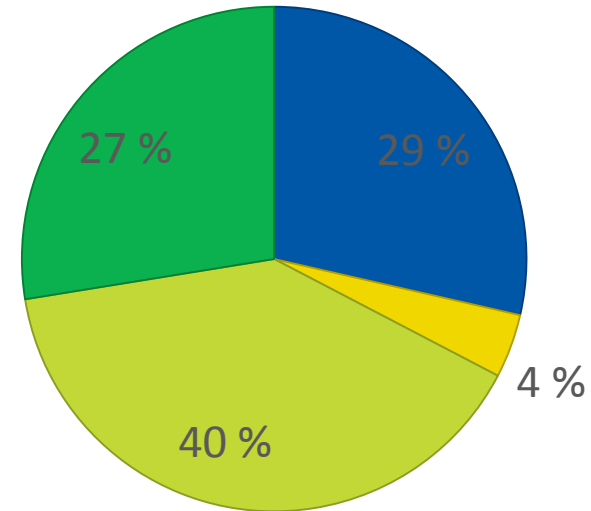


# Depth study of cycle fatalities in Norway

## Important findings:

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

- single bicycle
- bicycle-bicycle
- car-bicycle
- heavy vehicle-bicycle



## **4. How we improve road safety in urban areas**

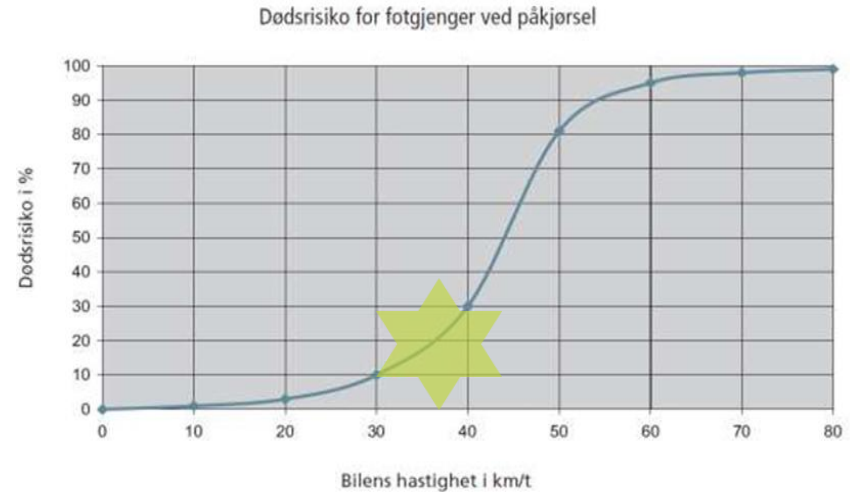
# Safe infrastructure

- 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 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
- Cyclists 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<sup>th</sup> grade: Follow the traffic rules for pedestrians and cyclists
- After 7<sup>th</sup> grade: Practice safe use of bicycles
- After 10<sup>th</sup> 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



**HJERTESONE**  
TRYGGERE SKOLEVEI

# Research project: Testing childrens attention through eye tracker

