

## Objectives of the measure

- **At measure level:**
  - Increase the use, accessibility and attractiveness of public transport co-existing and sharing space with other modes of transport.
  - Establish and test a new working method/strategy, which includes both bus and alternative mobility functions, to improve existing processes and understand how different strategies affects each other.
- **Contributing to city level objectives of:**
  - The city of Oslo is working on promoting walking, cycling and public transport in that priority as well as reduce the car traffic by 33% within 2030 compared to 2009. This measure will contribute to these goals.

## Description of the measure

### ▪ Situation before:

The City of Oslo is working on creating a liveable city. A city where citizens prefer to walk, cycle and use public transport as main means of transport. The city of Oslo is exploring different solutions for green and active mobility as well as developing a framework for activities and services that make use of the public infrastructure.

As the transition from private car use to other modes of transport is increasing and alternative mobility services have gained a foothold, more modes of transport are operating in the same space. This means that public authorities have to take a new approach towards mobility. Both operationally and strategically. Especially when it comes to prioritization, distribution and arrangement of functions of areas and streets. Traditional measures and processes which are implemented have their limitations, therefore we need to explore new ways of working.

The City of Oslo, together with the PT company Ruter is continually trying out different measures to improve bus routes which experience challenges, which lead to a less attractive mobility offer for citizens. Much of the present work related to bus routes focus on physical interventions in the infrastructure like new bus stops, new or different bicycle lanes, new signs etc. This approach has its limitations and there is a need for inclusion of the service and function in this process, especially on strategical level to secure horizontal work, across agencies and stakeholders.

The measure in UPPER will take a holistic approach towards the whole range of transport modes and regulations to seek for solutions which can make public transport more efficient and attractive. The basic idea is to test out a new model for distribution of functions (FFM) to improve access, regularity and attractiveness for public transport in an environment where a comprehensive number of transport modes are combined.

Some of the relevant activities/regulations for this measure:

- Street Design Manual for Oslo

This manual describes the expected design of streets in new urban development areas. The manual also applies to existing street structure, with subject to change depending on compromises and deviations based on spatial limitations for street functions.
- The function distribution model (funksjonsfordelings modellen, FFM)

The goal of the model is to increase accessibility by ensuring that a street has at least 3 functions. This model is trying to create a connection between different functions and explore the possibility where all are prioritized. This is done at system and street level.
- Accessibility measures for public transport

Powerful accessibility measures (KFT) are a collaborative project between Ruter and agency for urban environment in Oslo. The purpose of KFT is to identify challenges for public transport and implement measures that provide shorter journey time and increase predictability for buses and trams in Oslo.
- Regulation on the rental of small electrical vehicles on public land in the city of Oslo:

The regulation shall facilitate the rental of small electric vehicles on public land in Oslo municipality to contribute to accessible and safe public space, efficient management, climate-friendly solutions, and a good environment and local environment.

- Regulation for parking permits for car sharing in the city of Oslo:

The purpose of this regulation is to facilitate increased use of car sharing in Oslo in order to: reduce overall car use in the Oslo, stimulate environmentally friendly forms of transport and reduce the area of public roads used for parking

▪ **General description:**

This measure will use a bus route that has been improved, where all possible physical improvement has been made or a new bus route which is under improvement to test how we can further improve the mobility offer beyond traditional activities. Part of this measure will be to test/implement the function distribution model in context with mobility services and function of the area. Through this approach we can both work at system and street level to understand actual impact of implemented measures or lack of them. The idea is to create a basis for a framework for further improvement of bus routes with connection to different mobility services. Through this work we want to shed light on how existing regulations and framework affects each other both creates challenges opportunities.

▪ **Measure outputs:**

This measure will deliver:

- Improve design of selected bus route to increase accessibility
- Real test of new model FFM (prerequisite: no big changes in the infrastructure). Better collaboration between different agencies to secure horizontal streamline and simpler process for identification of new measures.
- Strategic approach towards alternative mobility. Understand dependencies between different processes.

▪ **Supporting activities:**

- Introduction and test of "Function distribution model" if possible.
- Involvement of mobility expert (internal and external) in early stage to understand their needs.
- Involvement of other stakeholders to understand dependencies
- Communication: Communication through existing channels towards citizens.

▪ **Interaction with other city measures: UPPER and non-UPPER measures**

This measure will engage with following measures in the city

- Accessibility measures for public transport: Mentioned earlier in the document

## Target groups and/or geographical impact areas

▪ **Target groups:**

- Citizens
- Decision makers
- Mobility experts PT operators
- Operators of shared mobility

▪ **Geographic implementation area:** To accomplish the measure, the project will choose one bus route for testing. The bus route has not been decided yet, but options are under consideration.

## Stakeholders

The following stakeholders will be required for the implementation of this measure.

- **The city of Oslo:**
  - Agency for Urban Environment (road authority)
  - Agency for Planning and Building Services
- **Ruter:** Public transportation
- **NPRA:** The Norwegian Public Roads Administration (road authority).

## U-tools support

The implementation of this measure will be actively supported by several IT tools from the UPPER toolkit:

- **U-GOV:** Communication/feedback from citizens and mobility service providers.
- **U-SIM plan:** Planning and integration of FFM. Advantages and disadvantages of FFM and alternative mobility
- **U-SUMP:** Evaluation of the measure

## Link to other UPPER measures

This measure is similar to UPPER measures implemented in other cities, especially:

- **BUD01:** To improve the efficiency and convenience of PT service
- **LIS\_03:** To improve the mobility planning

## Process of implementation of the measure

Stages	Description	Intermediate milestones
<b>Insights</b>	- Collection of necessary information and understand the connection between strategies/regulations	- Collect knowledge from past and running activities. - Collect necessary regulations, strategies that affect the measure - Understand the relationships and impact of FFM and existing regulations - Understand the connection between strategies/regulations and real implementation
<b>Develop/design</b>	- Scenarios FFM	- Decide the area for simulation - Design and simulation in “safe environment” and evaluate possible scenarios - Evaluate FFM and existing regulations
<b>Implementation</b>	- Evaluation	- Map the process and implement if possible - First evaluation - Understand the connections between strategies/regulations - Pilot alternative mobility together with PT if possible

## Sub-measures and preliminary indicators

Measure	Sub-measure <i>(if applicable)</i>	Impact indicators
OSL_03		<ul style="list-style-type: none"><li>- accessibility of selected bus route</li><li>- Predictability of selected bus route</li></ul>