



## **OSL\_03 “Improve use and accessibility of public transport in conjunction with alternative mobility to reduce private car ownership”**

### **Description of the measure and main outcomes expected**

This measure aims to increase the use, accessibility and attractiveness of public transportation co-existing and sharing space with other modes of transport. The goal is to pilot a new working method, the Function Distribution Method, on an existing bus route. The method works by highlighting a location struggling with high friction between different functions, and utilizing this working method to improve the situation at the location by reducing and alleviating the friction experienced between the different functions.

After many rounds of measure development the resulting implementation will be located at Tjuvholmen bus stop. The measure have developed from the prior thought of improvements occurring along a bus route between separate bus stops, to now being focused on a start/end stop of a bus route. This is due to the importance of improvement at this location, as well as the suitability of the pilot considering the projects time and budgetary limitations.

The Function Distribution Method in short works by highlighting the different functions existing on a location. After highlighting the different functions it seeks out the functions causing friction. Further the methods goal is to distribute the different functions on the area in the aim to improve the situation and reduce the friction experienced for all functions. For the location of Tjuvholmen, this includes the functions Bus, Taxi and Goods delivery.

The choice of Tjuvholmen as the location is not only because its experienced issues, but also because of its importance as the connection point for mobility for the Tjuvholmen area, as well as the planned new neighborhood of Filipstad which is about to be developed. To ensure the utilization of public transportation and other sustainable modes of transport, as well as to emphasize the city's goal of promoting walking, cycling and public transportation and reduce car traffic by 33% within 2030 compared to 2009, it is important to improve the locations functionality as a junction point.



Figure 1: Current situation

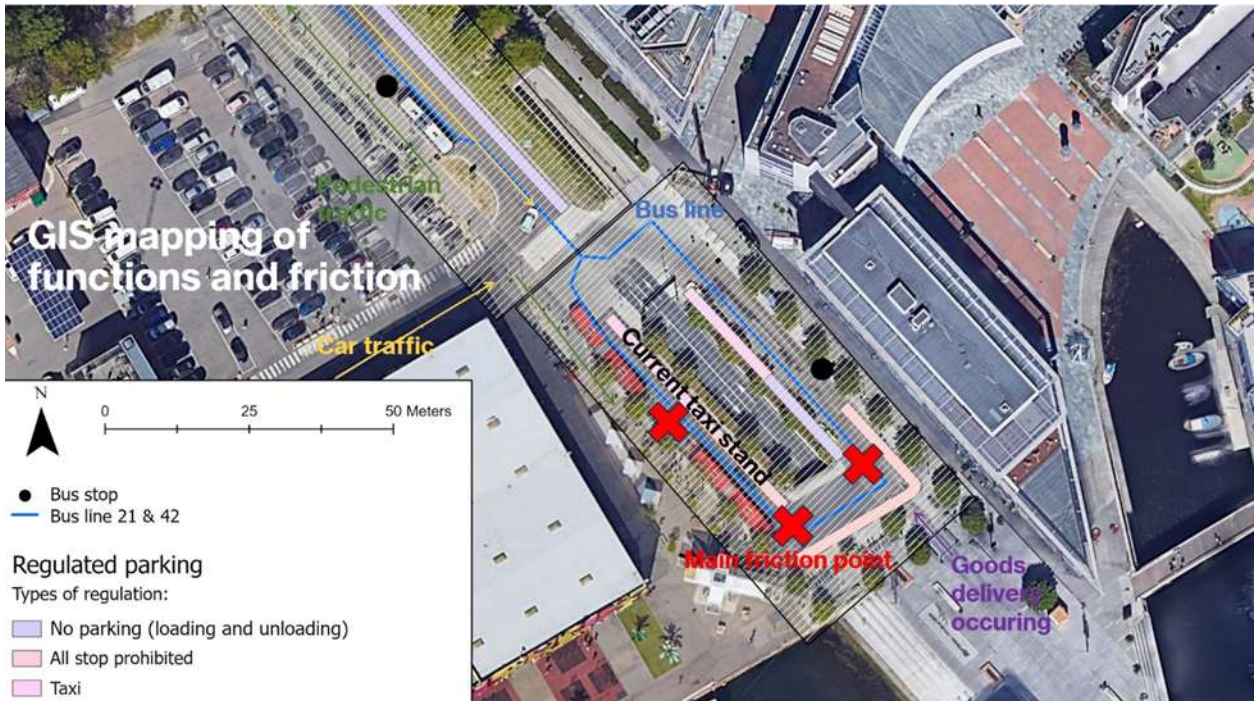


Figure 2: Mapping of functions and frictions



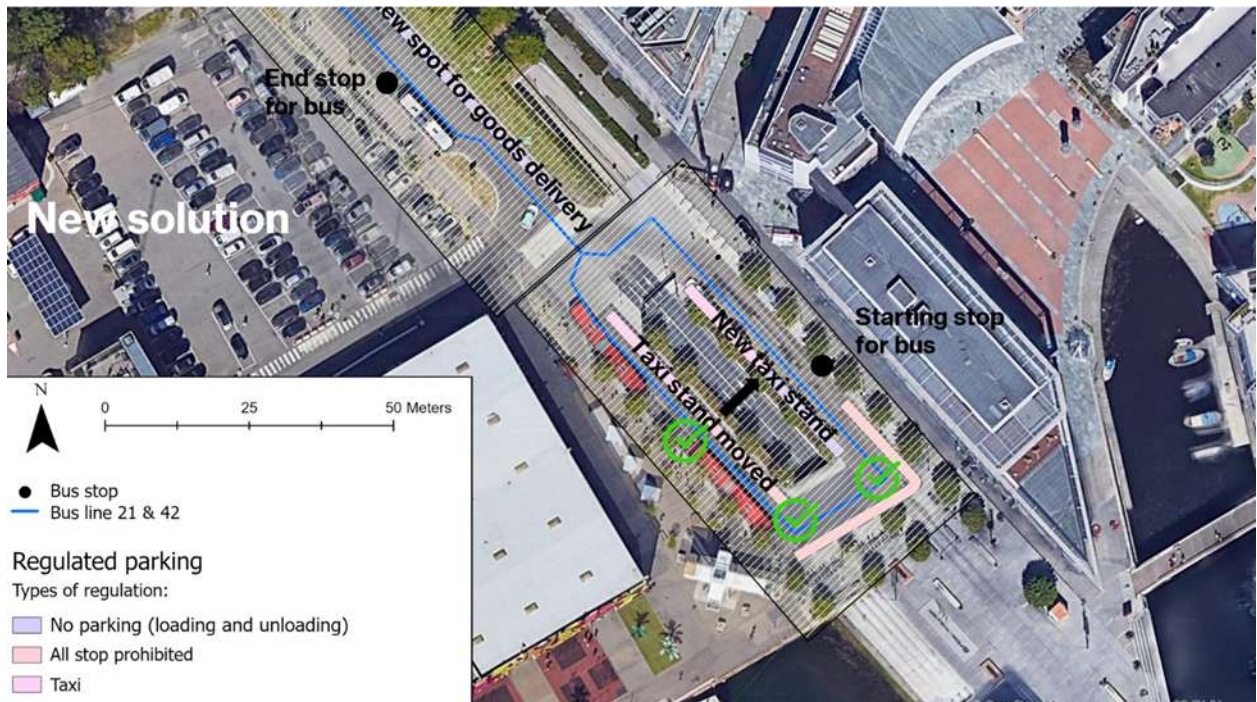


Figure 3: Planned solution

### Preparation of the measure

During the course of this project, the measure OSL\_03 have been through different development phases before its current shape and form. The measure originally started out as the creation of a SUMP, which Oslo currently does not have. However, it was early on clarified that this was a politically and time-consuming process. Thereby the measure was re-developed into the measure it is currently, the piloting of the Function Distribution Method (FFM).

In the process of preparing this measure it first began realizing what the pilot could include. This was done by arranging internal workshops and meetings for information gathering and cooperation. This involved the working method itself, as well as beginning the work of figuring out a suitable piloting location.

By the utilization and availability of accessibility data, as well as mapped locations experiencing problems in line with friction between functions, the search for a suitable piloting location was narrowed down.

The scope of the pilot was also something that also had to be established, and it was eventually realized what could be accomplished within the UPPER time and budgetary limitations. This influenced the selection of locations available for the pilot, as some would anticipate larger and more time-consuming work than the project is suitable for.

The eventual selection of a suitable location made it possible to begin applying the Function Distribution Method (FFM) to the given location. This involved mapping out the different functions present at the location, and further realizing which was causing frictions. Thereafter the process of alleviating friction by distribution of the functions began, and a plan was prepared.

After the plan for the location was concluded, the next process was to clarify the necessity of permits and regulations before implementation can begin. Among which was the element of a flowerbed/greenery which needed to be relocated before being allowed to start the work to improve the



solution for goods delivery. This, as well as the availability of necessary entrepreneurial work, influences the starting time for the implementation. Starting point for implementation is estimated at the end of August / start of September.

### **Challenges & Mitigations**

The key challenges experienced for measure OSL\_03 was originally the unfeasibility of the planned SUMP evaluation due to time constraints as well as the large politically related work needed to be done. This caused the necessity to rethink the measure, basically starting from scratch.

Furthermore, the realization of time and budgetary limitations for the piloting of the Function Distribution Method, whereas some locations and plans were deemed not suitable for the project. Originally the method was supposed to be tested along a bus route in-between different stops. The realization of this was important so the measure could be further developed to fit within the project with the help of PTO Ruter and other internal colleagues.

As the original plan was not applicable, and the more suitable location ended up being at the start/end stop of a bus line, this has influenced the evaluation indicators previously selected for the measure. New indicators suitable for the current measure status will thereby have to be realized and applied.

An additional challenge is the closure of Ring Road 1 which have just occurred. This will last for 3 years and can have unforeseen effects on the measure and its results. This is something we will have to try to calculate the effects of, but at the same time something that can be challenging due to the recentness of the closure and its unknown effects on the traffic circulation throughout the whole city.

### **Next steps towards implementation**

The next steps towards implementation will include awaiting further information regarding the entrepreneur's availability.

Before implementation can begin, the relocation of the greenery/flowerbed needs to be done. This is planned to occur during the end of August / beginning of September.

There is need to update and realize new evaluation indicators for the measure due to its development. The prior indicators of waiting time and average speed between bus stops is not applicable for the resulting location which is a start/end stop. We are working on new evaluation indicators.