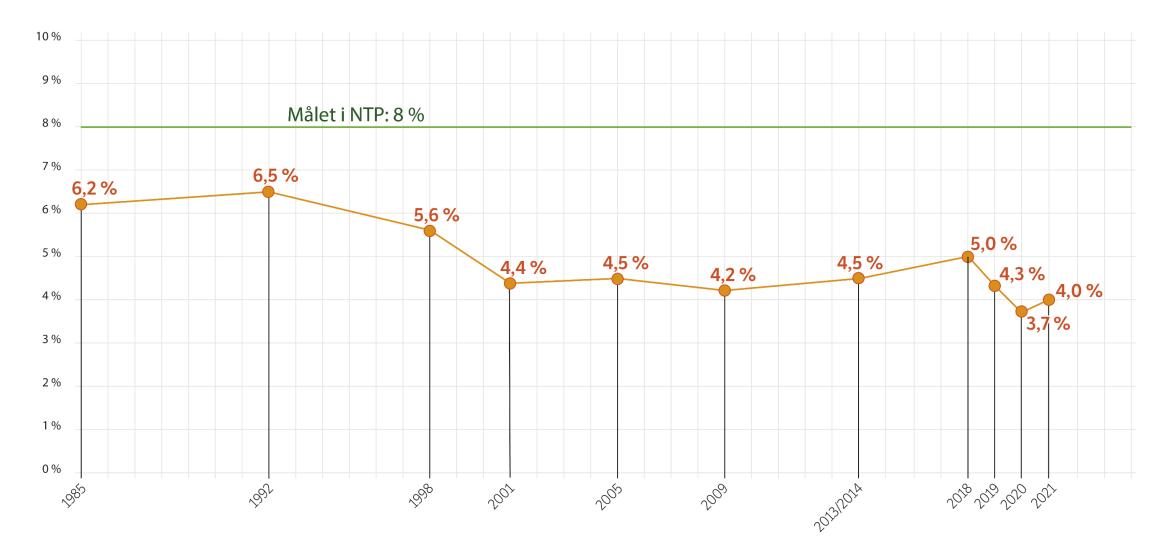


SYKLISTFORENINGEN

Syklistenes Landsforening

- Possibilities and challenges in Norway and Oslo

National objective: 8 % bicycle mode share



Aftenposten

A-magasinet Oslo

Podkast

Meninger

Q Meny = Søk

Kronikk Sykkel

Vi har ikke lyktes med norsk sykkelsatsing



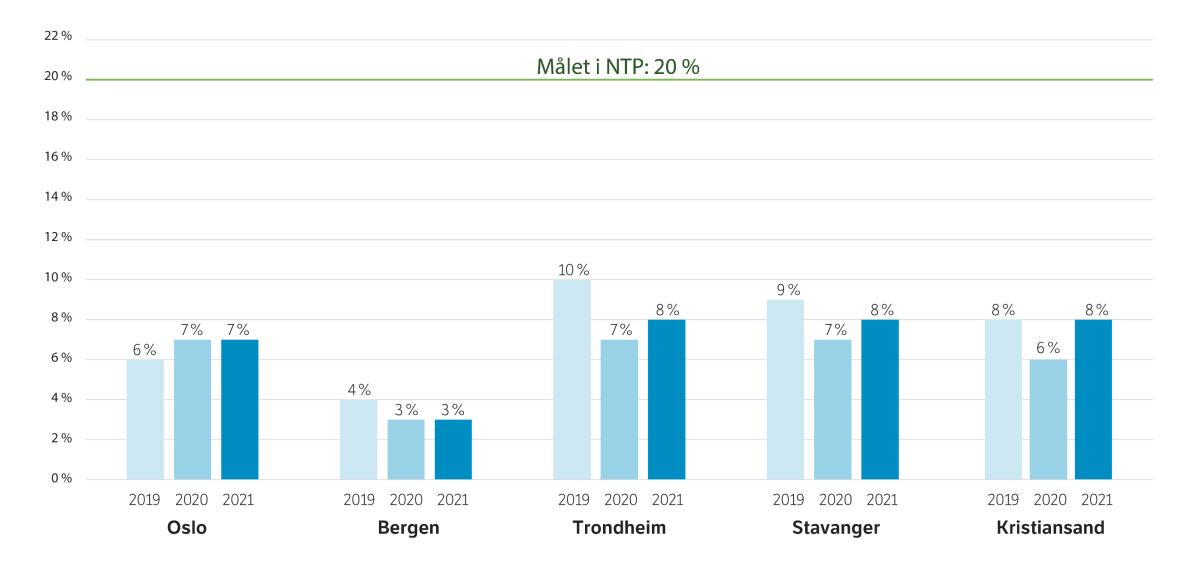
Ingrid Dahl Hovland Veidirektør, Statens vegvesen

"We have failed with the Norwegian cycling promotion project"

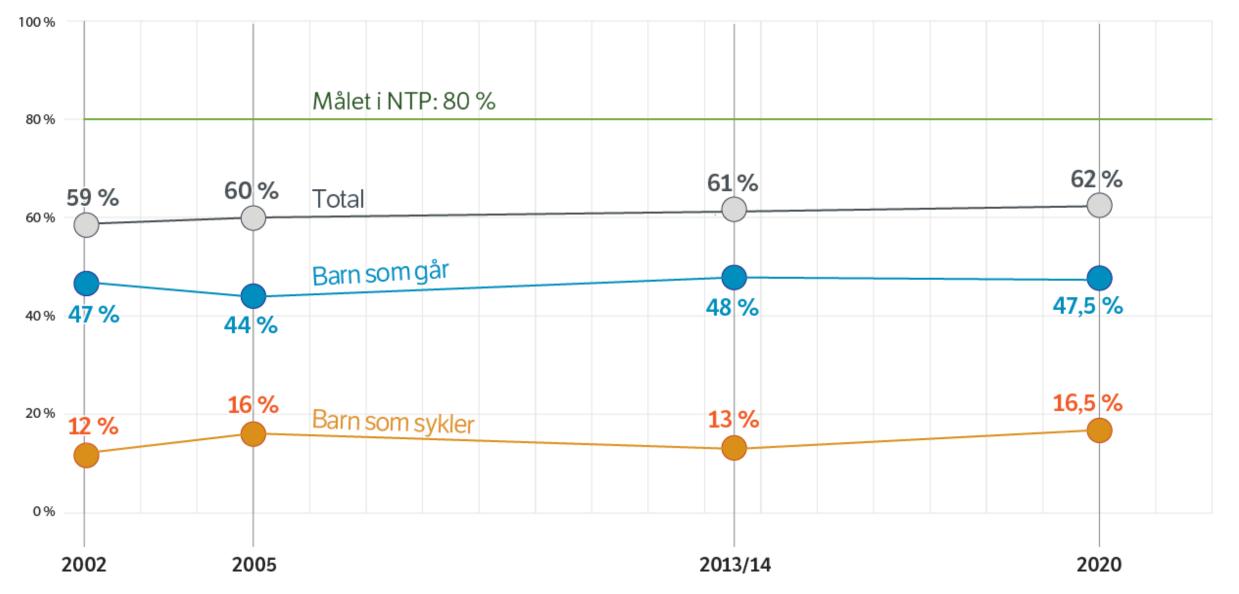
12. september 2022

- The Director General of the Norwegian Public Roads Administration

National objective: 20 % mode share in the cities



National objective: 80 % walking/cycling to school



The national cycling survey Sykkelundersøkelsen 2022

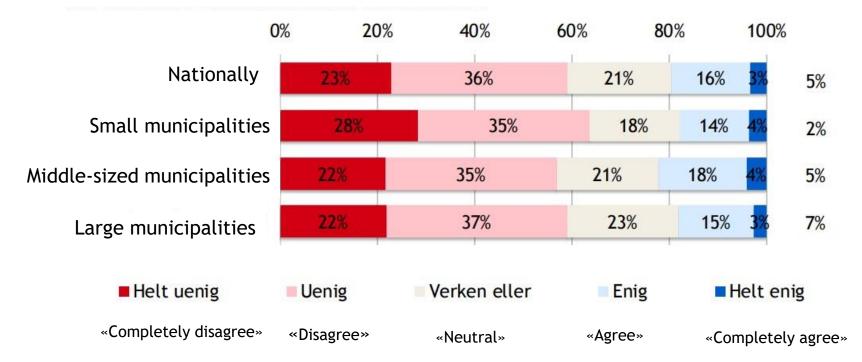
SAMMENSTILLING AV KARAKTERENE - NASJONALT

| 3,0 | Generell tillfredshet |
|------|-----------------------------------|
| 2,62 | Trygghet |
| 2,54 | Sikkerhet |
| 2,50 | Fremkommelighet |
| 2,43 | Tilgjengelighet |
| 2,47 | Sykkelens prioritering i kommunen |
| 2,60 | Totalpoeng |

| KARAKTER | INTERVALL | FARGEKODE |
|----------|-------------|-----------|
| А | 4,35 - 5,00 | |
| В | 3,68 - 4,34 | |
| С | 3,01 - 3,67 | |
| D | 2,34 - 3,00 | |
| E | 1,67 - 2,33 | |
| F | 1,00 - 1,66 | |

| 1. Stavanger (249 svar, Karakter: C) | | 3,35 |
|--|------|------|
| 2. Kristiansand (311 svar, Karakter: C) | | 3,30 |
| 3. Grimstad (67 svar, Karakter: C) | | 3,27 |
| 4. Alta (65 svar, Karakter: C) | | 3,22 |
| 5. Lillestrøm (109 svar, Karakter: C) | | 3,18 |
| 6. Trondheim (246 svar, Karakter: C) | | 3,14 |
| 7. Færder (58 svar, Karakter: C) | | 3,11 |
| 8. Gjøvik (89 svar, Karakter: C) | | 3,09 |
| 9. Sauda (47 svar, Karakter: C) | | 3,07 |
| 10. Frogn (33 svar, Karakter: C) | | 3,06 |
| 11. Ås (74 svar, Karakter: C) | | 3,06 |
| 12. Oslo (626 svar, Karakter: C) | | 3,03 |
| 13. Lillehammer (86 svar, Karakter: C) | | 3,02 |
| 14. Sandnes (108 svar, Karakter: C) | | 3,01 |
| 15. Tokke (48 svar, Karakter: D) | | 2,99 |
| 16. Tønsberg (92 svar, Karakter: D) | | 2,92 |
| 17. Hamar (63 svar, Karakter: D) | | 2,90 |
| 18. Bodø (139 svar, Karakter: D) | | 2,90 |
| 19. Fredrikstad (87 svar, Karakter: D) | | 2,87 |
| 20. Elverum (290 svar, Karakter: D) | | 2,86 |
| 21. Kongsberg (187 svar, Karakter: D) | | 2,80 |
| 22. Sandefjord (113 svar, Karakter: D) | | 2,80 |
| 23. Haugesund (63 svar, Karakter: D) | | 2,79 |
| 24. Skien (81 svar, Karakter: D) | | 2,78 |
| 25. Nordre Follo (173 svar, Karakter: D) | | 2,76 |
| 26. Bærum (118 svar, Karakter: D) | | 2,76 |
| 27. Malvik (108 svar, Karakter: D) | | 2,71 |
| 28. Sunnfjord (82 svar, Karakter: D) | | 2,69 |
| 29. Ullensaker (142 svar, Karakter: D) | | 2,68 |
| 30. Larvik (184 svar, Karakter: D) | | 2,68 |
| 31. Stjørdal (105 svar, Karakter: D) | | 2,65 |
| 32. Asker (149 svar, Karakter: D) | | 2,64 |
| 33. Drammen (122 svar, Karakter: D) | | 2,63 |
| 34. Kristiansund (64 svar, Karakter: D) | | 2,62 |
| 35. Hol (50 svar, Karakter: D) | | 2,61 |
| 36. Ringsaker (90 svar, Karakter: D) | | 2,58 |
| 37. Tromsø (121 svar, Karakter: D) | | 2,58 |
| 38. Holmestrand (77 svar, Karakter: D) | | 2,57 |
| 39. Bergen (921 svar, Karakter: D) | 2 | ,55 |
| 40. Ulstein (34 svar, Karakter: D) | 2,4 | |
| 41. Harstad (125 svar, Karakter: D) | 2,4 | 19 |
| 42. Lindesnes (106 svar, Karakter: D) | 2,4 | |
| 43. Sula (47 svar, Karakter: D) | 2,44 | L |
| 44. Kongsvinger (46 svar, Karakter: D) | 2,38 | |
| 45. Moss (337 svar, Karakter: D) | 2,38 | |
| 46. Vestby (86 svar, Karakter: E) | 2,33 | |
| 47. Skjåk (30 svar, Karakter: E) | 2,32 | |
| 48. Sykkylven (75 svar, Karakter: E) | 2,28 | |
| 49. Molde (97 svar, Karakter: E) | 2,28 | |
| 50. Karmøy (95 svar, Karakter: E) | 2,27 | |
| 51. Risør (54 svar, Karakter: E) | 2,12 | |
| 52. Vennesla (103 svar, Karakter: E) | 2,11 | |
| 53. Lillesand (44 svar, Karakter: E) | 2,10 | |
| 55. Linesand (44 svar, Karakter: E) 54. Lunner (27 svar, Karakter: E) | 2,01 | |
| 55. Ålesund (173 svar, Karakter: E) | 1,98 | |
| 55. Alesund (175 svar, Karakter: E) 56. Vindafjord (33 svar, Karakter: E) | | |
| | 1,96 | |
| 57. Øygarden (59 svar, Karakter: E) | 1,90 | |
| | | |

«It is safe for children to cycle in my municipality»



Town development agreements (byvekstavtaler)

VESTFOLDBYENE

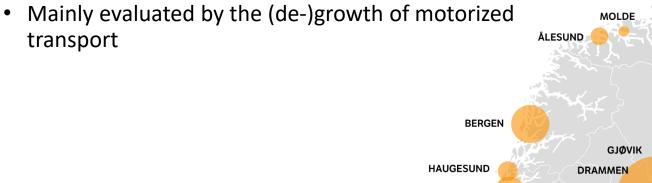
GRENLAND

ARENDAL

STAVANGER

KRISTIANSAND

- «Zero growth objective»: all net increase in transport in the bigger cities should be made by walking, cycling and public transport.
- Common infrastructure investment agreements in urban areas between the state, the regions and the municipalities.
- 4 agreements in place (Oslo, Bergen, Trondheim and Nord-Jæren [Stavanger])





The «cycling pilot project»













Cycle lanes = the standard cycling infrastructure in urban areas



Cyclepath with pavement



New standard: raised «Danish» cyclelanes



Bicycle trunk routes

Stavanger - Sandnes bicycle trunk route 13 km, will be completed by 2025



Syklistenes Landsforening

Ida Ploman, Matias Lyngved Pizarro, Norwegian Cyclists' Association, Bratislava, 2023

OUR EXPERINCE - SCHOOLS IN OSLO

"Cycle friendly employers" since 2019

- 46 schools
- 19 kindergarten



SYKLISTFORENINGEN

Syklistenes Landsforening

CONTEXT - Norway and Oslo













Concornal variation.





















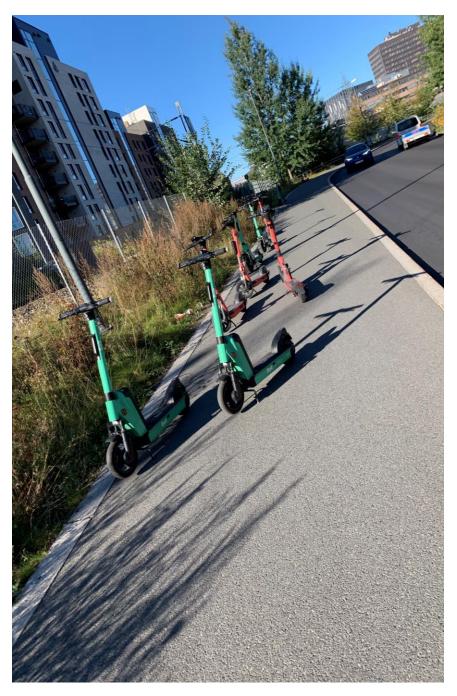


KUBEN – High School

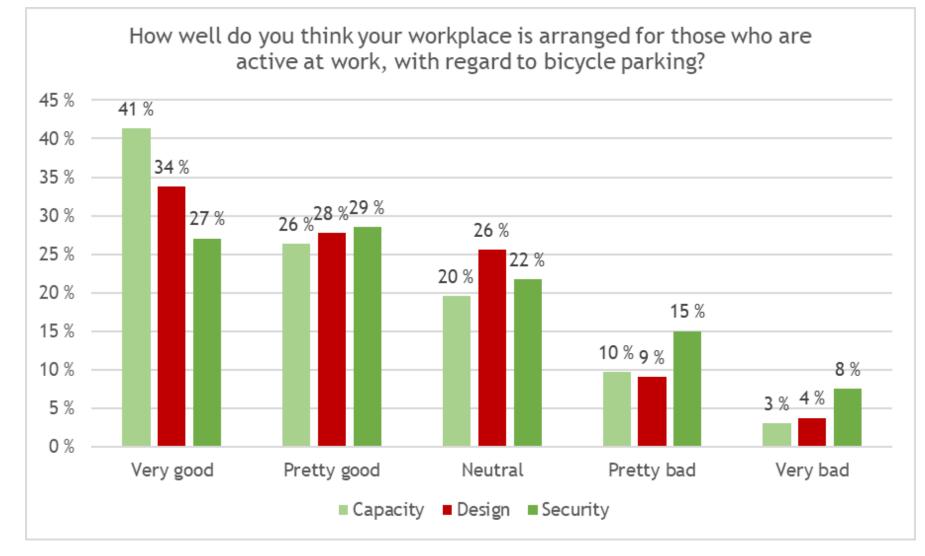




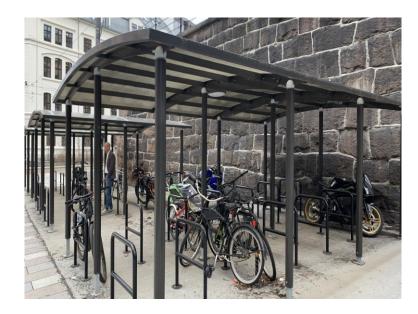


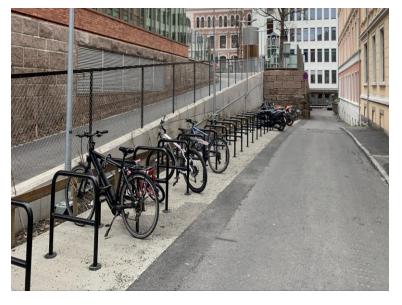


Employees' evaluation of bicycle parking at their workplace. Based upon high schools from 2022

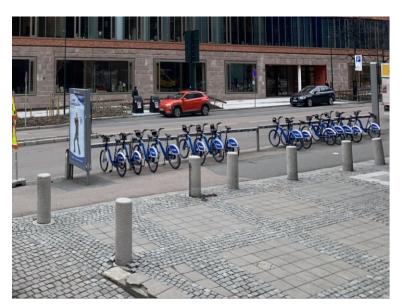


Ruseløkka - elementary school













Karlsrud – elementary school







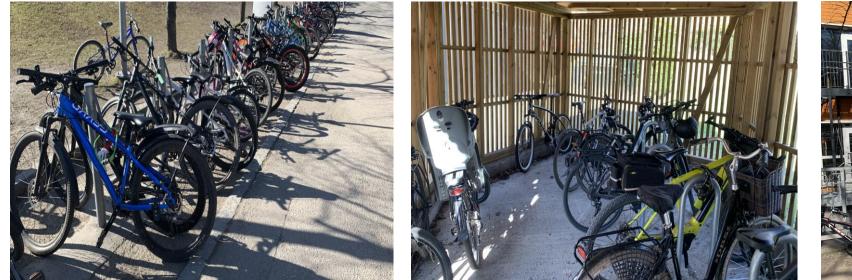






Skøyen - elementary school









Teglverket – elementary school











Heartzone





Hauketo - elementary school



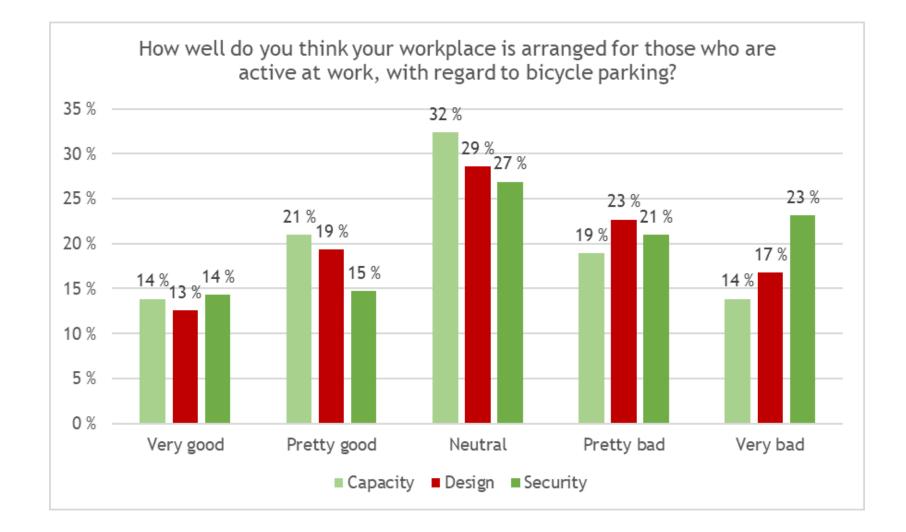


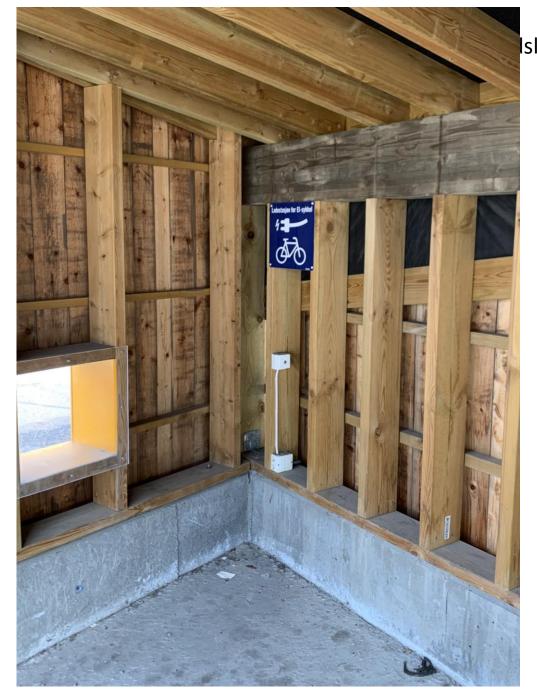
Arbeidslivsfag [workexperience for students]





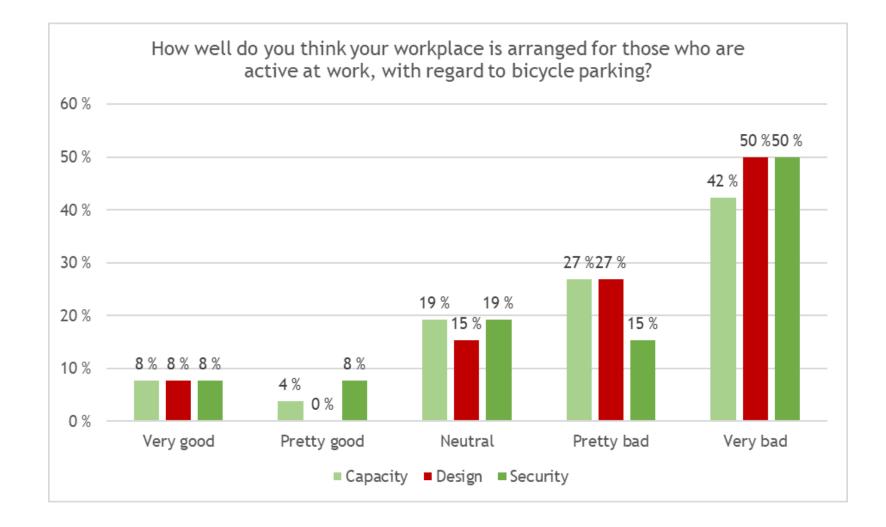
Employees' evaluation of bicycle parking at their workplace. Based upon elementary schools from 2022





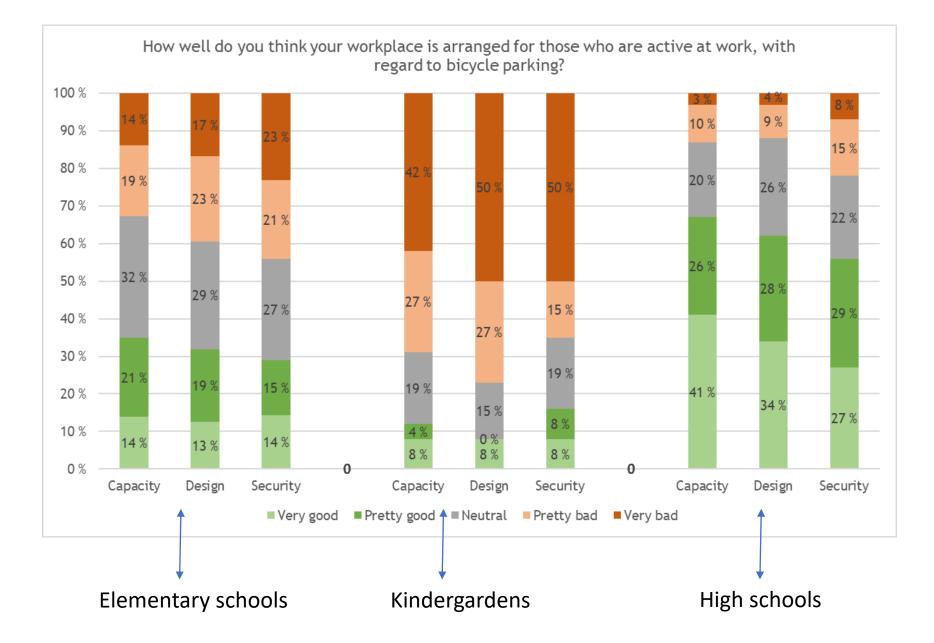


Employees' evaluation of bicycle parking at their workplace. Based upon kindergardens from 2022



Kindergarden examples – reflecting employees' evaluation of bicycle arrangements.







SYKLISTFORENINGEN Syklistenes Landsforening

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