

°CICERO

Social justice in the transformation of Norwegian urban mobility

Anders Tønnesen

The Norwegian zero-growth goal

- Parliamentary agreement stating that *all growth in private-car traffic in urban areas is to be absorbed by public transport, cycling and walking*
 - Total driving length with person cars is not to increase, regardless of whether fissile or electric cars are used
- The **urban growth agreement** has been launched by the state as one of its most central tools to obtain the zero-growth goal

For two decades governmental initiatives have been directed towards nine larger urban areas



The urban growth agreements target the larger urban region

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Gjør opprør mot regjeringens krav om nullvekst i biltrafikken

Kommuner «på landet» frykter full utbyggingsstopp og null samfunnsutvikling med regjeringens nye byvekstavtale. – Staten tvinger folk til å bo i byer, mener Radøy-ordfører Jon Askeland (Sp).



Solve Rydland

Journalist

Simen Sundfjord Otterlei

Journalist

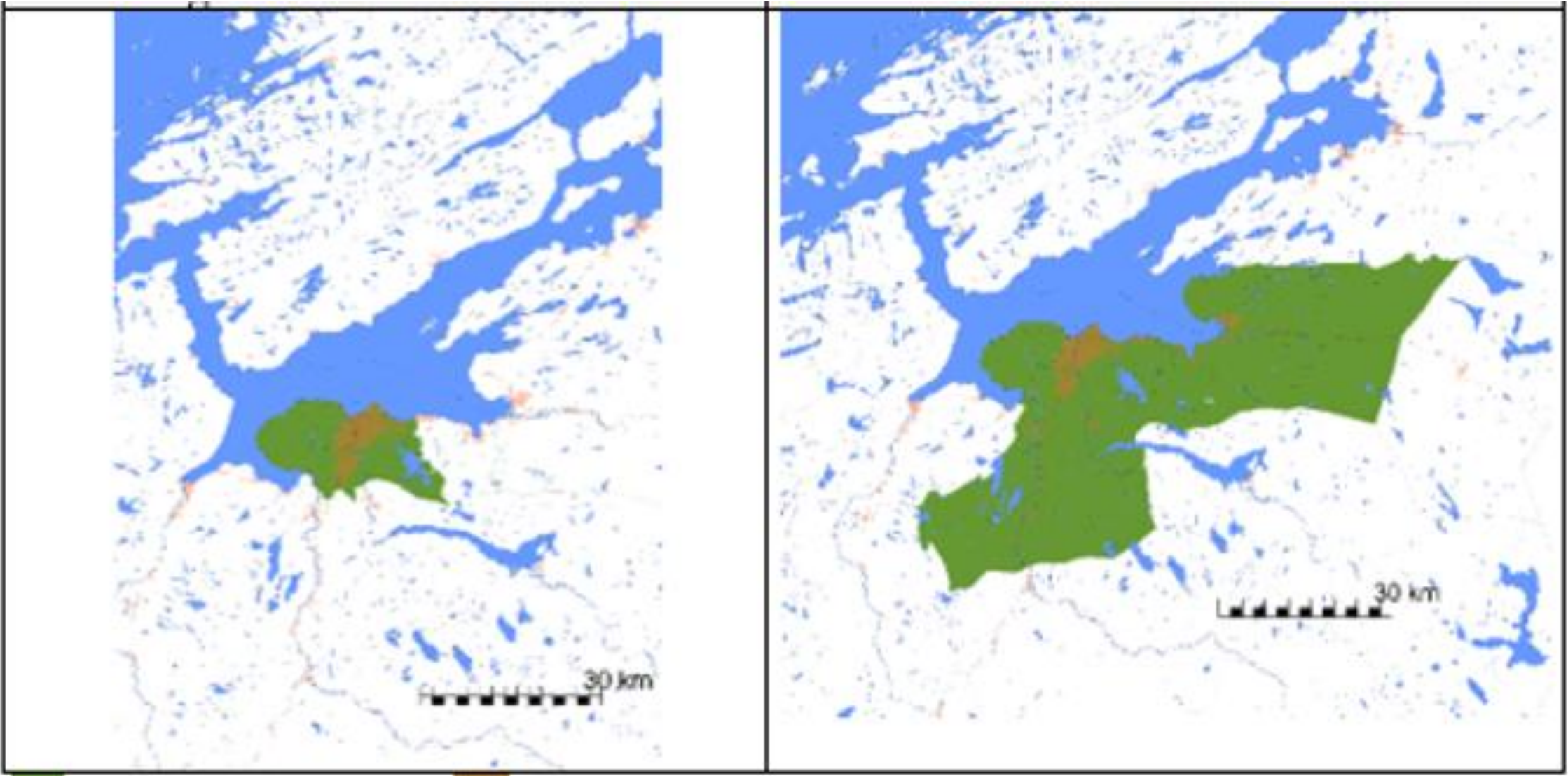
Tone Berge

Journalist

Publisert 6. juni 2018 kl. 17:03

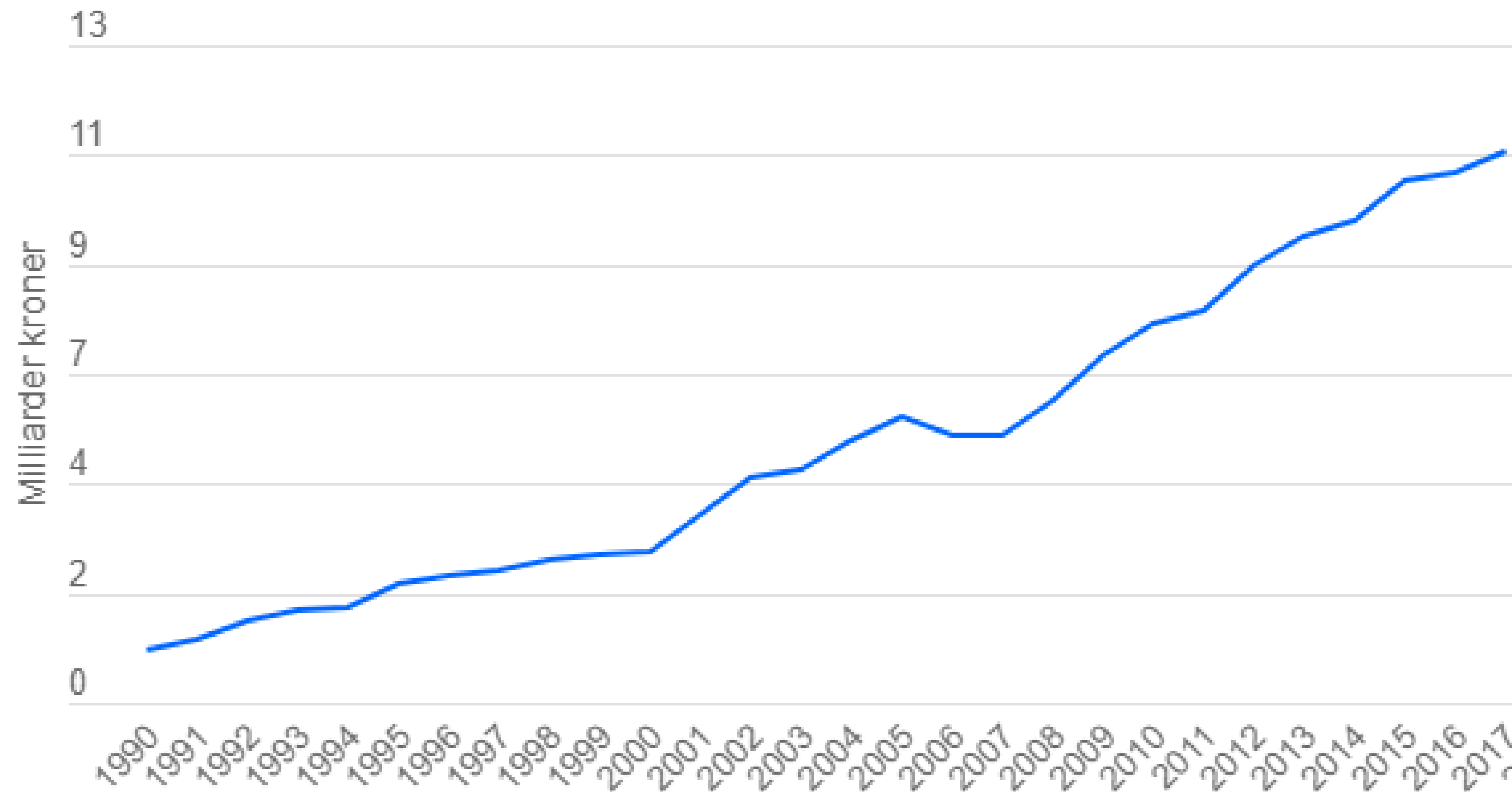
Oppdatert 6. juni 2018 kl. 22:34

– TIDENES SENTRALISERINGSPROSJEKT: – Med dette blir kommunalt selvstyre satt til side, og så er det staten som vet best hvordan en skal utvikle landet. Og det skal kun skje ved at folk bor klumpet sammen i byer og noen tettsteder. Det aksepterer jeg ikke, raser Radøy-ordfører Jon Askeland (Sp).



Expansion of the Trondheim agreement area

Toll road payment – a stairway to heaven?



Toll-road resistance also relates to the cost of solutions



Fornebu station

Samferdselsminister Jon Georg Dale (Frp) har sagt at partene bør bestrebe seg på å kutte kostnader for å få en lavere total kostnad og lavere bompengesatser.

News paper article: [vg.no](https://www.vg.no) 31. May 2019

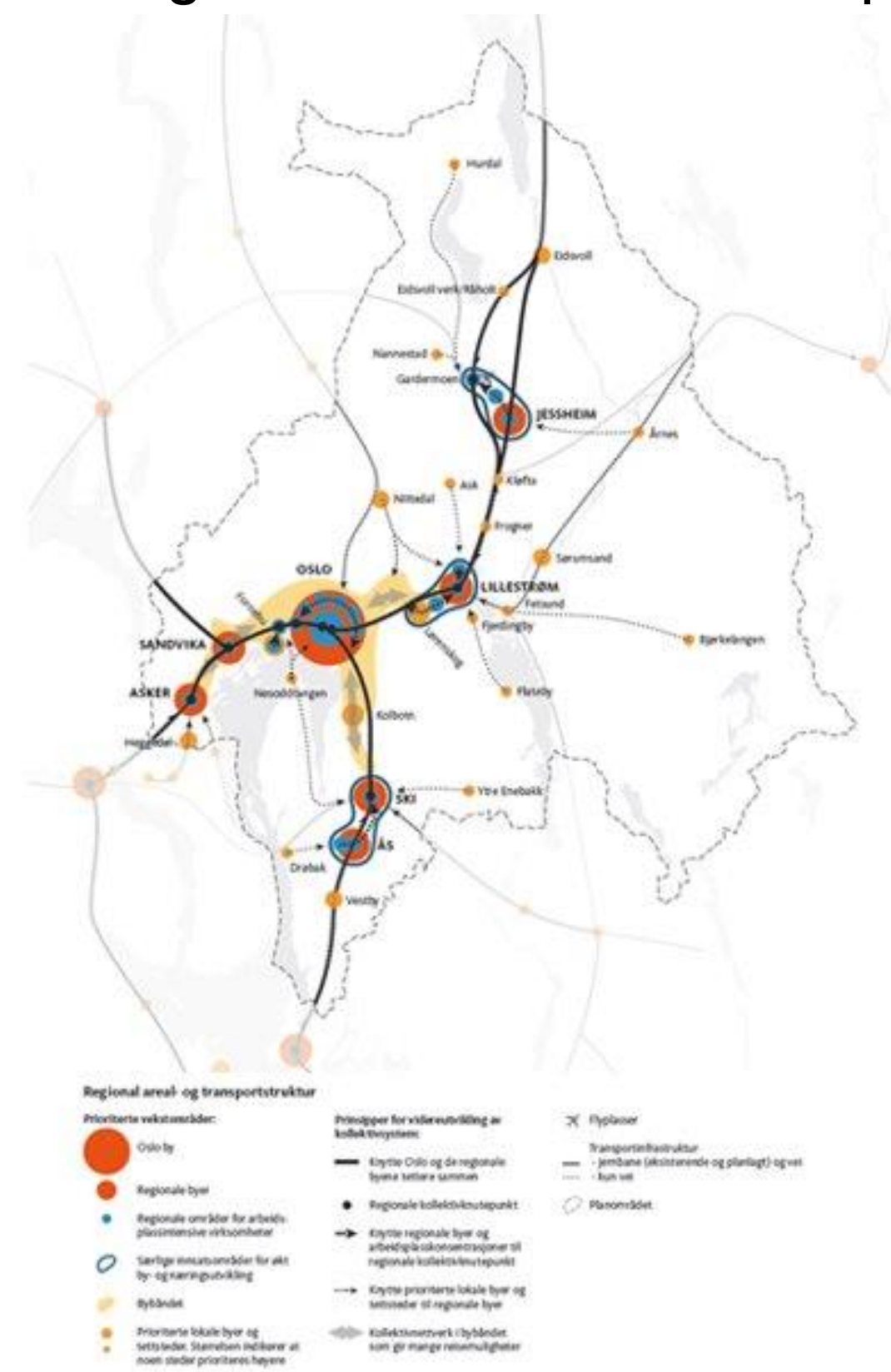
New public-transport infrastructure involves both opportunities and burdens



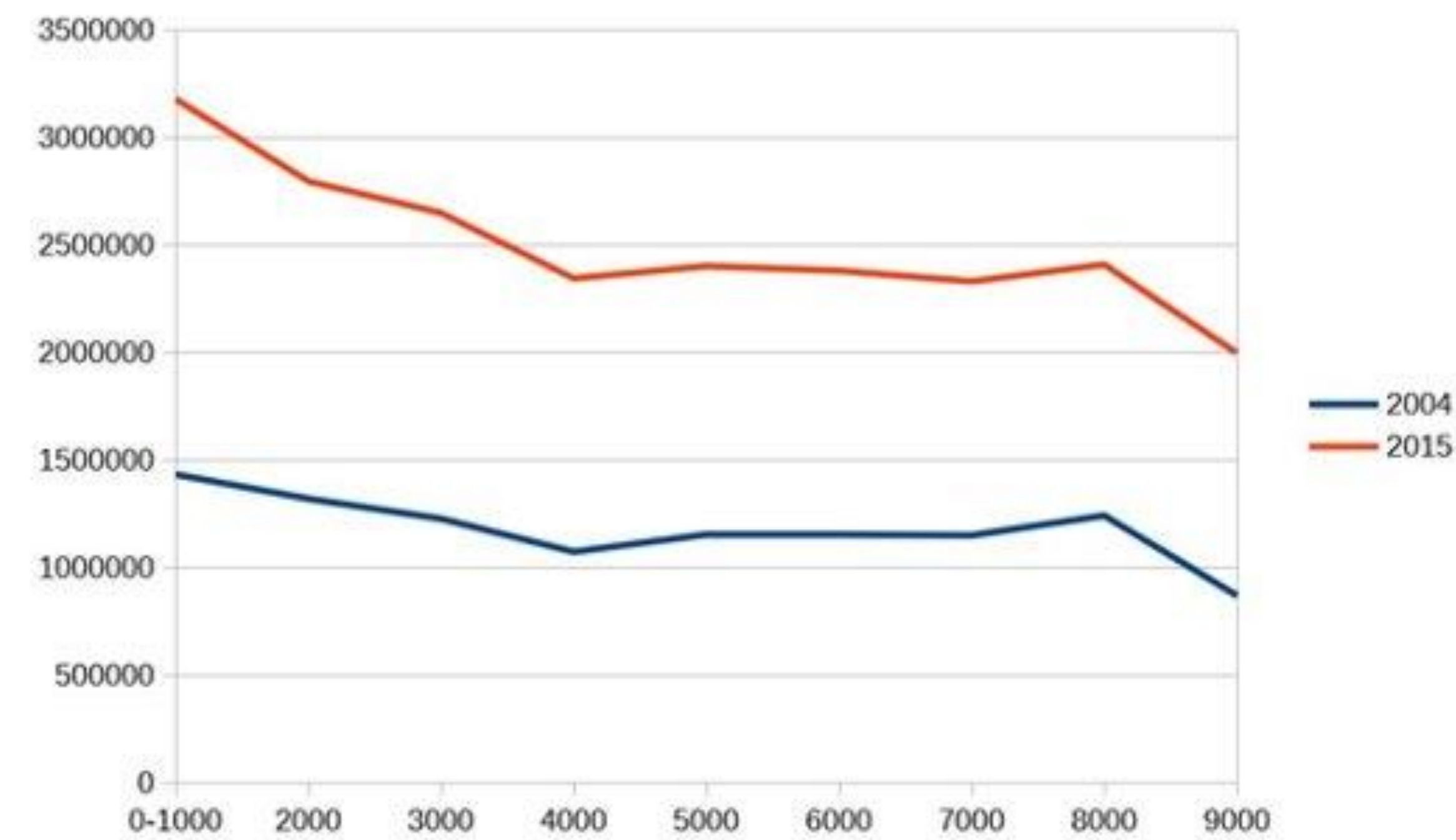
Hillevåg - Stavanger, picture Rogalands Avis

A range of social dimensions relating to transit-oriented development

The Oslo region land-use and transport plan

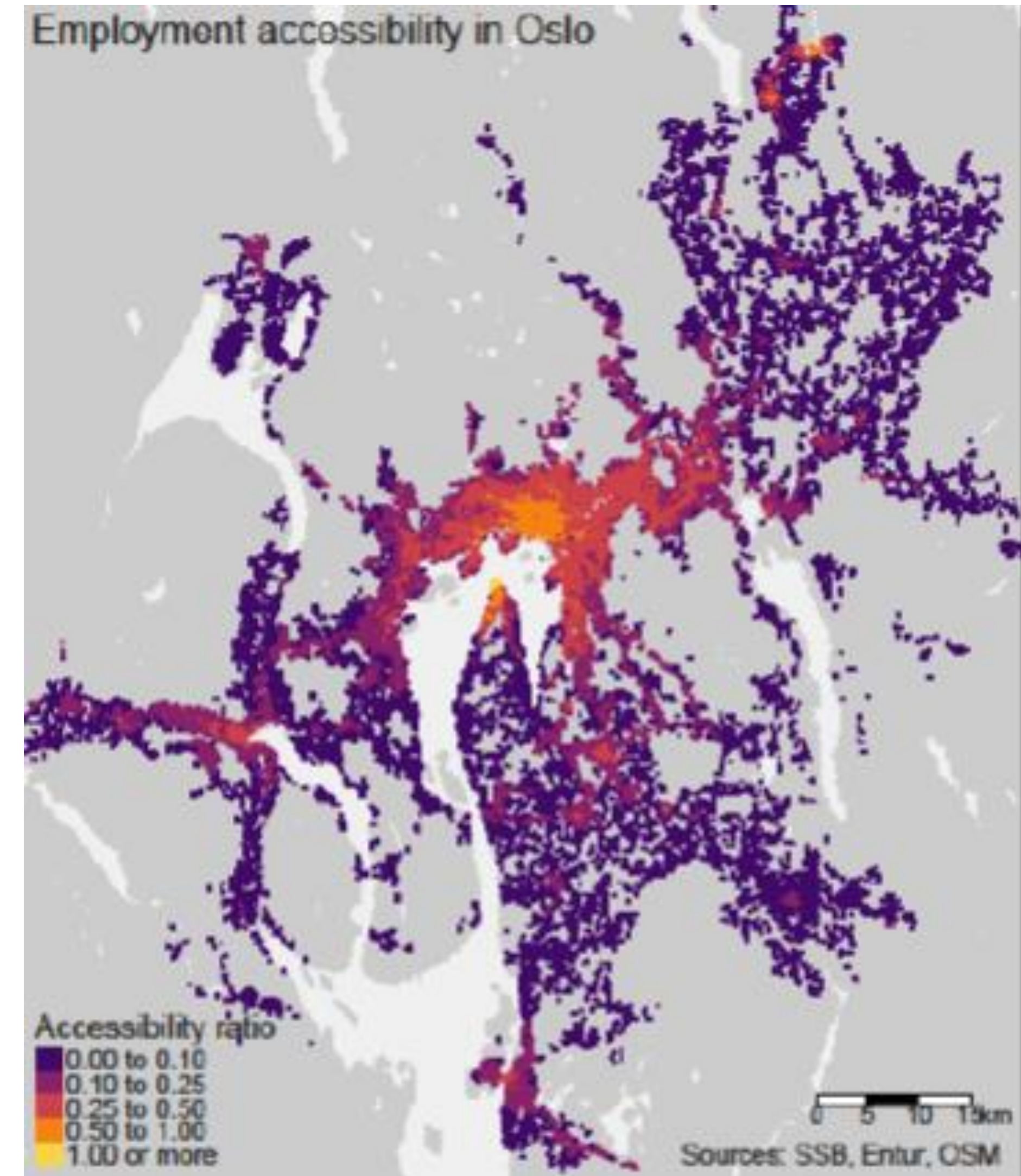
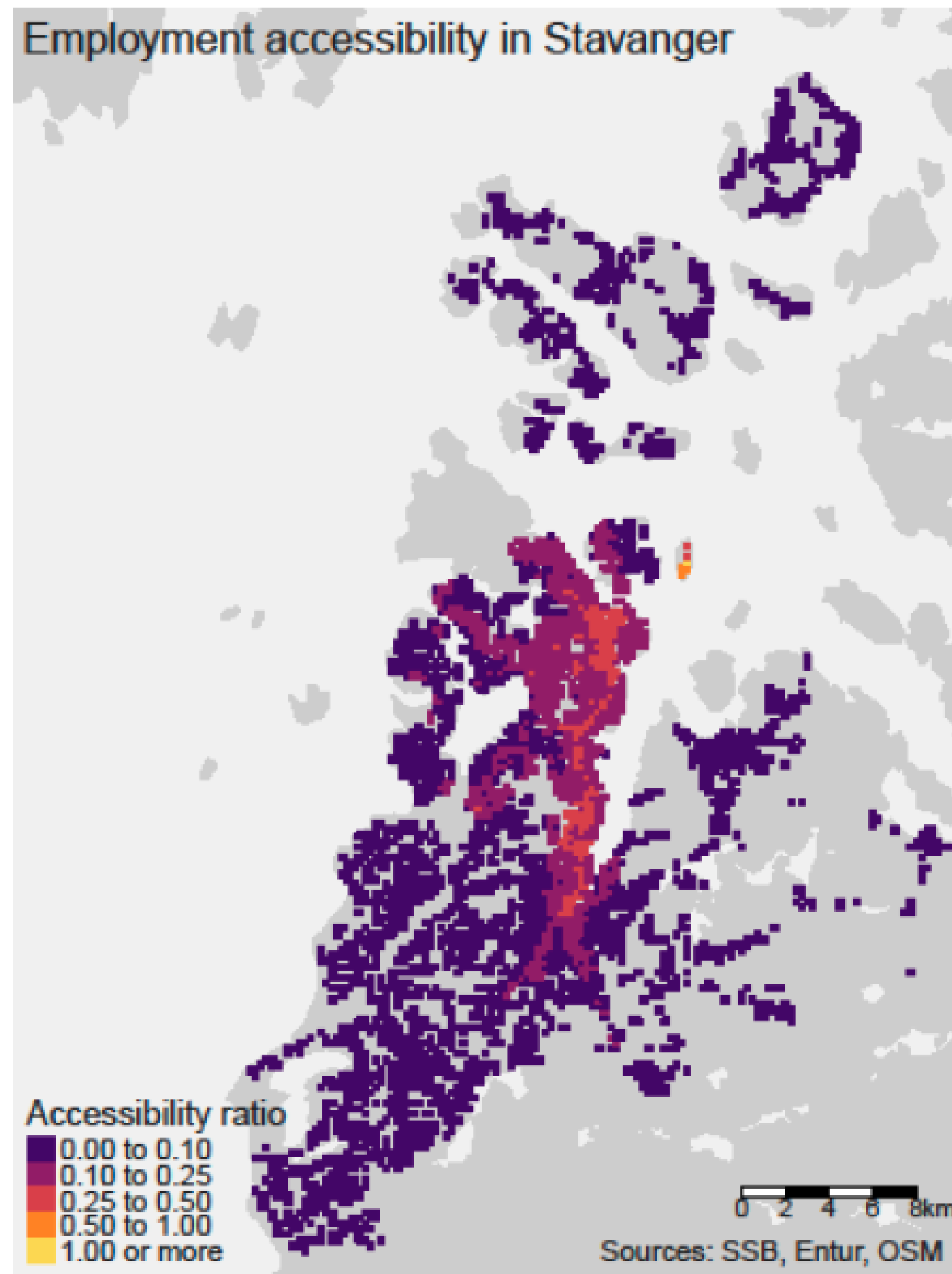


Lillestrøm: Dwelling prices and distance to public-transport hub



Source: Hoen 2018

Urban structure matters



Important social-justice elements in the transformation of Norwegian urban mobility

- Toll-road structure
 - How fast do the cost increase and to what level?
- Climate policy gives different groups burdens and advantages
- Good management of the toll-road schemes and transport policy packages is crucial
- There are different interest and possibilities for climate-friendly transport
 - Within different parts of an urban region
 - Between different urban regions