



Oslo kommune  
**The Car-free Livability Programme**

# The Car-free Livability Programme 2019

What is Car-Free City Life, why are we doing this and what are we doing for you as a citizen of Oslo?









# We are handing urban spaces back to the people

**A** For far too long, cities have been built for cars, including Oslo. The Car-free Livability Programme is all about giving the streets back to people. When we ask the inhabitants of Oslo what changes they would like to see in order to use the city centre more, the answer is clear: they would like more green areas, more benches and free seating, more culture and more human activity in the streets. The inhabitants of Oslo would also like better roads that accommodate cyclists, better public transport and fewer cars in the city centre.

We hope that the Livability Programme gives those who live and travel in Oslo a more pleasant and safer city centre; a place which facilitates a variety of experiences and offers that are adapted to the needs of different types of people.

Over the last couple of years we have tested various solutions and initiatives whilst working with more long-term plans for Oslo city centre. We have removed about 750 municipal street parking spaces to give pedestrians and cyclists better conditions in the streets, with more seating and more green areas in the city centre. At the same time, we take into account those who depend on using cars to access the city

centre. Therefore, many of the reclaimed parking spaces have been made available for goods deliveries, tradesmen working in the city and the disabled.

A long-term plan has been developed for the development of Oslo's city centre streets and urban spaces. This area zoning plan focuses on pedestrians, cyclists, children, adolescents and seniors, instead of private cars in Oslo city centre.

City life doesn't just happen on its own. It is created through good cooperation between private, voluntary and public actors.

The City of Oslo shall be a collaborator, promoter and supporter for those who wish to bring life to the city centre. Together we will show the possibilities and scope of action that opens up in a city centre where private cars have less space.

This year, Oslo has been voted Europe's Green Capital and the eyes of the world are directed towards us. We are looking forward to showing off our city and all the great work that has been done and that is being done, with all the exciting efforts and creative initiatives found in our city.

Together, we are creating the future city centre!



**Hanna E. Marcussen**  
*The Vice Mayor for Urban  
Development*



**Lan Marie Nguyen Berg**  
*The Vice Mayor for Environment  
and Transport*

# The Car-free Livability Programme

Overview of what the Livability Programme is:..	4
» Map of prioritised areas .....	6
» Map of physical measures .....	8
A modern capital the way people want it .....	10
» ‘Public Space Public Life’ survey in the centre of Oslo, 2014 .....	16
» Programme of Action for increased city life. ....	17
» Area zoning plan for the city centre .	18

## Changes that don’t go unnoticed,

*Physical measures*

From parking to city life.....	22
Exploratory urban development .....	24
New pedestrian streets and pedestrian-friendly urban spaces .....	26
Planning the future city .....	28

## Take a seat!,

*The basic needs of the city*

Drinking water, toilets and a place to rest your feet .....	32
Brighter, safer, more enjoyable streets. ....	34
Facilitating life and play all year round .....	36

## Together we create the future city,

*Medvirkning og prosess*

The City of Oslo as a collaborator.....	42
Not far from idea to reality.....	44
Continuous learning .....	45

## We provide room for city life in Oslo

*Events, art and culture*

Art and culture in the city centre. ....	48
The City Life Festival, City Life Saturdays and other events in the Livability Programme. .	50
Oslo, European Green Capital of 2019 .....	52

### Topical pages

Age-friendly city .....	38
The Fjord City and Harbour Promenade. ..	56

### Poster

Plan of Action for the Car-free Livability Programme 2019.....	54
---	----



## This is the Car-free Livability Programme!

**From parking to city life!** The city's streets and urban spaces are important meeting places and democratic spaces. There is more room for city life, cyclists and pedestrians, seating areas and greenery in the future city. There will also be more room for goods deliveries, public transport and others who are completely dependent on motor vehicles!

*Read more on page 22*

**Exploratory urban development!** Sound art, murals, parklets and outdoor offices. In Car-Free City Life, we view our streets in new ways and look for innovative ways to put them to use.

*Read more on page 24*

**New pedestrian streets and pedestrian-friendly urban spaces!** The pedestrian network is expanding, and we are working throughout the whole city centre on large and small measures that make our city spaces better for adults and children alike.

*Read more on page 26*

**Planning the future capital!** Oslo is changing, and with a whole new area zoning plan for city centre streets and urban spaces in place, planners can begin work on the human-friendly streets of the future.

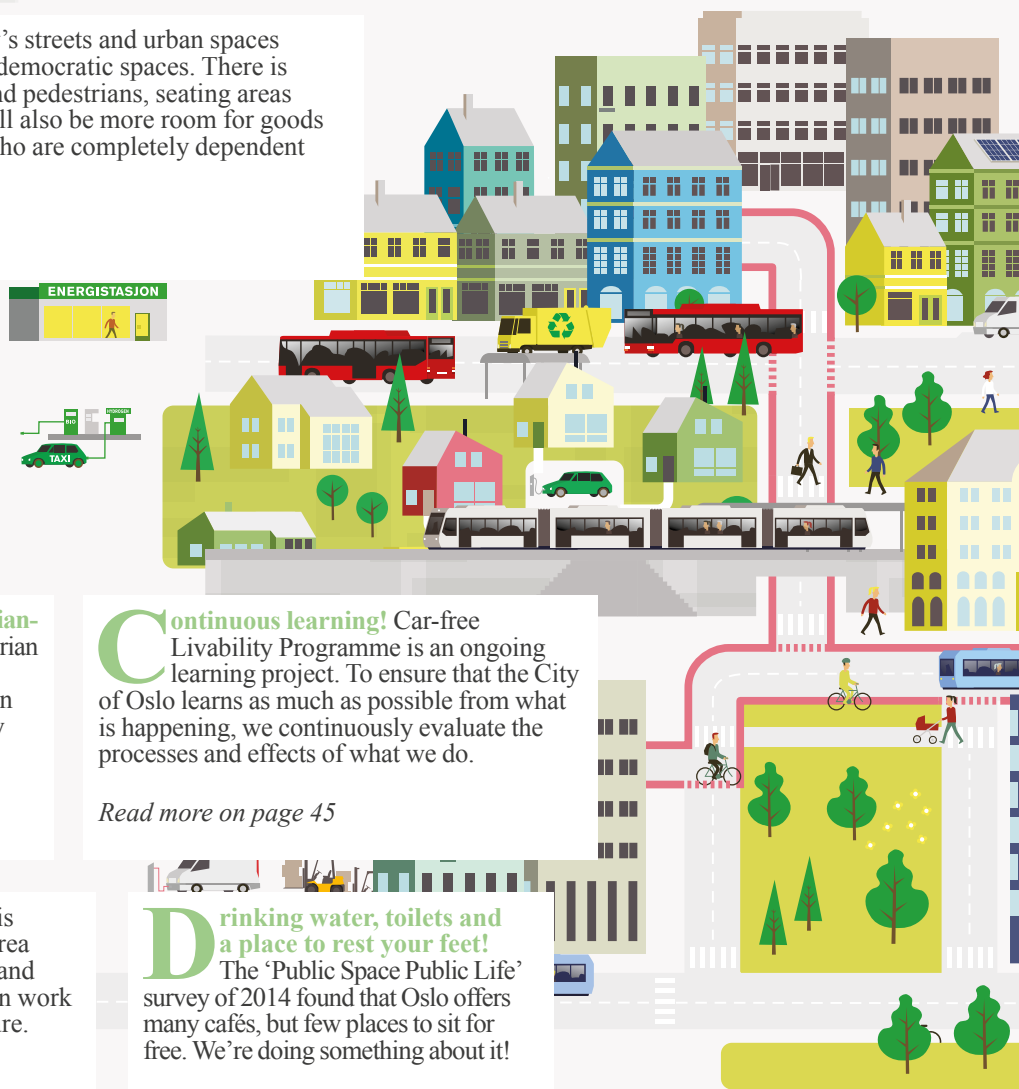
*Read more on page 28*

**Continuous learning!** Car-free Livability Programme is an ongoing learning project. To ensure that the City of Oslo learns as much as possible from what is happening, we continuously evaluate the processes and effects of what we do.

*Read more on page 45*

**Drinking water, toilets and a place to rest your feet!** The 'Public Space Public Life' survey of 2014 found that Oslo offers many cafés, but few places to sit for free. We're doing something about it!

*Read more on page 32*





**O**slø is the European Green Capital of 2019! Our city is one of Europe's most ambitious and energetic cities regarding the environment and climate, and is the European Green Capital of 2019!

*Read more on page 52*

**F**acilitating life and play all year round! Oslo is already a wonderful summer city, and we are now working specifically to facilitate activities during the winter time.

*Read more on page 36*

**B**righter, safer, more enjoyable streets! Car-Free City Life has provided an extra boost regarding work on The Lighting Plan, and a number of measures are being carried out to improve lighting conditions around Rådhusgata, Christiania Torv and at Egertorget, amongst other places.

*Read more on page 34*

**T**he City of Oslo as collaborator and support-partner! City life is created by and for the city's inhabitants, and the City of Oslo shall be an assertive and opportunity-oriented collaborator.

*Read more on page 42*

**A**rt and culture in the city centre! The city's common spaces are important exhibition windows and arenas for art and culture. We are working so that as many people as possible can experience high-quality art in public spaces!

*Read more on page 48*

**C**ity Life Festival, "city life routes" and other car-free events! There is more room for city life, events and meeting places in the city centre of the future. 2019 will bring a lot of fun!

*Read more on page 50*

**N**ot far from idea to reality! Work regarding information must be of a high quality in a city of rapid development, and the journey from idea to reality must be short!

*Read more on page 44*

# Prioritised areas in the Car-free Livability Programme

*Regarding the Livability Programme, the City of Oslo has worked with the entire city centre within Ring 1. In order to focus efforts and ensure visible impact in selected streets and urban areas, three prioritised areas have been specifically targeted for 2018 and 2019.*

## “Pipervika XL”

The area around Oslo City Hall, known as Pipervika, already has a lot of pedestrian traffic and a bustling city life, but this is mainly concentrated around Spikersuppa and Olav V's gate. When car traffic at Fridtjof Nansens plass is heavily reduced, the area will become an urban space with possibilities for attractions, activities and organising events.



## “Cultural District”

The City of Oslo has acquired the Myntgata district, which is now being developed into an attractive area both in a short and long term perspective. Today, as a place of activity and an urban oasis for children, young people and the elderly; In the future, as an upper secondary school. Øvre Slottsgate is being developed into a pedestrian street towards the south, and the area between Myntgata, Kontraskjæret and Karl Johans gate will become a focus point for city life in Oslo.

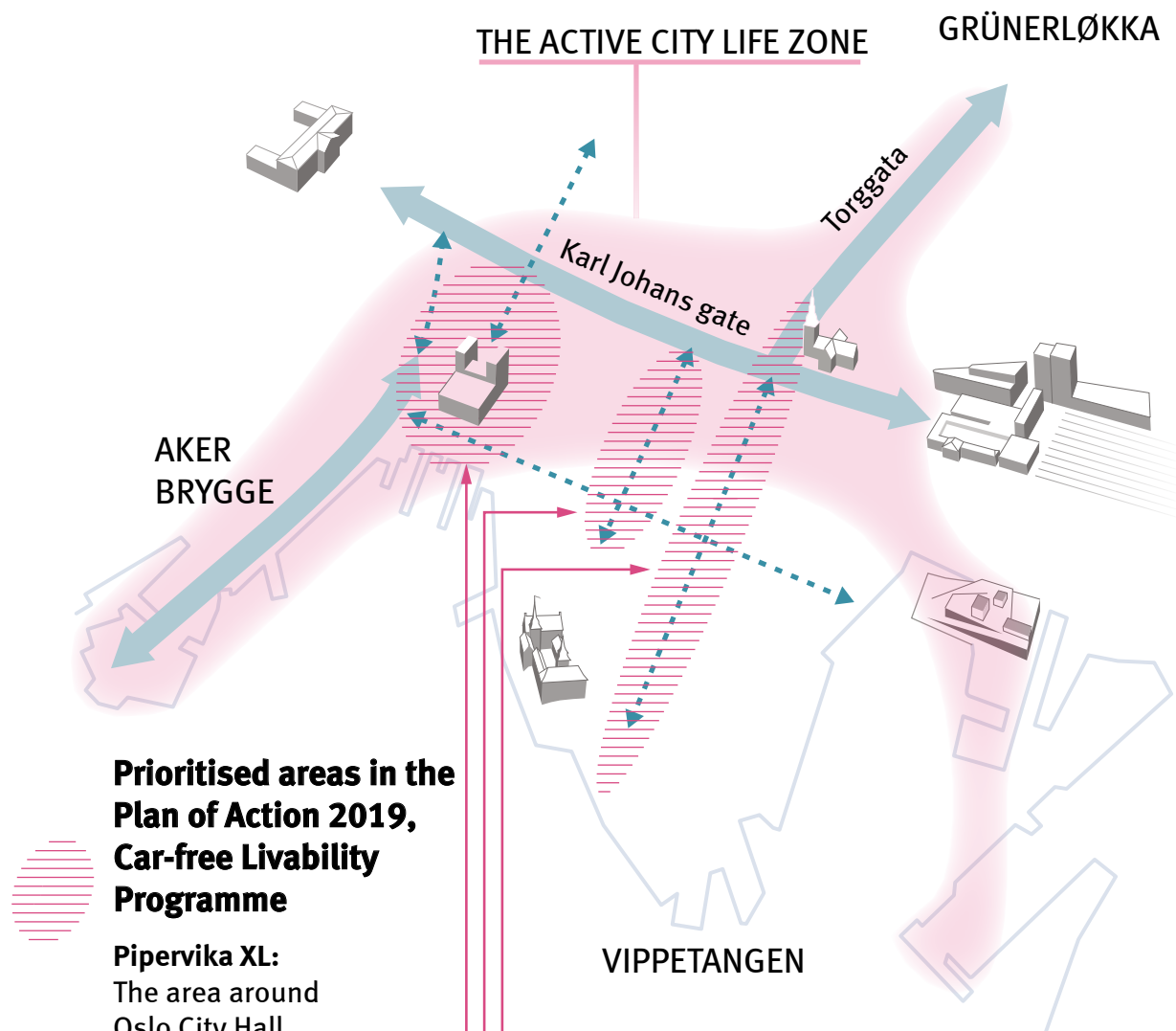


## “The Recreation Trail”

The area from Youngstorget northwards towards Grünerløkka has received a significant boost in recent years and is experiencing tremendous popularity and growth. Its extension, from Youngstorget to Kvadraturen and Grev Wedels plass, down Torggata and further along Kirkegata and Dronningens gate, is perhaps the most important new axis of city life.







**Prioritised areas in the  
Plan of Action 2019,  
Car-free Livability  
Programme**

**Pipervika XL:**

The area around  
Oslo City Hall

**The cultural hub Myntgata:**

The area of Egertorget to  
Myntgata 2, with Øvre  
Slottsgate as the main axis

**The Recreation Trail:**

From Grünerløkka to the  
fjord, with Torggata/  
Kirkegata as the main axis

*Illustration: The three prioritised geographical areas for the Car-free Livability Programme» for 2018 and 2019 are marked.*

# Physical measures in the Car-free Livability Programme

*Not all the work in the Car-free Livability Programme is visible in the cityscape. But a lot is! Here is an overview of the small and large measures that are being carried out in Car-Free City Life in 2019.*

## **Olav Vs plass**

Small improvements make the small park a nicer place to spend time in and a more exciting place for children to play.

## **Fridtjof Nansens plass**

Both fixed and moveable tables and chairs, planters, lighting installations, art and activity furniture have given Fridtjof Nansens plass new possibilities after it was closed to regular traffic in 2018.

## **Tordenskiolds gate**

Temporary urban furniture is replaced with parklets that incorporate seating, planting and outdoor dining facilities.

## **Kontraskjæret**

Drinking fountains, benches and tables improve conditions for both young people and the elderly alike, and a project for facilitating play and physical activity is being carried out in the park.

## **Nedre Slottsgate**

Meadows and flowers in the middle of the city? Why not? In Nedre Slottsgate, urban furniture is continued and expanded with parklets and meadow planters in the district south of Rådhusgata.

## **Øvre Slottsgate**

Christiania Torv is to be finally joined together with Karl Johans gate when Øvre Slottsgate south of Prinsens gate re-emerges as a pedestrian street, including new surfacing, new urban furniture, planting and electricity for events.

## **Myntgata 2**

The courtyard of Myntgata 2 has already become a popular oasis right in the centre of the city, and the backyard area will be improved with a play and activity area for children and adults in 2019. The lighting will also be improved!

## **Youngstorget**

One of the country's most famous squares will receive more seating, planting and equipment for play and physical activity. Existing electrical facilities for events are to be upgraded and we will provide a new drinking fountain.

## **Domkirkeparken**

Together with the Church council, the City of Oslo is upgrading Domkirkeparken.

## **Rådhusgata**

Winter lighting in trees. Upgrading of existing street lighting.

## **Kirkegata**

Oslo's future parade street will receive a boost in 2019, with winter lighting in the trees, several benches and planters.

## **Grev Wedels plass**

Facilitating play and physical activities including pétanque and chess. Establishing drinking fountains and provision of several benches.

## **Dronningens gate**

Wider pavements, urban furniture, planting and electricity for events will give Dronningens gate a whole new character as a pedestrian-friendly street.

## **Christian Frederiks plass**

The square in front of Oslo S will become a play and activity area for small and older children, with public toilets and several seating options.

## **Langkaia**

Drinking fountains with play and activity apparatus for all ages will be a further boost to an already very popular area situated between Vippetangen and Dronning Eufemias gate.

## Map illustration:

Overview of planned physical city life measures. Changes can occur.

LAST UPDATED 26.02.2019

Illustrasjon: Oslo kommune, Bymiljøetaten



500 m





## Introduction

---

# From car city to city life

**W**as Oslo really built for cars? The very centre of Oslo, with the Kvadraturen as a focal point, has been situated in the same place since Christian IV decided that the city should have straight streets in the form of a grid in the 1600s - hence the name Kvadraturen.

Since then, the city has grown and the streets outside the Kvadraturen stretched further for those who were financially dependent on the city. From being a small town with under 9,000 inhabitants in 1801, the city grew rapidly reaching almost 250,000 inhabitants at the beginning of the 1900s. Christiania became Oslo in 1925. That same year, around 25,000 cars were registered in Norway, most of them linked to the capital.

After the Second World War and subsequent rationing until 1960, mass-motoring came to Norway. This meant there was also the need for another type of city and residential planning, new road systems, bridges, tunnels and infrastructure. This also meant that Norwegian cities started to see some of the drawbacks that the rapid growth in the number of cars brought about. Rush-hour queues and local pollution were new conditions that people had to deal with

throughout the 1960s. In Oslo, mass-motoring can be illustrated by looking at the traffic around Rådhusplassen. The cornerstone of the City Hall was laid in 1931, and as the country's largest seafaring town, the City Hall should symbolically face outward towards the sea.

From being a place where balls were held on the cobblestones in the 1950s, car traffic took over and it became a six-lane thoroughfare from east to west, in addition to railway goods traffic. With the creation of Fjellinjen in 1990 and the later Vestbanekrysset and Ibsenringen, Rådhusplassen became car-free for the first time in 1994.

From the middle of the 1980s to 2013, the areas of Oslo city centre that could be described as car-free were mainly defined as the areas around Aker Brygge and Karl Johans gate, including some cross streets.

In 2015, the Labour Party, the Green Party and the Socialist Left party signed a city government declaration for the period 2015-2019 (City Government Declaration 2015). This forms the basis for what we know as the development of a city centre in Oslo with reduced car traffic.

## What is city life?

The term “city life” can include many associations and lots of content. We define it this way:

City life is the result of human presence in the city and includes a wide range of different forms of human activity and movement.

# We place people in the centre

**O**slo City Government wishes to reduce the number of vehicles within Ring 1 as much as possible during the current city council's period of office.

The area where the use of private vehicles is to be reduced is an area of about 1.3 km<sup>2</sup>, from Oslo Central Station in the east to the Royal Palace in the west. Fewer than 1,000 people live in this area, but more than 100,000 travel in and out to work every day.

When the City of Oslo launched “The Car-free Livability Programme” in 2017, a clear goal was to make Oslo city centre greener and more lively. Having fewer cars in the city was a means of achieving this. This has created debate and attracted attention, nationally and internationally.

Through six pilot areas in the city centre, the goal was to try out various measures, such as the renovation of walking and cycling paths, several benches, flower boxes and cityscape art. The pilot areas where various measures were implemented from 2017 were parts of Øvre and Nedre Slottsgate, Møllergata, Kongens gate, Tordenskiolds gate, Rosenkrantz' gate and Fridtjof Nansens plass. The purpose of the

various measures was not only to activate several areas in the city, but also to give Oslo's inhabitants cleaner air by reducing car traffic.

Throughout 2018, several of the pilots were further developed and evaluated so as to help design the more permanent projects that are to come. During 2018, the last of the municipal street parking spaces in the area were removed. Meanwhile, the city centre received several new spaces for goods deliveries, commercial parking and disabled parking. In total, around 760 street parking spaces have been removed in the Car-free Livability Programme-area. However, it is still possible to use the private car parks within and around Ring 1. There are around 9,000 spaces in total.

Private use of vehicles has been scaled down through a gradual restriction on where it is possible to drive and park. During the summer of 2018, a new driving network was introduced in Oslo city centre. It is no longer allowed to drive a private car on Fridtjof Nansens plass, with the exception of goods deliveries and parking for the disabled. At the same time, driving on Christiania Torv was prohibited. These changes mean that it is no longer possible

### Introduction

---

to drive from west to east (or vice versa) through the inner part of the city centre. However, it is still possible to deliver goods throughout the city centre.

In 2019, work will continue regarding the upgrading of streets to facilitate pedestrians and cyclists. Olav Vs gate, Øvre Slottsgate and Dronningens gate are worth mentioning in relation to this. The area zoning plan for streets and urban spaces in the city centre - "City life for everyone" - is now awaiting final political approval. This is the long-term plan for how to further improve accessibility for cyclists and pedestrians, in addition to providing descriptions of measures aimed at facilitating city life.

Change creates emotional reactions, and the City of Oslo's climate strategy is one of the most extensive changes the city will experience in recent times. Oslo has ambitious climate targets for 2030: cutting the city's greenhouse gas emissions by 36 percent by 2020, and by 95 percent in 2030. Oslo has received broad support from its population regarding this work. Three out of four support the overall goal. Almost 40 percent say they are willing to use their car less so that Oslo can reach the

ambitious climate targets (Climate Survey 2018).

At the same time, we have to take seriously the fact that there is uncertainty, and also resistance, regarding a car-free city centre. This is why work is being carried out regarding information, brainstorming, dialogue, co-creation and joint events with various trade and industry companies, cultural life, volunteer organisations and the population at large. City life is created by the users and actors in the city centre, not by the City of Oslo. The City of Oslo will present the possibilities and scope of action that develop when more room is provided for other activities.

Oslo's transformation is being noticed. It has awakened curiosity and inspiration in other cities. Several cities around the world have now launched similar plans for city centres that are as car-free as possible. It provides even greater confidence that what is being done in Oslo is the future of urban development - with people at the centre.





Traffic passing through Rådhusplassen in 1973, Photo: NTB / scanpix



Traffic passing through Rådhusplassen in 1980, Photo: Åsmund Lindal / Samfoto / NTB scanpix







This is what Kongens gate might look like in a few years, Illustration: Diiz/Visco.



## Background

# ‘Public Space Public Life’ - a city life survey in the centre of Oslo

**V**We know a lot about the quality of city life and urban spaces in Oslo city centre. Several studies have been conducted in recent years, and in particular ‘Public Space Public Life’ - a city life survey in the centre of Oslo 2012-2014, conducted by Gehl Architects, has been the benchmark.

The first study was conducted by Professor Jan Gehl in 1987. During the 25 years from when the first study was carried out to the present day, a lot has happened in Oslo. Several urban spaces have been created by limiting car traffic, Karl Johans gate has been upgraded, Oslo has introduced city bikes and Rådhusplassen has been transformed from a place busy with car traffic to a vibrant urban space. Meanwhile, it is noted in the 2014 study that many of the significant

identities and functions of city life have not undergone particularly major changes since the 1980s. The city life survey highlights the following main challenges:

- » There are insufficient connections between urban spaces and city districts. Car traffic tends to represent a barrier to city life.
- » There are few free seating areas and they are not very comfortable. The city centre has “good café chairs and bad benches”.
- » The city centre is poorly adapted for children and the elderly, it lacks basic amenities such as water and toilets and there isn’t much winter activity.
- » The city centre lacks good connections to the fjord and to nearby districts.

## Jan Gehl’s rules for good cities

The world-renowned Danish urban design consultant recommends:

- » Design based on environmentally friendly and efficient transportation, not “cheap petrol”.
- » Let city life guide urban design.
- » Design for all your senses, not just the ones you use when driving.
- » Make public transportation and shared solutions more attractive and more accessible.
- » Remove the cars!



# Programme of Action for increased city life

## The seven factors of city life

The Programme of Action describes city life with the help of seven city-life factors that must be present in order for the centre of Oslo to function at its best:

- » URBAN ECONOMICS
- » ART AND CULTURE
- » MOBILITY
- » PEOPLE
- » ARCHITECTURE
- » INNOVATION
- » NATURE

The ten-year “Programme of Action for increased city life in Oslo city centre” was approved by Oslo City Council on 5 September 2018, and is a direct consequence of the city life survey’s findings.

The Programme of Action divides Oslo city centre into 13 areas. These areas have been mapped and analysed both as part of a whole and as distinct places with their own identity and character. Each area has its own set of strategies and initiatives that contribute to increased city life.

The Programme of Action is a tool to take advantage of the opportunity that lies in putting people in the driver’s seat and innovative thinking regarding what a city centre should be. This is also the leading strategical document for the work concerning the Car-free Livability Programme.

## Primary strategies in the Programme of Action for increased city life:

### *Emphasise and activate hidden urban spaces*



### *Increase interaction and synergy effects between destination points*



### *Improve connections to and from the city centre*



## Area zoning plan for streets and urban spaces in the city centre

# A holistic plan for how to use streets and urban spaces in the city centre

The city centre will receive a new, holistic area zoning plan for streets and urban spaces. The plan expands the pedestrianised network in Oslo city centre and moves the focus of urban development away from vehicle accessibility and towards pedestrians, cyclists, public transport, good public spaces and meeting places.

Improved facilitation for future-oriented use of streets and urban spaces, culture, trade and recreation, and earlier outdated and fragmented regulations have been revised. The plan involves the vast majority of streets and urban spaces in Oslo city centre, affecting around 425 adjacent properties.

The City of Oslo's work regarding the plan has included a number of open meetings, door-to-door visits and workshops, and has received many excellent suggestions that have provided a deeper understanding of the area's possibilities and limitations. In addition, nine themes have been examined very carefully, from city life and trade, to transport and public safety.

By prioritising pedestrians, cyclists, children, young people and the elderly instead of private cars in the centre of Oslo, street areas are freed up for new uses. These areas are to be transformed into attractive locations where leisure time and activities are facilitated, and accessibility for pedestrians and cyclists is improved. Disabled parking, goods deliveries and utility parking will be secured through flexible zoning. The foundation is now being laid for a good, safe and vibrant city centre for future urban users.

Area zoning plans are important tools for increased city life in the city centre that will shape the centre of Oslo for many decades to come. The plan will also facilitate the development of public spaces in the city centre in line with the goals set out in the Car-free Livability Programme.

The area zoning plan was submitted for final political approval in December 2018 and is scheduled to be adopted in 2019.

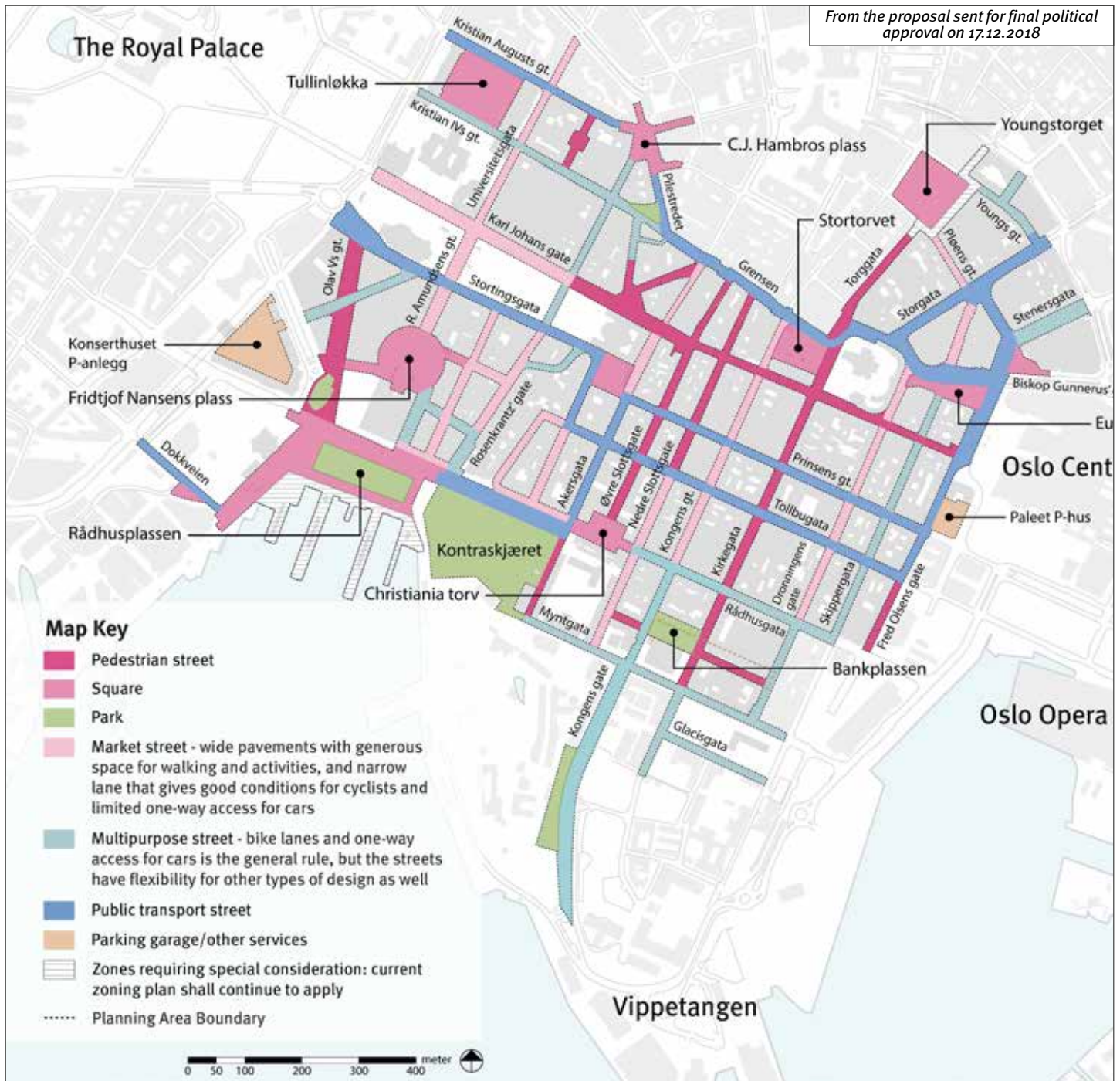
*NB: The illustration on the next page is from the proposal that was sent for final political approval on 17.12.2018. Changes can occur.*

## What is an area zoning plan?

An area zoning plan is a plan adopted by a city council resolution that states how an area can be used. For example, it states which areas should be preserved as nature areas or parks, where roads and railways are to run and where buildings can be built.







# Changes that don't go unnoticed

**In particular, urban development is about** what you can see. Through the Car-free Livability Programme, we will develop and change the built environment of Oslo city centre and push the boundaries of how we think it can be used. ❖

---





*Various alternative street activities, Photo: The City of Oslo*



## Physical measures

# From parking to city life

**L**ess car traffic is an important means for increased city life, and through the the Car-free Livability Programme, major changes have taken place within Ring 1.

All city centre street parking for private persons has been removed. This freed-up space is reassigned and made available to actors in the area and also the city's residents. There will be more disabled parking spaces, more commercial parking, facilitation for goods deliveries, more bicycle parking spaces and city bike racks, and more urban furniture.

The two-hour limit for commercial parking has been removed so that it is possible for utility transport to park for up to eight hours in designated spaces. There is currently a focus on work regarding good information about parking conditions for those who depend on driving in the city centre.

The city centre driving network has changed, reducing car traffic and creating better conditions for city life. Limits are

placed on the east-west transport corridors, which results in less car traffic and makes it possible to establish several new pedestrian-friendly streets and urban spaces.

Driving a car in Oslo city centre will become less attractive. At the same time, city logistics must function and accessibility to all properties by road needs to be maintained. Goods must be delivered, maintenance must be carried out and the city needs to improve how it facilitates for people with disabilities. Better accessibility for people with disabilities is a priority for the Car-free Livability Programme. The number of disabled parking spaces in the city centre has increased from 83 to around 130 in 2019. The City of Oslo works closely with the Norwegian Association of Disabled regarding the number and distribution of these spaces.

Changes to the city centre are continuously assessed and a final evaluation will be compiled during 2019. The solutions will be adjusted when necessary and in dialogue with those affected.

## 55%

*believe Oslo city centre should be as car-free as possible.*

## 54%

*believe Oslo needs more car-free streets.*

## 65%

*believe the traffic volume in Oslo is generally too high.*

(Climate survey 2018)

## In the plan of action:

A1, A9, A12, A21, A22, A26



Alternative use of Fridtjof Nansens plass. Photo lower left: Bo Mathisen, lower right: Photo: Vidar Ruud / NTB scanpix

## Physical measures

# Exploratory urban development

**T**he city centre needs more benches, better lighting and more greenery and the Car-free Livability Programme is determined to improve the city's basic facilities. However, we must also try to look at our streets in new ways when developing cities of the future - we must always look for new and interesting ways to use them. This is one of the programme's important strategies.

In relation to current prices per square metre in Oslo city centre, a single car parking space is worth up to one million kroner. Shouldn't we find better ways to use these spaces instead of parking cars on them?

"Parklets", or mini-parks, are a good example of such new use. A parklet usually consists of a platform that is furnished with seating and planting, but the only limits to what can be done are in the imagination. For example, you can pump up the tyres on

bicycles or wheelchairs on Rosenkrantz' gate, and you can charge your mobile phone while you take a break in an urban armchair in Møllergata.

We need to cycle and walk more in the future, but this might not be as easy for everyone. In the Car-free Livability Programme, we are looking at new possibilities in a pilot project that involves a "stroll-bus" in the city centre. This service will make it easier for the elderly and small children to get to the city centre and is inspired by the pink buses used in the Nordre Aker and Sagene districts.

This type of exploratory urban development is informative and something that the City of Oslo will continue to do in the future. The things we experience today make it easier for all of us to see new possibilities that can be incorporated into large and small development projects throughout the city.

”

*It wasn't really that great having offices in the city centre. Cars take up a huge amount of space! It's amazing to take an extra break out on the streets. Nothing beats a coffee in the sun!*



**Tore,**  
Project Manager UngInfo

## In the plan of action:

A2, A3, A7, A12, A14, A20, A23, A27





*Pilot furniture in Øvre Slottsgate, Photo: Terje Borud*

## Physical measures

# New pedestrian streets and pedestrian-friendly urban spaces

Oslo will have even more pedestrian streets and pedestrian-friendly urban spaces. The pedestrian network in the city centre will be expanded and the areas in the city where people and city life are prioritised will be more closely connected together. In the Oslo of the future, it will be possible to move freely and safely in a coherent, city-wide network of urban spaces adapted to pedestrians and cyclists.

This is a long-term development, but the transformation is already underway as part of the Car-free Livability Programme.

Dronningens gate will be transformed into a pedestrian-friendly cultural district so as to facilitate a varied city life. Together with city centre stakeholders, a holistic concept regarding the city centre's various districts has been developed. This includes attractive urban furniture, wider and more accessible pavements, better lighting and

electricity for events so that it will be easier to use the streets, whether it be for market days, exhibitions or seminars.

Karl Johans gate and Christiania Torv will be better connected by a pedestrian street in Øvre Slottsgate. In close dialogue with assertive actors such as Sentralen, the City of Oslo has developed exciting solutions that are both adapted to new and creative city life, while still being able to accentuate the venerable, historic surroundings. When this stretch of the city centre is in place, one will be able to travel from Karl Johans gate to Kontraskjæret and Akershus Fortress while being more sheltered from traffic.

This, along with reduced private vehicle traffic, better facilitation for goods deliveries and utility transport, and other large and small measures throughout the city centre, helps the centre of Oslo become a better and more accessible place for people and city life.

## Oslo, the walking city

27%

walk all or part of the way to work in Oslo.

Oslo will receive its own walking strategy during 2019

2019

(Climate survey 2018)

## In the plan of action:

A3, A4, A14





More space for people in the streets, top, parklets in Tordenskioldsgate, Photo: Vestre Furniture, lower left, spring festival in Dronningens gate, Photo: Mesen  
Oslo kommune – 27



## Physical measures

# Planning the future streets of the city centre!

**T**he Programme of Action for increased city life and the area zoning plan for streets and urban spaces in the city centre help create a clear path for a sustainable city of the future with people and city life in the centre. Together, they enable important city functions to be maintained in an effective way, where human activity, not vehicle accessibility, sets the precedent for the central streets and urban spaces of the future.

Many different street and urban space upgrades will take place in the coming years as part of the follow-up actions set out in the Programme of Action. The work is already well underway in some areas: The finishing touches regarding planning of the new Olav Vs gate were added in 2018, and construction of the street starts in 2019.

In 2019, the planners will start designing Akersgata, Universitetsgata and Tordenskioldsgate, not forgetting Kirkegata, which will be developed into a pedestrian street. The future upgrade of Kirkegata will provide Oslo with a coherent, pedestrian-friendly route through the city centre from Olaf Ryes plass at Grünerløkka to Vippetangen and the fjord.



## Did you know that...

**Olav Vs gate will be a showcase for emission-free construction sites?**

Olav Vs gate will be upgraded in 2019 and the project will be an example of how to implement infrastructure upgrades in a climate-friendly manner.

## In the plan of action:



*This is what a car-free Kirkegata might look like in a few years, Illustration: Diiz/Visco*

# Take a seat!

**For many of us** who live in the city, streets, town squares and urban spaces are extensions of our own homes. What is required in order for the city to be a good place in which to spend time? ❖❖❖

---





## The basic needs of the city

# Drinking water, toilets and places to rest your feet!

**T**he city centre is for everyone. The City of Oslo is working to develop a city with inclusive urban spaces that are accessible to all, regardless of functional ability and age. This requires a holistic effort, and particularly involves meeting the city's basic needs.

The city life survey summarised it in the following manner: Oslo has many café chairs but the city's benches are of poor quality and there are not many of them.

To tackle this problem, the City of Oslo will place many benches, chairs and other seating options in city centre streets, parks and spaces. In addition, cooperation with private actors is sought to provide even better facilities to those who need a place to rest their feet in the Car-free Livability Programme- area. More toilets, drinking fountains and better lighting are also other basic needs included in the work taking

place. These are important steps towards a city that is a good place in which to spend time, not just a place people visit to carry out an errand and then return home. It provides a better city for everyone, both residents and visitors alike.

The lack of basic facilities creates a city that excludes people. The city centre has been an inaccessible place for many elderly people because there haven't been places where they could take a rest or have a glass of water.

Through cooperation with Age-friendly Cities, the elderly and those with disabilities have provided the programme with valuable input regarding the type of urban furniture they need and where they believe the need is greatest.

Oslo will be a place where it is possible to sit down in a safe, attractive place all year round, without having to buy a coffee.

”

*I remember the 1970s when there were buses here. Imagine that! It's really very strange to think about. It is much easier for me to travel to the city centre now, as there are more benches here.*



**Ruth (76)**  
Pensioner

## In the plan of action:

A5, A29





Photo in top: Lala Tøyen, photo bottom right: Berit Roald, NTB / scanpix



## The basic needs of the city

# Brighter, safer, more enjoyable streets

**D**ark streets are seldom very pleasant and often feel unsafe. The opposite is true of lively, bright streets with beautiful and good lighting. Lighting is also an important measure for the visually impaired and can contribute to universal accessibility.

Karl Johans gate, Torggata, Aker Brygge and many other city streets and urban spaces are both attractive and bright, but there are also places where it can be particularly dark.

The City of Oslo has been working on this for a number of years - for example, did you know that we have a dedicated lighting plan?

The Lighting Plan is a practical tool to ensure the correlation between aesthetics, functionality, operating costs and environmental considerations. The plan focuses on giving the city a distinctive

night identity by accentuating the historical characteristics of the city and its districts, and also ensuring safety and accessibility in central parts of the city.

Car-Free City Life has provided an extra boost regarding work on The Lighting Plan, and a number of measures are being carried out to improve lighting conditions around Rådhusgata, Christiania Torv and at Egertorget, amongst other places.

Special lighting measures are carried out during the winter season, such as tree lighting in Kirkegata and Rådhusgata.



**Let there be light!**

winter

**2018**

*During the winter of 2018, effect lighting was fitted at Fridtjof Nansens plass and adapted to the different seasons. The trees in Kirkegata and Rådhusgata also received winter lighting.*

## In the plan of action:

A18, A19



*Lighting-up of trees in Kirkegata. Photo: Bo Mathisen*

## The basic needs of the city

---

# Facilitating life and play all year round

Oslo is blessed with four varied seasons that include distinctive features and unique opportunities, but the city life survey concluded that more needs to be done during the winter season. Better facilitation for life and activity results in more opportunities to use the city centre, including during the winter.

A major challenge for climate and environmentally conscious organisers in Oslo has been a lack of access to electricity. This has led to widespread use of fossil-fuel powered generators.

Organisers won't have to worry about this in the future. In dialogue with the cultural community and organisers, event-oriented infrastructure is being established in a number of important locations in the city centre.

Facilitating children and young people is essential to creating good living environments. This is especially true in areas where there is a desire for more residents, such as in Oslo city centre. The courtyard of Myntgata 2 has been opened to the city's population and is an oasis in the middle of the city for children and families.

In the future, Myntgata 2 will most likely be transformed into an upper secondary school, but the buildings are already used by cultural actors, entrepreneurs and ByKuben - the City of Oslo's urban ecology centre - and has become a new centre of activity in Kvadraturen.

There is a huge lack of play and activity spaces in Oslo city centre. Therefore, Car-Free City Life is working to establish areas for play and other activities at Christian Frederiks plass, Langkaia, Kontraskjæret and at Grev Wedels plass.

## In the plan of action:

---

A6, A7, A12, A17, A27





# Age-friendly city

**Oslo is working to become an age-friendly city**, a city which is an inclusive and accessible urban environment that promotes an active elderly population.

---

**W**e will develop good urban spaces and local environments with opportunities to participate and be active. The challenge regarding the increase in elderly people is common to the entire Western world. Therefore, the City of Oslo felt it was important to take advantage of international experience and knowledge.

Oslo was the first city in Norway to become a member of the World Health Organisation network of age-friendly cities.

An age-friendly city lays the foundation for good public health, increased autonomy and independence, and deals with initiatives within transportation, housing, outdoor areas and physical activity, community participation, communication and cooperation.

A prerequisite for an age-friendly city is that elderly people are involved in the development process and that together we create safe, pleasant and accessible outdoor spaces. The aim is to facilitate good public health for all generations, emphasising health-promoting work, prevention, and accessible and equal services.

By facilitating an ageing population, we help make the city more accessible and inclusive for everyone.

**You can read more about how Oslo is working to become a more age-friendly city here:**

[oslo.kommune.no/helse-og-omsorg/eldreomsorg/aldersvennlig-by](https://oslo.kommune.no/helse-og-omsorg/eldreomsorg/aldersvennlig-by)

## Did you know that...

---

...in the 1970s, we were pensioners for an average of 7 years? That average has now risen to 24 years and is increasing.







# Together we create the future city

**Increased city life is created** through productive interaction between private, volunteer and public actors. The City of Oslo shall be a collaborator, promoter and support-partner. ❖

---



## Participation and process

# The City of Oslo as collaborator and support-partner

**M**odern urban development is about life in the city, and particularly about how we collaborate and interact in new ways regarding the development of our city.

City life is created by the city's inhabitants, and the City of Oslo aims to be an assertive and opportunity-oriented collaborator for both large and small initiatives and projects. The Car-free Livability Programme is an important part of this.

We are working to develop and implement this mobilisation, and are seeking cooperation with many different city life stakeholders in the centre of Oslo.

Through the Car-free Livability Programme, Oslo will create several venues where interested city stakeholders and city users can meet and collaborate regarding activities for increased city life.

In this way, we are able to achieve more dialogue and a rich exchange of ideas about how we can create even more trade, city life and diverse street life through events such as city life days, market days, festivals and other activities.

There are several grant schemes where initiators can apply for financial support. Several of the schemes have increased their grants this year in connection with the Car-free Livability Programme and Oslo's status as European Green Capital of 2019.

**Here is an overview of the grant schemes:**  
[oslo.kommune.no/politikk-og-administrasjon/tilskudd-legater-og-stipend](https://oslo.kommune.no/politikk-og-administrasjon/tilskudd-legater-og-stipend)



### Did you know that...

...the City of Oslo has its own plan of action regarding participation?

Oslo will be a pioneering municipality regarding participative, engaging and open processes in urban development, and now has its own plan of action for participation. The work is headed by the Agency for Planning and Building Services.

### In the plan of action:

A10, B10, D1





## Participation and process

# Strengthening work related to information and shortening the gap from idea to reality

**C**ities around the world are evolving at a tremendous pace. The climate crisis, local environmental problems, and changes in society, transportation, commerce and virtually all aspects of our lives make our city change every single day.

This poses great demands regarding coordination and work concerning information. The City of Oslo will be at the forefront, providing the right information at the right time concerning work and changes that occur. It can be challenging obtaining an overview of all the municipal actors that need to be involved when someone wants to achieve something in the city. Receiving the desired feedback does not always happen as quickly as we'd like.

As part of the Car-free Livability Programme, a new, coordinated application process for city life initiatives is to be launched, and we are now revising routines regarding our administrative procedures.

A city life guide will also be published that will both inspire people to use the city and serve to guide initiators. The intention is to streamline and simplify application processes across sectors in the City of Oslo, and make it easier for everyone to use our city.

Work is being carried out on more and better information regarding parking, commercial parking, disabled parking and goods deliveries. We are working to strengthen dialogue between municipal, private and non-profit actors, to ensure a better understanding of each other's needs, opportunities, and challenges.

If you have any questions or any ideas or initiatives, please do not hesitate to contact us. We'd really like to talk to you!

**You can get in touch with the Programme at: [bilfrittbyliv@pbe.oslo.kommune.no](mailto:bilfrittbyliv@pbe.oslo.kommune.no)**

*You also reach us on social media.*

”

Where should I enquire regarding event grants, and what does it cost?

And why do I have to pay for renting an area that belongs to the City of Oslo?



**Stine (36)**  
Festival organiser

## Participation and process

# A never-ending learning process

**T**here is no answer sheet, and the premises for good urban development are constantly changing. Urban development is a never-ending learning process.

One thing is absolutely certain: urban developers of the future must be multi-disciplinary and creative, and open to new impulses, new knowledge and especially new ways of exploring urban space potential.

The Car-free Livability Programme is an arena for innovation and learning. Through experimental and exploratory urban space projects, we highlight our city's potential and help to develop and strengthen the basis of knowledge for the capital of the future. However, if we are to succeed, we have to evaluate, observe and, not least, learn!

### In the Car-free Livability Programme, we shall:

- » Continuously evaluate the impact of measures for increased city life in the period 2017 to 2019.
- » Develop a model for a separate city accountancy regarding trade and industry in the city centre.
- » Contribute to increased knowledge regarding the development of Oslo city centre by evaluating the effects of what we do.

**Reports and other evaluation work will be made available at: [oslo.kommune.no/bilfrittbyliv](https://oslo.kommune.no/bilfrittbyliv)**

### Did you know that...

...during a count in 2018, a 10% increase in city centre pedestrians was observed compared to 2017 (Sweco, 2018)?

...that people in the city centre travel to further parts of Oslo than before (Sweco, 2018)?

...52 percent believe that Oslo city centre should be as car-free as possible (Climate survey, 2018)?

### In the plan of action:

A2, A12, A15, A17, A21, D1



# We provide room for city life in Oslo

**The city's streets and** urban spaces are more than just transport corridors. They are important public meeting places and city life arenas for both everyday life and very special occasions. 

---



## Art and culture in the city centre

**T**he city's common spaces are important exhibition windows and arenas for the city's rich artistic environment and cultural life.

The City of Oslo is working to ensure that as many people as possible get the opportunity to experience high-quality art in public spaces.

Through the Car-free Livability Programme Oslo is strengthening efforts regarding art and culture in the city centre. For example, in the summer of 2018, artists David Stenmarck and Viktor Gjengaar painted “the German barracks” at Myntgata 2. The work of art called “The Flies” by Berit Soot Kløvig was moved to the same location, and Pippip Ferner and the “Guerilla Plastic Movement” group displayed the “Plastozilla” plastic sculpture at Europarådets plass to highlight the consequences of plastic pollution.

2019 will see our efforts strengthened through the project “Location seeking art”, which will invite the creation of new

artistic expressions in different locations in the city centre. We are also contributing to the realisation of Oslo's Street Art plan of action and an increased understanding of what the art form can offer.

Grants are available for open and audience-oriented art and cultural initiatives in Oslo that are presented by professional artists. The grant scheme will contribute to the quality and diversity of Oslo's art and cultural activities, support the dissemination of cultural heritage and stimulate innovative thinking and development.

In 2019, the scheme is being further strengthened to support initiatives that contribute to increased city life in the city centre and environmentally friendly events.

**You can read more about the ongoing grant scheme for art and cultural initiatives at [oslo.kommune.no/ politikk-og-administrasjon/tilskuddlegater-og-stipend/kunst-og-kultur/lopende-tilskudd-til-kunst-og-kulturtiltak](https://oslo.kommune.no/politikk-og-administrasjon/tilskuddlegater-og-stipend/kunst-og-kultur/lopende-tilskudd-til-kunst-og-kulturtiltak)**

### Did you know that...

**...Plastozilla was a great success in the summer of 2018 and received much attention, including abroad?**

...art and cultural events that benefit inhabitants can receive reduced rates from the City of Oslo? Contact the Agency for Urban Environment for more information.

### In the plan of action:

A6, A24, B5





Urban Art on Myntgata top and bottom right, Photo: Niklas Lello, lower left, Plastozilla by Pippip Ferner at Europarådets plass in summer 2018

# The City Life Festival, City Life Saturdays and other events

Oslo is a melting-pot of activity throughout the year and this helps make our city a more attractive place to visit, and in which to live and work.

Concerts, courses, sporting events, festivals, theatre, seminars, gatherings, performances and much more, in all shapes and sizes. It's all part of the city life we wish to see more of in Oslo.

When the streets become more pedestrianised, they also become safer and more enjoyable, and this type of city life will be blossom in public spaces.

In 2019, the Car-free Livability Programme will facilitate the creation of "city life routes" on selected days, where pedestrians, cyclists and city life are given priority in the urban spaces along a route in the city centre. Four City Life Saturdays will be held in

2019 to highlight how easy it is to create city life and what it is like to move in a city better adapted for pedestrians.

We are going to fill the streets of Oslo with city life during the European Green Capital year of 2019. Cars will be replaced with play, activity and music in the streets during the four City Life Saturdays held throughout the year. We invite all organisations, groups and businesses of all sizes to contribute. This includes everything from culture, art, sports, outdoor recreation, music, science, research, politics and business. The City of Oslo will provide street space and a great showcase opportunity.

The first City Life Saturday will be held on 1 June. This will be followed on 15 June and 17 August, before finishing with a bang during the City Life Festival on Saturday 31 August.

## The City Life Festival and City Life Saturdays in Oslo city centre.

The City Life Festival and City Life Saturdays in Oslo city centre.

**Friday 30.08**  
- Academic conference  
**Saturday 31.08** -  
Activities in car-free city centre streets  
**City Life Saturdays:**  
1 June, 15 June, 17 August and 31 August.

### In the plan of action:

A15, A21, A25





*Outdoor cinema at Fridtjof Nansens plass, Photo: Terje Borud, event at Myntgata 2, top right and bottom, Photo: Niklas Lello*



# Oslo is the European Green Capital of 2019

**T**he fact that Oslo won the competition to become European Green Capital is the result of long-term work and broad support for ambitious climate targets for urban development. It is also a result of the fact that Oslo has an innovative trade and industry sector that welcomes the green shift, a wide range of grassroots organisations that engage the population, and solid knowledge communities that deliver new solutions and push us further forward.

Success has also relied upon good cooperation with governmental authorities and having good neighbours in the Oslo region. Last but not least: Oslo has engaged residents who contribute to important changes in the city with their everyday choices.

Therefore, the European Green Capital year is not only the City of Oslo's year, but the year of the entire population. Now it's up to us to use this opportunity. Our goal is that

this year will lead to specific environmental and climate results.

The City of Oslo itself accounts for less than ten percent of greenhouse gas emissions in Oslo. That's why we need to involve the whole city in order to reduce emissions. We must also work together to reduce the overuse of resources, reuse more, work with the circularity of resources, prevent more plastics from ending up in the fjord, and preserve green recreational areas and the biodiversity of our city.

Therefore, the European Green Capital year will largely be about inspiring, engaging and mobilising the whole of Oslo to increase the pace of the green shift and equip the city for green growth by including a wide range of events as the tools to achieve this.

**You can read more about Oslo European Green Capital 2019 at: [miljohovedstaden.no](https://miljohovedstaden.no)**

## Did you know that...

**...Oslo scored the highest in eight of twelve competition categories?**

The participating cities competed in 12 categories, including efforts to reduce greenhouse gas emissions, improving water and air quality, environmental innovation, increasing access to green areas, ensuring biodiversity and facilitating cycling and walking.

## In the plan of action:

A15, A21, A25



OSLO

*vinner 2019*



EUROPEISK  
MILJØHOVEDSTAD

Et initiativ fra  
Europakommisjonen



## Plan of Action for the Car-free Livability Programme 2018 and 2019

**A1** Strengthen the progress of work to remove municipal non-regulated parking spaces. Freed-up space is to be used for city life activities, spending time in the city, more disabled spaces, room for goods deliveries and commercial parking.

**A2** Further develop and strengthen the maintenance of pilots from 2017, including Fridtjof Nansens plass, Tordenskioldsgate, Rosenkrantz' gate, Nedre Slottsgate and Møllergata.

**A3** Strengthen the progress of work in developing Dronningens gate as a pedestrian-friendly street of culture and city life. The initiative includes the possibility of establishing a cultural square with associated infrastructure and events.

**A4** Develop and strengthen efforts to facilitate increased city life in the streets around Youngstorget, including benches and vegetation.

**A5** Develop the bench and vegetation programme. The intention is to better facilitate more seating and resting places in the city centre, as well as to accommodate more trees and other vegetation. Work is being carried out in cooperation with Age-friendly Cities.

**A6** Strengthen efforts to establish cultural infrastructure such as electricity at several locations in the city centre to facilitate local events.

**A7** Strengthen the scope and quality of new places of activity and playgrounds in the city centre. Among other things, a playground is being built at Myntgata 2 and at Christian Frederiks plass, as well as several play and activity initiatives elsewhere in the city centre.

**A8** Carry out the preliminary project for the permanent design of streets in the city centre regarding Kirkegata, Olav Vs gate, Akersgata, Universitetsgata and Tordenskiolds gate.

**A9** Strengthen work regarding follow-up of the new driving network in the city centre.

**A10** Facilitate good conditions for tourist bus traffic during the 2019 season.

**A12** Establish a pilot for the testing and investigation of needs and opportunities regarding an emission-free form of transport ("stroll-bus") between destination points within the area of Car-Free City Life in 2019. This is in

cooperation with Ruter and inspired by "Pink buses" in the district of Nordre Aker.

**A13** Better facilitation for cycling in the Car-free Livability- area by establishing a north-south and an east-west cycling route through the city centre. This was planned in 2018 and will be established in 2019 by applying simple measures in cooperation with the cycling project.

**A14** Develop Øvre Slottsgate as a pedestrian street to a simple standard.

**A15** Support city life events and activities in the Car-Free City Life area in connection with Oslo European Green Capital 2019.

**A17** Establish more winter activities for increased city life and visits in the city centre during the winter season.

**A18** Establish special winter lighting in relevant urban spaces.

**A19** Establish additional lighting measures in relevant streets in accordance with the Lighting Plan.

**A20** Establish installations in the suspended canopies of selected streets.

## Plan of Action for the Car-free Livability Programme

These pages present measures from the revised Plan of Action 2018 and Plan of Action 2019. The document has been approved by the City Government and, together with the Programme of Action for increased city life, is the programme's most important term of reference.





**A21** Establish and promote car-free Saturdays in Oslo city centre in 2019.

**A22** Establish physical measures to reduce traffic from Akersgata and down Karl Johans gate.

**A23** Urban agriculture in Vaterlandsparken during the summer of 2018 in cooperation with the districts of Gamle Oslo and Grünerløkka.

**A24** Establish "Location seeking art": A scheme to invite the creation of new artistic expressions in various places in the city centre.

**A25** Establish "Get to know your city": One or more arrangement/trail initiatives with information about places and buildings, adapted to different age groups and interests.

**A26** Carry out measures to increase pedestrian accessibility, including resetting loose paving stones, improving pedestrian crossings and the resurfacing of pavements.

**A27** Carry out additional efforts regarding the maintenance of temporary measures, necessary repairs, plants and cleaning.

**A28** Develop information solutions associated with parking facilities in the city centre.

**A29** Establish more toilet facilities and water fountains.

**B3** Mobilise city stakeholders to plan and conduct their own city life events by establishing a shared events calendar.

**B4** A simplified pop-up library was established in 2018. This will become permanent in 2019.

**B5** Strengthen the establishment of the street art programme: increased scope of the street art programme under the auspices of the Agency for Cultural Affairs, with temporary or permanent measures and activities, including the Street Art Festival in 2019.

**B6** Arrange pop-up brainstorming workshops to provide advice and help for interested city life stakeholders about how to establish activities for increased city life.

**B7** Area zoning plans for streets and urban spaces in the city centre, in

order to facilitate permanent use of street space for city life purposes and increased city life in the heart of the city.

**B8** Strengthen efforts to redesign application processes and administrative procedure routines regarding permits for city life measures, so as to streamline and simplify application processes across the sectors of the City of Oslo. The 2017 City Life Guide has been revised accordingly. A new routine has been established providing reduced rates for street hire. This is in the form of a concession for increasing city life.

**B9** Strengthen work relating to information about Car-Free City Life through the focused promotion of Oslo city centre as a car-free city, with clear information about specific measures and activities carried out. An information platform is to be developed providing readily available information about customer parking, commercial parking, disabled parking and goods deliveries, which also shows where to find various city life initiatives.

**B10** Continue and increase cultural and sports activity grants which are administered by

the Agency for Cultural Affairs and the Agency for Urban Environment.

**C1** Carry out city life evaluation based on the "current description" from 2017.

**C2** Establish and carry out the first "city accountancy regarding trade and industry" for the Car-Free City Life area in cooperation with city stakeholders.

**D1** Funds are set aside to strengthen work regarding initiatives and activities for Car-Free City Life in involved agencies and City Government departments.

# The harbour promenade

**Did you know that** Oslo has one of the world's longest harbour promenades?

---

**T**he harbour promenade is the people's promenade, where everyone can experience life by, on and in the fjord, whether you want to walk along the quayside, go swimming or visit a real city farm!

The harbour promenade is the backbone of the largest city development project in Oslo in recent times, The Fjord City. Oslo has always been a city by the fjord, but it is not that long ago since the fjord was hidden behind high fences and occupied by ports, industry and traffic.

After long-term planning and construction, the town and the fjord are connected again, and it is going to get even better! Construction of cultural institutions, homes and workplaces

receives a lot of attention, but it is on common land and along the harbour promenade that city life takes place. The harbour promenade opened in 2015 and stretches 9 km from Kongsbrygge in the east to Frognerkilen in the west. It is open to the public all day and all year round and is perfect for visits and various activities.

Here, you can be alone, spend time with friends and family, or get to meet new people. Welcome to the harbour promenade!

**You can read more about The Fjord City and the harbour promenade at: [oslo.kommune.no/politikk-og-administrasjon/slik-bygger-vi-oslo/fjordbyen/havnepromenaden/](https://oslo.kommune.no/politikk-og-administrasjon/slik-bygger-vi-oslo/fjordbyen/havnepromenaden/)**

## The harbour promenade

---

14 orange containers show the way from east to west. At Losøter, you will find a bakery and a large allotment area planted with heritage grains and vegetables. You will also be able to go ice skating outside Deichman Bjørsvika from 2020. Presently, there are three floating saunas along the promenade.





# Contact

**D**o you have a really good idea? Do you have any comments about what's happening in the city centre? We own the city together and we are always interested in hearing about what you think. You can reach us directly by email or via social media.

We are happy to answer all questions, both about Car-free Livability Programme and the work regarding city life and urban development in Oslo city centre.

Feel free to contact us at:  
[bilfrittbyliv@pbe.oslo.kommune.no](mailto:bilfrittbyliv@pbe.oslo.kommune.no)

**Together, we are creating the future city centre!**



[oslo.kommune.no/bilfrittbyliv](https://oslo.kommune.no/bilfrittbyliv)



[facebook.com/bilfrittbyliv](https://facebook.com/bilfrittbyliv)



[twitter.com/bilfritt](https://twitter.com/bilfritt)



[@bilfrittbyliv](https://@bilfrittbyliv)

## #Bysnakk

### Regular breakfast meetings in 2019

Are you interested in city life and urban development? Then maybe our regular events #Bysnakk are something for you. Together with our good friends at ByKuben, we hold morning meetings that include exciting and relevant topics that take place on the last Wednesday of every month

It is expected that #Bysnakk will normally take place at Myntgata 2. Check our websites for dates and topics.













## The Car-free Livability Programme 2019

Visiting address: Vahls gate 1, Oslo

Postal address: PO Box 364 Sentrum, NO-0102 Oslo.

Telephone: +47 21 80 21 80

Internet: [oslo.kommune.no/bilfrittbyliv](https://oslo.kommune.no/bilfrittbyliv)

Email: [bilfrittbyliv@pbe.oslo.kommune.no](mailto:bilfrittbyliv@pbe.oslo.kommune.no)

All photos and illustrations in this document are owned by the City of Oslo unless otherwise stated.



*Fridtjof Nansens plass. Foto: Bo Mathisen*