



# Regional and municipal planning in Oslo

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planning and building services  
in Oslo

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# Content

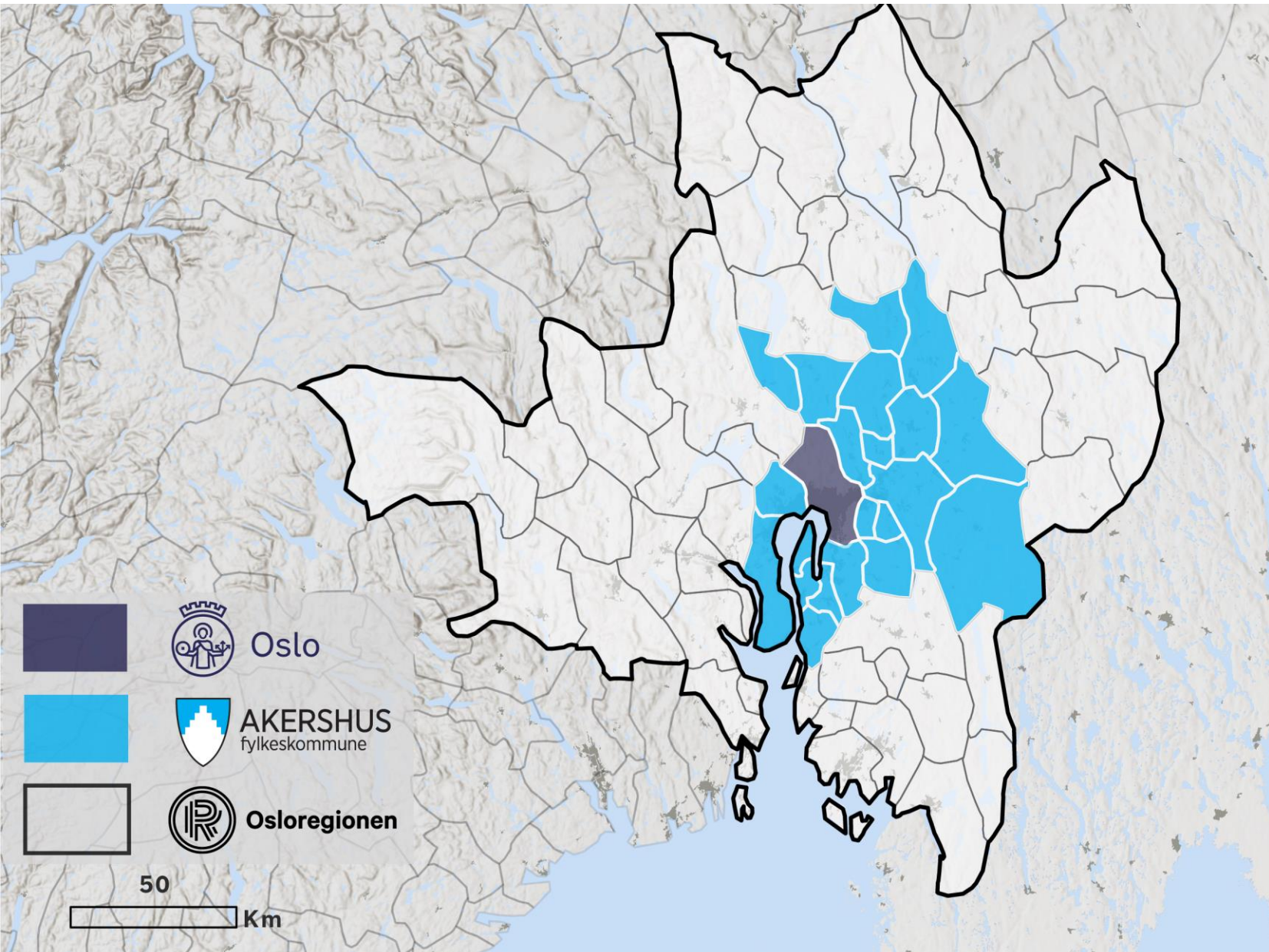
- ▶ Oslo in a regional context
- ▶ Planning in Norway
- ▶ Regional plan for land use and transport
- ▶ Oslo municipal masterplan – not yet politically adopted, but recently went under public consultation



# Oslo – regional context and development



# Oslo in a regional context



**Population (1/1-2023)**

Oslo municipality: 709 037  
Akershus county: 1 241 165  
Oslo region: 2 278 052



## Distribusjon av pendlere

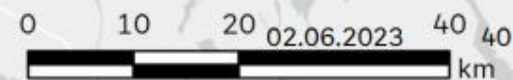
Innpendlere til Oslo i 2022

- 1 - 1 000
- 1 001 - 2 500
- 2 501 - 5 000
- 5 001 - 10 000
- 10 001 - 20 000
- 20 001 - 40 000
- 40 001 - 71 818

Linjene representerer flyt av innpendlere til Oslo fra kommuner på Østlandet, tykkelsen representerer antall. Min. 10 / maks. 71 818



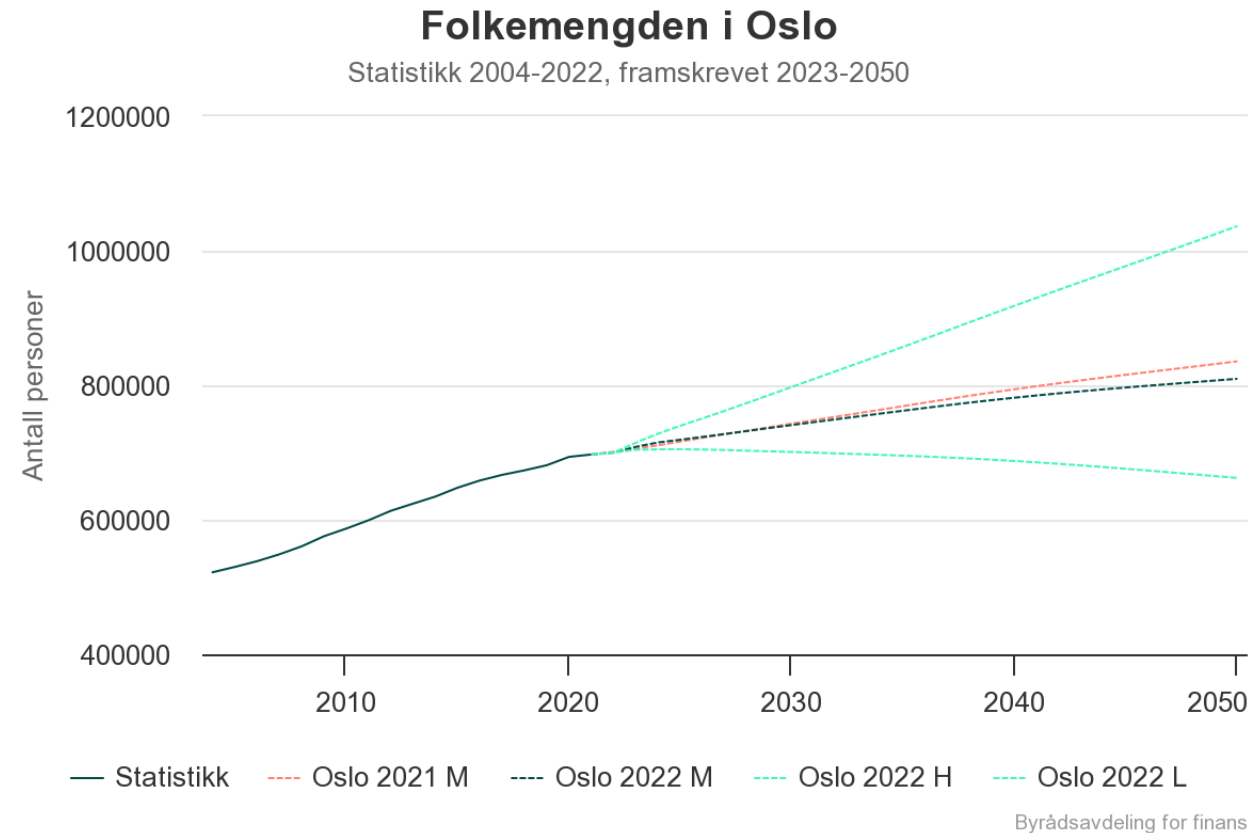
Oslo



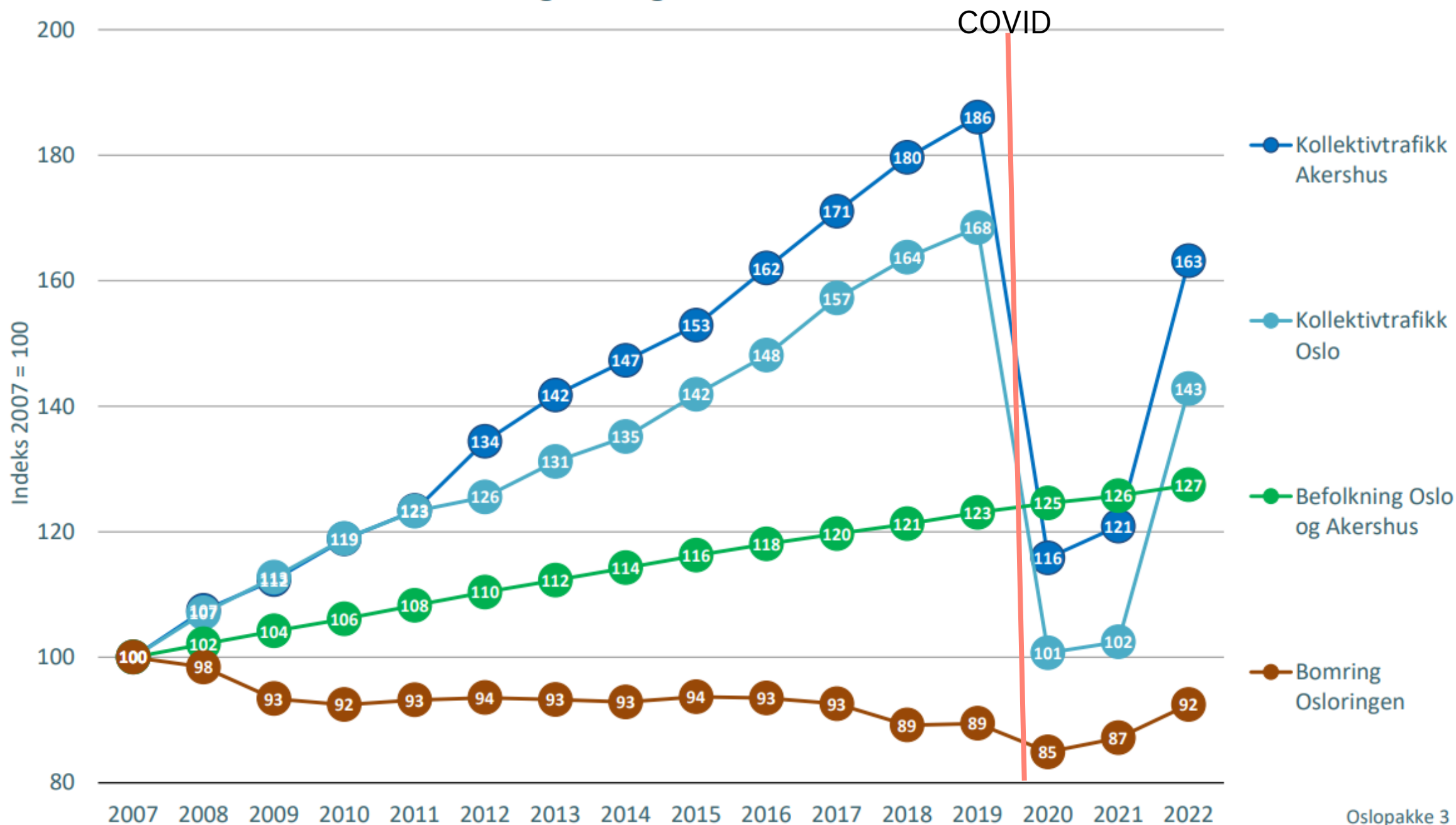
Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS

# Population growth

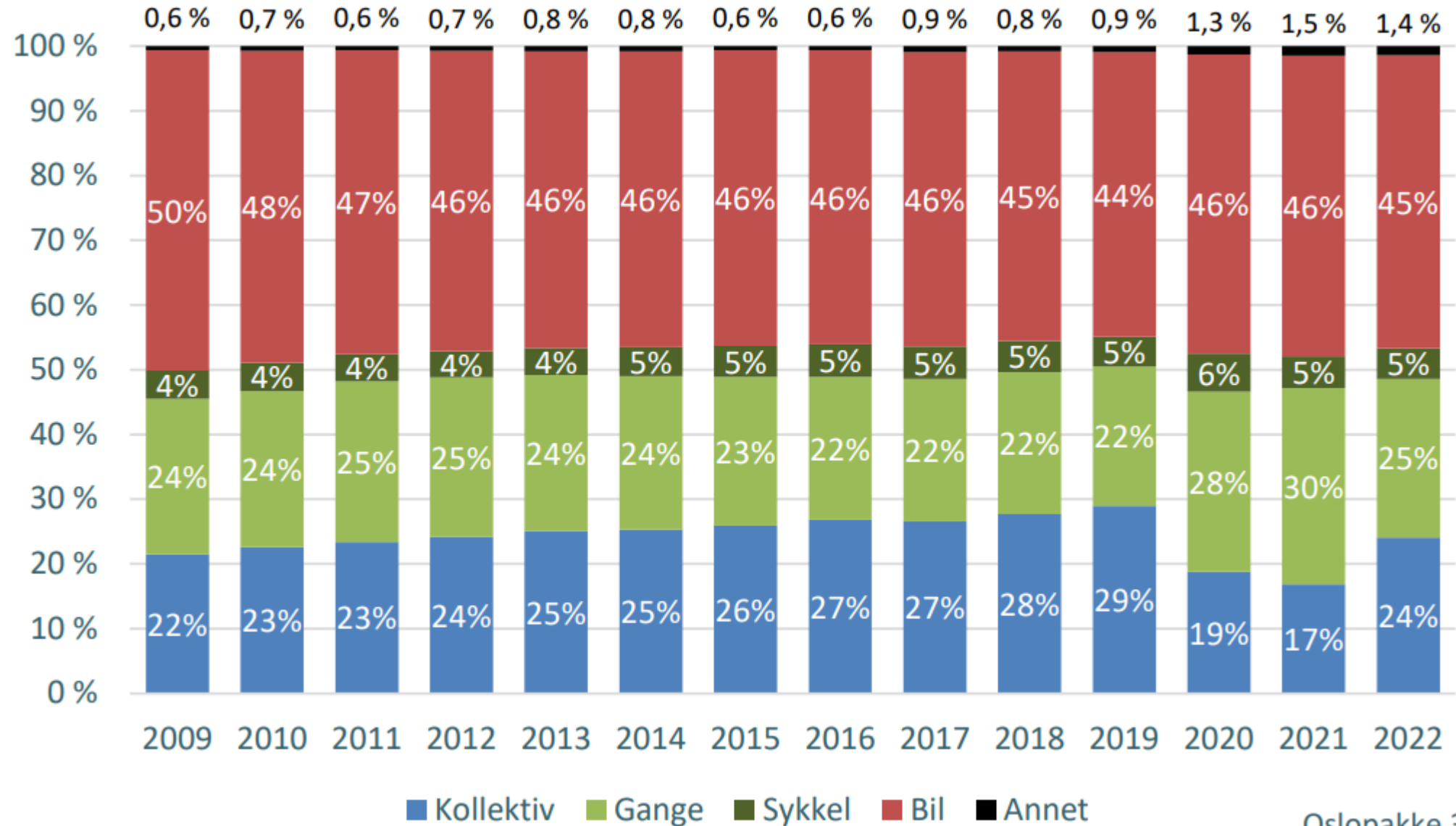
- Oslo has undergone major population growth over the last 15–20 years, with almost 15 000 more inhabitants in some years.
- Currently at around 720 000 inhabitants
- The predicted population in 2040 is approx. 800 000 inhabitants



# Utvikling Oslo og Akershus fra 2007 til 2022

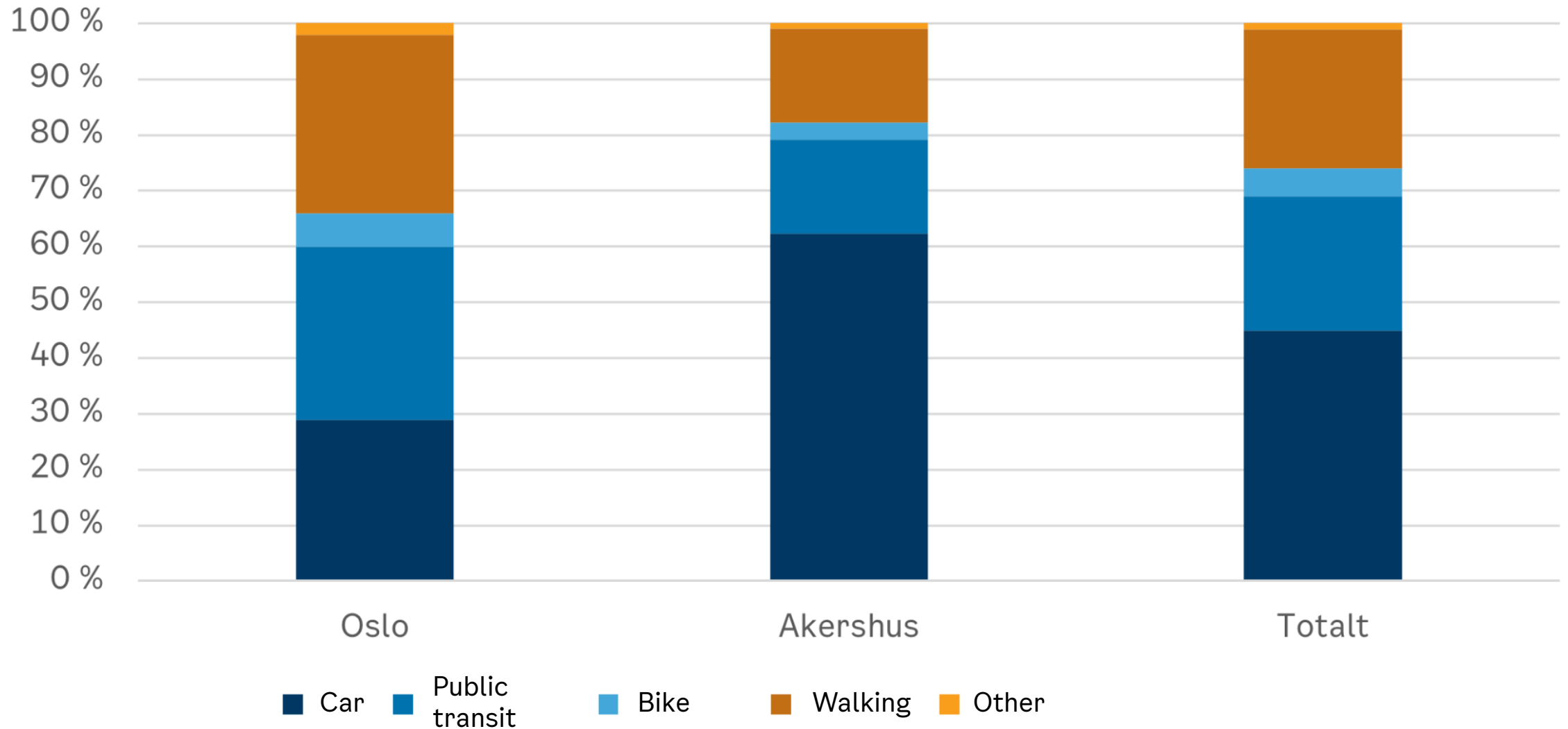


## Reisemiddelfordeling Oslo og Akershus (MIS-data Ruter)

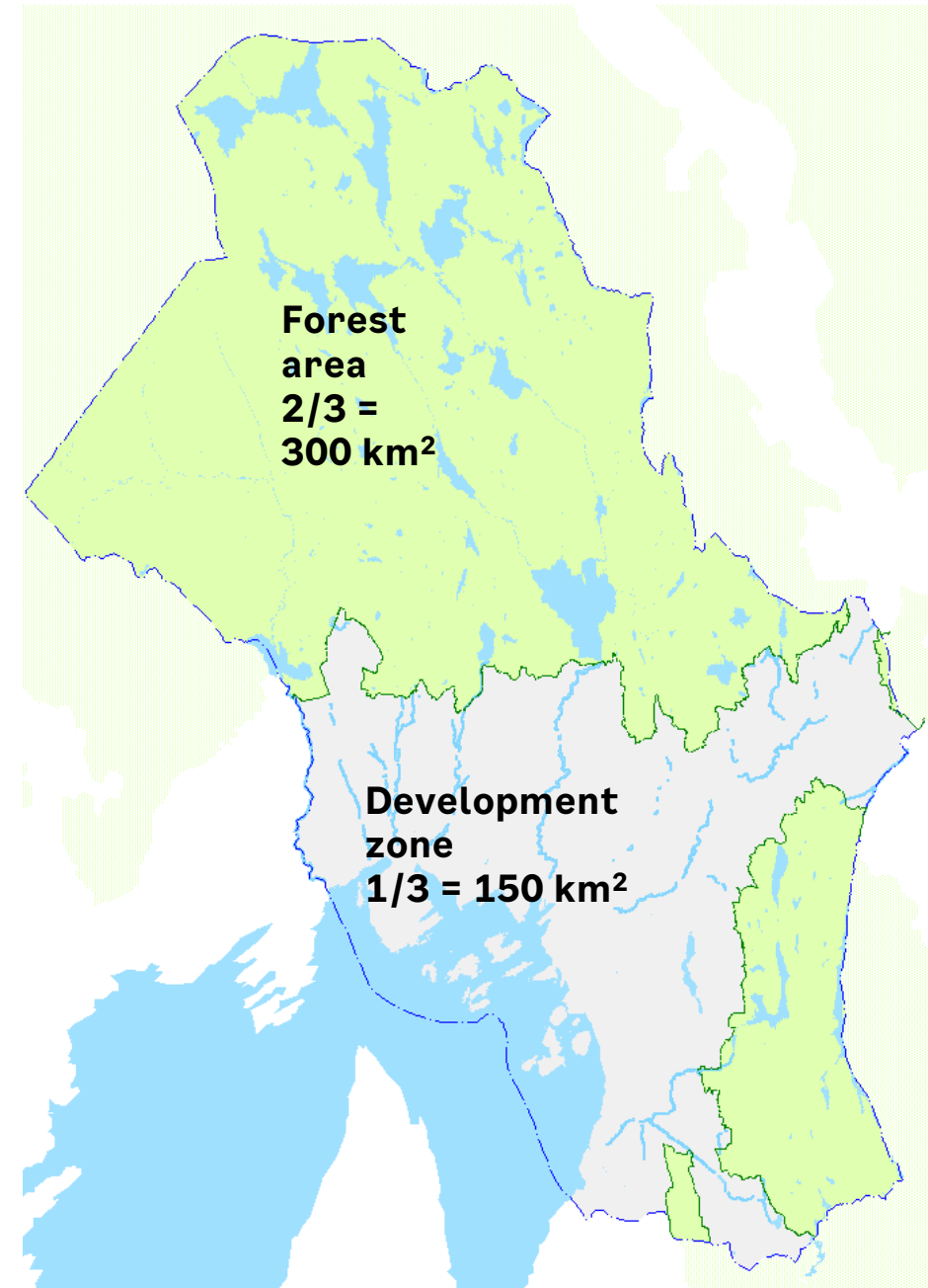




## Modal share in 2022 – county level



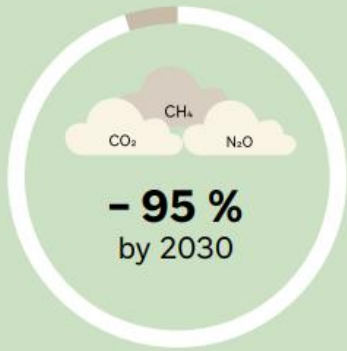
# The Municipality of Oslo



*The blue and the green and the city in between*

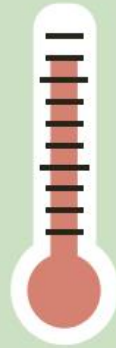


# Climate goals for Oslo



## Direct emissions

Oslo's greenhouse gas emissions in 2030 will be reduced by 95 per cent compared with 2009, and by 52 per cent by 2023



## Climate resilience

Oslo's capacity to withstand climate change will be strengthened towards 2030, and the city will be developed so that it is prepared for the changes projected by 2100



## Forests and land use

Oslo's natural environment will be managed in such a way that natural carbon storage in vegetation and soil are protected and the greenhouse gas removal in forests and other vegetation increase by 2030



## Energy

Oslo's total energy consumption in 2030 will be reduced by 10 per cent compared with 2009



## Indirect emissions

Oslo's contribution to greenhouse gas emissions generated outside the municipality will be substantially lower in 2030 than in 2020

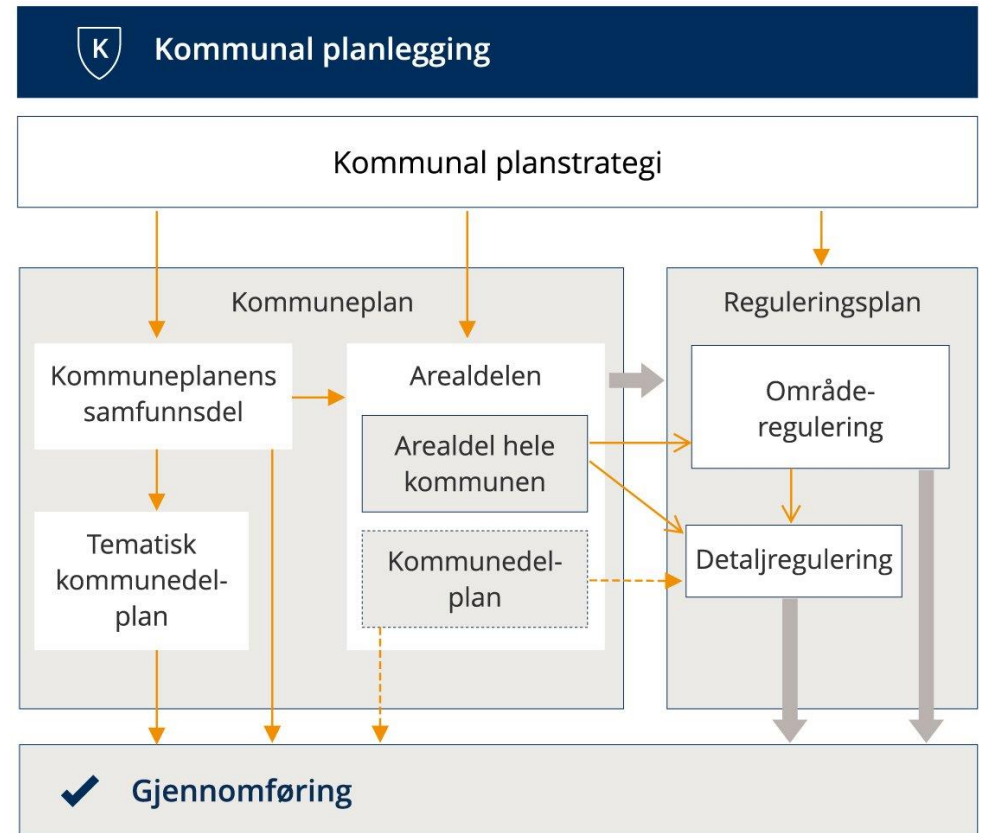
In addition, the use of private cars should be reduced with 30 % in 2030, compared to 2009.



# Planning in Norway



# Planning in Norway



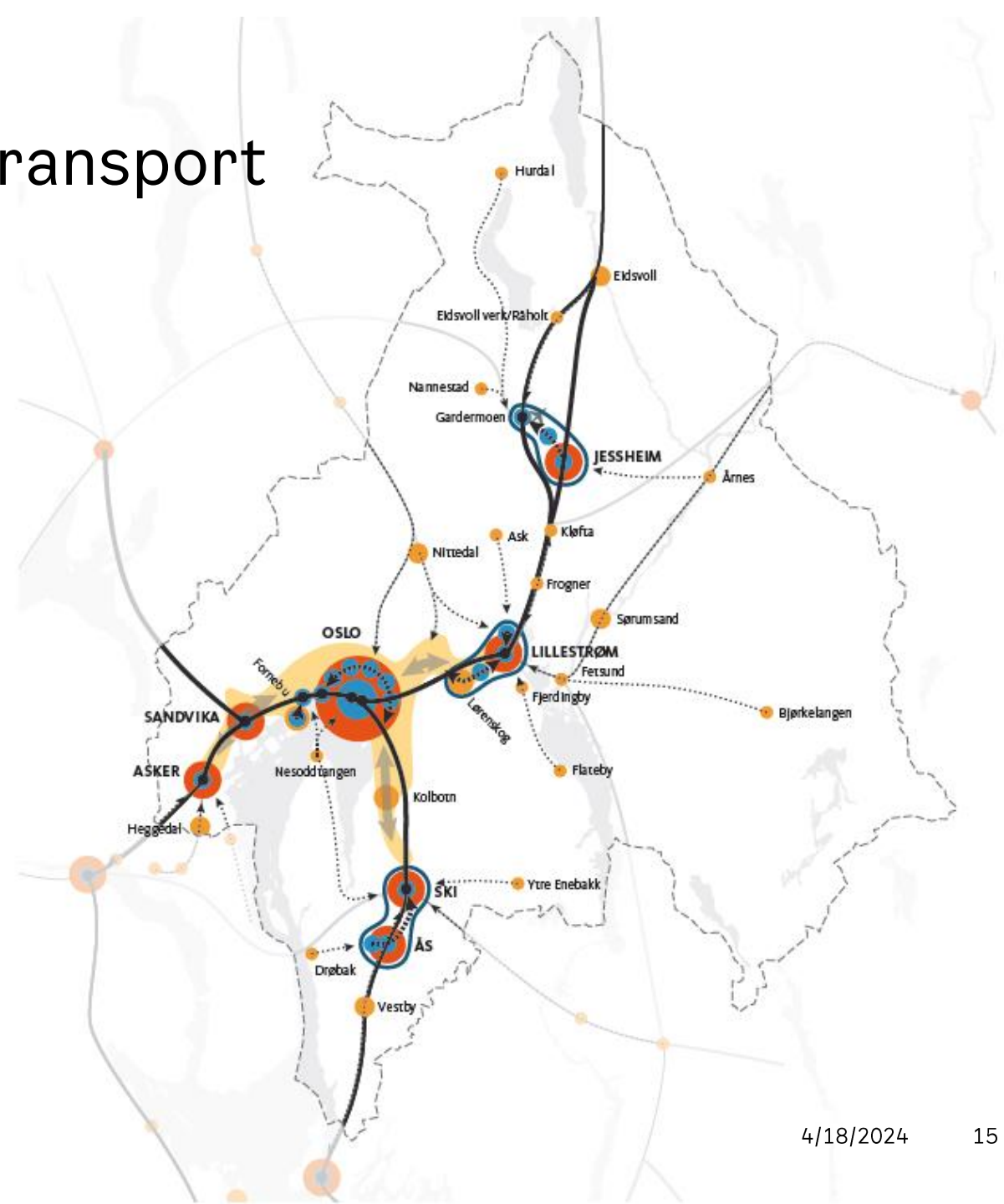
# Regional plan for land use and transport





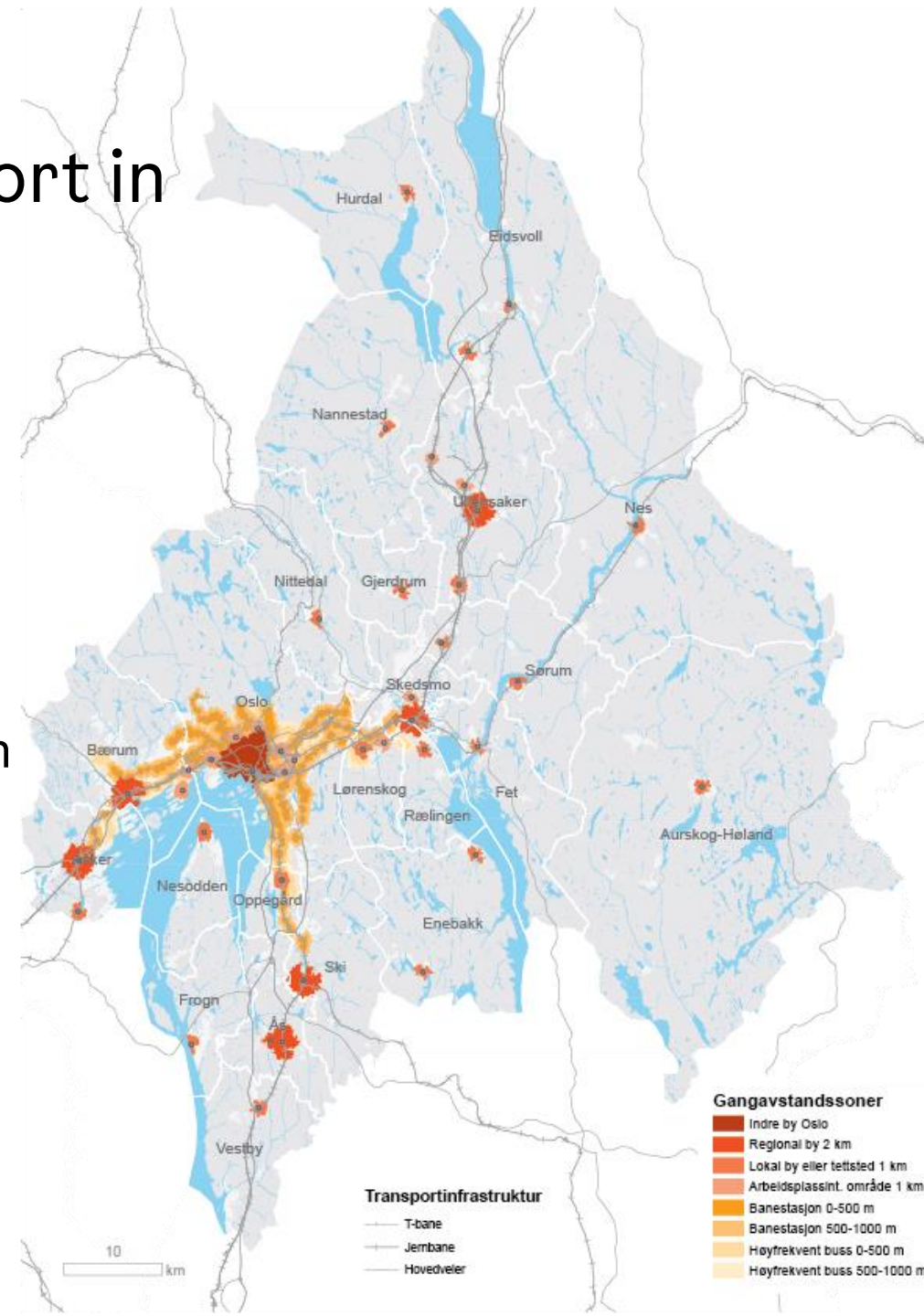
# Regional plan for land use and transport in Oslo and Akershus (2015)

- ▶ Oslo municipality and Akershus county own the plan
- ▶ Oslo + 19 municipalities
- ▶ Concentrated land use development with quality in prioritized areas
- ▶ Zero growth goal (= zero growth in use of private cars for transport) and prioritisation of walking, bikes and public transit
- ▶ Preserve nature and agricultural areas
- ▶ Cities and villages with quality through seeing cultural, social, physical and economical development in relation
- ▶ Reduce local pollution



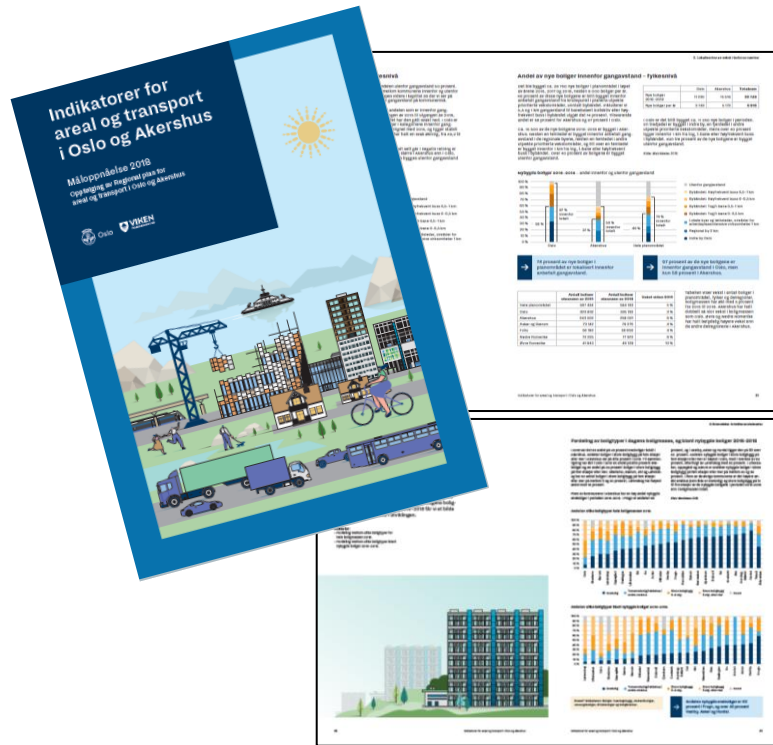
# Regional plan for land use and transport in Oslo and Akershus (2015)

- ▶ The plan defines certain areas in which each municipality is expected to concentrate most of its development
  - Different criterias depending on size and importance of the cities
- ▶ The municipalities are also expected to define «green borders» – long term borders for concentrating the development
  - The defined areas in the plan serve as a guidance for the extention of the green borders
- ▶ The main principle – locating people close to efficient and high-capacity public transit



# Some results from the regional cooperation

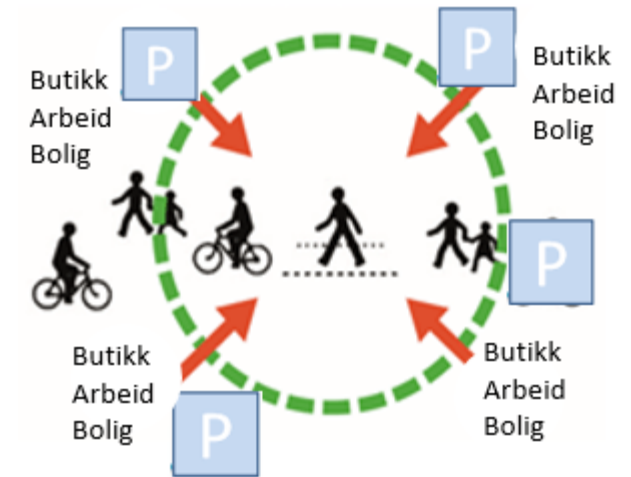
- ▶ System for measuring goal achievement



- ▶ Guide to densification and transformation with quality



- ▶ Comprehensive parking policy

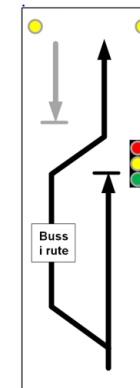
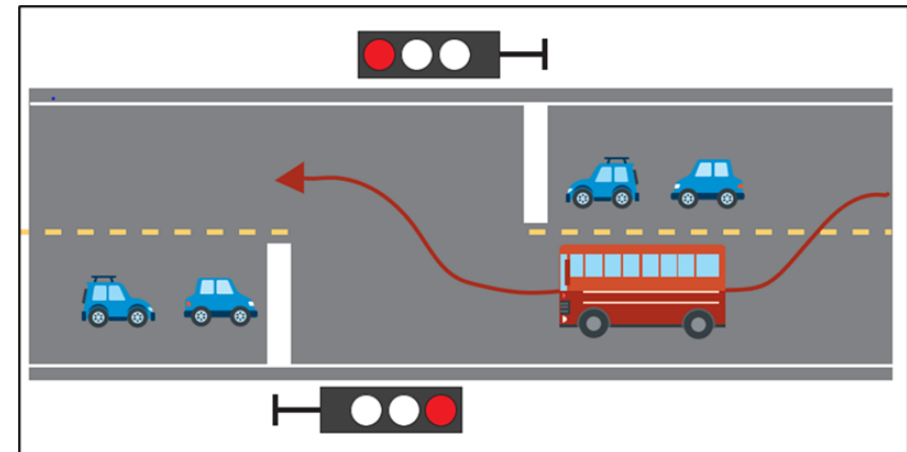
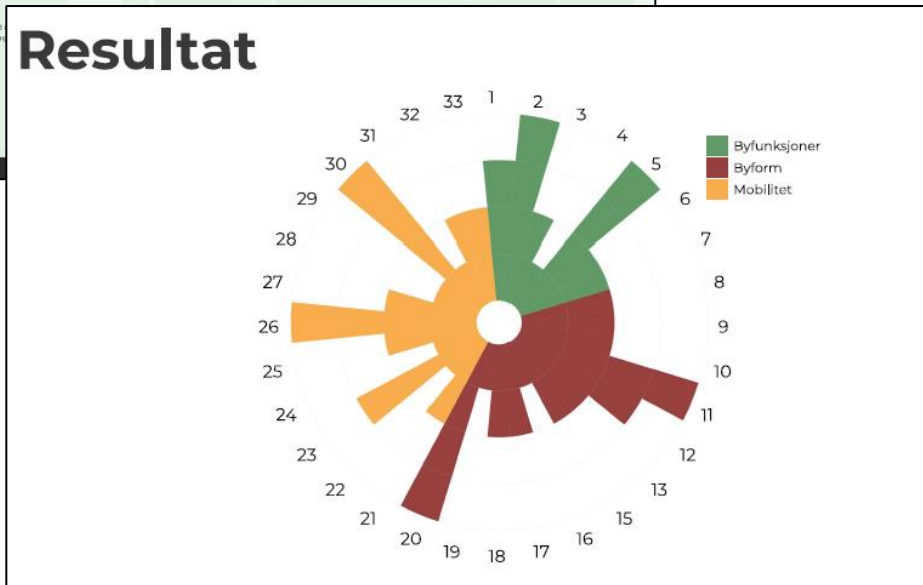
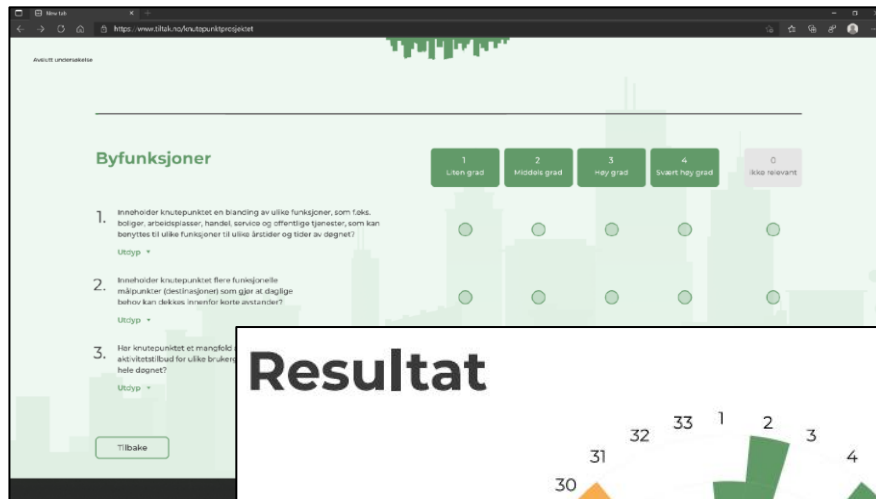




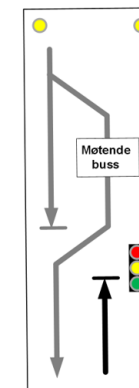
# Some results from the regional cooperation

- ▶ Tool for analysing and developing PT hubs

- ▶ Sharing knowledge



Figur 4 Skilt for trafikk mot Lillestrøm (Kilde: Aakre/NTNU)



Figur 5 Skilt for trafikk i retning fra Lillestrøm (Kilde: Aakre/NTNU)

# Oslo municipal masterplan – currently under public consultation



Contribute to the achievement of **the zero-emission targets** and the **reduction of greenhouse gas emissions** in the municipality through urban development along the rail network and prioritization of development from the inside out, and facilitate **a robust and socially safe city** in the face of climate change.

Contribute to further develop the **socially sustainable everyday city** in the form of increased **housing construction in line with population growth** and with quality, **attractive places** with a focus on **neighbourhood values**, green structure and watercourses (blue-green structure), local environment, public health and safe, good neighbourhoods for all.

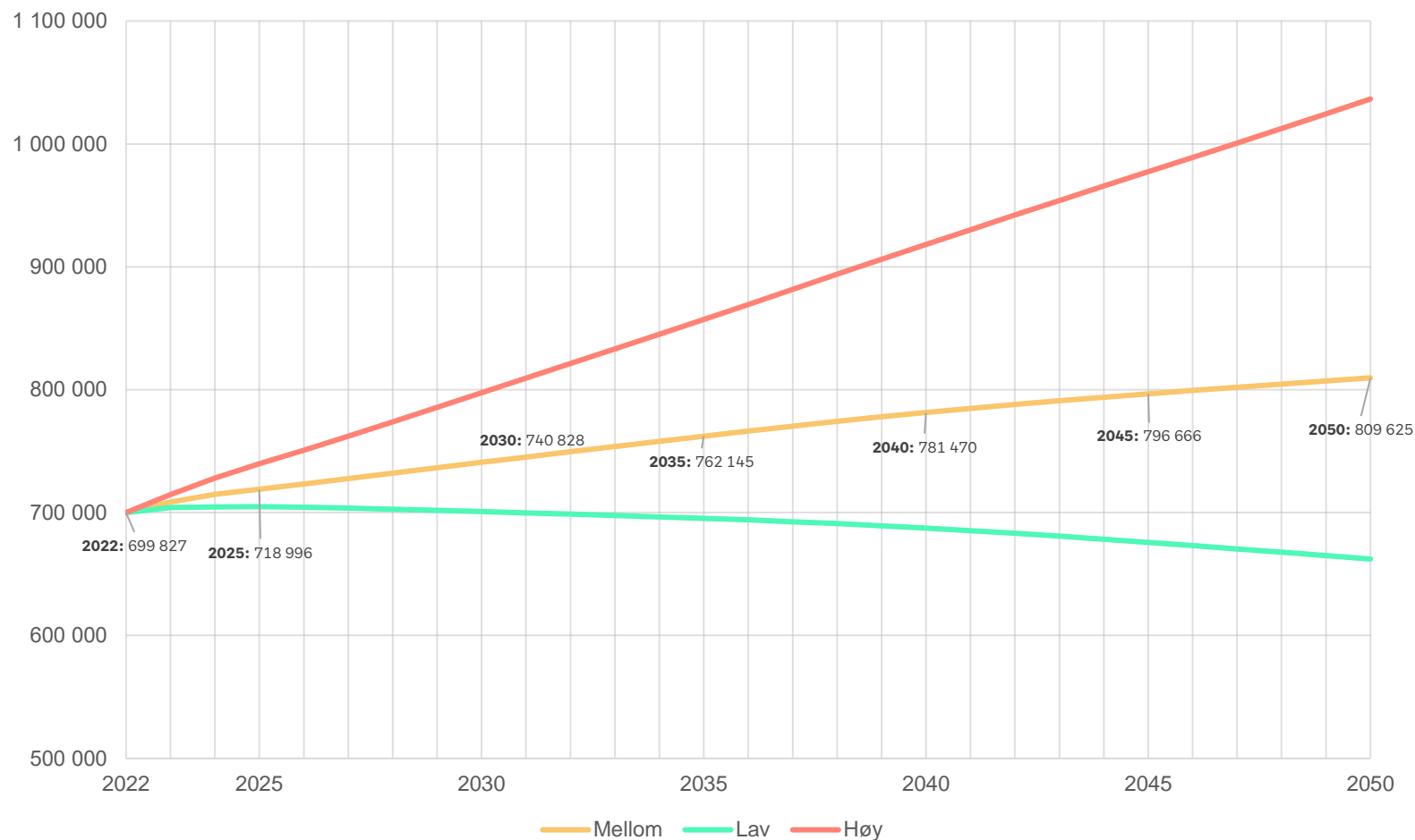
Further develop Oslo's **capital functions**, ensure **good regional cooperation** and facilitate a competitive and **diverse business sector**.

Lay the foundation for **increased implementation with quality** through **active use of the planning system and planning tools**, and **efficient processing of planning and building applications**.



# Population growth in Oslo

(october 2022)



## Middle option i 2040:

- 781 470 inhabitants
- Increase of på 81 643 from 2022

- Housing need: 50 000
- Housing potential: 62 000-87 000
- Buffer 12 000-37 000
- Total housing potential: 120 000

# Main features of the proposed plan

- ▶ We build where it was already built. We keep and expand the green areas.
- ▶ We want room for everyone – both through a variety of housing types and good living environments.
- ▶ In the development areas, business is differentiated – we want to facilitate the right business in the right place.
- ▶ The businesses of the future have been given special opportunities for development – with locations close to research institutions, creative enterprises and space enough to grow.
- ▶ We propose greenhouse gas assessments and calculations in construction projects.





# Climate-friendly development pattern

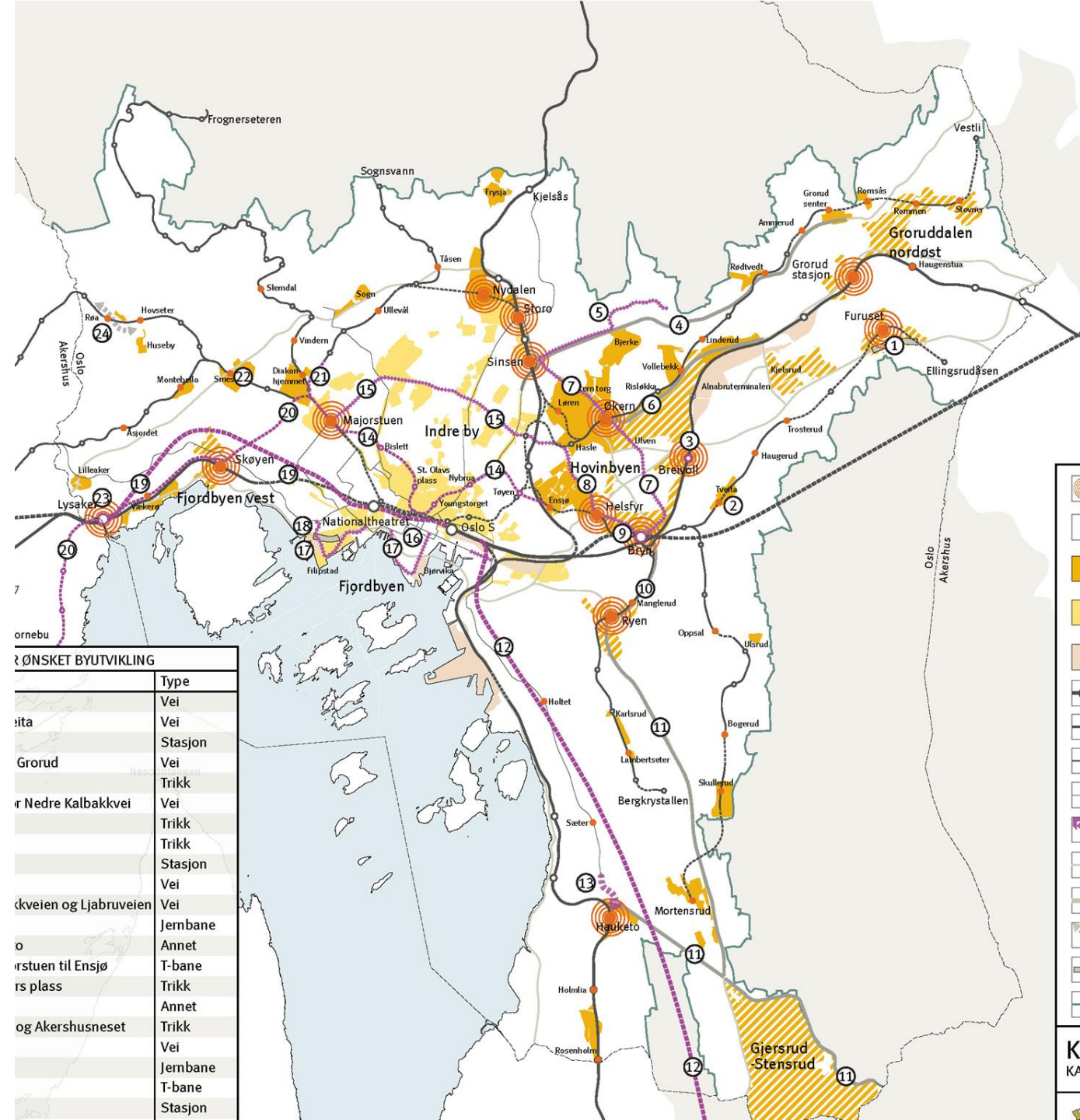
- ▶ Development from the inside out, and along the rail network.
- ▶ Densification around public transport hubs.
- ▶ Facilitate adequate local supply of goods, services and other everyday functions.
- ▶ Sequential requirements for the establishment of necessary infrastructure when developing new areas.
- ▶ Prioritisation and establishment of attractive facilities for walking, cycling and public transport.
- ▶ Defined consideration zones for future public transport solutions.





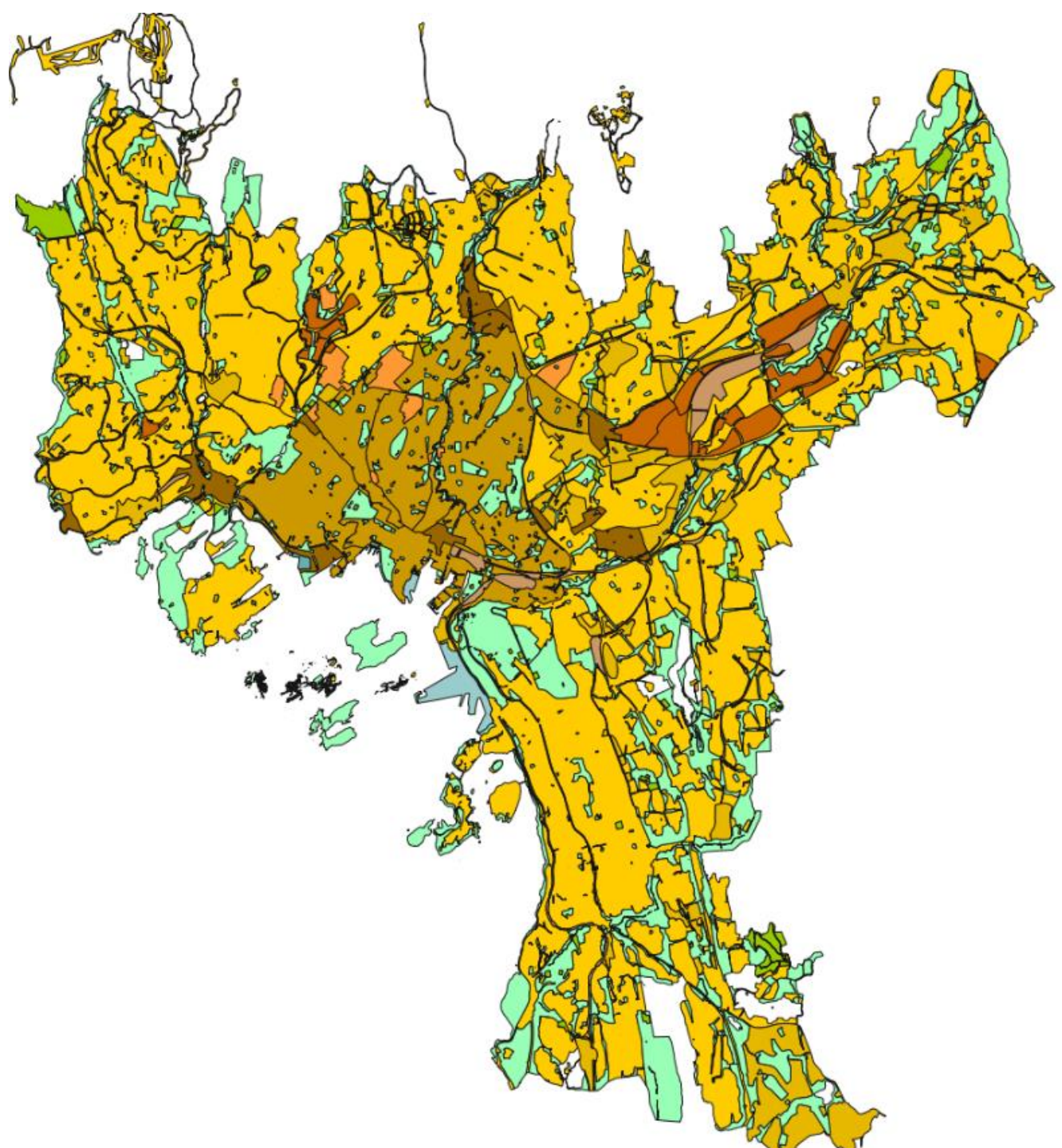
# Starting point: KPS-18

- ▶ The starting point is the land-use strategy map from the social part of the municipal master plan from 2018
- ▶ Sees land development and infrastructure that builds up around land development in context
- ▶ Building on KVU-Oslonavet
- ▶ Assessment of development in time. Towards 2030 and up to 2040.



# Division of the construction zone

- ▶ Consolidation areas
- ▶ Priority areas close to stations
- ▶ Development areas
- ▶ Greenery









# Differentiation of development areas

- ▶ U1 – Norway's largest hub/Oslo S
- ▶ U2 – Urban hubs and regional work areas
  - Examples: Lysaker, Skøyen og Økern
- ▶ U3 – New neighbourhoods with a lot of new dwellings
  - Examples: Bjerke, Lambertseter, Smestad
- ▶ U4 – Room for versatile business activities
  - Examples: Breivoll, Grorud stasjon
- ▶ U5 – Strengthening knowledge environments
  - Examples: Forskningsparken, Haraldrud nord
- ▶ U6 – Predictability for the area-intensive and versatile business sector
  - Examples: Leirdal, Stubberud

