



NORWEGIAN MINISTRY OF
LOCAL GOVERNMENT AND MODERNISATION

Report

Third United Nations Conference on Housing and Sustainable Urban Development (Habitat III)

Norwegian National Report





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Foreword

In Quito, Ecuador, in October 2016, the whole world will discuss the urban challenges and lessons learned since Habitat II in Istanbul in 1996. The Third United Nations Conference on Housing and Sustainable Urban Development (Habitat III) will agree on a New Urban Agenda. The Norwegian National Report is an important contribution to these discussions.

Urbanisation is one of the defining features of the 21st century. In less than four decades, 70% of the world's population is expected to live in urban areas. Hence, 'Cities are where the battle for sustainable development will be won or lost', as the High Level Panel put it.

The world's urban population is expected to increase from 3.5 to 6.2 billion by 2050. The urban migration is expected to be especially severe in the South. In about 15 years more people in the developing world will live in cities than in rural areas. The population of Norway is also steadily growing. We are projected to reach 6 million inhabitants in few years' time, which is a growth of more than 1.5 million in 20 years. In our country, too, the inhabitants are moving towards the cities.

We have seen some of the consequences of climate change and have experienced what we will meet in the future. The world's cities are likely to be a key arena in which to address a number of challenges: homelessness and slums, clean and sufficient water and clean air, sanitation and waste, health, education, empowerment of women and youth, sustainable energy and climate change. To ensure sustainable cities, we need an integrated approach to these challenges.

Of course, we can never completely avoid natural disasters, but there are ways of making countries and communities more resilient and better prepared to tackle the effects of such events. Adaptation and mitigation must be an integral part of public policy and all local and regional planning processes.

Planning processes can also play a significant part in reducing climate gas emissions. Last year, we launched new planning guidelines for dwellings, land use and transportation in order to reduce the need for transportation, for both businesses and people, and ensure resilient urban development. Our goal is more liveable and vibrant cities, where sustainable transportation is preferred and where cycling and walking to everyday activities is the first choice.

The physical environment affects human behaviour. Future challenges that should be addressed are closely related to the maintenance of houses, public areas, meeting places, gardens, parks, pavements and general outdoor surroundings.

It was with great pleasure that Norway participated in the expert group developing the International Guidelines for Urban and Territorial Planning, which have been presented at the UN-Habitat Governing Council Meeting in April 2015. Cooperation and the exchange of experiences on an international scale are crucial in order to create resilient and sustainable cities.

In the Habitat Agenda adopted in 1996, heads of state and governments committed themselves to two main goals, i.e. "Adequate Shelter for All" and "Sustainable Human Settlements in an Urbanizing World", and to implementing a Plan of Action based on these goals. The Norwegian National Report describes how the Norwegian government has followed up these goals since 1996, the challenges we have faced and the policies we have developed to meet these challenges. The report also describes future challenges that we believe will be important in a discussion of a New Urban Agenda and the post-2015 UN Development Agenda. In this context, we find it important that "Make cities and human settlements inclusive, safe, resilient and sustainable" is one of the proposed New Sustainable Goals (No. 11) that will be presented to the General Assembly in September this year.

We are looking forward to the discussions on the New Urban Agenda in the lead-up to, and during, the HABITAT III conference.

Oslo, April 2015



A handwritten signature in black ink, appearing to read 'Jens Arne Skjott-Larsen'.

Minister of Local Government and Modernisation



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Summary

The Norwegian National Report to Habitat III describes urban and housing development in Norway since 1996. This has been a period with stable economic growth and significant population growth, first of all due to immigration. Population growth has been highest in the largest and medium-sized cities. The capital, Oslo, is one of the fastest-growing cities in Europe. Rising housing prices and pressure on land use are some of the consequences of this growth.

Centralisation is a general trend, and urban-rural linkages are a challenge, with significant distances between small local labour markets and areas where there is low population density. Sustainable transport into, between and within cities, will be one of our major challenges in the future. It is important to prevent urban sprawl in order to reduce the need for transport and for more land.

Norway has been more culturally diversified and urbanized since 1996, and this trend is continuing. The living standard and life expectancy are higher than ever before. The last area that could be called a slum was renovated before 1996. Those living in urban areas have access to adequate housing, safe drinking water, basic sanitation and drainage, sustainable energy and public transport. Norway has few homeless people, a low crime rate and relatively safe and secure urban areas. Social inclusion and equity have been a political priority for many years.

A growing elderly population increases the demand for better basic services from the local authorities and a physical environment adapted to their needs. Effective and well-functioning municipalities and universal design are therefore some of our major priorities.

Climate change also affects urban areas and human settlements in Norway. Heavier and more frequent rainstorms, water flooding and land and mountain slides will become more frequent. Sufficient public transport and sustainable urban planning are important to prevent and reduce disasters, traffic congestion and air pollution.

Norway has a relatively decentralised governance structure, with strong local authorities. They have a high level of legitimacy, due to the high level of participation in local elections. The municipalities can make use of comprehensive legislation, especially the Local Government Act and Planning and Building Act. It is a continuing challenge to secure sufficient economic resources and effective administration, especially in small municipalities. The government is working on a New Local Government Act and will simplify the Planning and Building Act.

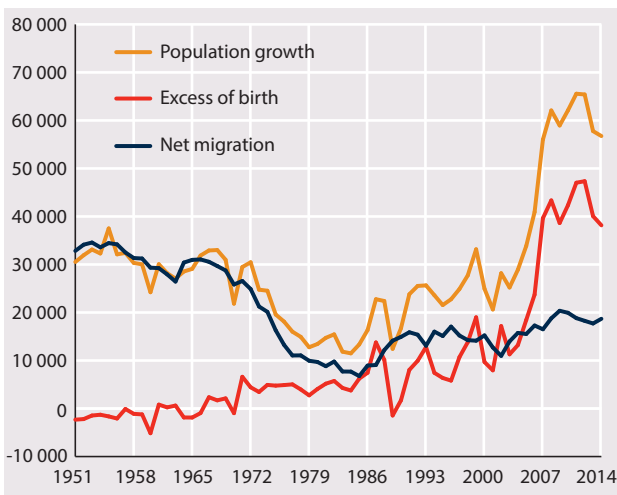
Urbanisation and centralisation have contributed to high house prices in urban areas and a high level of debt among households. This may be a challenge if the economic situation changes. It is a political goal to increase house building in Norway as a whole and in urban areas in particular. It is challenging to ensure that the population growth will contribute to sustainable urban developments in the future.



I Urban Demographic Issues and Challenges for a New Urban Agenda

Norway has registered significant population growth in recent years.¹ In 2011 and 2012, the population of Norway grew by 1.3%. This growth is a general trend in the country as a whole and is due to immigration. Today, Norway has a population of 5.1 million inhabitants. According to Statistics Norway, there will be 6 million inhabitants by 2029.

Figur 1 Excess of births, net migration and population growth. The whole country



Source: Nordregion and Eurostat.

Sixty-eight per cent of the population growth in 2014 will be from the migration surplus from abroad and 32 per cent will be due to the birth surplus. In the mid-1990s, the birth surplus was the main reason for the population growth, constituting almost 70 per cent of the total growth.

The strongest population growth is expected to be in the capital (Oslo) and its surrounding area and in the southwest of Norway (Stavanger region). The average size of households in Norway fell from 2.4 persons in 1990 to 2.2 persons in 2013. In Oslo, the number of persons per household remained at 1.9 throughout this period.

The demographic developments, with improved health and lower birth rates in the population, represent a challenge for the welfare services. The life expectancy in Norway for the male population born in 1996 is 75 years, while for those born in 2013 it is 79 years. For those born in 2060 it will be 86.5 years and for those born in 2100 it will be 91.3 years. For the female population, life expectancy is 83 years when born in 2013 and will be 89.1 years when born in 2060 and 92.3 years when born in 2100.

At the beginning of 2014, 13.7 per cent of the population were aged 67 years or older (Statistics Norway). From 1996 to 2009, the percentage of the older population declined. However, from 2009 to 2014, the percentage of persons aged 67 years or over increased by 0.9

¹ Preliminary figures show that the growth in 2012 will be close to that of 2011, cf. Statistics Norway (2012), <http://www.ssb.no/folkber>.

percentage points. Statistics Norway predicts that people aged 67 or over will make up 22 per cent of the population by 2060. In other words, more than every fifth person is expected to be 67 years or over by 2060.

1 Managing rapid urbanisation

Centralisation is a general trend in Norway. There is great awareness of the challenges involved in rapid urbanisation. The biggest challenges are mainly to be found in the 4-5 largest urban areas, although urbanisation as such is taking place all over Norway. The challenges are, by Norwegian standards: the rapid population growth, shortage of dwellings in the fastest-growing cities, pressure on land use, traffic congestion and pollution.

In Norway, the demographic challenges that go along with rapid urbanisation are: enough kindergartens, schools, student dwellings, affordable dwellings, especially for youths and young adults, universally designed dwellings for the disabled and elderly and general services and dwellings for the oldest part of the population. Demographic issues are dealt with through policy agendas, economic transactions and different means and measures that will be described below.

The government makes annual economic transfers to municipalities according to the age composition of their populations in order to compensate for the economic challenges represented by the different age groups. Expenses relating to kindergartens, schools and health care and general care for the elderly are amongst the expenses to be met by these grants.

In addition, the government makes annual economic transfers called "large city grants" to the four largest cities in Norway. A third annual economic transfer that relates to rapid urbanisation is "the growth grant", given to cities with average population growth of more than 1.7 per cent over the past three years. The government wants to meet the economic needs of other rapidly growing cities and will in 2015 make the grants available

to a larger number of municipalities by reducing the limit value for population growth to 1.6 per cent.

Besides economic measures, the most important tool for managing and meeting the challenges of rapid urbanisation is the Planning and Building Act. In the process of making master plans for their future community, municipalities can collect statistics and information on the number and location of dwellings, kindergartens, schools, dwellings for the elderly and all other services and enterprises in the municipality. Measures taken to reduce traffic and congestion are described in chapters II and III.

These challenges and opportunities resulting from urbanisation were thoroughly debated in White Paper no. 31(2002-2003) on *The Major Cities – Development of an Urban Policy*, and White Paper no. 31 (2006-2007) on *An Open, Safe and Creative Capital Area*.

2 Managing rural-urban linkages

Mountains account for much of Norway's land area and the often significant distances between the generally very small local labour markets give Norway its distinctive character in Europe. Furthermore, population density is low and access to transport and communication, as well as the major European markets, is limited.

Table 1.1 illustrates Norway's peripheral location and settlement pattern in comparison with the rest of Europe. The map shows the population density per km² in Europe, and indicates that Norway, Sweden, Finland and particularly Iceland have very small and non-dense populations compared to the rest of Europe. Nonetheless, appreciable regional differences are naturally still to be found. Settlement in the Nordic countries is primarily concentrated in the southern regions. However, Norway has the largest percentage of settlement outside urban areas. Iceland is the only country with a greater percentage of uninhabited land than Norway, cf. Table 1.1.

Figure 1 Land use in the Nordic countries and EU, 2010

	Norway	Sweden	Denmark	Finland	Iceland	Europe ¹
Population density (inhabitants per km ² land area)	16.0	22.9	128.7	17.6	3.2	116.6
Percentage of population in urban areas (%)	79.3	85.1	86.9	83.2	93.6	-
Uninhabited areas (% of km ²)	81	71	3	66	99	+/- 60

¹ The population figures apply to EU-27. There are no comparable figures for the percentage living in urban areas, which is defined in the Nordic countries as a group of buildings housing at least 200 people, and where the distance between buildings is normally no more than 200 metres (50 metres in Norway). The percentage of uninhabited land is based on inhabited 1x1 km grids in EU-27 and the EFTA countries overall. Note that the land area of the Nordic countries corresponds to about 25 per cent of the land area in EU-27, which means that the Nordic countries make up a significant part of the uninhabited land in Europe.

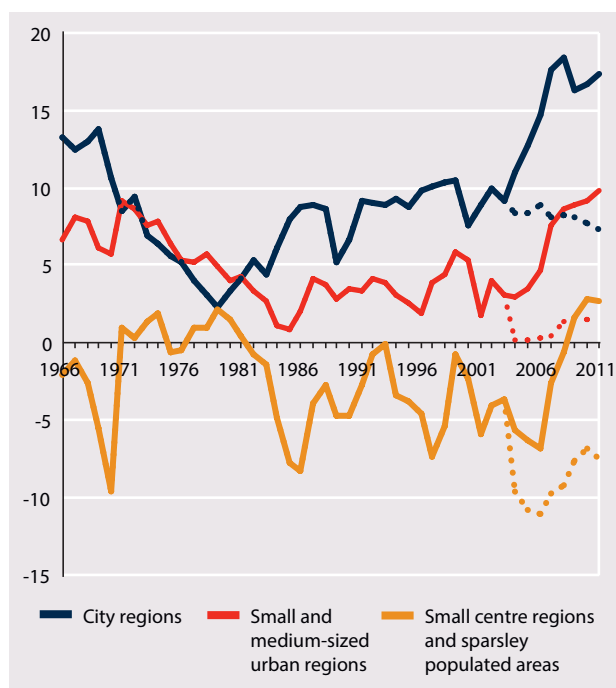
Source: Nordregion and Eurostat.

Against this backdrop, it is clear that the rural dimension in these countries' regional policies has historically aimed to offset disadvantages linked to, for example, low population density and significant distances to major markets. In a European context, this is of particular importance, as the EU uses low population density as a criterion for regional support. Outside the Nordic countries, northern Scotland and parts of central Spain are probably the only areas that can be characterised as sparsely populated from a Nordic perspective.

All counties have seen population growth during each of the past four years (2008–2011), as shown in Figure 2. The growth is mostly in central areas, and many municipalities in remote areas are struggling to cope with population decline. In 2011, 117 out of 428 municipalities experienced a decline in population. At the same time, the dotted lines in the figure clearly show that population growth would be markedly lower – in the entire country – if immigration and emigration since 2004 had offset each other. In recent years, net immigration has accounted for about 70 per cent of Norway's population growth.

In 2013, a programme for Urban-Rural Linkages was launched. Its purpose is twofold: 1) city regions should, with the help of analyses of the city and its surrounding areas, identify strategies and policy measures to strengthen the interaction between the city and its surrounding areas, 2) to increase insight into the role (and functions) of cities in developing the surrounding region. We hope this programme will help us to obtain more insight into urban-linkages and use this to promote economic development in these regions.

Figure 2 Population developments per 1,000 inhabitants in different types of regions



Historically, urban-rural linkages have been handled in regional plans and municipal master plans. A 1993 amendment to the Planning and Building Act assigned a clearly defined role to the county plans for specific areas, especially when there is an obvious need to find solutions across municipal borders. There has generally been a long tradition of cooperation between the largest cities, the regional county councils and the regional state authorities in the creation of transport plans, including issues relating to road and railroad capacity for both private use and the business sector (goods transport).

These days, the three parties and municipalities concerned are planning what is called the inter-city-triangle; new railroad routes between towns in the outer range of the greater Oslo urban area.

See the map in appendix I.

3 Addressing urban youth needs

The number of young people under 20 years of age, increased by 6.6 per cent from 2001 to 2011. In 1996, there were 1.12 million inhabitants under the age of 20 while in 2001 there were 1.17 million and in 2011 there were 1.25 million. The population growth in the same period was 9.3 per cent.

Traditionally, teenagers and young adults represent most of the overall migration.

Migration from the rural areas to the city regions has had an increasing effect on the centralisation of the settlement pattern in the past decades. This is because children are increasingly being born and growing up in urban areas. Since 1990, the child population is more strongly represented inside than outside major city regions. As long as child centralisation continues, this means that for every person who permanently moves to the centralised areas, the centralisation effect of the next one who moves will be enhanced. (NIBR 2012:22 *Hvorfor flytte? Hvorfor bli boende?* p. 17)

In the 1980s, regional and local authorities reported to the government that playgrounds, open spaces, areas and installations that were used by children and adolescents were at stake in urban areas where there was pressure on land use. As a consequence, in 1988, the government put forward National Policy Guidelines to promote the interests of children and adolescents in planning. According to the Planning and building Act and guidelines, the County Governor is obliged to express an opinion and, if necessary, object to a plan in process or about to be approved if this is necessary in order to comply with the guidelines' intentions and requirements concerning the physical layout and

design of areas to be used by children and adolescents. The government issued a planners' guide on this topic, *Planning for Children and Adolescents*, in 2010.

Norwegian youth leave home early compared to young people in most other countries. The average youth is 19 years old when she/he leaves. A few buy their own home immediately, but most move into rented housing. In 2012, 38 per cent of those in the 25-29-year-old group (single household) owned their own home. In 2007, the equivalent number was 42 per cent. This means that, during these five years, young people became a few years older before they purchased their first home.

Urbanisation has led to rising house prices in the cities and many low-income groups have difficulty finding affordable housing. There are a number of schemes to help young people either rent or buy dwellings in Norway. The Start-Up Loan is primarily intended for people struggling in the housing market, whether in relation to buying a home or keeping it. The Start-Up Loan was introduced in 2005. The number of Start-Up Loans offered (given) was 5,400 in 2007 and this increased to 12,500 in 2012. The average cost of buying an apartment increased from NOK 840,000 in 2005 to NOK 1.4 million in 2012. The Start-Up Loan is a favourable loan scheme offered by most municipalities.

The government offers Student Housing Grants for developers/student welfare organisations to build rental accommodation for students. Approximately 15 per cent of students live in such rental accommodation. In the period 2006-2012, the government gave grants to build over 6,300 student rental homes. Due to the increasing number of students, the target for 2014 is 1,300 student dwellings.

The Norwegian State Housing Bank is in charge of regional social housing development programmes aimed at the biggest municipalities. The purpose of these programmes is to help disadvantaged families or persons that are unable to compete for adequate housing and those with a housing problem, due to either a low housing standard, low income or social problems. Young people are an important target group in the programmes. A special Guidance Programme, "Boss in your own life" ("Sjef i eget liv") is specifically aimed at youth.

There are about 6,000 homeless people in Norway according to the last census from 2012, and the majority live in the larger cities. The number of homeless people has been fairly stable since 1996. About 25 per cent of the homeless are between the ages of 18 and 25.

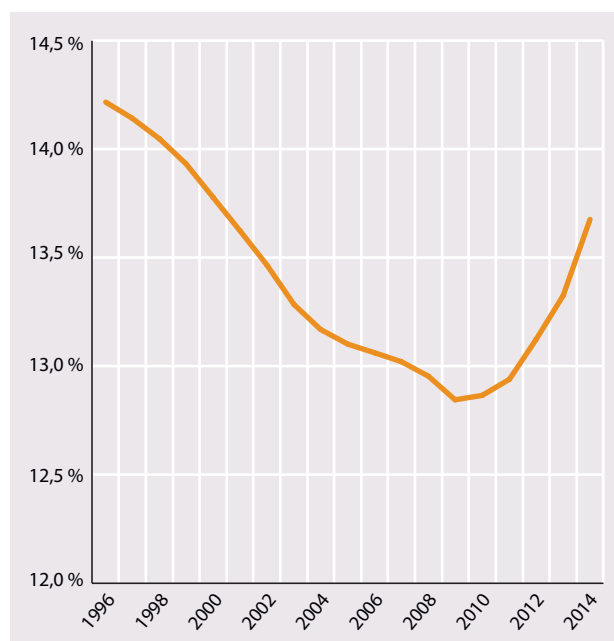
4 Responding to the needs of the aged

Demographic developments involving improved health and lower birth rates in the population represent a challenge for the welfare services. At the beginning of 2014, 13.7 per cent of the population was aged 67 or older. (Statistics Norway's Statistics Bank)

Figure 3 shows the development in the age cohort as a share of the total population. From 1996 to 2009, the older population was declining. However, from 2009 to 2014, the share of persons aged 67 years or over increased by 0.9 percentage points.

Statistics Norway predicts that the percentage of people aged 70 or over will be 19 per cent by 2060. In other words, every fifth person is expected to be 70 or older by 2060. (Source: *Seniorer i Norge 2010 (Older People in Norway 2010)*, Statistics Norway)

Figure 3 Share of population 67 or older



The most urban areas (50,000 or more inhabitants) have the smallest share of people aged 67 or over. In the smallest municipalities (fewer than 2,000 inhabitants), 19.4 per cent were 67 years or over in 2014. (Statistics Norway's Statistics Bank)

While more than 16 per cent of the elderly were in the low-income group in the mid-2000s, this proportion fell to about 11 per cent in the period 2009-2011. This development may be explained by a substantial increase in the minimum state pension, new cohorts of old-age pensioners receiving earnings-related pensions to a larger extent than older cohorts of pensioners and the fact that more elderly people combine employ-

ment with a pension. In general, the elderly have experienced higher income growth than younger cohorts. (Source: Inntekt og forbruchsstatistikker Statistics Norway <https://www.ssb.no/en/inntekt-og-forbruk/statistikker/inntind/aar/2013-02-14>)

According to a law which entered into force in 1991, every municipality and county in the country must appoint a council to safeguard the interests of the elderly. This council may also speak on behalf of the disabled and representatives of organisations for the disabled can join it. The council is to express its opinion on all matters concerning the elderly in the municipalities and counties.

Norway has an overriding policy stating that society as such is to be universally designed, planned and built so that everybody can take part, participate and be included in all parts of society. This means that planning should not discriminate any age group.

The new Planning and Building Act of 2008 (the Planning part of the Act) contains new provisions regarding universal design, including in its statement of legislative purpose. This will strengthen the implementation of universal design in the field of local authority planning and house building.

The Act also authorises the issuance of regulations to upgrade categories of existing buildings, facilities and outdoor areas to comply with universal design.

Regulations to further support and stipulate the consideration of universal design in both the Act's planning part and building part have been implemented.

The Norwegian government's action plan for universal design and increased accessibility 2009-2013 had as its slogan: Norway universally designed by 2025. Norwegian status reports and international comparisons (2009) indicate that Norway has come a long way in its legislation in a number of areas and has implemented universal design relatively well in its public administration sector. These are central qualities for resolving the challenges which remain and form a good foundation for further work. The government (new from 2013) will continue to work towards a universally designed society.

In March 2009, the government introduced a White Paper concerning the National Transport Plan 2010-2019. This White Paper underlines that everyone has an equal right to participate in society also when transport is concerned. The opportunity to move around in society easily, efficiently and safely is crucial for being able to participate in working life and social activities. The government will therefore develop and adapt the transport system so that as many people as possible are ensured good mobility and that individual special solutions are generally avoided.

According to the Planning and Building Act, everybody who makes a plan, whether it is a private person, an organisation or the municipality itself, has a duty to facilitate active participation. As the planning authority, the municipality has a special duty to ensure that other authorities and private parties have complied with the requirement of public participation in the preparation of the planning proposal. The municipality must also facilitate participation by groups that otherwise find it difficult to be heard in the planning process. In many municipalities, the above mentioned council participates actively in the planning process.



Photo: Jan Hausken

The housing stock is increasingly adapted to the needs of the elderly. By the end of the 1990s, universal design was established as a principle for policy and legislation. The Norwegian technical building regulation code (TEK) under the Planning and Building Act contains a specific requirement of universal design to ensure that new buildings are accessible for people with disabilities. The Planning and Building Act is restricted to new buildings, which constitute about 1 per cent of the housing stock each year. The technical regulation code has changed over the period, so the statistics are not comparable. In 2013, 10 per cent of the housing stock was wheelchair-accessible.

There has been an increase in nursing homes from 34,800 in 1996 to 40,337 in 2014. Further, there has been an improvement in the quality of nursing homes and the share of single rooms has increased from 83 per cent in 1996 to 97 per cent in 2010.

The old housing stock is continuously being upgraded through private investments, and especially disadvantaged households can apply for a housing grant to improve accessibility. In 2011, only 0.8 per cent of the elderly were characterised as being disadvantaged in the housing market (Statistics Norway). People above the age of 66 who live alone make up 7 per cent of the population. This group accounts for 14 per cent of those characterised as being disadvantaged in the housing market. (<http://www.regjeringen.no/nb/dep/kmd/dok/nouer/2011/nou-2011-15/7.html?id=650469>)

5 Integrating gender in urban development

Norway is considered to be one of the most gender-equal countries in the world. Still, a number of challenges to gender equality remain and new gender issues keep surfacing. The official Norwegian strategy to achieve equality between men and women includes both gender mainstreaming and gender-specific actions.

The Norwegian government promotes equality in all areas, such as political participation, economic independence, absence of violence, working life and equal parenting. Norway has a long tradition of promoting equality through welfare and family policies. A number of welfare arrangements enable each parent to participate in both working life and the family. This includes the statutory right to kindergarten, paid parental leave, the right of parents to stay at home when their children are sick, the right to part-time work and so forth. In the educational field, women now have equal access and there is a higher proportion of women with higher education than men. These efforts are important conditions for reaching other objectives, such as equal representation in policy-making bodies

and the advancement of women in general. (*BLD – Equality 2014*)

Policy-making participation is the most important way to influence developments, including urban developments. The Government has made several efforts to increase women's participation in local councils and local decision-making. Ahead of the upcoming local election in Norway in September 2015, the Government has implemented a project called Local Election Day during the local nomination processes. The project targets municipal councils where fewer than 30 per cent of the councillors are female – a total of 72 municipalities (out of 428). These municipalities have to arrange a council meeting to which all the local parties and those on candidate lists for the next local election are invited. The theme for the meeting is to be: how to recruit more women to local politics and increase the proportion of female candidates at the top of the party lists.

The Ministry of Local Government then offers the municipality a full scrutiny of the proportions of women in its councils, local positions and municipal boards, and also an analysis by a researcher of the reasons for the low proportion of women in local politics in each of the municipalities. The researcher will present the results at a council meeting. This should serve as a platform for an informed debate at the council meetings and an incentive to the local parties to make better efforts to recruit more female candidates – and to place them on the lists so that they have the best chances of being elected. Of course, in some municipalities, the reason for the low proportion of female councillors is not the candidates' location on the lists. In such case, there should be other strategies for increasing the proportion of women. Based on their research, the researchers will advise the local parties of the measures to take. It is up to the local parties to decide which candidates they wish to have on their list and put forward in their local election campaigns.

6 Challenges experienced and lessons learnt in these areas

Managing rapid urbanization

The largest cities have experienced rapid population growth in the last 20 years. The municipalities have met the growth by planning for increased building activity using the Planning and Building Act. The Act is used to secure a sufficient supply of basic services such as schools, kindergartens and infrastructure, etc, in addition to sufficient adequate dwellings for different purposes. The municipalities can also use the Act to secure private investments in necessary physical infrastructure, like roads, parks, water and sanitation.

However, the municipalities have to invest in the social structure, like schools, dwellings for people with disabilities and the elderly and general basic services. The economic grants to municipalities that are growing rapidly have contributed to these investments and made it easier to manage the growth.

Pressure on land for children is a major challenge. With rapid urbanisation comes the densification of already built areas and developments in areas that were formerly public spaces and green areas. One of the challenges experienced is pressure on areas regulated as playgrounds for children and areas used by children and adolescents, such as vacant plots and green or grey areas. Some local authorities have been aware of this. Some have addressed this by refusing to allow developers to use land areas utilised by children, and have stipulated strong requirements and regulations in their master plans as far as planning and actually using areas utilised by both young and older children are concerned.

Managing rural-urban linkages

Urban growth has led to several regional plans in which the largest cities, the regional county councils and the regional state authorities have cooperated to ensure the best possible land use.

Addressing urban youth needs

Many cities are experiencing an increasing number of youth and children, many of whom are born in urban areas. It is a challenge for many cities to develop attractive living areas for children, especially in city centres and suburban areas. It is important to have sufficient kindergartens, schools, playgrounds, public parks, etc. in order to ensure good living conditions for families with children.

Many youths and young adults move to cities for higher education and work. They need affordable housing and many of them rent during the first period. There is a limited number of student dwellings and most students rent rooms or flats in the private market. High rents and housing prices are a challenge for many students and low-income youth. Many young people get help from their parents to purchase a dwelling. More than two out of three homebuyers aged between 25 and 34 have received financial help from their family when buying their first dwelling.

Responding to the needs of the aged

The increasing number of elderly people is a challenge for many municipalities. Even if the elderly are healthier and wealthier, many people will need an accessible dwelling and special health services. Many elderly people live in houses that are not suitable for their present or future needs. The State Housing Bank provides a grant that can be used by the elderly or people with disabilities to invest in making their homes more accessible. This is a very slow process and will not be sufficient to meet the needs of the elderly in the

future. The municipalities have built a large number of dwellings for the elderly and people with disabilities during the period covered by this report. Necessary health services for the elderly are expensive and constitute a large part of many municipalities' current budgets.

Integrating gender in urban development

Gender issues are high on the Norwegian policy agenda. Women participate in every part of society and are active partners in urban development. However, it remains a challenge to secure equal gender participation in the planning process. It is still necessary to increase women's participation in local councils and local decision-making.

7 Future challenges and issues in these areas (1-5) that could be addressed by a New Urban Agenda

Better urban-rural linkages

- As the population in the cities and greater urban areas grows, means and measures for better transportation between urban and rural areas are being challenged and are needed.

Sustainable land use

- Past and present experience shows that there will be future challenges in connection with pressure on land as cities grow. One can expect future pressure on areas regulated as playgrounds for children and on areas used by children and adolescents. The youngest children are easier to satisfy - as far as the size of playgrounds is concerned - than larger children. Children aged around 10-15 tend to have more space-demanding activities (ball games, cycling etc). Rapid urbanisation means that such areas are at stake.
- Agricultural land close to and within cities is also at stake when there is increased pressure on land areas. There are continuous discussions on what is the best solution, whether to keep such land use or transform it into urban land.

Secure high quality in public spaces

- Another challenge is keeping up with the private planners and municipal and local-authority developers to secure existing open spaces, market places, parks and public spaces and ensure the development of new interlinked and high-quality places for the benefit of the inhabitants and to promote a liveable city.

Universal design

- As the number of elderly people increases, universal accessibility and universal design are becoming more and more important, both indoors and outdoors.

Better municipal services

- The demand for better municipal services will increase in the future, due to the increasing elderly population and larger portion of the population with a higher education and higher income. This will put pressure on the municipalities to provide more efficient services at a lower cost. Smaller municipalities with a decreasing population will find it difficult to meet these challenges in the future. See also items 32 and 33 on the challenges facing the municipalities.

Affordable housing

- The pressure on the housing market in the larger cities will contribute to higher housing prices and pressure on housing quality. It will be a challenge to ensure that the buildings being built today will meet future needs. More student dwellings will make it easier for young students and can reduce the pressure on the private rental housing market. It will also be a challenge to provide affordable housing, either rental or owned, for low-income groups. See also chapter VI.



II Land and Urban Planning: Issues and Challenges for a New Urban Agenda

8 Ensuring sustainable urban planning and design

In Norway, there are three planning authorities according to the three political and administrative management levels in Norway; the state/government, regional authorities and local authorities. All three are responsible for ensuring sustainable planning in general and the local authorities are responsible for the more specific and local urban planning and design.

At national level, the planning authority is the Government, and within the Government the Ministry of Local Authorities and Modernisation has the executive authority. The Government provides guidelines for planning at regional and local levels, presents white papers and national policy guidelines and resolves conflicts.

At regional level, the county council, which is politically elected, is the planning authority. The regional level prepares county plans for the development of the county and guidelines for the planning in the municipalities and for thematic planning. At regional level, there are regional area plans and regional thematic plans. Spatial plans with an impact on urban planning are, for instance, "Coordinated land use and transport plans". There are 19 counties in Norway.

At local level, the municipal council is the planning authority. The municipal council is politically elected. According to the Planning Act, the local authority prepares municipality plans and legally binding local plans. The municipal council is responsible for and approves the plans. There are three types of plans; master plans (a social part and a land-use part with planning provisions), area zoning plans and detailed zoning plans (sometimes with consideration zones). There are 428 municipalities in Norway.

The items to address and challenges to be found in Norway as regards ensuring sustainable urban planning and design are: planning and building more compact cities; better integration of land use and transport planning, including dwellings; more compact localisation of dwellings within the building zones in cities and towns and near public transport nodes; expanding and further developing public transport; and promoting non-motorised transport such as cycling and walking.

Centralisation and rapid urbanisation may lead to increased pressure on land and existing built areas. Thus, the protection and sustainable usage of cultural and historical buildings and cultural habitats and environments are crucial. Awareness of the impact and value of cultural sights and heritage is therefore growing.

In its work on sustainable cities and urban development, the government has had a special focus on sustainable urban design. There must be a parallel development of denser urban built environments and multifunctional green and blue structures. A combination of multifunctional green and blue structures is essential. Sustainable modes of transport and housing must be combined with high-quality urban space. In order to create sustainable urban life in a denser living environment, these structures must be very varied, such as green spaces for playing and recreation, trees and water elements as scenery objects and to reduce noise and visibility, and a mixture of cultural institutions, small shops, schools, parks, etc, within a short distance. These multifunctional structures are essential elements of the sustainable transportation networks and infrastructures in the cities. Pedestrian and bicycle transport will profit from such structures.

The most important tool for ensuring and implementing sustainable urban planning and policy is the Planning and Building Act, and the challenges are met at all three political and administrative levels in Norway. The government's National Expectations on Regional and Local Planning, approved in 2011, promote sustainability and review national policy on transport, infrastructure and urban development. These are two of several topics in this document.

National guidelines on land use and transport planning were issued as early as in 1993 and are now being updated to include the increased need for dwellings. The present guidelines from 2014 enforce more sustainable planning of dwellings in addition to, at the same time as and in the context of land use and transportation planning. The national guidelines on land use and transport planning apply to national, regional and local planning.

In Norway, there have been programmes to ensure sustainable urban planning in cities since the beginning of the 1990s. The Sustainable Cities Programme started in 1993 and was finalised in 2000. Its main aim was, through experimental development programmes in five urban municipalities, to develop methods and models for more sustainable cities. The programme concluded with a list of important planning principles for more sustainable cities. These principles were presented and discussed in White Paper no. 23 of 2002, Better Environments in Cities and Towns and they still form the basis for the Norwegian planning policy and policy for sustainable cities.

In 2000-2007, there was another programme for sustainable cities: Pilot Projects for Sustainable Cities, which followed the principles of sustainable urban development stated in the White Paper.

In a White Paper in 2007: Climate Change and Climate Challenges, the government invited 13 of the largest municipalities (cities) in Norway to participate in the

Cities of the Future programme. The main goal was to reduce carbon gas emissions, develop ways of meeting climate change and improve living conditions in the cities. The six-year programme has been a collaboration between the government, business sector and cities to reduce greenhouse gas emissions and make the cities better places to live in. Four ministries were involved in the programme, as were regional authorities when appropriate. The work concentrated on means and measures, such as land use, planning, transport and consumption. The programme ended in 2014. A great deal of the focus was on turning the trends towards sustainable means of transport; public transport, cycling and walking. Awards have been given to the cities with the best public transport expansion as a means of covering some of their expenses.

All 13 cities, representing 80 per cent of Norway's population, were invited by the government to participate in the consultation process and give coordinated input to the National Transportation Plan; which points out the future development and financing of the transportation infrastructure (roads, public transport and non-motorised transport).

In addition to the previously described programmes, the Department of Planning, which is in charge of the planning part of the Planning and Building Act at national level, arranges a two-days meeting two or three times a year to discuss challenges on regional and local level. The target group for these meetings are county councillors, county planners and local planners. Some meetings are for all three groups, while others are for the regional level only and some are only for municipal planners. The variety of topics within the planning agenda is vast and thus not all the meetings described are about urban planning and development. However, the agenda often covers topics that are of importance to both rural and urban areas.

The government and Norwegian Environment Agency have regularly issued planning guides covering the described topics.

9 Improving urban land management, including addressing urban sprawl

In this chapter, we would like to emphasise the use of the Planning and Building Act for urban land management and addressing urban sprawl.

Norway put forward National Guidelines for Land Use and Transport Planning in 1993. In October 2014, the government put forward renewed National Guidelines for Dwellings, Land Use and Transport Planning. The national guidelines have as one of their main aims to

prevent urban sprawl, and the new guidelines include the sustainable localisation of dwellings and emphasise that the sustainable localisation of dwellings is to be part of the land use and transport planning process.

The purpose of the guidelines is to achieve better co-ordination between the location of dwellings, land use and transport planning both in the municipalities and across municipalities, sectors and different institutional levels. The guidelines are an important tool to limit transport volumes, land use and environmental problems in urban areas, and to increase the use of public transport. The guidelines give practical advice on how to achieve more integrated land use and transport planning within a long-term sustainable perspective, and provide recommendations regarding interaction between agencies and responsibility for implementation.

The government has on several occasions invited county governors and regional county councils to cooperate with the state to enforce increasing numbers of sustainably built dwellings in the four largest cities. In 2014, the Government gave grants to the four county governors of the counties in which the four largest cities of Norway are located in order to enforce their supervision of municipal planners and authorities on this matter.

The government also gives grants to four counties (the same counties as above) to develop better planning processes so as to ensure the more sustainable location of dwellings coordinated with land use and transportation planning

The development of shopping centres along main road systems outside towns and cities has been one of the obstacles to achieving national objectives related to sustainable urban development and sustainable development throughout the country. Due to this trend, the government put forward *Provisional shopping centre halt* in 1999, with the aim of ensuring that future shopping centres would be planned and built within the building areas of cities and towns. The shopping centre halt lasted until 2004. A new provisional shopping centre halt was put forward in 2008 and is in force until 2018. This aims to restrict localisations and expansions.

The new National Guidelines for Dwellings, Land Use and Transport Planning distinguish between urban and rural areas when it comes to land use, which is new. They allow a more differentiated practice as far as dense land use in rural areas is concerned. On the other hand, the guidelines allow the use of food-production land as an urban area - dwellings, buildings, transportation or infrastructural use - if that makes the urban land use more sustainable.

The international trend towards transforming former industrial lots and harbour areas into urban dwellings is also currently prevalent in Norway. These transforma-

tion areas are usually close to or within the city or town and thus support sustainable urban development and address urban sprawl.

A survey of the 13 largest cities and city regions in 2009 showed that 80 per cent of all development and building activity had been within the built area of the city/municipality. In the four largest cities, the percentage was as high as 90 per cent, while the smallest cities had only 50 per cent of their development within the built area. The density has increased in all cities.

The survey showed that in the years 2003-2009, the percentage of the population with safe access to playgrounds and/or recreational areas within 200 metres from their home had decreased by 3 per cent, from 71 per cent to 67 per cent. In some of the cities, 80 per cent of the population had safe access to playgrounds and/or recreational areas within 200 metres from home, while in others only 60 per cent of the population had this. Furthermore, the survey shows no direct relationship between density in the urban areas and access to playgrounds or recreational areas. The largest cities have the shortest distance and best access to such areas.

Due to increased urbanisation, the distance between schoolchildren's homes and schools has increased in Norway's largest cities since the turn of the century. According to the survey, 45 per cent of schoolchildren lived within 500 metres of their school in 2006. In 2012, the average percentage was 47 per cent, while in one of the cities this had increased to 63 per cent.

Building kindergartens (for children aged 1-6 years) has been given high priority since 2000. The building of kindergartens has, together with densification, led to a great increase in children living less than 500 metres from their kindergarten. In 2012, 96 per cent of the children in the capital of Norway, Oslo, lived less than 500 metres from their kindergarten. In 2006, this figure was 63 per cent.

10 Enhancing urban and peri-urban food production

Urban and peri-urban food production complement each other. Both urban and peri-urban food production are part of the total food-supplying system in the cities. The Norwegian government has an Action Plan for Ecological Food Production. The goal is for 20 per cent of all food production to be ecological. Ecological food is produced all over the country. Urban food production tends to have a special focus on ecological production.

A rising interest in urban farming has been documented, both as a social movement among the population and as a way to integrate green sustainability into city planning in these areas. Green projects help people reconnect with the earth and gain a greater appreciation for where our food comes from. Urban food production also reduces the mental distances between professional food production and the population. The cities of Oslo and Stavanger and those in the county of Telemark have been specifically working on strategic plans for developing urban agricultural projects. In Stavanger, the new sea shore development is called the eatable city. Urban food production has become a trademark for this area of the city and creates a sociable liveable and green neighbourhood.

One of the tasks of the County Governor of Oslo and Akershus is to enhance and encourage urban food production. The county governor's working goals include supporting and facilitating active and sustainable urban food production in the Oslo region as a means of supporting various professional food producers. In order to spread information on urban food production activities, the county governor issued a report on urban and peri-urban food production in Oslo in June 2014. The Ministry of Agriculture and Food gave grants to the County Governor of Oslo and Akershus to offset the costs of producing this report.



Photo: Majobo

Over the last few years, Telemark has become a flourishing urban agriculture scene and has built up two farm co-operatives. With 200 members and 50 on the waiting list, Århus Farm has become the “mother ship” for ecological agriculture in the county. The other, Osebakken Co-op, has 160 members. In Skien, innovative plans for a rooftop farm profiling local food could revitalize the historical district. In Porsgrunn, a courtyard garden is being created in the middle of the city. The courtyard has over 1,000 visitors every week and serves as the community art centre.

The project invites the community to join the urban farming movement. A 500m2 courtyard for parking will be transformed into an urban jungle in the summer of 2015.

The regional partnership in Oslo and Akershus has agreed upon a “Regional business programme for the agricultural sector in Oslo and Akershus 2014-2016”. In December 2014, this programme was adopted by the city of Oslo and the Akershus county politicians. The food programme states both major goals for agriculture in the counties and targets for the priority focus areas of food production, forestry and sawmills, competence, recruiting and reputation, renewable energy, climate and environment adaptation and urban agriculture.

In the aforementioned Cities of the Future Programme, urban food production has been one of the means to develop more sustainable and liveable cities, better neighbourhoods and inclusion and integration. One of the projects the programme supported was MAJOBØ, a network organisation that promotes urban organic food production and facilitates a strong network of engaged citizens who grow their own food, whether on their balconies, in community gardens or elsewhere. MAJOBØ was established in 2011 and has participation projects around the country.

11 Addressing urban mobility challenges

In a city where houses, kindergartens, schools, offices, shops and different private enterprises are closely located, it is easier to succeed in meeting urban mobility needs by facilitating sustainable means of transport, such as underground trains, trams and buses, as well as cycling and walking. Norway's government has been concerned about urban sustainable mobility challenges over the last 50 years and has met these with different means and measures, especially within the area of planning and economic transfers for public transport.

The new national guidelines put forward in 2014 had a special emphasis on the localisation of dwellings and

stress that the sustainable localisation of dwellings is to be part of the land use and transport planning process. These guidelines are now called the National Guidelines for Dwellings, Land Use and Transport Planning. They are an important tool for enforcing the localisation of dwellings, multi-purpose buildings and shops, etc, close to public transport stops to limit transport volumes and, in turn, provide a large enough customer base for public transport.

Urban mobility challenges have been a central element in all the programmes relating to sustainable city development. In order to meet these challenges, the government has increasingly focused on the benefits of the good life in the cities, promoting non-motorised transport such as walking and cycling and challenging the cities to facilitate pedestrian and cycling routes throughout the urban areas, using parks, green areas, river bends and creeks as the urban mobility infrastructure.

The government prepares an action plan every four years called the National Transport Plan. The first national transport plan was implemented in 2002. In this plan, the government describes the challenges relating to the present and future traffic situation throughout Norway. The plan proposes future mobility solutions for the whole country and expanded public transport is a major issue, especially in urban areas. The national transport plan presents a financial plan, as well as the government's priorities. The plan, with its priorities, is an issue for debate in parliament. Once parliament has decided, the plan is adopted with possible changes. The plan suggests the way in which the projects are to be financed, but decisions on financing are made in parliament's annual budgets.

In order to reduce private transport, the Ministry of Transport and Communications has for the last four years given special grants to four of the largest city regions and counties based on their efforts to address urban mobility. When discussing the national transport plan for 2014-2023 in 2014, parliament agreed on an ambitious goal: that all increases in private transport from this year on should be made by cycling, walking or public transport. In order to reach this goal, the government, the nine largest city regions and the involved counties are developing agreements with obligations for all parties; the cities and counties introduce means and measures to develop transport infrastructure, increased public transport services and better and more cycling and walking paths. These grants subsidise investments in expanding public transport systems (owned and run by county councils) and the implementation of restriction measures in their urban areas (municipal authorities).

The Norwegian Public Roads Administration, whose agenda is to implement government policy, has established a walking strategy. "The strategy aims to help and inspire administrations at all levels and in all

sectors to find means and measures to make walking more attractive, safe and the best choice in people's everyday life, irrespective of their age and possible disabilities. The Norwegian Public Roads Administration has also created a cycling strategy with the purpose of promoting cycling as a more attractive means of transportation in everyday life and for everybody.

In addition to the abovementioned measures, the government has increasingly focused on the good life in the cities; promoting the establishment of parks and green areas for recreation, walking and/or activities for all ages, using river bends and creeks as elements in the cities' liveability - with pedestrian routes and recreational areas. Parks and rivers/creeks can be a means of urban mobility if they have cycling and walking routes.

12 Improving technical capacity to plan and manage cities

Improving the technical capacity to plan cities

There have been major changes and improvements in planning techniques in Norway. The planning process is in many ways digitised and more effective than before, mostly because it is based on a wider input of easy accessible information. The input for policy decisions has consequently increased by an incredible amount since the beginning of the 1990s, when digitisation started. The area plans are today expressed in vectorised form, which allows a vast range of possibilities, e.g. when it comes to designs, illustrations, simulations, statistics and the reuse of data.

Today, all plans are produced digitally. Most plans are produced in vectorised form based on national specifications regulating the design of plans, data models and ability to exchange data between applications in a platform-independent way. In 2010, the government passed a law ordering municipalities to transfer all zoning plans to a digital register. Many municipalities offer internet-based systems to the public, giving easy access to both existing and proposed plans. Norway has implemented Directive 2007/2/EC Establishing an Infrastructure for Spatial Information in the European Community (INSPIRE), thus giving planners easy access to topographic and thematic datasets.

Improving the technical capacity to manage/run cities:

Technical improvements in the way in which cities in Norway are managed are achieved in many ways, and we will give a few examples here. The largest cities in Norway are engaged in the Smart City agenda, which is a concept and a partnership between the municipality and private sector with the goal of reducing energy consumption and greenhouse gas emissions through joint projects

and cooperation. The Smart City projects include smart energy use in the buildings in a chosen area, mobile apps for shared commuting, better cycling tracks and the smarter transport of goods to and within the city.

The use of new and better web-solutions in order to communicate with the inhabitants is growing in Norway. Mobile phone applications (apps) can be used to discuss the development of the city and for public opinion polls. They are also used to see how the inhabitants use the city and provide better knowledge for the future planning and administration of the city. Mobile phone apps are used to count the number of people using public spaces, where they walk, where they spend time and what streets and tracks they use within the city centre. Apps are also used to obtain feedback on where better maintenance is needed.

Another example is waste management. Traditional rubbish bins often smell bad and create litter, both of which are unfortunate for the neighbourhood and the city's attractiveness. Instead, some of the largest cities now use recessed containers. Using technical devices, the weight of the containers is shown in a central office and the containers are emptied when full. This kind of waste management is more efficient, cleaner and creates less traffic and emissions, as waste-collection vehicles do not drive around so often.

Examples of smart solutions in the public transport sector include: contemporary time-system boards used at bus stops showing when the bus will be at your stop; common ticket systems for all types of public transport within a city region that can be found in the largest cities; digital maps showing where buses are; and mobile phone apps for buying tickets and getting to know the bus, train and tram schedules.

The synchronised transportation of goods to all municipal-owned buildings such as kindergartens, schools, nursing homes and offices is more efficient and creates fewer emissions due to fewer vehicles and cars transporting the goods. It has the added benefit of making the area around schools and kindergartens safer. Synchronised transportation of goods in the private sector is also increasing. Showing the market you are going green and are socially responsible by taking sustainable actions gives benefits in the market, pays off and results in new customers who also want to show their market they are socially and sustainably conscientious.

Many municipalities in Norway offer online building applications today. This makes the application process easier and makes case handling more predictable and efficient. The system is free of charge and used by many undertakings in the building industry as well as private citizens. The system started to be developed by the Norwegian Building Authority in 2000 and was in use from 2003. The Norwegian Building Authority is also in charge of a larger-scale development programme for

new technology in the building sector. This programme has been developed in cooperation with the building sector and its purpose is to facilitate the development of IT-based tools for both the private and public sectors.

13 Challenges experienced and lessons learnt in these areas (8-12)

The government has run several programmes to achieve sustainable urban planning and design in Norway's cities and towns for more than two decades. The results of better knowledge about and more sustainable planning in urban areas may not show for many years. Many municipalities find themselves coping with developments, settlements and traffic systems using old planning principles at the same time as new principles are being enforced and new plans are being made.

Urban sprawl as a result of former plans is a current challenge and will be a problem in the future. Planning for and developing sustainable and adequate public transport within cities where urban sprawl and suburbs are major characteristics has been and still is a major and difficult task. Nevertheless, the continuous focus on and increased knowledge of sustainable urban planning have shown results in changing urban politics and more sustainable and environmentally friendly developments.

The percentage of new homes and commercial buildings being built within the existing urban settlements in the largest cities is close to 70 per cent. Oslo is the municipality which has the highest proportion of densification, despite the fact that this capital city already has the population with the highest density of the metropolitan regions.

To obtain sustainable and liveable cities and green and blue infrastructures, such as parks, trees, flowerbeds, creeks, rivers, ponds, fountains and the linkages between them in the form of pavements, cycling tracks and walking routes - the cities must be expanded and sustained. The growing number of inhabitants and the need for social infrastructure, such as kindergartens, schools and nursing homes, and technical infrastructure, such as roads, parking lots, etc, in the cities, put pressure on the softer values mentioned above. Planners and politicians have a great responsibility to save, maintain and develop these assets in the city.

Some areas in the largest cities in Norway with a diverse population and different cultural backgrounds have challenges as far as living conditions are concerned. These areas are often also bothered with air pollution and severe noise from heavy traffic.

To meet the challenges, vast cooperation between the different sectors in the municipality is needed. Different social and physical efforts are also necessary. The Grorud Valley Programme (Groruddalssettingen) was established in 2004 to meet such challenges in the north-eastern part of Oslo. The programme has been intended to improve the living conditions for the residents.

Several sectors are participating in this programme and new methods of cooperation have been successfully established. New measures and activities are being carried out as a result of this interaction and cooperation. As part of the Grorud Valley Programme, four large parks will be restored, renewed or built new. They will all be finished by 2016. These create activity spaces and meeting points for the residents, thus reducing boundaries between the different cultural groups, creating safer neighbourhoods and reducing unwanted actions, such as littering, vandalism and crime.

Together with other measures, the reputation of the valley is improving and the special assets are attracting visitors. In the two parks that are already finished, waterways have been opened, wildlife is returning and the residents are enjoying the added value in their neighbourhood.

The establishment of the Light Rail in Bergen is an extraordinary example of how a new public transport system can lead to a sustainable city development. The Bergen Light Rail was opened in 2010. This integrated city rail network strengthened the overall public transport system in the Bergen area. In 2010, Bergen City Council decided that 60 per cent of all future construction work are to take place in already developed areas, especially around the Light Rail stops. This was one of the main elements in the Municipal Plan 2010. The municipality's ambition was to turn the city-centre areas along the Light Rail route into good local city-centre areas.

The Light Rail had more than 7 million passengers in 2011, far more than forecast. Once a five-minute frequency was introduced in the autumn of 2011, there were significantly more people registered as travelling on the Light Rail. The percentage of people using public transport in the Light Rail districts rose from 19 to 28 per cent from 2011 to 2013. During the past four years, the volume of car traffic going into the city centre has decreased by 11 per cent.

Growth along the Light Rail axis is deliberately controlled by the local authorities. The Light Rail has proved to be a determinant factor for city development in Bergen, and the market has willingly complied and made investments solely along the Light Rail route, and especially close to the rail stops. Different faculties of the university, student housing, buildings for education, research, industry and commercialisation,

hospitals and housing are all being localized at the Bergen Light Rail's nodes.

The investment in the Light Rail has helped to trigger public and private developments and investments worth several times that amount. Calculations conducted by the municipality in 2012 for the first Light Rail building phase show that the investments that had already been completed or started equalled 13 times the investments in the Light Rail. The first building phase cost NOK 2.2bn. The domino effect of public and private investment was NOK 30-45bn in 2013 NOK value.

14 Future challenges and issues in these areas (8-12) that could be addressed by a New Urban Agenda

Preventing urban sprawl

- Preventing urban sprawl and reducing the impact of urban sprawl can be done by increasing the density of residential areas and employment localisation within the building zones, in central areas of cities and towns and around nodal points. City transformation and infill-development must be strongly supported for the reasons stated above.
- There is a need for better coordination of land-use planning and transport planning, both in municipalities and across municipalities. Clearly defined limits between built-up areas and agricultural areas are necessary during the planning processes. Agricultural land must be protected, but flexible solutions must be found to meet the need for densification of the building zones and towns and cities.

Sustainable transport

- The further establishment and expansion of public transport is a challenge for the next 50-60 years.
- In the years to come, finding alternative and sustainable fuel for both public transport and the transport sector as a whole will be of great importance.
- Finding ways in which to reduce car traffic in order to reduce air pollution in the cities and city regions is another challenge. The use of law enforcement, restrictions and positive solutions to create a green nudge will be of equal importance.

Sustainable land use

- The need to protect, beautify and utilise the green and blue areas in cities, creating activity spaces and meeting points for the residents, must be met using the necessary means.

- Promoting and supporting urban farming and green projects help people to reconnect with the earth and gain a greater appreciation of where our food comes from, and can be a means to assist integration by making people connect and opening for mingling between people of different age groups, genders and backgrounds. Urban farming may raise the profile of local food, revitalize the historical district and, to a certain degree, reduce the use of transport.

Smarter and more effective management

- In the future, there will be numerous new technical solutions for planning and managing cities. Smart phones and smart technology mean that only our imagination sets the limits for what is possible. Anyway, we must bear in mind that there are population groups who will be unable to utilise the

new technical solutions due to either their age, finances or cognitive disadvantages.

- The government will continue to renew, improve and simplify the Norwegian planning system, and at the same time ensure high quality in the planning processes. The aim is to achieve even better routines that make sure all major conflicts of interest are detected early and the municipal autonomy is further strengthened. It is also important to continue efforts to improve legislation on environmental impact assessment, facilitating more parallel processing of zoning plans and building permits, and to evaluate the documentation requirements in the procedures. Another important element is facilitating the better use of ICT in the planning and building processes.



III Environment and Urbanization: Issues and Challenges for a New Urban Agenda

15 Addressing climate change

Climate change will affect and is already affecting Norway. Norway has an ambitious climate change mitigation policy, but is at the same time aware that adaptation to climate change is necessary. A main mitigation policy concern is to reduce GHG emissions *globally*. The climate change issue cannot be solved by Norway alone, but we accept our share of the responsibility for international and national measures. In terms of national climate mitigation measures, the principal focus is on measures that affect everyone equally, such as quotas or taxes, rather than on local measures.

However, Norwegian municipalities have made efforts to reduce emissions, among other things through the Cities of the Future Programme. In this, the 13 largest cities have worked to mitigate and adapt to climate change. By making personal car usage less attractive and public transportation more available, several cities have reduced road traffic. Measures have also been introduced to reduce the number of fuel heaters in houses. Climate change mitigation policies are addressed in White Paper no. 21 (2011-2012) *Norwegian Climate Policy*. Although the main priority is to reduce emissions in order to mitigate climate change, adaptation is necessary. According to prognoses presented by IPCC, the annual mean temperature is expected to rise by 3.4 degrees Celsius in Norway this century. Precipitation will increase by 18 per cent and be intensified. There will be large regional variations.

Changes in ecosystems in Norway due to climate change are already being seen. The growing season in Norway has increased by up to 2-4 weeks in parts of Norway since the 1980s. Migrating birds are arriving earlier and the tree line is moving upwards. We are also seeing some melting of glaciers that may be attributed to climate change. Large floods have occurred more often in recent years than should historically be expected. These nature events destroying roads, buildings and infrastructure have triggered media attention on the possible effects of climate change and the need to adapt.

The government addressed climate change in White paper no. 33 (2012-2013) *Climate Change Adaptations in Norway*. A main principle for climate change adaptation is that those who are responsible for a sector or service are also responsible for this under a changing climate. As a consequence, climate change adaptation should be integrated in activities at political and administrative levels - centrally, regionally and locally. As municipalities hold many responsibilities that may be affected by climate change, their planning is a key element in ensuring a robust society in the future climate.

Addressing climate change is stated to be one of the main purposes of planning in section 1 of the planning part of the Planning and Building Act of 2008. The government announces national expectations for regional and local planning every four years. The first time was in 2011 and the government is currently

working on a review of these. One of the expectations is related to climate change mitigation and adaptation. Climate change is also addressed in the Protection of Citizens Act of 2010 and Regulation on Technical Issues no. 10 (TEK 10) Chapter 7; Safety against natural disasters.

A survey has shown that all the biggest cities and city areas have implemented climate change adaptation in their master plans and land use plans.

16 Disaster risk reduction

Local authorities are supposed to conduct a risk and vulnerability analysis in which the results of and damage caused by climate change are to be considered. According to the Planning and Building Act, all plans made in Norway are supposed to promote the protection of the inhabitants, and land use and the built environment is to benefit the inhabitants in the best possible way. The government stipulates that a risk and vulnerability analysis must be conducted in order to avoid the loss of or injury/damage to life, health and the built environment, and in order to reduce societal vulnerability to climate change and strengthen the overall ability to adapt.

Local authorities are supposed to conduct a risk and vulnerability analysis for all new areas for development. The Norwegian Directorate for Civil Protection highly recommends conducting such analyses for the total area within the municipal borders. County governors may object to plans where no such risk and vulnerability analysis has been conducted.

Future changes in the global climate will lead to an increased frequency of extreme weather events, and increasing temperatures will result in a more unstable climate situation than before. In Norway, this will in some areas cause more heavy precipitation; more rain and snow. Heavy precipitation is in turn believed to lead to an increased risk of floods, land- and mountain slides and strong winds.

Some cities, founded on a mixture of clay and sand, may experience devastating clay slides due to flooding rain water mixed with salt water from the sea. There is a probability that this will occur in places not known for, or accustomed to, such weather conditions. Varying temperatures in winter may create snow and slush slides. In turn, falling rocks and mountain slides may create large floods, with unforeseen devastations along the sea shore or fjord shores.

The guide published by the Norwegian Directorate for Civil Protection states that land plans must take into consideration increasing precipitation, rising sea levels, wind, and the aforementioned floods and slides. It is the responsibility of the local authorities to allow

building only in areas that the risk and vulnerability analyses show are sufficiently secure and not exposed to natural disasters.

New knowledge about potential effects and hazards related to climate change must be considered in the municipal planning. The consequences may be that areas formerly considered safe and secure no longer meet the requirements in the Planning and Building Act and cannot any longer be areas for development.

A risk and vulnerability analysis is to be the basis for the local authorities' work on civil protection and emergency preparedness, and the basis of planning and building according to the Planning and Building Act. All Norwegian municipalities had conducted such analyses by the end of 2014.

17 Reducing traffic congestion

In 2010, the average distance driven by a passenger car in Norway was 33.5km per inhabitant per day. This was the longest distance in Europe. In 2011, the total annual transport work carried out using passenger cars in Norway was 59.9bn person-kilometres, almost 12 times more than in 1960. In 1996, there were 1.7m passenger cars in Norway. At the end of 2012, this figure had doubled to just over 2.4m. Norway had 469 passenger cars per 1,000 inhabitants in 2010. Luxembourg was the European country with the highest car density: 659 passenger cars per 1,000 inhabitants.

The morning and afternoon traffic into and in the three largest cities sometimes creates long queues during the morning and afternoon rush periods. Oslo, Stavanger and Trondheim are among the five Nordic cities with the worst queues. On average, drivers in these cities spend 22-24 per cent of their time in queues and this figure is even higher during the rush hours. In order, among other things, to reduce traffic congestion, the government has implemented several measures:

Norway has a long tradition of using tolls, cf toll roads and toll rings (cordon charging), to help cover the costs of building infrastructure. The three largest cities have toll charges, so that all drivers pay an amount to cover the costs linked to expanding the road network.

Another type of tax that is intended to limit traffic is so-called queue pricing, or road pricing. This very controversial tax is the subject of great dispute among the population and within political parties and has created, and still creates, major discussions in Norway. However, using tolls with different rates during the day, such as higher rates in the peak periods of traffic in the morning and afternoon, will achieve the same result of limiting the traffic during peak periods as queue pricing regimes.

A public transport reward scheme has been established based on White Paper no. 26 (2001-2002) Better Public Transport and Parliamentary Bill no. 1 (2002-2003). The scheme entered into force in the 2004 budget year and is financed over the Ministry of Transport and Communications' budget.

The objective of the public transport reward scheme in large urban areas is to help reduce traffic congestion and improve people's health and the environment by lessening the growth in the demand for motorised transport and increasing the number of public transport journeys at the expense of passenger car trips. The specific goal was to reduce the number of passenger car trips compared to 2009 and increase the percentage of trips using public transport and bicycles.

The reward scheme has been introduced in the 13 towns that participated in a cooperation programme called Cities of the Future (*Framtidens Byer*). As participants in this programme, the towns are presumed to also help in other ways to reduce the transport sector's greenhouse gas emissions. This scheme will be maintained, although in a slightly different form.

The government provides grants for building pedestrian and cycling routes. County councils and municipalities can apply for such grants for physical measures and to adapt infrastructure so that it is suitable for more cycling and walking activities. Measures can be in the form of bike lanes, pedestrian and cycling routes, other kinds of bike tracks and improvements to crossroads and bike parking.

18 Air pollution

Air pollution is significantly less now than it was in the 1990s. The major cause of this is the reduction in industrial activities and factories. However, the air quality in some Norwegian cities and densely populated areas is not in line with EEA rules on air quality and cleaner air. Air pollution in Norway is mainly caused by traffic, wood-burning stoves and long-distance pollutants from other countries. Road traffic is the main cause of local air pollution in Norway. Exhaust and asphalt wear from studded tires used during the winter season cause pollution consisting of fine particulate matter.

There are periods when levels of local air pollution from road traffic are high enough to cause discomfort and health problems in the larger urban settlements. In the largest towns, a high proportion of the population, especially those living along major roads and highways, is exposed to concentrations of air pollutants that increase the risk of health problems.

In Norway, the local municipalities are responsible for improving air quality and establishing technical air pollution measuring stations. The municipality must also ensure that measurements and/or calculations are carried out and that the necessary assessments of possible measures are conducted in consultation with the parties responsible.

Because road traffic is the main cause of air pollution, measures to reduce traffic are widely discussed in Norway. Traffic-reduction measures are more effective when several measures are combined and used at the same time, for example a combination of congestion charges, parking restrictions and better public transport. In addition, the sustainable location of enterprises and dwellings reduces both the need for transport altogether and the number of inhabitants exposed to polluting sources.

Technical measures to reduce emissions from vehicles are another way to reduce local air pollution. In addition to the European requirements for the type approval of vehicles with regard to emissions, which are becoming increasingly stringent, the quality of petrol and oil has gradually improved. The requirement that fuel for passenger cars and heavy vehicles was to be free of sulphur was introduced in Norway on 1 January 2005. The municipalities may also set local regulations restricting the use of studded tires. Such regulations have been implemented in Bergen and Oslo. Other ways of reducing local air pollution are the increased use of low-emission vehicles such as electrical and hybrid cars.

Requirements regarding emission levels from new wood-burning stoves were introduced on 1 July 1998. In order to encourage the replacement of old polluting stoves by new low-emission stoves, municipalities may provide a grant for this.

Emissions were reduced by 6 per cent in over 300 of 430 municipalities from 2008 to 2009. In the country as a whole, road traffic emissions were reduced by 0.3 per cent from 2012-2013 (Statistics Norway). More cars and longer travelling distances (more commuting) have kept the number of vehicles and emissions at this level.

19 Challenges experienced and lessons learnt in these areas (15-17))

More rain and extreme weather

Consequences of climate change, such as heavier and more frequent rainstorms, water floods and land and mountain slides, mean that planning authorities must

take such climate change effects into consideration when planning and managing cities.

Heavy rainfall, several landslides and river floods that have destroyed parts of roads and houses have raised the general awareness of the need for adaptation strategies in relation to both civil protection and planning. Trees, flowers, birds, insects and wild life that originate in areas of the world that are considerably warmer than the normal Norwegian climate are now being found in Norway.

Many aspects of city management must be involved. Cooperation between different professions and parts of the municipal organisation must take place. Water pipes must be of adequate size and green areas and trees must be used as recipients of more precipitation, including rainfall, to cleanse polluted air and reduce noise and as elements of a liveable city. Risk and vulnerability analyses are needed in order for society to be prepared to meet the climate change challenges.

Transport

Since the rush-hour charge was introduced in Trondheim in 2010, the volume of car traffic has fallen by 11-12 per cent. At the same time, there has been a 50 per cent increase in the use of buses. When queue pricing is introduced in Bergen (Bergen municipality and surrounding areas in 2016), it is estimated that the volume of car traffic may be cut by around 16 per cent during the rush-hour periods. This will lead to an annual reduction of 3,900 tonnes of CO2 equivalents, 4 tonnes of NOx and 200kg of PM10.

Most buses today use diesel, which is a fossil fuel that leads to surplus climate gases in the atmosphere and thus an increased greenhouse effect. In order to really improve the local climate and reduce local air pollution, one must also look at what kind of fuel the buses use. Many traffic companies (with public transport operations) are in the process of changing to various types of renewable fuel/energy for their buses. Biogas, bio ethanol and bio diesel are being developed and tested. Hydrogen engines and different types of hybrid buses (a combination of a petrol engine and electric motor) are other kinds of alternative engines that are being tried out.

Biogas is up to now the most common new type of fuel to replace diesel. Buses that run on biogas have far lower soot-particle and NOx emissions than diesel-run buses. They also make much less noise. This improvement is noticeable, especially in urban areas and city streets. In addition, climate-gas emissions are cut considerably in that biogas forms part of a natural cycle in which the CO2 emissions more or less balance the CO2 absorbed by plants. When the amount produced to and from the start and end of the route is also included – an additional 5-10 per cent – the environmental gain is even greater.

In the Cities of the Future programme, in which 13 of the largest cities and city regions participated, one of the five topics was climate change. One of the goals was to make the municipalities able to address mitigation in their planning and action. A survey (2014) has shown that all the municipalities have implemented climate change in their master plans and land use plans.



Photo: Jan Hausken

20 Future challenges and issues in these areas (15-17) that could be addressed by a New Urban Agenda

Adequate knowledge and cooperation

- In order to meet the consequences of climate change, there are two principles we would like to put forward, based on our experience. The first is the need for professional, administrative and political institutions to have adequate knowledge of the possible consequences of climate change. Knowledge of climate change impacts must be implemented in all parts of the political and administrative levels nationally, regionally and locally. Knowledge about and the ability to address adaptation and mitigation in regional and municipal planning and action must be a goal.
- The other principle is horizontal and vertical cooperation. Cooperation between national, regional and local organisations and administrations must be promoted and enforced in order to handle the changes we envisage.

Transport

- There are several ways to reduce traffic congestion. The challenge is often due to historical, economic and political situations and changes that have taken place in these over time. The way in which cities have developed over the past few decades and the way in which public transport has been or has not been planned, developed and built are often the challenge. Building sufficient public transport is expensive and takes many years.

- Restrictive measures, new laws and regulations and law enforcement are in many instances needed to reduce traffic congestion. These are difficult and in most instances not popular decisions to make. Anyhow, it is often the case that public opinion changes after some time in the new situation, because people experience cleaner air, quieter surroundings and faster and smoother transport systems.
- Enforcing restrictions on private car use and at the same time improved and extended new public transport must be promoted in a new urban agenda.

Air pollution

As far as reducing air pollution in the exposed city centre areas in Norway is concerned, a set of measures must be enforced; new restrictions to reduce traffic in city areas, improved and extended new public transport, more sustainable fuel for vehicles and better wood-burning stoves.



IV Urban Governance and Legislation: Issues and Challenges for a New Urban Agenda

21 Improving urban legislation

The government has had several programmes whose means and measures were intended to improve urban planning. In these programmes and in the ordinary contact with regional and local planning authorities, input was given and experiences shared as to how the law, requirements, regulations and guidelines work. In this dialogue, experiences, both good and bad, were discussed with the aim of making improvements and adjustments were made in order to achieve the desired means and goals.

A need for a new category of land use in master and zoning plans was expressed during the work on urban planning issues in 2008. This new category was wanted in order to ensure that new and existing green areas, parks and river banks would be considered just as important as other land-use categories. When the new law entered into force in 2008, green and blue infrastructure was introduced as a new land-use category in zoning plans. The planning of green and blue infrastructure, such as paths, parks, recreational areas (with grass), rivers and river banks, creeks (climate change mitigation aspects) and harbour paths, now has its own category named *green and blue infrastructure*. These aspects have the same status as roads, building zones, industrial zones and agricultural land - as a form of infrastructure in society.

The revised Planning and Building Act includes a couple of improvements especially related to urban planning legislation. The government is working to renew, improve and simplify the planning processes. The aim is to reduce the time and resources needed to complete a planning process by creating a more predictable and clearer framework and fine-tuning the processes.

The early detection of strong interests, such as environmental aspects, will reduce the risk of objections to plan proposals from affected regional authorities and central government bodies. It is therefore important to implement routines that make sure all major conflicts of interest are detected early. We also want to strengthen municipal autonomy and give municipalities more leeway.

Nevertheless, we would emphasize that the aim of this work is to remove unnecessary bureaucracy but not reduce the quality of good processes. The ongoing simplification work involves facilitating more effective conflict management and reducing the number of unnecessary objections, strengthening the regional council's ability to clarify conflicting interests at an early stage and expanding the County Governor's coordinating role.

It is also important to continue efforts to improve legislation on environmental impact assessment, facilitating more parallel processing of zoning plans

and building permits, and to evaluate the documentation requirements in the procedures.

Other important elements will be the continued use of start-up meetings, exemption provisions and the design of development agreements. Better facilitation of the use of ICT in the production processes is also on the agenda.

The government is continuously trying to improve the planning legislation for developers, owners, proprietors and inhabitants. Simplifications in the planning and building legislation have been introduced. For example, small buildings can be built on private plots without building permits. In order to reduce the time spent on application processes for detailed zoning plans at municipal level, time limits are enforced by law. Time-saving systems and better coordinated planning and building processes have been introduced. Systems to ensure better coordination between planning and building processes have also been introduced, as have systems for better coordination at national level.

22 Decentralisation and strengthening of local authorities

In June 2008, the Official Norwegian Report *A strong local democracy*, discussing local democracy, was published. The report discussed the relationship between the state and municipalities, local authorities' limits and room to act within national laws and ways of making changes for the better (White Paper No. 33 (2007-2008)). The report argued that the local authorities are to a large extent free to practise local democracy, but this freedom depends on their economic situation and the existing jurisdiction. Still, local authorities are responsible for areas where they make decisions based on local situations and local solutions. This is the case in issues concerning the local community and regarding development issues, as well as in planning processes. The local authorities can also make local adjustments to services regulated by national laws.

In June 2013, the Norwegian government appointed an official committee to draw up a proposal for a new Local Government Act. This committee will conduct a general revision of the Act with a view to strengthening local self-government. The committee must furthermore assess if the Act meets today's needs and if the municipalities are given enough latitude to create solutions adapted to the needs of local communities.

The committee has among other things been tasked with assessing whether the provisions in the Act are necessary or are putting too severe constraints on the

local government's freedom to manoeuvre. The committee has until 31 December 2015 to put forward its proposal for a new Act.

The government is aiming to establish a mechanism for dispute resolution in legal conflicts between the state and a municipality. The idea is to secure the right for municipalities to a judicial remedy in cases where a final administrative decision is taken by the state administration, i.e. an administrative state appeal overruling a municipal decision.

The Norwegian Association of Local and Regional Authorities (*Kommunesektorens organisasjon - KS*) is a national association for municipalities, counties and public enterprises under municipal or county ownership. There is ongoing contact between the central and local government authorities on a number of specific issues on both administrative and political levels. An agreement on regular consultative meetings between the central government and local authorities was reached in February 2000 and consists of plenary meetings and bilateral meetings between KS and ministries. These consultations provide a forum to discuss the framework for the distribution of revenues in relation to the tasks carried out by local government, the financial situation of local government and efficiency measures. The consultations also include routines for involving KS in the ministries' assessments of the costs of reforms and studies of how legislation proposals will affect the municipalities.

23 Improving participation and human rights in urban development

Freedom of speech and participation in society has a very strong standing and long tradition in Norway. Participation in political elections on local, regional and national level is one such participatory action. In the running and managing of society at large, participation by the population is wanted and demanded by the population itself.

The United Nation's Convention on the Rights of the Child was incorporated into the Norwegian Human Rights Act in 2003 and thus stands above all other legislation in Norway. Article 12 of the convention states the right of children and young people to have their say.

The rights of children and young people to influence their own day-to-day lives and social development are vital in Norwegian society and Norway has made participation statutory in various laws. The Social Services Act states (section 14) that local authorities must cooperate with the organisations of the parties

involved and non-governmental organisations. The Planning and Building Act stipulates that the person or organisation responsible for the plan must ensure the participation of the parties involved, with a special focus on children and young people. The rights of young people to have their say are also promoted through the government's contact with and support of local authorities, public agencies and NGOs. In order to facilitate participation by young people in matters that concerns them, the Local Authorities Act advises local authorities to establish special youth councils connected to the political system in the municipalities or counties.

The duty to facilitate active participation in planning processes is the same for both authorities and private persons. As the planning authority, the municipality has a special duty to ensure that other authorities and private parties have complied with the requirement of public participation in the preparation of the planning proposal. The municipality must also facilitate participation by groups that otherwise find it difficult to be heard in the planning process.

Participation in the planning process is important to ensure that plans and projects are in accordance with the interests and needs of the population. Expedient participation can also clarify conflicts before plans are adopted and contribute to equal treatment. The Planning and Building Act provides opportunities for input and influence throughout the planning process.

The Act promotes public participation in the preparation of regional and municipal planning strategies, planning programmes, planning descriptions and

environmental impact assessments as well as in consultations and documents circulated for public comment. Strategies and planning proposals must be available via the internet. Input early on in the planning process increases the possibility of influencing the design of the planning proposal.

In order to stimulate and provide information on how to carry out participation processes, the government prepared a guidebook on this topic in 2014. Different methods are presented and the experiences of several municipalities and different types of plans are described.

In 2011, the official Norwegian report *Youth, power and participation* was put forward. This White Paper discussed what kind of influence youth may have and their opportunities to participate in the local community. Those who grow up in Norway may take democracy for granted. The existence of local and national elections is a matter of course; there is freedom of speech and great opportunities to participate in the local community. It is a national goal that all inhabitants, irrespective of their culture, gender, social or economic status may have their say, participate in elections and be represented by different parties and other bodies of representation.

Thus, Norwegian youth do think they will participate in elections when they come of age (18). Over 80% of the youth in high school participating in a survey answered that they "surely" or "most probably" would vote when they turned 18. The actual percentage of youth voting is lower. The percentage of the Norwegian population participating in elections has been the same since



Photo: Jan Hausken

1997, approx. 75%. Approximately 55 % of the first time voters between 18 and 21 years of age actually participate in elections and vote.

The government of Norway introduced an experimental arrangement whereby young people aged 16 and 17 could take part in the local government election in 2011. All municipalities were invited to take apply to part in this experiment - 143 applied and 20 municipalities were chosen to participate. In total, 9,400 people aged 16 and 17 were able to vote for the first time. Based on an evaluation of this experiment, the Ministry of Local Government and Modernisation wants to know more and will expand this to include another 20 municipalities for the local government election taking place in September 2015.

In the last national government election in 2013, 78 per cent of the voting population voted in Norway and 55 per cent of the immigrant population voted.

24 Enhancing urban safety and security

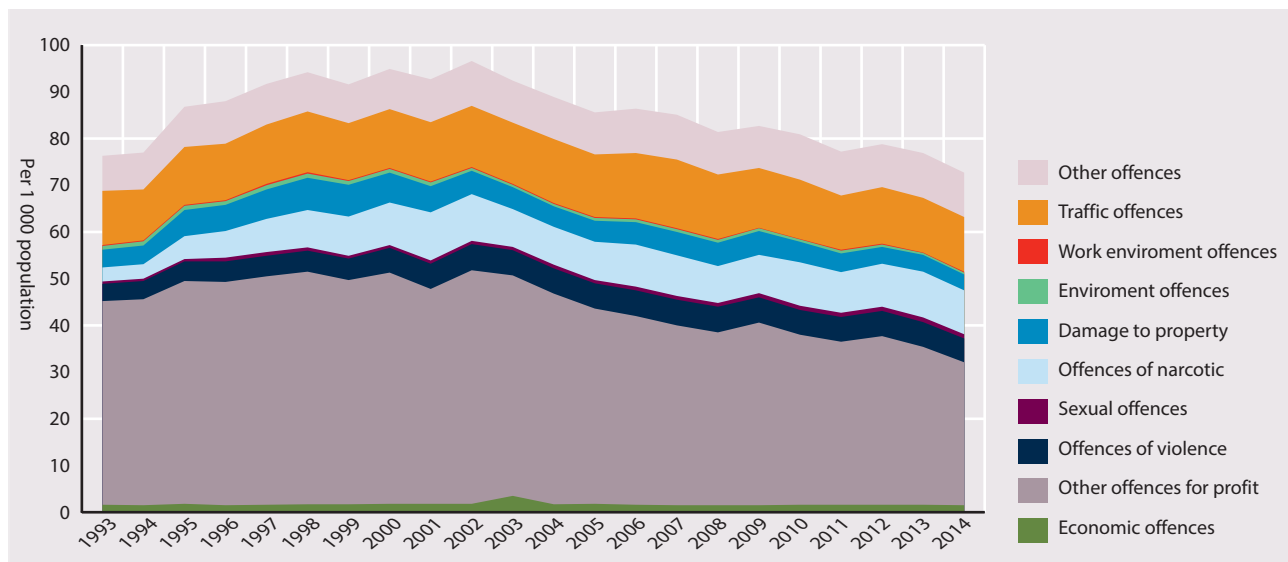
Norway is a safe country, with a low rate of all kinds of crime. All the same, the way in which cities and neighbourhoods are planned and roads, tracks, parks, playgrounds and schoolyards are made, built and organised is very important to the feeling of safety and the opportunity to commit a crime. Knowing this, the new planning part (2008) of the Planning and Building Act orders municipalities to take crime prevention into account in their planning processes in order to create safer communities.

The Norwegian National Crime Prevention Council (KRÅD) functions as the Norwegian government's body of expertise within the judicial system. This is a government agency working under the Ministry of Justice and Public Security and it focuses on young people. The council's primary tasks are to initiate cooperation with other authorities and organisations, give advice and guidance on crime prevention strategies and actions and encourage research connected with this. Secondly, it initiates and supports crime prevention work centrally and locally. Thirdly, the council contributes to the understanding of the importance of crime prevention at all levels of Norwegian society.

KRÅD has prepared a planning guide to ensure safe societies through planning. The intention is that local government planners should include crime prevention considerations in their planning work in order to prevent reactive measures from being taken. The planning guide explains how the physical environment affects our behaviour. The fact that the state and look of common surroundings affect the crime rate is well documented. During the planning process, it is possible to design and make interventions that reduce vandalism, bullying, theft, violence, etc. This will give profitable effects in the longer term.

There are several scientific studies showing the relationship between lighting, crime and the safety of the general public. KRÅD prepared a summary of its findings that included references to a report by Farrington & Welsh (2007) "Improved Street Lighting and Crime Prevention". The Ministry of the Environment issued planning guidelines in 2012 covering lighting for buildings, streets, pavements, parks, bicycle and walking tracks, etc - related to both energy savings and safety.

Figure 4 Offences reported to the police, by group of offences



Source: Statistics Norway, statbank table 08484

The Ministry for Justice and Public Security has together with KRÅD established a system of crime prevention coordinators at neighbourhood level who pay special attention to young people. Another municipal service is the outdoor counsellor service ("Utekontakt"). This consists of young people who are employed to walk around where teenagers are, getting to know where the teenagers are, what groups of teenagers are where, keeping an eye on what they are doing and helping out with different social problems on the spot. They also prevent situations in which those who like to fight, have dropped out of school, are unemployed, drink or are using drugs bother or hassle others, or put pressure on other teenagers to drink, use drugs or take part in criminal acts. They have the skills to calm down youth in such situations and they may bring small children and very young teenagers back to their homes and notify parents, police, social services or child care services.

The crime prevention coordinator cooperates with schools, the police, the outdoor counsellor service and social services. The coordinators can also participate in planning processes in order to ensure good physical living conditions for children and young people where there is room for activities and good meeting places. Both the outdoor counsellor service and crime prevention coordinator scheme have been a success as far as calming down situations and reducing crime.

A different and voluntary crime-reducing measure is the work of the organisation Nightly Ravens. These are ordinary people who walk around in the evenings and at night in their neighbourhoods and the downtown areas. Their presence alone means less crime and violence. The Nightly Ravens project is today regarded as one of Norway's largest and most important violence-preventing measures.

A survey of living conditions with questions if the populations have experienced violence, threats or crime, has been carried out in 2001, 2004 and 2007 in 2012. The survey of 2012 shows that the percentage of the population aged 16 – 24 who experience criminal damage or violence is decreasing considerable in from 2001. Nearly 12 per cent of the population aged 16 years and over were the victim of one or more violent incidents, threat of violence or criminal damage during

the the last 12 months. This is significantly lower than the 14-16 per cent reported in the previous three surveys – in 2011, 2004 and 2007. Looking further back, the fear of these kinds of crimes in the adult population in 1991 and 1997 was even higher, as much as 17 per cent.

In the five surveys in the 1997-2012 period, the population was asked whether they had recently experienced a fear of suffering theft or criminal damage. During these years, this share has been more than halved. As in 2007, 10 per cent reported in the last survey that they were very or a little troubled by theft or criminal damage, a share which is relatively equal in all age groups and for both males and females. (Statistics Norway report: Victimization and fear of crime, survey of living conditions, 2012)

25 Improving social inclusion and equity

Norway has a high income level and scores well in international quality-of-life surveys. Our wealth is more evenly distributed, and inter-generational income mobility is higher, than in most other countries. Comprehensive in-kind welfare benefits and transfers are supported by solid public finances. A sound capacity for economic growth, fair income distribution and a comprehensive public welfare system are key features of the Norwegian social model.

The work effort of the population is the foundation of the welfare state. Norway has high labour force participation and low unemployment. Since 1970, labour force participation has increased substantially through women's increased engagement in paid work.

In the 3rd quarter of 2014, the labour force participation rate among the population aged 15-74 years was 71.3 per cent. During the same period, 68.6 per cent of the population were employed and 37 per cent were unemployed. The corresponding employment/unemployment rates were 71.3/3.4 per cent for men and 68.8/4.0 per cent for women. For persons aged

Table 1 Distribution of household after-tax income per consumption unit.

Share of total income. Deciles. 2006 – 2012. Per cent¹Published 18 December 2013

	2006	2007	2008	2009	2010	2011	2012
Decile 1	4.1	4.0	4.0	4.0	4.0	4.0	3.9
Decile 2-9	75.3	74.6	75.2	75.8	75.4	75.4	75.4
Decile 10	20.6	21.4	20.8	20.2	20.6	20.6	20.6

¹ Student households are not included.

Source: Statistics Norway

25-66, the employment rates were 81.3 per cent (total), 84.3 per cent for men and 78.2 per cent for women.

By the end of 2013, 18 per cent of the population aged 18-66 received income security benefits on a temporary or permanent basis from the National Insurance Scheme due to sickness, rehabilitation or disability. There were some differences between the regions in Norway, the highest rates being in urban areas.

The Norwegian welfare model provides generous income-protection and a wide range of services. There is considerable public funding for health and care services, day-care facilities, education and research. These welfare systems have been designed to support individual welfare, the fair distribution of wealth and economic growth. A comprehensive social security net provides financial security for workers and makes the economy more flexible.

Closer global integration has brought increased immigration. Although many immigrants to Norway are granted residence permits on humanitarian or family grounds, work has been the most important immigration factor in recent years. A more diverse society presents both opportunities and challenges. The participation of immigrants in the labour market and the prevention of social dumping are particularly important. (Long-term Perspectives for the Norwegian Economy 2013)

Households with incomes below the median had a weaker rise in income in 2012 compared to households in the upper half of the distribution. This led to a marginal increase in income inequality.

In recent years, there has been a considerable shift in the demographic composition of the bottom deciles of the income distribution. In 2004, 23 per cent of all people belonging to the bottom deciles were either immigrants or people born in Norway to immigrant parents. In 2012, this proportion had increased to 42 per cent. In the overall population, 14 per cent are either immigrants or people born in Norway to immigrant parents (Table 2) Statistics Norway).

A high education level is a prerequisite for the high level of employment. Education for all is a basic precept of Norway's educational policy. Children and young people have an equal right to education regardless of where they live or their gender, social and cultural background or any special needs. All public education in Norway is free, while parents pay fees for kindergartens.

Approximately 68 per cent of the population over 16 years of age have been educated to above the lower secondary level, while 66 per cent have been educated to above the upper secondary level and 25 per cent have an education at university or university college level (Norwegian Ministry of Education and Research).

Owning your own home has been and still is a big part of the Norwegian housing policy. Seventy-seven per cent of households own their own home, a share that has been stable for the past few decades. Owning your own home is considered to be a welfare benefit that increases community participation. In addition, homeowners take part in the development of the housing market, which contributes to an increase in equity (with increasing house prices). Over the last 20 years, house prices have risen by approximately 400 per cent. However, the share of home ownership is lower among immigrants. Some 60 per cent of immigrants own their own home, compared to 87 per cent of non-immigrants.

26 Challenges experienced and lessons learnt in these areas

Improving urban legislation

There are challenges to be met concerning the simplification of the planning processes, facilitation of more effective conflict management and reduction in the number of unnecessary objections.

It is crucial that simplifying the planning processes does not reduce the time and efforts used to achieve the necessary participation. Planning processes must not be simplified at the expense of the effort needed to find and make those involved participate. There are groups who are not aware that plans will influence their living environment or conditions. Others are not organized or able to participate for physical or practical reasons, such as children and the elderly.

Improving participation and human rights in urban development

When it comes to the involvement and participation of young people and children, local authorities must see to it that there is a political will and the economic and administrative means for this to be possible. The goal is that ensuring such participation will be an ordinary task in all local decision-making processes.

Just above 90 per cent of all detailed plans in cities and urban areas are processed and made by private persons or private enterprises. It is a challenge for local authorities to ensure that early involvement and participation take place even in these planning processes.

Enhancing urban safety and security

The measures carried out at local level involving crime prevention coordinators have been a success as far as crime rates and incidences are concerned. Planning for safe neighbourhoods and urban centres and adequate

maintenance in order to avoid slums and degrading surroundings and outdoor areas are vital.

Improving social inclusion and equity

Norway is a fairly equal society with very few marginalized groups. High participation in the education system, working life, political elections and civil society contribute to inclusion. There are, however, a large percentage of youths that do not finish upper secondary high school.

Some immigrant groups, especially refugees, are still not sufficient included in the society. Experience indicates, however, that most immigrant groups become integrated in the Norwegian society over time.

27 Future challenges and issues in these areas (20-24) that could be addressed by a New Urban Agenda

Improving urban legislation

- There are future challenges to be met concerning the simplification of the planning process, facilitation of more effective conflict management and reduction in the number of unnecessary objections. Planning processes must not be simplified at the expense of the effort needed to find and make those involved participate.

Improving participation and human rights in urban development

- Local authorities have a special responsibility to ensure that adequate participation has taken place when private plans are promoted and before they are accepted. With regard to the participation of children and young people, local authorities must pay special attention and be sure that such participation has taken place.

Enhancing urban safety and security

- The physical environment affects human behaviour. Future challenges that should be addressed are closely related to the maintenance of houses, public areas, meeting places, gardens, parks, pavements and general outdoor surroundings.
- Planning, installing and maintaining lights and the lighting of pavements, cycling and walking trails, trails in parks and along waterways, etc, are essential steps to take for the inhabitants to feel safe and secure.

- Even though Norway is regarded as a safe country, it is of constant concern to keep it this way. There are a growing number of criminal offences being committed by people from Eastern Europe. The increasing gap between the richest and the poorest in Norway (OECD, December 2014), should also be a matter of concern for national and local authorities.

Improving social inclusion and equity

- The White Paper on Long-term Perspectives for the Norwegian Economy 2013 illustrates that it is not oil, but our collective work effort, that is the basis of our welfare. Over time, a public welfare system will be unsustainable if the share of net beneficiaries in the population continues to increase. If we live longer, it would seem sensible to boost the average labour supply by postponing withdrawal from the labour market or increasing the hours worked. Reducing the share of individuals on sickness and disability schemes will also improve the long-term sustainability of public finances. Labour is the key not only to economic independence for each individual, but also to sustainable welfare schemes.
- There are challenges due to the growing number of pupils dropping out of high schools and it is more difficult for teenagers and young people to get jobs. The larger share of immigrants among the lowest income group is also a cause of concern. In addition, statistics indicate that a large group of young adults are outside the welfare system.
- The Government presented new initiatives for the inclusion of vulnerable groups in the labour market in 2014 (Prop 39L (2014-2015)). The main proposals/strategies are:
 - Extended opportunity to hire temporary employees
 - Extended use of work-oriented activity obligations for social and cash beneficiaries
 - Improved follow-up of young disabled persons aimed at employment
 - Extended use of subsidies and facilitation measures for work training at ordinary workplaces
 - Improvements to the flexibility and quality of active labour market measures.



V Urban Economy: Issues and Challenges for a New Urban Agenda

28 Improving municipal/ local finance

The main sources of revenue for municipalities and counties are local taxes, general grants, earmarked grants, charges and fees. Local taxes accounted for 40 per cent of total revenue in 2013, followed by general grants at 36 per cent. The combined revenues from local taxes and general grants are unrestricted income. Unrestricted income is income that the municipality is free to use with no restrictions other than applicable laws and regulations. Local taxes and general grants are distributed to the municipalities through the General Grant Scheme, which seeks to ensure both a fair distribution of income and regional growth and development.

The goal is for the municipal sector to be mainly financed by unrestricted income (framework financing). Unrestricted income facilitates local adaptation and the prioritisation of statutory welfare services and actual execution of political power at local level. One municipality may give schools a high priority, while another prioritises care for the elderly. Framework funding also facilitates the effective production of services that are well suited to the needs of residents. In order to produce services of good quality within a given framework of resources, local politicians must weigh up the needs of residents and ensure the effective utilisation of resources.

Between 2005 and 2013, the municipal sector's free income grew by an average of 2.6 per cent per year in real terms (i.e. after being adjusted for population growth, pension expenses and changes in the municipal sector's responsibility for national welfare services).

The Local Government White Paper contains the government's comprehensive plan for local government reform during this parliamentary session. The reform will result in larger municipalities that can take on additional responsibilities and have more autonomy. Good, equal services for citizens, comprehensive and coordinated societal development, sustainable and financially robust municipalities and strengthened local democracy are the objectives of the reform.

29 Strengthening and improving access to housing finance

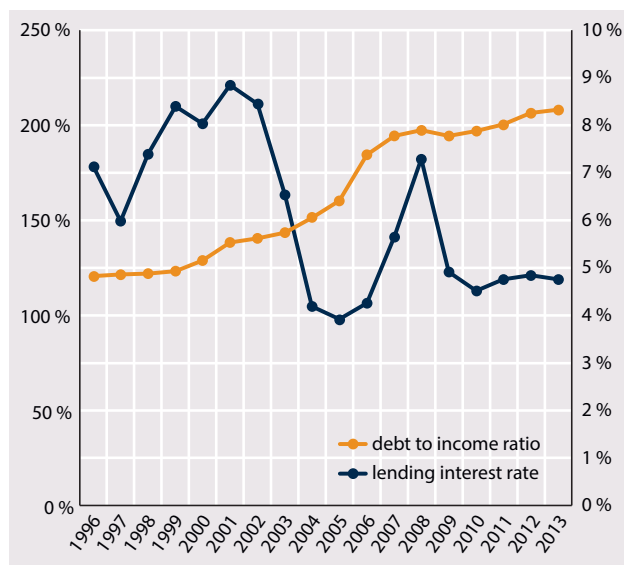
In general, there has been good access to private financing in the construction market. The Norwegian State Housing Bank supplies the market with *basic loans* and financed 18.9 per cent of the housebuilding in 2012. In periods with poor access to credit in the private banking sector, the *basic loans* have been important to maintain the level of activity in the construction sector. The purpose of the basic loans is to

promote universal design and environments, as well as to meet the need for new dwellings. In addition, the basic loans have an interest rate advantage compared to private financing.

In Norway, the majority (77 per cent) of households own their home. Most house purchases are financed by credit. Relatively little building activity and low interest rates have contributed to unprecedentedly high house prices. Apart from in 2009, the debt-to-disposable-income ratio has increased in each of the last 18 years. By the end of 2013, Norwegian households had on average more than twice as much debt as their yearly income. The growth in household debt applies to both high- and low-income households. The debt-to-disposable-income ratio and lending interest rate are illustrated in Figure 5.

Young households are a vulnerable group. More than 10 per cent of households containing one person below 30 years of age have debt that is four times the household's income or more.

Figure 5 Seasonally adjusted household debt-to-disposable-income ratio (left axis) and the lending interest rate (right axis)



Source: Statistics Norway

Since 1996, the authorities have introduced different kinds of regulations and capital requirements. These requirements are intended to prevent banks from providing risky mortgages. In 2012, a requirement of 15 per cent equity was implemented to reduce the risk in the household sector and improve the banks' financial soundness. Norwegian tax policies favour owning (tax allowance for interest rates) and owning your own home leads to an increase in capital when the market rises. There are various programmes aimed at helping people who are characterized as disadvantaged in the housing market to obtain their own home. The State Housing Bank provides allowances, grants and loans for disadvantaged groups.

The most important schemes are: (i) Housing allowance - this is a government-financed support scheme to partially cover the housing expenses of households with a low income. Just over 106,000 people received a housing allowance in August 2014. The purpose of the scheme is to help households with a low income and high housing expenses to obtain, and remain in, secure good-standard housing. (ii) Housing grant - to buy a home. The objective of the grant is to help people buy their own home. Housing grants are strictly means-tested in relation to the recipient's financial situation. Only those suffering the severest hardship can expect to receive housing grants. In 2013, 1,350 households received a housing grant. (iii) Start-up loan. This is a favourable loan scheme offered by most municipalities. It is primarily intended for people who are struggling in the housing market to either buy a home or keep it. In 2013, 11,300 households received a start-up loan

30 Supporting local economic development

The municipalities have an important role to play as developers of local communities. Social development is about planning, commercial development and the environment in the widest sense, for example improving the local road network and creating jobs and a good local environment. The social developer role involves all-round work to develop trade and industry and create good living conditions for residents in the widest sense. The funding transferred to the municipal sector is of great significance for local and regional development. The way in which the social developer role is exercised will depend on laws and regulations, national initiatives, land use development and administration and, not least, coordination between state and municipal authorities. A municipality's economic room for manoeuvre will also be significant for the exercise of the social developer role.

Many towns and cities are experiencing the effects of the strong competition from shopping centres outside the town or urban centres. Several formerly flourishing and attractive locally owned shops, cafés and businesses of various kinds have now closed down due to the strong competition from shopping centres.

After the *shopping centre halt* was enforced in 1993, an increasing number of shopping centres have been established within the cores of towns and cities. The fact is that the earnings are taken out of the local economy and municipality and withheld in the central company's economy and does not in fact help the local economy as such. The way in which the shopping centres are organised - one owner, common opening hours, large parking lots, free parking and common public relations and pamphlets - gives the centre a great advantage in relation to the situation in a town or city, where there are many shop owners with different interests.

The government and various counties have over the past 15 years, in cooperation with local authorities and businesses, invested time and money in finding means and measures and arranging activities and cultural happenings in order to reverse this trend.

31 Creating decent jobs and livelihoods

The income policy is seen as a part of the economic policy in Norway. This is pursued through a well-developed tripartite cooperation model. The Government and social partners have different responsibilities. Wage bargaining is the responsibility of the social partners. The Government works to ensure an innovative economy with high productivity. The model aims to achieve high employment, low unemployment and a well-balanced economy.

The unemployment rate has remained fairly steady over the years, being about 3.6 per cent in all years between 1996 and 2013. Compared with other European countries, the Norwegian unemployment rate was low during this period. As the financial crisis became global, industrial activity in Norway remained high and the unemployment rate was not affected significantly.

Participation in employment is one of the most important guarantees individuals have for an assured income. That is why the Government endeavours to pursue an active labour market policy aimed at stimulating a good supply of labour, combating people leaving the labour force and becoming long-term benefits recipients, and at reducing and preventing unemployment.

The Ministry of Labour has several work-oriented policy instruments at its disposal to help people into employment (benefits, services and labour market measures). They also include occupational rehabilitation, rehabilitation benefit and measures aimed at getting people on disability benefit back into employment.

There are no minimum wages regulated by law in Norway, nor any other regulations concerning wages. This is an area left to the organisations to regulate by collective agreements or to the employee and employer to regulate in individual employment contracts. However, we have an Act relating to the general application of wage agreements. A public board, the Tariff Board, is authorized to impose the extension of a collective agreement in certain cases. If the Tariff Board makes such a decision, the regulations on wages and other working conditions in the agreement will apply to all persons performing work within the scope of the agreement, both Norwegian and foreign members and non-members of trade unions. At present, there are five

such regulations in force - in the construction, shipbuilding, cleaning, agricultural and fishing industry sectors (the fishing industry was covered by regulation from February 2015).

Rules about health, safety and the working environment apply to everyone who works in Norway. Important provisions with a bearing on employment relationships also apply to foreign employees through the provisions of the Working Environment Act concerning posted employees. The Tariff Board has issued regulations on the general application of collective wage agreements that entitle foreign workers within the area of application of the regulations to the wages and working conditions that follow from the regulations.

32 Integration of the urban economy into the national development policy

Within the framework of the Norwegian municipal model, it is not possible to make a sharp distinction between the state and municipal spheres. Good interaction and collaboration between levels is an important prerequisite for this model. It is a challenge to create good solutions that result in good services. The municipalities are responsible for offering the nation's citizens national welfare services such as schools, health and care services and kindergartens. The municipal sector is controlled on the one hand by decisions taken by locally elected representatives and on the other hand by tasks and duties delegated by the state. If municipalities are to be a living local democratic arena, state control and the municipal room for manoeuvre must be balanced.

Discussion of the quality of municipal welfare services is central to national political debate. When the state, through the government, takes decisions on national reforms of the tasks and duties of the municipal sector, this has direct consequences for the municipalities' room for manoeuvre. The municipalities are restricted to prioritising some services over others, thus limiting their freedom to prioritise locally. State reforms that involve new tasks or extended responsibility are normally followed up by increased funding transfers.

33 Challenges experienced and lessons learnt in these areas

Improving municipal/local finance

It is a challenge for many municipalities to provide good quality in the services they are obliged to deliver. National welfare services and pension expenses take a large part of a municipal budget.

Especially smaller municipalities with a declining and/or elderly population are under pressure. The municipalities have, however, seen an increase in their free income since 2005. Many municipalities have also increased their income by introducing property tax. Larger municipalities have generally more resources and can take on additional responsibilities from the state. The municipalities are facing very different challenges and it is therefore necessary to reform the local government sector.

High mortgage level and increasing housing prices

The low interest rate has contributed to a high mortgage level among households. The low interest rate combined with little building of new houses has led to housing prices increasing for several years. Higher housing prices make it difficult for groups with low income and low equity to obtain affordable housing. At the same time, the rising prices increase the risk, especially for low-income households with large mortgages compared to the price of their housing. If the unemployment rate increases, housing prices decline or the interest rate increases, such households can face substantial problems. This might even destabilise the whole financial sector. To prevent this from happening, the Norwegian government has made several attempts to moderate the growth in mortgage lending.

Supporting local economy

In order to meet the challenges faced by local businesses and towns and cities due to shopping centres outside city centres, the Norwegian City Centre Development Organisation was established. This organisation cooperates with local authorities and administrative bodies to facilitate and optimize the framework conditions for a dynamic and economically sustainable city centre policy. The organisation has 45 member cities from all over Norway. Many of the members are downtown and commercial associations, while others are separate businesses and local authorities.

The Norwegian City Centre Development Organisation has proposed a new system or organisation called the Business Improvement District. This is a system for organising and developing city and town centres to make them more competitive and thus strengthen their economic situation.

Creating decent jobs and livelihoods

The Government has an active labour market policy to help people into employment. The Norwegian welfare system ensures an adequate income and livelihood for those who are outside the labour market. While Norwegian working life on the whole is well-organised and functions properly, some branches of industry are marked by social dumping and unsatisfactory wage and working conditions. The Government will therefore continue efforts to fight social dumping. Various

aspects of crime seem to be becoming an increasing problem in Norwegian working life. These include complex organized crime connected to different areas, for instance tax crime, abuse of welfare benefits, illegal immigration and violation of health, safety and working environment regulations.

To combat this negative development, the Government will strengthen the cooperation between governmental controlling bodies like the Tax Administration, the Labour Inspection Authority and the police. Joint inspections and effective prosecutions are important ways of reducing crime related to the labour market. The Government has presented a strategy to strengthen efforts against work-related crime. This strategy will be followed up through tripartite cooperation. The national authorities will enhance coordination with authorities in other countries and follow up cooperation at European level.

34 Future challenges and issues in these areas (27-31) that could be addressed by a New Urban Agenda

Secure housing finance for low income groups

- The main future challenges are to ensure housing for low-income groups and to keep the unemployment level low and the housing market stable. Altogether, low-income groups in Norway have good access to housing finance. Those who do not get a loan in the finance market can apply for public loans. The groups with the lowest income are also offered a public housing allowance and grants. Households with children are shown special attention. However, it is challenging to limit the total public support to low-income groups in such a way that they still find it attractive to take an ordinary paid job.
- The substantial favouring of owner-occupied housing through the tax system is under discussion. Several experts have advised increasing the taxation of such housing in a social way. A connecting issue is to increase the (private) supply of professionally managed, affordable rented housing. This sector is limited in Norway.

Supporting local economy

- Shopping centres outside towns and urban centres will be a challenge in the future as far as the local economy and making urban centres flourishing and attractive are concerned. The fact that large national and international companies are taking their earnings out of the local economy and municipality and withholding them in their central finances is also a challenge to be met in the future.



VI Housing and Basic Services: Issues and Challenges for a New Urban Agenda

35 Slum upgrading and prevention

There are no areas in Norway today that are considered to be slums. The government had an intensive urban renewal programme from the mid-1970s up to the end of the 1990s. The programme was restricted to the three largest cities in Norway. It stimulated public and private investments in deprived areas in city centres. The purpose of the programme was to upgrade the housing stock and public areas. The programme significantly reduced the numbers of substandard dwellings and there are today almost no dwellings without adequate sanitation, a clean water supply, clean domestic energy and regular waste collection. The programme also helped to reduce traffic and pollution. Many of these areas have since been through a gentrification process and are today very attractive urban areas.

The programme was replaced in 1997 with another area-based strategy targeting neighbourhoods in the city centre of Oslo. It was a joint venture between the state and the Municipality of Oslo. Social inclusion and integration were the main focus for this programme, which ended in 2007. The government has supported a limited number of neighbourhood programmes in the largest cities in Norway since then.

Today, there are four ongoing joint venture urban renewal programmes, three in Oslo and one in Drammen. These programmes have in common that they target both social and physical conditions, but they differ in size, length and organisation. In addition, there are minor area-based strategies targeting mainly physical conditions in Trondheim and Bergen.

All the areas targeted have a low score on human development indexes but not necessarily on housing issues. The overall challenges relate to outdoor areas, health issues, low labour-market attachment and rapid demographic changes.

36 Improving access to adequate housing

Most people in Norway have adequate housing conditions. The average housing standard has continually improved and today everyone has access to adequate sanitation and safe drinking water in urban areas. The average Norwegian had a dwelling area of approximately 58m² at his or her disposal in 2013.

Statistics for 2012 show that a total of 6 per cent of the population live in a crowded dwelling (by Norwegian standards) when measured by the number of persons per room. Thirty-five per cent of households have three

rooms or more rooms than the number of the household's members. This is at the same level as in 2007 and a small reduction compared to older results. Approximately 33 per cent of all dwellings had at least two bathrooms in 2007, compared to 24 per cent in 1991.

When respondents were asked in 2012 whether they experience a lack of space in their dwelling, the impression is the same. A total of 11 per cent reported experiencing a lack of space in their dwelling; a very small reduction compared to the 13 per cent in 2007. The general impression is therefore that Norwegian homes are slightly more spacious now than 10-15 years ago. (Statistics Norway)

Although most people live well in Norway, this does not apply to everyone. Around 134,000 people are regarded as disadvantaged in the housing market. In addition, around 6,200 people have no permanent place to live. People who are unable to obtain a home themselves or to stay in one do receive the necessary assistance. No one needs to qualify for help. Everyone needs a home and, with the right help, everyone can live in one.

The municipalities must help to find housing for persons that cannot look after their own interests on the housing market. Municipalities are obliged to provide temporary accommodation for persons who have no place to stay the following night and are unable to find such a place on their own. In 2013, there were about 105,000 so-called 'municipal homes' in Norway.

In March 2014, the government launched a new national housing and support service strategy called *Housing for Welfare* (2014-2020). The government has established some national goals and prioritised focus areas for the housing and support services. The purpose of these goals is to help municipalities, central government and partners to put housing and support services on the agenda. A special effort will be made for families with children and young people during the strategy period. The strategy will strengthen the municipalities' opportunities to assist the disadvantaged in the housing market, both professionally and financially. The municipalities have primary responsibility for assisting the disadvantaged in the housing market but central government agencies will help them to handle this responsibility. Non-governmental organisations, as well as user and special-interest organisations, are important partners.

37 Ensuring sustainable access to safe drinking water

In Norway, 85 per cent of the population or 4.3 million inhabitants are connected to 1,100 municipal water supply systems. Private companies supply around 300,000 inhabitants through some 2,000 small water-supply systems. Private water wells are the source of drinking water for the rest of the population.

The Norwegian Food Safety Authority (NFSA) approves and oversees the potable water supply systems, approves water treatment products and develops regulations and guidelines. The NFSA also works closely with other authorities in order to achieve wholesome water management.

The potable water-supply-system companies must submit a registration form to the NFSA annually, stating information about the system. The information given is as follows: the amount of water delivered to households, cabins, camping sites, industry, service enterprises, farms, fire stations, parks, sports facilities, etc. The potable water-supply-system companies must also carry out a wide range of analyses of the quality, odour, taste and chemical content of the water. The results of these analyses are also part of the information required. Data regarding the pipeline in which the water flows are also obligatory. If applicable, data relating to changes to the length or direction of the pipelines, what parts of the pipeline is renewed, leakages and the amount of water lost in these leakages must also be given.

The NFSA also monitors and controls the water quality on the basis of forms submitted by and/or messages from the inhabitants. There are also two other legal regulations ensuring sustainable access to safe drinking water. According to the Planning and Building Act, a building project will be approved by local authorities only if the building is connected to safe drinking water from an approved potable water supply system. The other law is the Public Health Act. According to this law, local authorities are obliged to ensure that nothing in their municipality can negatively affect public health - and this includes access to safe drinking water.

The majority of water pipes in Norway were installed some 60-100 years ago. There is a great need to replace these pipes with new ones, as some municipalities are experiencing a worsening in their water quality. This is a situation faced by several local authorities.

38 Ensuring sustainable access to basic sanitation and drainage

In Norway, responsibility for operating and maintaining sewage systems is divided between municipalities and private companies. The party responsible for the sewage system must meet the water-quality and treatment requirements stipulated by the Pollution Control Act and report annually to the Norwegian Environment Agency on the water quality. In 2009, 83.6 per cent of the population were connected to a municipal sewage system, while 16.4 per cent were connected to a private sewage network. In 2013, 84.2 per cent of the population were connected to a municipal sewage system while 15.8 per cent were connected to a private sewage network.

According to the Planning and Building Act, municipalities may stipulate that new or existing buildings, housing, residential areas or cabins and camping sites must use the sewage system that covers the area, whether municipal or private. The costs of the system and of operating and maintaining a sewage system run by the municipality are paid for by the municipality. The municipality may demand full or partial coverage of its costs by collecting taxes in accordance with the Act of 16 March 2012 no. 12 relating to municipal water and sewage systems. Irrespective of that stated in the second sentence of this paragraph, the municipality may demand a refund pursuant to chapter 18 of the Planning and Building Act.

Flushing toilets came into use around the year 1900. Networks of pipes that carried the sewage water into a river, fjord or the sea were also built. The extensive development of treatment facilities in Norway started in the early 1970s. Today, around 60 per cent of the population are connected to a treatment facility where their sewage is treated biologically and/or chemically. These facilities have a greater ability to separate polluting substances from the sewage water than

mechanical treatment facilities do. Around 20 per cent of the population are still connected to mechanical or other types of treatment facilities, while 4 per cent are not connected to any type of treatment facility. The remainder of Norway's population are connected to small treatment facilities with varying levels of treatment. Some treatment facilities need to be modernised.

39 Improving access to clean domestic energy

Practically every household in Norway has access to clean domestic energy through electricity. About 95 per cent of Norwegian electricity is produced by hydropower. About 66 per cent of the energy used in households is used for heating, 12 per cent is used for heating tap water and the rest, 22 per cent, is used for electrical devices.

Table 3 shows Norwegian households' access to heating equipment. There has been a change in the energy consumed for heating in the past 10-12 years. The use of fossil fuel, such as oil and kerosene, has been reduced while there has been a large increase in the use of heat pumps and district heating systems. Many households use solid fuels (firewood) and an open fireplace as an extra heating source in the winter period, in addition to electricity or other energy sources.

The total energy used by households over the past 20 years has only increased slightly and has declined per household. The decline in energy consumption in each household is mainly due to slower growth in floor area per person and less energy consumption per square metre. It is partly due to improvements to existing homes and better quality new homes as a result of the more stringent energy requirements in new building codes.

Figure 5 Households' access to heating equipment

Households' access to heating equipment (per cent)	2001	2006	2012
Electric space heaters or electric floor heating	97	98	94
Stove for oil or kerosene	15	16	4
Stove for solid fuels and/or open fire place	69	69	66
Common or individual central heating, excl. district heating	7	9	10
District heating	1	1	4
Heat pump	0	8	27
Heat recovery	0	5	9
Gas stove	0	2	3

Almost 40 per cent of the total, stationary energy consumption in Norway takes place in the housing and building sector. Because a large portion of the stationary energy consumption in Norway is covered by hydropower, Norway has relatively low greenhouse gas emissions related to its domestic energy consumption compared to other countries. Emissions from heating and other energy consumption in the building sector constituted 5 per cent of Norway's total greenhouse gas emissions in 2010. Emissions from buildings have been reduced by about 30 per cent since 1990 as a consequence of the phasing out of fossil fuel for heating, while district heating emissions have increased.

The energy requirements in the building code (under the Planning and Building Act) were substantially tightened in a revision in 1997. Another substantial revision of the requirements relating to energy efficiency and energy supply in buildings took place in 2007. An additional, less comprehensive, tightening occurred in 2010. The government is now working on new energy requirements for 2015 that are intended to achieve a passive house level for new buildings.

40 Improving access to sustainable means of transport

The extent to which the population uses public transport will depend on whether residential and commercial areas are planned to be or are located close to public transport systems and public transport stops, as described in II, item 11 and III, item 17. On the other hand, people's experience of how accessible public transport is depends on their physical and mental proximity to the public transport stops, the frequency of departures and whether the means of transport is felt to be comfortable.

Efforts have been made to increase the accessibility and range of various kinds of sustainable public transport in all the major towns and counties for several decades. Through programmes to ensure environmentally friendly urban development, the towns and county councils, as those responsible for public transport across municipal borders, have been taught the principles of, and have been encouraged to take part in and actually participated in, an exchange of experience with regard to planning links between housing and public transport.

In White Paper no. 23 (2001-2002) A Better Environment in Towns and Densely Populated Areas, the government presented an urban-development model in which public transport formed the backbone of the city structure.

In the autumn of 2014, the government published an action plan for public transport. The aim of this action plan is to deal with the growth in the population and traffic, environmental challenges and people's need to travel quickly and efficiently to and from their work and leisure activities. The government wants to make conditions suitable for the increased use of public transport and for greater numbers of people cycling or walking.

The government will arrange for the binding financing of important county council public-transport investment measures in the built-up areas of the four largest towns/urban areas in Norway - Oslo & Akershus, Bergen, Trondheim and Stavanger. These have the most traffic and the biggest traffic problems. Here, the state will provide an investment subsidy that covers 50 per cent of the projects' costs. Such a subsidy will form part of a town-environment agreement for the urban area in question.

In the largest towns/urban areas, the use of green transport grew in the 2001-2009 period. The extent of pedestrian and cycling routes, which are believed to promote environmentally friendly transport, increased slightly in the largest towns/urban areas in 2001-2011. The number of kilometres of pedestrian and cycling routes per 1,000 inhabitants is slightly higher than the national average in the largest urban areas.

Many counties with public transport operations are in the process of changing over to various types of renewable fuels/energy for their buses (see nos. 11 and 17). There is also work in progress to transform ferries and boats so that they can use more sustainable fuel.

In 2009, a resource group presented an action plan for electrifying road transport. The goal was that 10 per cent of cars should be rechargeable in 2020. Many of the measures have been implemented. In order to encourage more people to buy electric cars, several benefits have been introduced: no VAT on purchases, free parking, they can be driven in the bus lane, they are not subject to toll charges, they can be recharged free at the workplace or established charging points and they are subject to tax benefits and various VAT exemptions, etc. Funding schemes have been established to help housing cooperatives establish parking spaces for electric cars.

On 1 September 2014, there were around 32,500 electric cars in Norway, compared to 13,700 on 1 September 2013. They now make up 1% of the car population. The number of plug-in cars increased from 688 to 1,600 between 2013 and 2014.

Figure 6 Vehicles

Registered vehicles at 31 December 2013			
	2013	Change in per cent	
		2002 - 2012	2012 - 2013
Private cars	2500265	31.6	2.3
Vans	434636	68.4	2.4
Combined vehicles	34232	-64.1	-11.6
Lorries	79437	2.6	-0.5
Buses	17584	-48.4	-3.5
Tractors	259147	14.7	1.9
Special purpose vehicles	7877	-13.3	-0.3
Mopeds	176087	34.9	0.7
Light motor cycles	21349	103.1	3.6
Heavy motor cycles	140474	67	3.1
Snow scooters	76401	46.4	3.9
Trailers	1232562	61.9	3.5

Source: Statistics Norway

41 Challenges experienced and lessons learnt in these areas (34-36)

Slum upgrading and prevention

Slum upgrading and urban renewal is a long process and requires cooperation between many partners; government, local authorities and different private partners. Experience from earlier urban development programmes indicates that it is often necessary to have public investment in upgrading transport solutions, infrastructure, public spaces and public services before private investors are willing to invest in the building stock in deprived areas.

The urban renewal programmes were developed in close cooperation with the municipalities, which coordinated the investments and prioritized the areas in addition to investing in local services. The State Housing Bank also provided the municipalities with grants, methods and tools through networks and workshops. The urban renewal programme made the areas attractive for young people with higher education and the central city areas are now some of the more attractive parts of the cities (gentrification). Some of these areas still face challenges, but the living conditions have improved considerably.

The area-based strategy programme for Oslo city centre focused on integration and social inclusion, especially relating to young people. Evaluations of the programme are not conclusive. There have been massive public and private investments in the area in the past

10-15 years; in infrastructure, public parks and spaces, dwellings and office buildings. The human development index still indicates, however, that groups of the population, especially low-income families, immigrants and disadvantaged groups on the housing market, still face challenges in these areas. The new joint venture programmes target both social and physical conditions, but not particularly housing issues.

Access to adequate housing

The general improvement in the housing stock is a result of the increased living standard and stricter building regulations. This has also resulted in higher housing prices, especially in the larger cities, where the demand is high. Approx. 80 per cent of all rental housing in Norway is private. Many people with a relatively low income, particularly young people and immigrants, have difficulty finding an affordable dwelling in city centres. It is easier to find affordable and adequate dwellings in suburban areas or smaller towns. However, there are still groups who are disadvantaged on the housing market, groups that need assistance from the public sector to maintain or obtain a home. These people need extra attention from the municipalities.

Access to safe drinking water and sanitation

In many parts of the country, the sewage-pipe network is old and there is a need to renew it. Leaks and overflows due to poor maintenance mean that many municipalities must upgrade their network of pipes. Some treatment facilities also need to be modernised.

The laying of asphalt and sealing of surfaces mean that rainwater does not drain into the ground in a natural manner. We can expect more precipitation in many places and heavier showers as a result of climate change. The volume of water that ends up in the sewage system will therefore increase. In heavy rainfalls, sewage pipes will not manage to cope with the water and a mixture of surface water and sewage will rise to street level. It will therefore be necessary to deal with the surface water locally because it will be impossible to channel all the surface rainwater to a treatment facility.

Access to clean domestic energy

Practically all households in Norway have had access to clean domestic energy, through electricity from hydropower, for many years. The decrease in the consumption of fossil fuel is amongst other things due to stricter requirements in new building codes. There has also been a large expansion of district heating systems, supplied with energy from waste incineration and other sources, in many cities. National grants have also contributed to investments in energy saving solutions and district heating investments. State regulations and financial support are necessary to stimulate investments in energy saving solutions and cleaner energy sources.

Access to sustainable means of transport

A general trend over the past three decades has been the continuous improvement and expansion of public transport. The results of these efforts have been especially noticeably in the past 5-6 years and in the largest cities in Norway. Local public transport grew by 38 per cent between 2005 and 2013, while the number of travellers increased by 27 per cent. The increase was greatest in Oslo, Bergen and Trondheim. Rail transport increased the most – 42 per cent between 2005 and 2013 (Source: Proposition 1 S (Parliamentary Bill) (2014-2015) Ministry of Transport and Communications).

Where companies, public administrative units, hospitals, etc, are located in the urban landscape and how public transport stops correspond to these locations is a major issue as far as access to a sustainable means of transport is concerned. In the third largest city in Norway, Trondheim, the politicians decided to locate the new hospital and a couple of national administrative units within the city centre.

A survey of the employees' transport habits to and from work was conducted 1, 3 and 11 years after the hospital and units opened. The survey shows that 30 per cent of the employees were using cars one and three years after the opening date. Eleven years later, only 10 per cent of the employees used cars to go to work. The number of employees cycling to work had more than doubled, from 17 per cent to 39 per cent.

In Bergen, the Bergen Light Rail was opened in 2010. This integrated city rail network strengthens the overall public transport system in the Bergen area. The first phase was built with 15 stops.

The Light Rail had more than 7 million passengers in 2011, far more than forecast. The forecast for 2012 was 23,000 passengers per month, but the number of registered trips during the first quarter shows an average of 29,000 trips per month. The percentage of people using public transport in the Light Rail districts rose from 19 to 28 per cent from 2011 to 2013. This goes to show that convenience and access produce results.

42 Future challenges and issues in these areas (34-36) that could be addressed by a New Urban Agenda

Access to affordable and adequate housing for disadvantaged groups

- The high housing standard and the fact that there are no areas today that can be defined as a slum in the larger cities have contributed to more focus on groups or persons and social issues than in previous years. The area programmes will be evaluated during the next few years.
- The most pressing housing challenge today is to provide adequate dwellings and support services to groups that are disadvantaged in the housing market. People and families with low incomes, young people without education and jobs, refugees, former inmates, people with substance abuse issues and/or mental illness and people with reduced functional



Photo: Jan hausken

ability, including people with disabilities, are all groups that are overrepresented among the disadvantaged on Norway's housing market. The municipalities play an important role in supporting families and individuals who are struggling on the housing market.

Adapt existing buildings to future needs; climate change and an elderly population

- The building codes contribute to increasing standards in new buildings. However, large parts of the existing building stock still have low standards with regard to universal design, energy efficient solutions and climate change adaptation. Most of the building stock is privately owned and it is not profitable to invest in universal design in the short term in many cases, although it may be profitable in a longer perspective. It is necessary to raise awareness of the socio-economic advantages of improvements in the building stock. An elderly population with increasingly higher income will probably contribute to greater demand for universal design to a certain degree, but this is a very slow process.
- There is an increasing awareness of the need to save energy and to invest in energy saving solutions in existing buildings, but the investment costs are still too high for many. Energy efficiency measures can also be quite complex and demand technical skills and interests, and the information is not easily available to consumers. There are signs that the market is adapting and that investments costs are slowly decreasing while the technology improving. Public grants, information and financial support are necessary to increase the rate of investment in existing buildings.
- The climate in Norway will be warmer and the precipitation will increase further in the future. This is a challenge for the building stock, both new and existing, especially in exposed areas. Norwegian houses are traditionally built in wood, making them vulnerable to a more humid climate. This is a challenge for developers, contractors and owners. A more humid climate will increase dangers in the construction, such as rot. More knowledge and better technical solutions and innovations are necessary to prevent and decrease the damage caused by climate change.

Upgrade and adapt water and sanitation systems to climate change

- Consequences of climate change, such as heavier and more frequent rainstorms, water floods and heavier snowfalls, are considered a threat to the existing water and sewage pipes, due both to old systems and to pipes not being dimensioned adequately.
- Maintaining and renewing old drinking water pipes and sewage-pipe networks will be a future challenge, as this requires major investments by the local authorities.
- Some treatment facilities also need to be modernised.

Access to sustainable means of transport

Economic, geographical, historical and cultural challenges must be addressed in order to achieve access to a sustainable means of transport for a larger percentage of the population. Investments should be made by national, regional and local authorities. If there is a lack of financial means, it will be difficult to develop public transport.

- The way, in which the built environment is planned, often characterised by scarce utilisation and scattered localisation of buildings, dwellings, apartment houses, etc, is one of the challenges to be addressed. New transportation vehicles, better frequencies and other routines for picking up passengers must be considered in more scarcely populated areas.
- The introduction of new and sustainable fuels for public transport, private cars, etc, must be addressed in order to ensure that the transport used is sustainable and has reduced greenhouse gas emissions.

VII Indicators

Provide data for your country for the following urban indicators. Data should be for 1996, 2006 and 2013, when possible disaggregated by gender.

- i. Percentage of people living in slums
Norway does not have areas that can be defined as slums.
- ii. Percentage of urban population with access to adequate housing
From Housing Conditions, Survey of Living Conditions, Statistics Norway (Statistics Norway):

Type and standard of dwelling, by type and standard of dwelling, sex, time and contents

Type and standard of dwelling	Sex	1997	2007	2012
Live in a crowded dwelling	Both	8%	6%	6%
	Males	7%	7%	7%
	Females	8%	6%	6%
Experience a lack of space	Both	14%	13%	11%
	Males	12%	13%	11%
	Females	15%	14%	12%
Overall satisfied with the dwelling	Both	na	na	97%
	Males	na	na	98%
	Females	na	na	97%

- iii. Percentage of people residing in urban areas who have access to safe drinking water
1996 – 100% of people residing in urban areas had and 2006 - 100% of people residing in urban areas had and 2013 - 100% of people residing in urban areas have access to safe drinking water
- iv. Percentage of people residing in urban areas who have access to adequate sanitation KOMM
1996 – 100% of people residing in urban areas had and 2006 - 100% of people residing in urban areas had and 2013 - 100% of people residing in urban areas have access to adequate sanitation

- v. Percentage of people residing in urban areas who have access to regular waste collection
1996 - 100% people residing in urban areas had and 2006 - 100% people residing in urban areas had and 2013 - 100% of people residing in urban areas have access to regular waste collection

- vi. Percentage of people residing in urban areas who have access to clean domestic energy?
1996 - 100 % people residing in urban areas had and 2006 - 100% people residing in urban areas had and 2013 - 100% of people residing in urban areas have access to clean domestic energy

- vii. Percentage of people residing in urban areas who have access to public transport?
1996 - 100% of people residing in urban areas had and 2006 - 100% of people residing in urban areas had and 2013 – 100% of people residing in urban areas have access to public transport

- viii. Level of effective decentralisation for sustainable urban development measured by: (i) percentage of policies and legislation on urban issues in whose formulation local and regional governments participated from 1996 to the present; 100 %

(ii) percentage share of both income and expenditure allocated to local and regional governments from the national budget;

Percentage share of income allocated to local governments from the national budget

1996 2006 2013
20.5 16.2 18.2

Percentage share of expenditure allocated to local governments from the national budget; No accurate figures available

Percentage share of both income and expenditure allocated to regional governments from the national budget; No accurate figures available
(iii) percentage share of local authorities' expenditure financed from local revenue: No figures available

ix. Percentage of city, regional and national authorities that have implemented urban policies supportive of local economic development and creation of decent jobs and livelihoods

- Approximately 100% (most cities and regional authorities have done this)

x. Percentage of city and regional authorities that have adopted or implemented urban safety and security policies or strategies?

- Approximately 100% (most cities and regional authorities have done this)

xi. Percentage of city and regional authorities that have implemented plans and designs for sustainable and

resilient cities that are inclusive and respond to urban population growth adequately.

- Approximately 100% (most cities and regional authorities have done this)

xii. Share of national gross domestic product (GDP) that is produced in urban areas?

Norway has four large urban areas - by Norwegian standards - to be considered in this context. These urban areas correspond to 44.3 per cent of the population and about 45% of the gross domestic product (source; rapport: Regionale utviklingstrekk 2014)

xiii. Any other urban-related data relevant to the National Report

VIII Case Studies and Policy Documents

Housing for welfare – a strategy for housing and support services (2014-2020)

http://www.husbanken.no/~//media/Boligsosialt/Boligsosialt_arbeid/housing_for_welfare_national_strategy_for_housing_and_support_services_2014_2020.ashx?la=no

Meld. St. 10 (2014-2015) - Opportunities for All: Human Rights in Norway's Foreign Policy and Development Cooperation

2014-12-12 Report to the Storting Ministry of Foreign Affairs

Meld. St. 29 (2012-2013) - Future Care

2013-04-19 Report to the Storting Ministry of Health and Care Services

Meld. St. 26 (2012-2013) - National Transport Plan 2014–2023

2013-04-12 Report to the Storting Ministry of Transport and Communications

The Housing Cooperatives Act

2013-12-31 Law Ministry of Local Government and Modernisation

Act of 6 June 2003 No. 39 relating to housing cooperatives (the Housing Cooperatives Act). Cf. the previous Act of 4 February 1960 No. 2 relating to housing cooperatives.

The Property Unit Ownership Act

2013-12-31 Law Ministry of Local Government and Modernisation

Act of 23 May 1997 No. 31 relating to ownership of property units (Property Unit Ownership Act). Cf. previous Act of 4 March 1983 No. 7.

On rural regional policy

2013-07-09 Report Ministry of Local Government and Modernisation

English summary of the Norwegian Government's white paper to the Parliament on rural and regional policy: Meld. St. 13 (2012–2013) Ta heile Noreg i bruk.

Regulation for universal design of information and communication technology (ICT) solutions

2013-06-21 Regulation Ministry of Local Government and Modernisation

Laid down by Royal Decree. 21st June 2013 pursuant to Act 20 June 2008 No. 42 on the prohibition of discrimination on grounds of disability (Discrimination and Accessibility Act) § 2, § 11 and § 16.

Universal design as a municipal strategy

2013-01-25 Report Ministry of Local Government and Modernisation

T-1472 E / 2009 ISBN 978-82-457-0434-1 Download the report (pdf)

Local Government Act

2012-11-15 Law Ministry of Local Government and Modernisation

Unofficial translations to English: Local Government Act, 25 Sep. 1992 No. 107. Updated with all amendments enacted up to 7 January 2005 (pdf) Local Government Act, 25 Sep. 1992 No. 107. Updated with all amendments enacted up to 1 July 2012 (pdf)

The Strategy for Innovation and Good Governance at Local Level

2012-05-24 Guidelines and brochures Ministry of Local Government and Modernisation

Adopted in March 2008, the Strategy is a practical instrument which can be used to generate synergies between all stakeholders, be they local, regional, national or European, by working together with common instruments for improving the quality of local governance according to a shared vision defined by the twelve Principles of good democratic governance.

Building for the future. Environmental action plan for the housing and building sector 2009–2012

2010-09-28 Plan Ministry of Local Government and Modernisation

The Government is pleased to present its new environmental action plan for the housing and building sector. This is the third environmental action plan and will apply for four years.

Homeless in Norway - A survey

2009-09-11 Report Ministry of Local Government and Modernisation

Evelyn Dyb and Katja Johannessen: Homeless in Norway - A survey. Summary NIBR Report 2009:17.

The Pathway to a Permanent Home

2009-09-11 Report Ministry of Local Government and Modernisation

Evelyn Dyb, Marit Kristine Helgesen and Katja Johannessen: The Pathway to a Permanent Home. Evaluation of the national strategy to prevent and counteract homelessness 2005-2007. Summary NIBR Report 2008:15.

Leadership in Norway's Civil Service

2008-10-09 Plan Ministry of Local Government and Modernisation

The document sets out the basis, framework and principles of leadership in the Civil Service. It establishes that the leadership policy must be based on the distinctive nature, value base and overall objectives of the Civil Service. The Norwegian Government has decided that this document is to be used for developing leadership within the Civil Service.

Planning and Building Act (2008)

2008-06-27 Law Ministry of Local Government and Modernisation

Report No. 31 to the Storting (2006-2007)

- A Tolerant, Secure and Creative Oslo Region

2007-12-14 Report to the Storting Ministry of Local Government and Modernisation

Universal design

2007-11-30 Report Ministry of Local Government and Modernisation

Clarification of the concept

The Tenancy Act

2007-10-12 Law Ministry of Local Government and Modernisation

Act No. 17 of 26 March 1999 relating to tenancy agreements (Tenancy Act). Cf. Act No. 13 of 7 July 1967 relating to rent restriction. - Cf. previous Decree 20 April 1813, Act No. 13 of 25 June 1935, Act No. 5 of 25 June 1936 and Act No. 6 of 16 June 1939 (see section 13-2, final paragraph of the present Act).

A good childhood lasts a lifetime

2015-04-27 Plan Ministry of Children, Equality and Social Inclusion

The action plan A good childhood lasts a lifetime covers the period 2014-2017, and comprises 43

measures aimed at combating violence and sexual abuse against children and youth.

Norway's 21th/22nd report to the United Nations on Norway' implementation of the International Convention on the Elimination of All Forms of Racial Discrimination (ICERD).

2015-03-25 Report Ministry of Children, Equality and Social Inclusion

The report covers the period 2009 – 2013 and was completed in September 2013. The report consists of two separate reports, the CERD specific report, and the Common Core Document. In accordance with the guidelines for preparing periodic reports, we

Immigration and immigrants 2013-2014

2014-12-04 Report Ministry of Children, Equality and Social Inclusion

Annually Norway sends a report to the OECD – Organisation for Economic Co-operation and Development. The report "International Migration 2013-2014 – IMO report for Norway" is a contribution to the reporting system on migration for the OECD countries

International Migration report 2012-2013

2014-01-06 Report Ministry of Children, Equality and Social Inclusion

Annually Norway sends a report to the OECD – Organisation for Economic Co-operation and Development. The report "International Migration 2012-2013 – IMO report for Norway" is a contribution to the reporting system on migration for the OECD countries.

International migration 2011-2012

2013-09-20 Report Ministry of Children, Equality and Social Inclusion

Annually Norway sends a report to the OECD – Organisation for Economic Co-operation and Development. The report, "International Migration 2011-2012 – IMO report for Norway", is a contribution to the reporting system on migration for the OECD countries.

Actionplan against forced marriage, female genital mutilation, and severe restrictions on young people's freedom (2013-2016)

2013-09-20 Plan Ministry of Children, Equality and Social Inclusion

Young people should be able to choose their education, their career and their future partners. Children and adolescents have the right to a life free from violence and serious restrictions to their individual freedom. Forced marriage and female

Equality 2014 - the Norwegian Government's gender equality action plan

2012-08-16 Plan Ministry of Children, Equality and Social Inclusion

Action plan - Equality 2014 - the Norwegian Government's gender equality action plan

A new regional policy - for different regions. Globalization changes the conditions for regional growth

2007-08-17 Guidelines and brochures Ministry of Local Government and Modernisation

In 2005 the Government presented a White Paper on regional policy to Parliament (Storting) in which the Government presents its regional policy objectives, assessments, and measures to achieve the goals.

Norway's sixth National Communication under the Framework Convention on Climate Change

2014-03-10 Report Ministry of Climate and Environment

This report is Norway's sixth national communication on national circumstances, policies and measures related to climate change under the Framework Convention on Climate Change (UNFCCC). The previous national communications were submitted in 1994, 1997, 2002, 2006 and 2010 respectively.

NOU 2010: 10 Adapting to a changing climate - 2010-11-15 Norwegian Official Report (NOU) Ministry of Climate and Environment

Norway's vulnerability and the need to adapt to the impacts of climate change.

The Act on prohibition of discrimination based on ethnicity, religion, etc.

2009-08-27 Law Ministry of Children, Equality and Social Inclusion

Act relating to a prohibition against discrimination on the basis of ethnicity, religion and belief (the Ethnicity Anti-Discrimination Act) Chapter 1. Purpose and scope Section 1. Purpose The purpose of this Act is to promote equality irrespective

Publication number H-2120 E

2000-11-07 Circular Ministry of Local Government and Modernisation

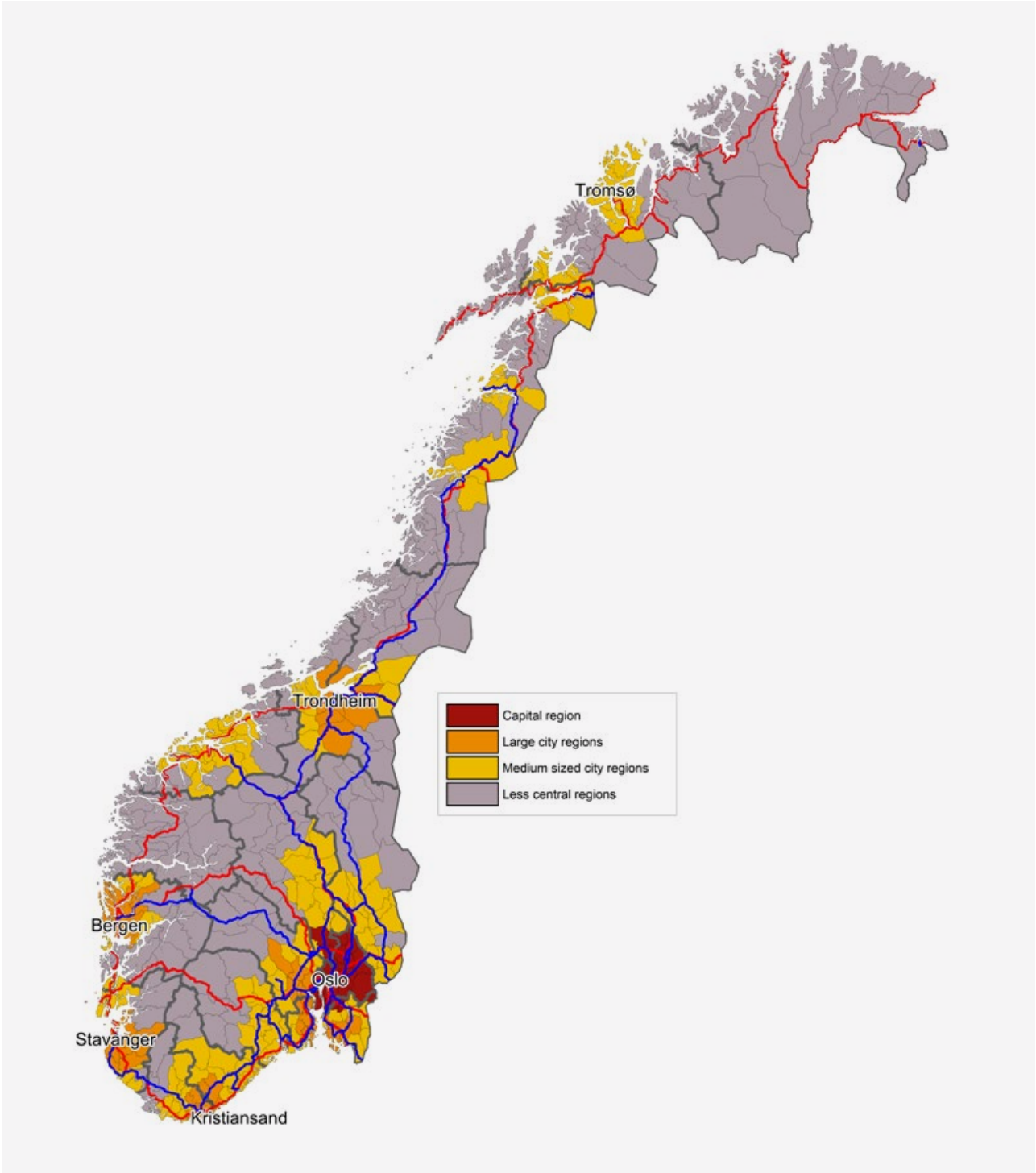
The main functions of county municipalities and municipalities in Norway.

T-5/99E Accessibility for all

1999-12-29 Circular Ministry of Local Government and Modernisation

IV Appendix

Figure 7 NORWAY; regions by population size.



Based on data from Statistics Norway

Published by:
Norwegian Ministry of Local Government and Modernisation
Public institutions may order additional copies from:
Norwegian Government Security and Service Organisation
E-mail: publikasjonsbestilling@dss.dep.no
Internet: www.publikasjoner.dep.no
Telephone: + 47 22 24 00 00

Publication number: H-2350
Design: Andvord Grafisk
Front page photo: Marianne Gjørv
Print: Norwegian Government Security and Service Organisation
08/2015 - Impression 20

