

Summary:

Bothered by the bus strike?

Nearly all regular bus transport in Norway was cancelled during the transport strike from 14. May to 9. June 1998. This report deals with the adaptations bus passengers made during the strike, whether people took more time off work, whether they worked more at home, what travel mode was used, to what extent people experienced problems because of the strike etc.

The data was collected by a telephone survey to a representative sample of 1005 persons from Oslo, Akershus and Sør-Trøndelag. Opinion A/S carried out the survey. In addition traffic data from the toll-ring in Oslo and from road traffic counts in Sør-Trøndelag was used.

The results show that most people went to work or school as usual. Only 15 per cent of those who normally went by bus said they worked more at home, or took time off, but half of them said they travelled at other times than before the strike. Those who were not working or studying, chose to reduce the amount of travel, to a larger extent than the working population.

The bus passengers spread on all transport alternatives available during the strike. In Oslo every fifth bus passenger used car, either as driver or passenger. Almost half of the bus passengers used tram or subway, and one out of four chose to cycle or to walk. In Akershus 40 per cent chose car, but every fourth bus passenger chose train during the strike. In Sør-Trøndelag, 60 per cent chose car, the rest went by bicycle or walked.

Traffic counts from Oslo show that road traffic increased by approximately 3 per cent during the strike. The traffic increase took place during the day, but not particularly during the morning rush hour. On E6 south of Trondheim, traffic towards the city increased by 11 per cent. On E6 east of Trondheim, traffic towards the city increased by 17 per cent. Around Trondheim road traffic increased substantially during the morning and afternoon rush hours.

A clear majority of the respondents said that the strike did not create problems to themselves or to other persons in their households. A multivariate analysis shows that those who did not live in Oslo, those under 30 years, those who normally used bus before the strike, and those who did not have a driver license or access to a car, were the ones who got problems to the largest extent because of the strike.

The bus strike made some bus passengers change their mode of travel after the strike, indicating that the bus companies lost market shares because of the strike.

The main reason why the strike did not create as many problems as one might have expected, is that most people have alternative modes of travel they can use if the busses are out of traffic.

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