

Summary

Parking strategy knowledge base for the city centre of Sauda

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As in many smaller cities in Norway, the centre of Sauda is car-based with many parking spaces available. A balanced land use and mobility solution therefore requires a balance between accessibility to the centre by car and creating an attractive centre that is safe for pedestrians and cyclists. This report contributes towards a more balanced land use and mobility solution for a parking strategy. A step-by-step development of various measures can lead to the centre remaining attractive and greener travel habits for the population. It is not first and foremost important to reduce parking, but to find the right number of parking spaces for Sauda without compromising the use of the centre. The right balance and step-by-step development can ensure that activity is strengthened. Sauda can achieve this by gradually introducing restrictions, while at the same time implementing projects that contribute to the centre becoming more pleasant and more attractive.

Why and how to map parking in the centre of Sauda

Sauda municipality is in Ryfylke in Rogaland, Norway. The city centre is compact and most of the municipality's offer of trade and service can be found here. A smelting plant is located closest to the city centre. There is little commuting, most inhabitants work locally. The municipality has initiated work on a parking strategy, together with several other projects, including a feasibility study for the square, under the umbrella 'Sydande Sauda'.

Parking is a topic on which there are many opinions, but on which there is often little data in the municipalities. This is because parking can be regulated or unregulated, but also related to the functions in buildings. In advance of a parking strategy, Sauda has chosen to have the current situation mapped, and at the same time obtain an overview of what measures can be included in a parking strategy. The actual parking strategy will be prepared by Sauda municipality itself after the project. Parking in this context is parking in places that are publicly accessible. It does not include parking for private homes that are not accessible but for anyone other than those who live there. Furthermore, the area that has been investigated is the area that Sauda municipality has defined as the city centre area, as well as a smaller area that is adjacent to the city centre and where one of Sauda's three grocery stores is located.

We have investigated how parking is done in Sauda today by registering parking spaces and using them, and by asking the population through a survey. We have conducted interviews with the municipality and the trade organisation to get an overview of what has been done in parking and what are important discussions in and about the centre of Sauda. We have also looked at how they place restrictions on parking in Odda, Sogndal and Kongsvinger. The surveys have been the starting point for looking at alternative solutions that can be part of a parking strategy in Sauda in the short, medium and long term.

Step-by-step development

We believe that a step-by-step development is best and provides the opportunities to choose the right composition of measures for Sauda. By gradually introducing stricter measures, the population will become accustomed to new habits without leading to major upheavals in parking and trading habits. In smaller places, there is usually less new construction and fewer new establishments. Then it is even more important that the new that comes contributes to supporting a desired development and builds on the good qualities that the centre of Sauda already has. In addition, it is important to make plans that affect and reinforce each other. A good parking strategy can also contribute to achieving goals of more sustainable mobility and a strong and vibrant centre.