

Summary

Evaluation of park and ride in Fredrikstad

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In the autumn of 2019, a toll ring was established around the centre of Fredrikstad. At the same time, the municipality created four park & ride locations outside the toll ring, to make it easier for the population to visit the city centre without driving all the way. Through a survey and analyses of usage statistics, we have evaluated how the park & ride has affected transport volumes and travel habits in Fredrikstad. The findings show that the offer has been well received by the population. However, the effect on car use is somewhat more uncertain. Most of the respondents to the survey said that they use the car less than before, and that the park & ride contributed to this change. At the same time, traffic counts show that car use in Fredrikstad in the summer of 2020 is at the same level as the year before. It is probable that the corona situation has had an impact on the transport use, with increased car use and less use of public transport.

Park & ride and toll ring in Fredrikstad

An important measure in the urban policy package (bypakke) for Nedre Glomma is to establish a toll ring around the city centre of Fredrikstad. This measure is both meant to contribute to financing the various investments in the urban policy package and to achieve the goal of reduced car use in the region. When the toll ring was established on 15 November 2019, four park & ride spaces around the toll ring were opened. The purpose of the park & rides was to make it easier for the population to visit the city centre, without driving all the way.

In the autumn of 2020, the Institute of Transport Economics carried out an evaluation of the use of the park & rides. We have conducted a survey among the users. In addition, we have used statistics on the use of the parking spaces, taken from the municipality's parking application.

The four park & ride spaces are located on Ørebekk, Ålekilene, Kråkerøy and Fredrikstadbrua. In addition, there is a park & ride at Skåra, which has been in operation since 2016. Figure S-1 shows the location of the park & rides and the toll stations.

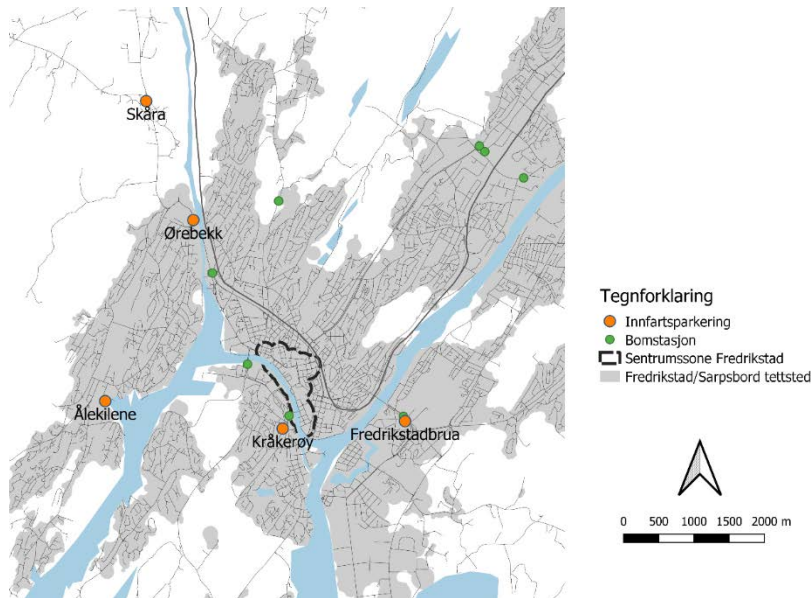


Figure S-1: Park & ride and toll stations around Fredrikstad.

Use of the park & ride spaces

From the beginning of 2020, until the closure in March as a result of the corona pandemic, there were about 400 users of the park & ride spaces per week. The number of users was generally highest on Kråkerøy and Fredrikstadbrua during this period. About half of the available parking spaces were occupied every day, until the closure.

Figure S-2 shows the number of users per week in each of the entrance car parks. From 12 March 2020, the use of the entrance car parks fell sharply as a result of the closure. But over the summer and autumn, the use has picked up again, especially on Kråkerøy, but also to a certain extent in the other places.



Figure S-2: Number of users per week, per park & ride. Period November 2019 to September 2020. The lockdown in march because of the corona situation is marked with a dotted line.

In the survey, we asked the users how they experienced the offer and how it affected their mobility and flexibility in the everyday life. The vast majority are well satisfied with the park & ride, and answer that this offer makes it easier for them both to visit the city centre and to carry out daily chores partly without a car.

However, there is little willingness to pay for the park & ride. Only one in five answered that they would like to use the offer for a fee, and that they would then pay up to NOK 50 per month.

Many travel by foot from the park & ride spaces

A majority of the respondents state that they visited places within the toll ring when they used the park & ride. At the same time, there are some who visit places outside the toll ring, and who thus do not end up in the primary target group for the park & ride. More than half of the users answer that they travelled from the park & ride to the destination of the journey by bicycle or on foot (figure S-3). Only one quarter (23 per cent) travelled by public transport from the park & ride.

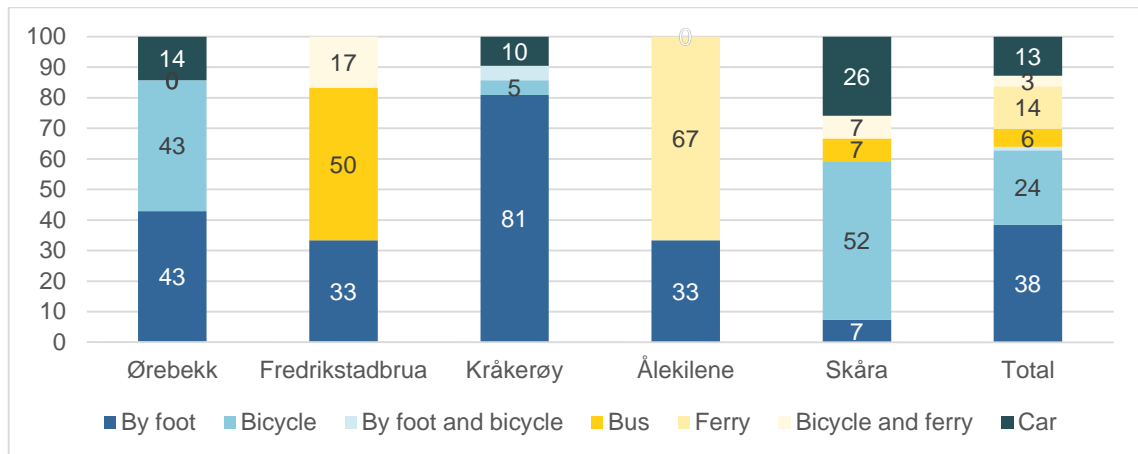


Figure S-3: Transport mode use from the park & ride to the destination. Percent.

It is especially on Ørebekk, Kråkerøy and Skåra that many travel on foot or by bicycle. At Fredrikstadbrua, most people travel by bus or ferry, while the majority use the ferry from Ålekilene.

Somewhat uncertain effect on car use

Two out of three users answer that they would drive all the way to the destination, if the park & rides were not available. Of course, we do not know whether these answers reflect people's actual behaviour, but it may give an indication of the effect the offer has had.

Most respondents state that they make fewer car trips after the toll ring was established and that they often plan so that they make multiple errands when driving to the city center. They also answer that they more often do errands outside the toll ring. All in all, the answers indicate that car use has been somewhat reduced as a result of the toll ring, and that this has also to a certain extent led to fewer people visiting the city centre. The toll ring can thus be assumed to have a repulsive effect on car use in the city center, while the park & ride contribute to some still visiting the city center.