

Little Otterdal

<http://www.nettavisen.no/motor/article3309841.ece>

When heavy rain ravaged Christmas, much of the 1.7 kilometers of road in Ingdal Horn Lake disappeared. The road went out to the little village of Sogn and Otterdal. The result is that the little valley has had no road for about a year.

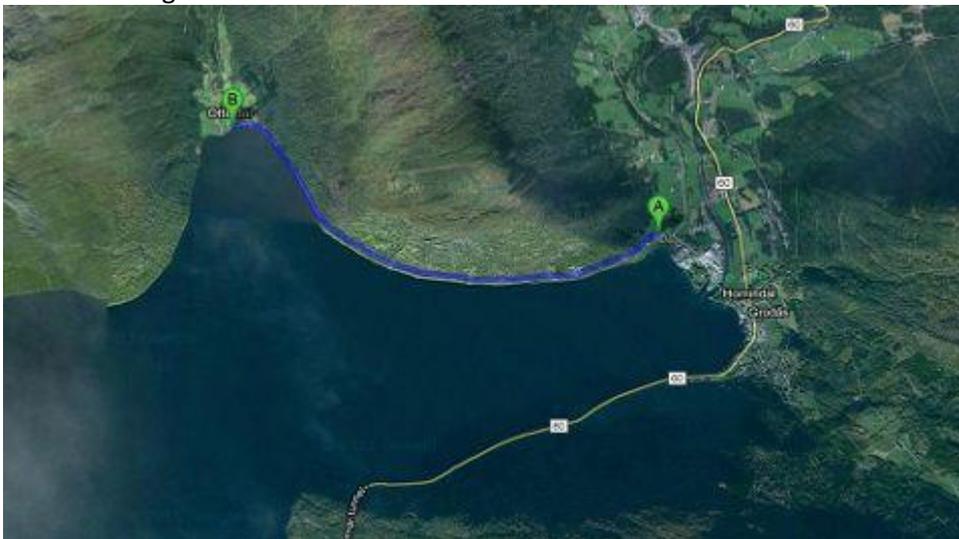
Top on the wish list for a new way - for both the municipality and its inhabitants - is one solution that includes a tunnel to 230 million, according to [NRK](#) . The reason is that it is the only solution that will be quicker and weatherproof.

Mayor Anne-Britt Nygård Øen (Q) in the Horn Ingdal believe the only remedy is to build the tunnel.



Anne-Britt Nygård Øen

This means that society will potentially spend around 17 million per inhabitant in the village, which itself has a great desire to live where they live. With such a limited population of the tolls are not a current funding model.



Otterdal is a small place located four kilometers west of the Horn Ingdal. Barely two kilometers of road between the two places are destroyed by the storm.

This causes the county leader in Sogn og Last year Duck Progress, Frank Willy Djuvik, to open a debate that is very politically sensitive: Should society be required to pay for the challenges that arise with a highly dispersed population?



Frank Willy Djuvik

- If there are such large costs on so few people, then we should also consider whether there shall be paid a compensation simply for people to be able to move from there, says to NRK Djuvik Sogn og last year.

Need 30 billion to the avalanche protection

The small village is not alone to face investments that may appear to be very large in relation to population. Before the new year, it became clear that only the west coast needs 30 billion to rassikre roads.

- In many cases we are talking about dangerous roads where ten to fifteen people might live. Then one should perhaps consider whether it is better to give a compensation for these to move from the village, said Djuvik.

Nettavisen has not managed to get in touch with Djuvik.

No Progress policy



Bard Hoksrud. Photo: Falch, Knut

Transport spokesman in Political Progress, Bard Hoksrud, told Nettavisen that Djuvik largely a statement on behalf of themselves.

- *Is it right to spend as much money from the community on so few people?*

- If you ask some people in Oslo, they will probably say that one should not be there, and you can feel free to talk about building bridges to the island that has never been connected to the mainland before, where people have settled there with the certainty. But if you look at Otterdal they have always had a way, and that means basically is that it should be rebuilt, says transport politician.

Lack of money on highways

The thing about the very high cost of the small villages, comes as it goes against that there is no imminent development of Norway's probably the most frequented and accident prone road E18 between Oslo and Asker. One of the solutions the Highways Directorate is now looking at is enough to create a toll ring around Oslo 2, in order to collect more money from local traffic.

A further development of a safer E39 is also far ahead.

Oslo's transport councilor John Elvestuen (V) has not wanted to comment on this connection to Nettavisen.

Comment Article

The [Road to 18 million per capita](#)

Is it right to spend 230 million to build a road to 13 people? Yes, says the Centre Party mayor of Hornindal .

It's not easy being the 13 inhabitants of Otterdal in the village after "Dagmar" swept the West Coast, and a landslide took away the road to the secluded village.

Now the inhabitants use the boat across the lake to come to work and school, and they believe that a tunnel of 230 million is the only lasting solution.

The 13 residents are supported by Mayor Anne-Britt Nygård Øen (Q) in Hornindal, who believe it is right to spend so much money on the road.

- To build the tunnel is the only remedy. Safety must take precedence over money, said mayors to the Norwegian national news yesterday.

You can watch interview: [Otterdal need roads](#)

Until now, Otterdal-citizens run the road along rasutsatte Hornindal water.

The requirement to underground 230 million has been given the Progress Party to suggest that the state also pays the 13 residents to move. 15 million each would be cheaper for society, is the analysis.

Politically it is obviously impossible, but economically, it is worth reflection:

Is it correct to use economics 230 million going to 13 people?

And, would the 13 selected otterdølene 18 million in hand rather than a tunnel?

The answer to the first question is obvious. Statistics for Hornindal municipality shows that it is struggling with major problems. Kindergarten coverage is low, the municipality spending less on schools than other municipalities, and municipalities are far above the national average in fees for water and sewage.



The road from Grodås (right in photo) to Otterdal (red mark) along the north side of Hornindal water. Photo: Google.

The consolation is that Hornindal not struggling with depopulation. [The population has remained fairly stable at just over 1200 people](#) in the past 30 years.

Here you can compare Hornindal with other municipalities: [the municipality of Statistics figures for Hornindal](#)

Probably Hornindal other important needs than to spend money on than the road to Otterdal, but it's not the municipality that would take account of the way.

To get from the center Grodås Otterdal have to run 4.8 km on the county road, and it's Sogn og Fjordane who must pick up the bill if it becomes part of the tunnel.

If the road is to be paid by tolls, the 13 inhabitants of Otterdal expect to pay for ever.

It also applies to the 374 residents of the community center in Grodås (where our former national team goalkeeper comes from), will be involved in splicing made.

People in the eastern part would probably shake his head, but locally there is strong commitment to getting their way. [Facebook page "Safe way to Otterdal"](#) is created, and there is not doubt that "the Progress Party is probably alone in the demand for a debate around paid relocation from Otterdal in Hornindal. "

In southern Europe, living people on the street, the social network breaks down, it's debt crisis and mass unemployment.

The fact that Norway is a different country, the debate on 230 million to the tunnel to Otterdal at least a proof.