



PASTA
PHYSICAL ACTIVITY THROUGH
SUSTAINABLE TRANSPORT APPROACHES

Facts on Active Mobility Örebro / Sweden

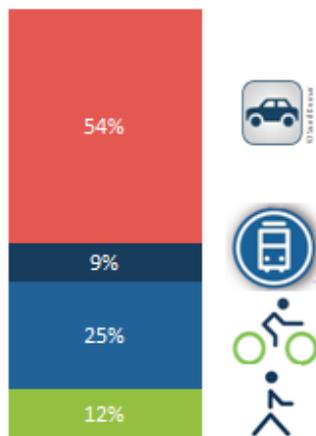
City Profile Örebro



Picture: Örebro ©Rothballer / ICLEI Europe

City area: 1,373 km²
Population: 146,631 total inhabitants in 2016
Life expectancy¹: 81,5 years
Population density: 106.8 inhabitants/km²
GDP per capita²: 40,900 Euro
Modal Split: 54% Car, 9% Public transport,
11% Walking, 25% Cycling
Car ownership rate: 450 cars/1,000 inhabitants

Modal Split



■ Walking ■ Cycling ■ PT ■ IMT

Figure 1: Modal Split in Örebro

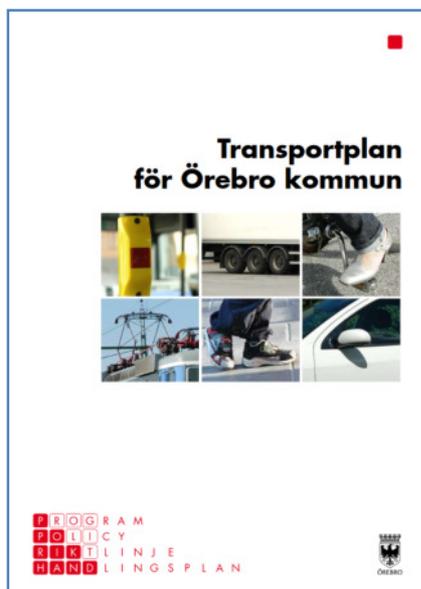
Örebro has a high share of bike traffic trips (25%), while the share of walking is considerably lower (11%). Mobility modes vary between summer and winter, but cycling share in winter is still high, even if temperatures can be very low. Nearly 38% of cyclists cycle all year³. Nine out of 10 inhabitants have access to a bike. The public transport system is based on bus lines, struggling with a rather low share of the total number of trips (8%). Individual motorised transport rate is high (54%).

Despite the municipal target to increase cycling until 2020 by 8%, the trend is negative and the cycling level has fallen between 2002-2012.

Örebro's transport system in a nutshell

Car network	Cycling network	Public transport network
<ul style="list-style-type: none"> Private car density: 430 cars/ 1,000 people (2015) Car ownership rate is increasing > 60% of the streets in the city centre are car free or have a speed limit of 30 km/h or below. Parking fees vary from zone to zone (from zero/free to around 1.50 to 3 €) 2 car sharing services are available 	<ul style="list-style-type: none"> 278 km of cycle paths > 5,600 cycling spots in the city centre (2015) Designated cycle corridors Cycling paths are prioritised in snow clearance during winter Use of a specific technique for snow clearance "sopsaltare" on walking and cycling paths Provision of free bikes for municipal staff for work purposes No public bike share system is available in Örebro 	<ul style="list-style-type: none"> No light rail Bus: 14 lines, 164 km, covering the city centre and more remote parts of municipality. Cost of a monthly ticket is 70 €

Örebro's Strategies & Policies



Transport plan, Örebro (2008)⁴

Örebro's **mobility master plan (2008)** aims to densify the city and reduce car use. It also points out the need to use soft measures and mobility management to support the use of walking, cycling and public transport . A **bicycle action plan (2013)** was developed which outlines measures like the strategic extension of the network of cycling paths and improved maintenance. By 2020, the plan sets a target to increase walking, cycling and public transport to 60% of all trips made, leaving only 40% of the total share to cars.

Active mobility receives indirect support through some measures of the city's **parking policy**, e.g through the extension of the controlled parking zone.

The implementation of cycling measures are monitored and annually reported.

A **climate plan** was developed for the Örebro region with goals to lower the emissions of greenhouse gases by 25% by 2020 compared to 2005. An improved public transport system and a city planning that deliberately supports active mobility are among the measures of the plan. Örebro municipality also has a goal of 40% reduction of greenhouse gas emissions by 2020 compared to 2000.

Transport & Health



Fig. 2: Map of current (purple) and planned (orange) main cycle corridors in Örebro

Örebro is a relatively spread out city, but with a high level of cycling culture. The transition from being a car-centric city to a walk- and bikeable city started several years ago with re-design of the streets and a change in the urban car parking scheme in 2013. An extension of the cycling network with safe and well maintained cycling infrastructure is an important part of this. Due to the continued growth of the city, there needs to be more focus on densification and mixed land use to further support active mobility, and particularly walking.

Örebro's **cycling network** is divided in four hierarchical layers and provides routes for diverse cycling needs. Designated high quality cycling corridors (see Fig. 2) are for commuters travelling at higher speed. There are many city network and regional routes that are secure for cyclists travelling to different parts of the city, while local networks are designed for safe transfer to local destinations. Recreational routes have a lower priority for maintenance during the winter. More than 60 % of the streets in Örebro are car free or have a speed limit of 30 km/h or below. Also the use of snow clearance "*sopsaltare*" on walking and cycling paths in wintertime increases the safety in winter.

There is low level and only project-based cooperation between the health and the mobility sector in Örebro. Generally, the positive health impacts of active mobility receive little attention within the public health agenda. Likewise the urban and transport planning departments of public authorities do not consider the health impacts of active mobility within their processes. But joint cooperation between stakeholders on project level has made actions like a new bicycle parking at the train station possible.

Enabling factors & challenges

Political decision: Örebro's cycling culture leads to political support in the decision-making process and a long-term vision for cycling. The same is not true for walking and this remains a challenge for Örebro. However legislation on the national level helps to ensure that pedestrians' accessibility is considered within urban planning processes, while the municipality engages in the provision of a well-maintained pedestrian network.

Financial issue: There is a dedicated budget for the implementation of cycling infrastructure as well as maintenance of cycling and walking infrastructure. But a budget and mandate is clearly needed for a systematic cooperation between health and planning sector to increase active mobility.

Infrastructure: Cycling infrastructure in Örebro is of a rather high standard, but the car is still dominant in many parts of the city. As car ownership rate is increasing and the level of cycling has fallen over the last 10 years, infrastructure for non-motorised traffic needs to be extended. Also, opportunities for children to use active mobility is a challenge with regards to safe routes for walking and cycling. Winter maintenance remains an issue both for walking and cycling.

Transport & Health: The value of health and transport is recognised by the municipality's participation in projects related to active mobility such as the European projects CHAMPS, Push&Pull and the PASTA project, however there is still quite some room for improvement in cooperation between the health and mobility sectors. One example where this could work is by adopting active mobility as a measure to achieve the Council's goal to improve public health. However, the health benefits of active mobility need to be better quantified and communicated within both stakeholder groups in order to be recognised and valued by decision-makers.

Contact

PASTA - Physical Activity Through Sustainable Transport Approaches

www.pastaproject.eu

Sandra Wegener, University of Natural Resources and Life Sciences Vienna (BOKU);
sandra.wegener@boku.ac.at

Ulf Eriksson, TRIVECTOR: ulf.eriksson@trivector.se

Anna Clark, TRIVECTOR: anna.clark@trivector.se

¹ <http://www.regionfakta.com/Hallands-lan/IN-ENGLISH/Health-and-sickness/Life-expectancy/>

² <http://www.regionfakta.com/Orebro-lan/Regional-ekonomi/BRP-per-invanare-kommun/>

³ Örebro kommun (2016). Temarapport trafik i Örebro kommun år 2015.

⁴ <https://www.orebro.se/download/18.2bea29ad1590bf258c52a35/1484207083904/Temarapport+trafik+i+%C3%96rebro+kommun+%C3%A5r+2015.pdf> (13.06.2017)