

FACTSHEET - Kalmar, SWEDEN

City Facts



Pilot area highlighted in light green

City of Kalmar		Pilot Area,	
Size city area	19,6 km ²	Size	0,28 km ²
Population size	38 000	Population	10 200
Unemployment rate	7,1%		
Average annual temp	8.5 °C		
Population growth	1,5%		

Similarities with other cities

- Together with Tartu; Vilnius and Guldborgsund there are two Public Transportation modes in Kalmar
- Has a campus of Linnéuniversitet which attracts companies and inhabitants to move to Kalmar

City Level

Success Factors

After the city of Aarhus, Kalmar has the **second highest share of bike users** among the CMM cities.

Reasons:

- There are not many public transportations modes that compete with bicycling.
- The city area is small. Thus, cycling distances are rather short.

Challenges

Kalmar is one of the **smallest** CMM cities, has the **highest share of car users**, and the **lowest share of PT users** and smallest number of PT passengers per month. This shows that the people in Kalmar use **private modes more than public mobility modes**.

Lowest share of PT users

Reasons:

- Public Transport alternatives are few. The pilot area is connected only by public bus.

Highest share of car users

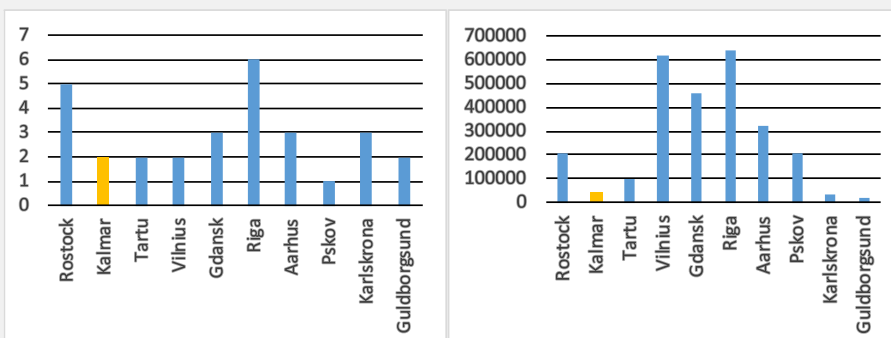
Reasons:

- Local expert interviews were resulting in the statement that there is a strong support, predominantly from influential citizens, in **favor of private cars** with unrestricted accessibility to the downtown area, with low or no parking fees. Up to today there have been **few political attempts to promote modal alternatives**. They are still considered as means to impede private car usage. Political argumentation should be addressing more long-term solutions leaning on an overarching mobility strategy, preferably applying **SUMP-methodology**. Thus, **Kalmar could achieve a substantial modal shift towards more sustainable transportation modes**. This political discussion has to include the respective municipal administrative staff, decision makers and NGO's.

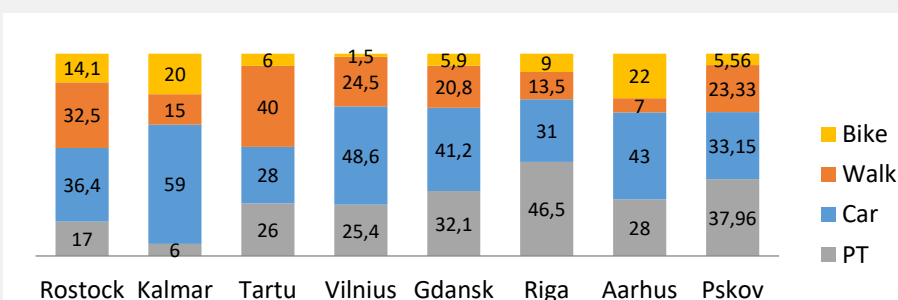
- Despite a relatively high population density (3rd highest among CMM cities) – which is a good precondition for public transportation - private transport is preferred by citizens. Measures tasking at changing the awareness of people on sustainability factors of mobility seem to be necessary.

City level

Two public transportation modes and the second smallest population of the CMM cities



Highest Car usage but also high bike usage in modal split



Mobility Management

“A strategic mobility plan was developed in 2015 but never attained decision-makers approval. Currently there is an ongoing work aiming to achieve an over-arching Mobility Strategy for Kalmar. This work has been initiated by the Department of Planning and Development but is important for several other Departments as well. Not the least to get more kids and children to use preferred modal options to go to school and their afternoon activities. Here the challenge lies in the fact that there is a great barrier between perceived security and actual security on bike paths where the former is decreasing at the same time as the latter is increasing. So far it seems as if environmental arguments such as fossil fuel, air and noise pollution or congestion have little or no impact on modal shift or traffic behavior. Therefore, citizen involvement, communication program and identification of target group will be crucial for future MM campaigns.” (Phase 2 Expert interviews with stakeholders – feedback by Kalmar City)

City Level

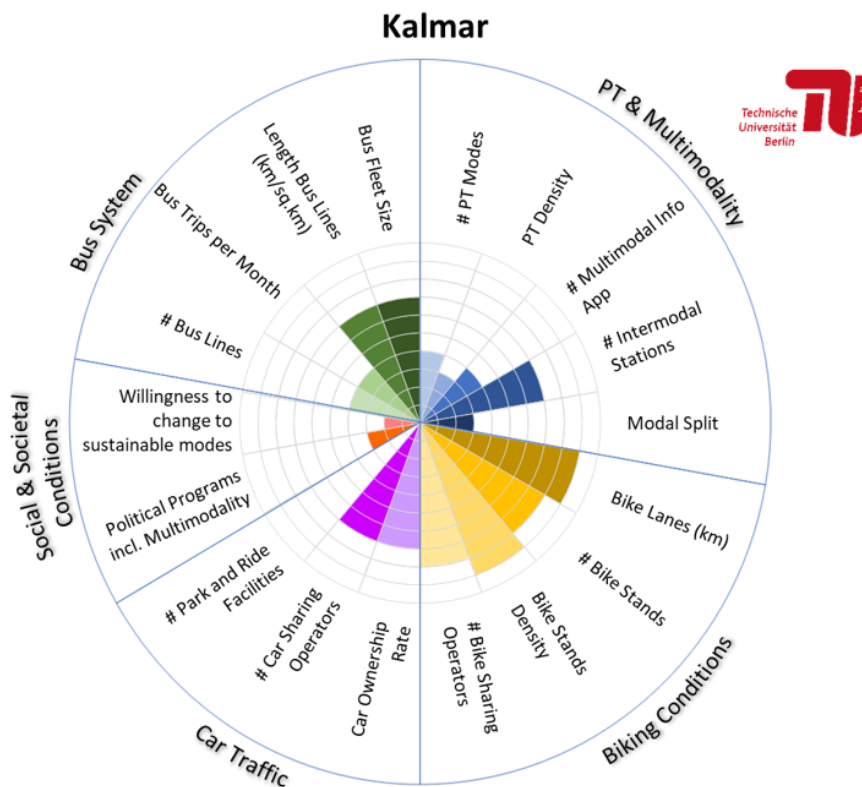
Additional Observations

- Kalmar is **well covered with city development plans**. The “Fördjupad Översiktsplan (FÖP)” meaning “In-depth overview plan” covers the entire municipality, the pilot area is covered by two sub-FÖPs. However, neither sustainable mobility nor multimodality are directly addressed.

- Kalmar has **good financial preconditions** to foster sustainable development. National subsidies called “Stads miljööavtal” (Environmental City Agreement) 2016-2018 were granted. Their purpose is to foster sustainable urban environments. In Kalmar this was already used to realize a **study on bicycle infrastructure** and identify bottlenecks. Also, Kalmar carried out a **study on mobility issues related to the new university campus**. It is expected that traffic levels will increase.

- Additional ERDF funding was applied for to finance Mobility Management activities in Kalmar. It is planned to satisfy a public demand of a **secure, safe and central bike-garage**.

Multimodality Indicators Ranking



Rank Multimodality = Conclusion = Category

Compared to the other CMM cities Kalmar performs at present very good concerning multimodality conditions. It reached the status of a:

Start-Up City **Scale-Up City** **Lighthouse City**

This factsheet was compiled by TU Berlin within the framework of the preparatory analysis works undertaken in CMM. It is based on the information provided by the CMM partner cities.

More quick facts on pilot area

- Two modes of transport in pilot area:
 - Bus: 7 of total 18 lines in city
 - Train: 3 of total 3 lines in city
- 20 of total 185 km of bike lanes in the city exist in pilot area
- 1500 of total 5000 bike stands in city exist in pilot area, at much higher density 163 per 1000 inh. VS 74 per 1000 inh.
- Two of four bike sharing operators are providing approx. 70 bicycles in the pilot area.
- Higher bicycle electrification rate (3%) than city average (2%)
- Lower car ownership rate than city average (0.6 vs 0.9 cars per household)