FACTSHEET - Kalmar, SWEDEN

City Facts

City of Kalmar
Size city area  19.6 km²  Size  0.28 km²
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**

**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 “Stadsmiljöavtal” (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**

Kalmar

**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**