



Örebro Region (SE)

The region of Örebro with its nodecity, the city of Örebro, is located between the Scandinavian capitals of Oslo and Stockholm. The current travel time between Oslo and Stockholm is 5h 55 min, through different investments, however, it could be reduced to 2h 55min. This will further increase the number of people using the travel center in Örebro. Already now these numbers are growing due to an increasing population, a growing university and an increased demand for commuting to the other nodes between Oslo and Stockholm: Västerås, Eskilstuna and Karlstad. As a result, the public transport in Örebro, the areas surrounding the travel center and the travel center itself need to be taken to the next level. The idea is to develop the city along the tracks, to minimize the railway's barrier effects, to link the station closer to the city center and to increase the quality of the travel center. Also, the public transport system shall be improved in order to offer a smoother and more attractive service.

Therefore the focus of the LAP of Örebro is placed on the following:

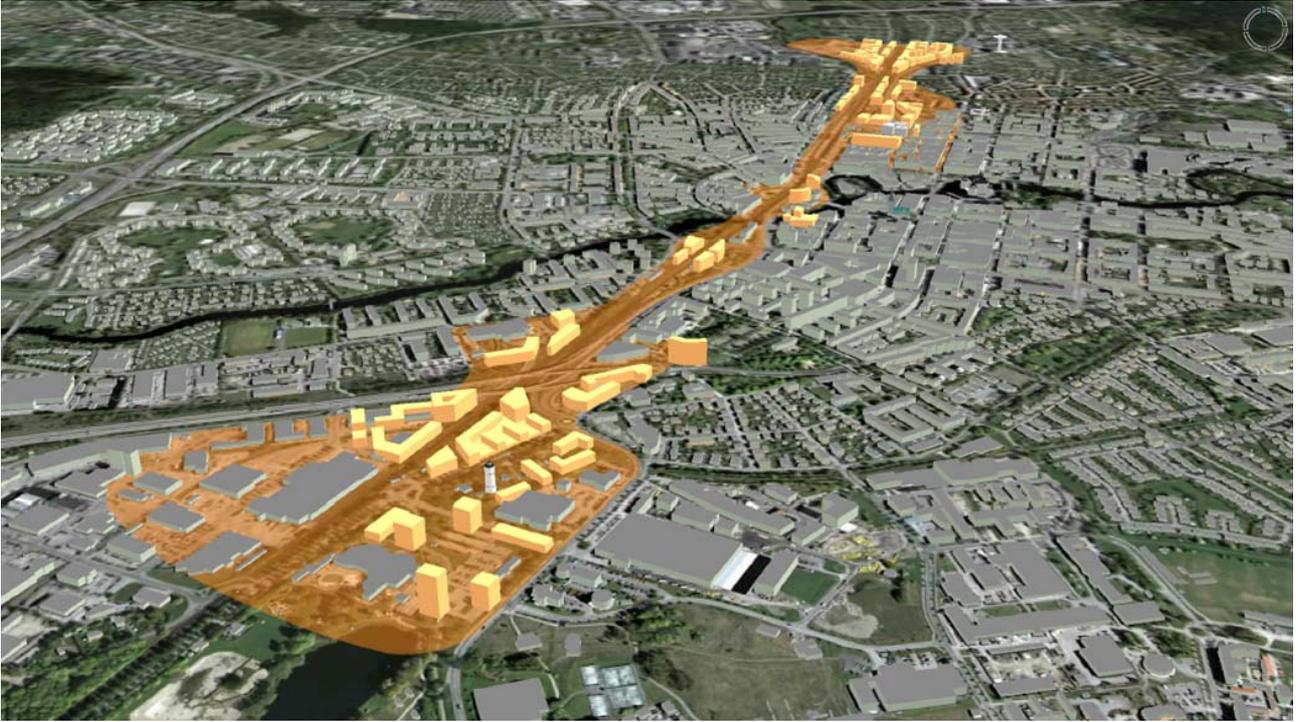
1. Development of the regional preconditions in order to enable a High Speed Railway between Oslo and Stockholm
2. Development of the travel center in Örebro in order to manage the increasing need for public transport in the region
3. Development of the areas surrounding the travel center in Örebro in order to increase its effect as turbine, node and gateway
4. Development of the areas surrounding the railway in Örebro in order to reduce its effect as a barrier
5. Development of the public transport system to and from the travel center in terms of time, attractiveness, capacity, comfort and security

Among other things, the LAP of Örebro includes therefore the following elements:

1. Organization of NodeCity Seminars in the cities of Västerås, Örebro, Eskilstuna and Karlstad
2. Reconstruction of the travel center in Örebro
3. A detailed comprehensive plan with strategies for the land-use around the railroad tracks. The plan contains an overview for the development along the whole artery as well as details concerning the stations.
4. Introduction of an infotainment system on the busses which is linked to a new real-time information system. It shall however also include other communication to the citizens like news or the weather report. In order to ease the financing even advertisement will be communicated.
5. Introduction of an improved ticket system.

In order to achieve the goals set above and to ensure that Örebro will get the most out of its location along the line between Oslo and Stockholm, it is of the greatest interest to both the region and the city of Örebro to see how similar challenges have been solved in other places across Europe. Therefore the ENTER.HUB project has been extremely beneficial for us. Not only

the workshops held in the different partner cities, but as well the best practice collection and information from partners who are already established along a high speed line have been a great help. In addition to our experiences from ENTER.HUB we have also made use of earlier established relations in order to develop a study trip to several locations in Germany, France and the Netherlands, focusing on best practices concerning high speed railways, public transport and biking.



The “urban backbone” in Örebro