Lina Wahlgren is a researcher in sport science. She earned her degree in Health Science and Health Education in 2002 at the Stockholm University College of Physical Education and Sports, now named GIH – The Swedish School of Sport and Health Sciences, located in Stockholm, Sweden. She thereafter earned her master’s degree in Sport Science at GIH. She is part of the Research Unit for Movement, Health and Environment at GIH. The aim of the group is to explore the relations between physical activity, public health and sustainable development. Its main research focus is on active commuting and its main research project is called Physically Active Commuting in Greater Stockholm (PACS). Lina’s main research focus is on bicycle commuters’ route environments.

The Active Commuting Route Environment Scale (ACRES) was developed to study active commuters’ perceptions of their route environments. The overall aims of this thesis were to assess the measuring properties of the ACRES and study bicycle commuters’ perceptions of their route environments. Advertisement- and street-recruited bicycle commuters from Greater Stockholm, Sweden, responded to the ACRES. Expected differences between inner urban and suburban route environments were used to assess criterion-related validity. Reliability was assessed as test-retest reproducibility. Ratings of inner urban and suburban route environments were used to evaluate commuting route environment profiles. Ratings of inner urban route environments were used to assess the relation between whether the route environment hinders or stimulates bicycle-commuting and such environmental factors as levels of exhaust fumes, traffic speed and greenery. The results showed that the ACRES was characterized by considerable criterion-related validity and reasonable test-retest reproducibility. This supports the use of the ACRES for assessments of bicyclists’ perceptions of their route environments. Furthermore, the results showed distinct differences in commuting route environment profiles between the inner urban and suburban areas. Suburban route environments were rated as safer and more stimulating for bicycle commuting. In addition, beautiful, green and safe route environments appear, independently of each other, to be stimulating factors for bicycle commuting in inner urban areas. On the other hand, high levels of exhaust fumes and traffic congestion, as well as low ‘directness’ of the route, appear to be hindering factors.