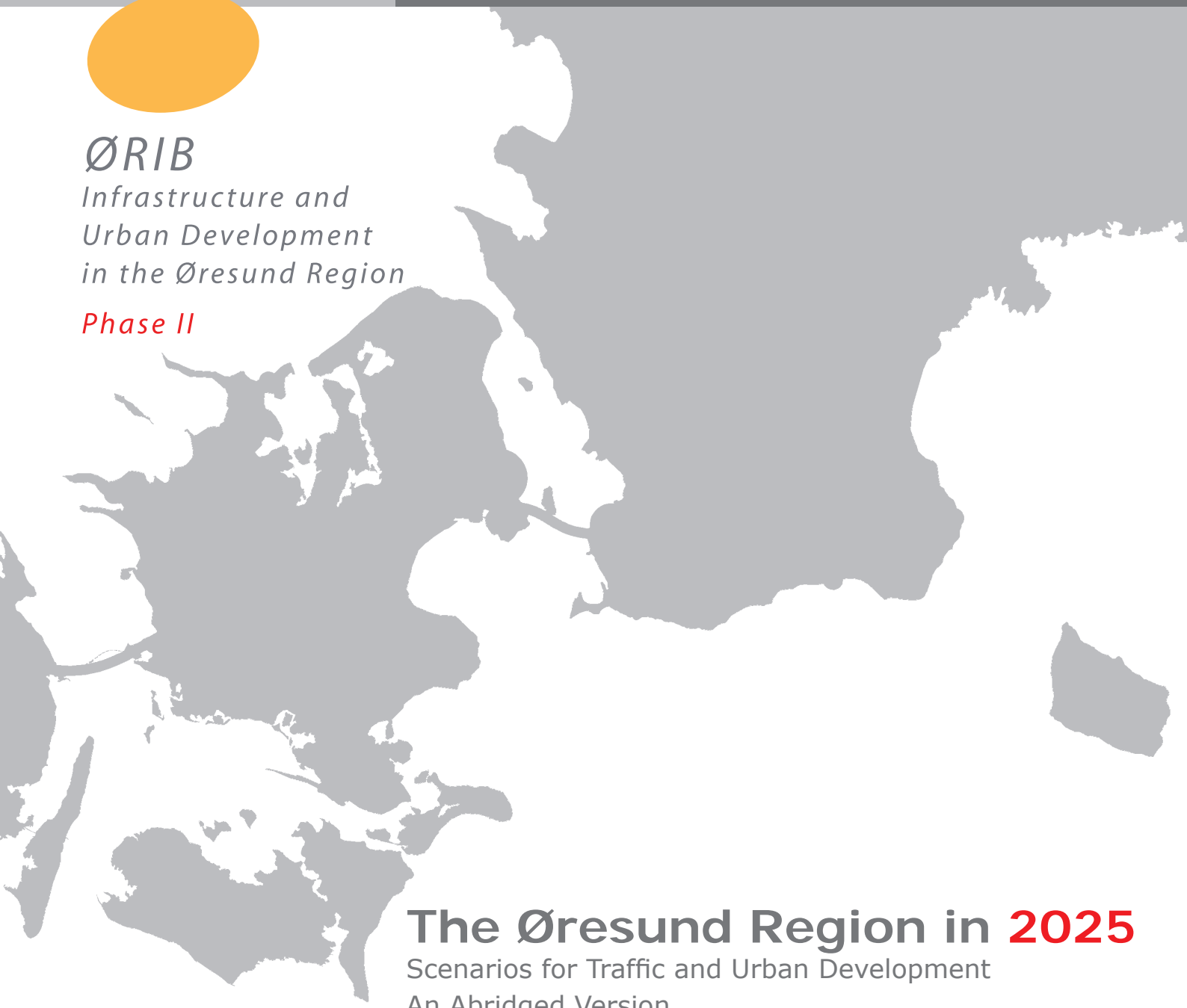




ØRIB

*Infrastructure and
Urban Development
in the Øresund Region*

Phase II



The Øresund Region in **2025**

Scenarios for Traffic and Urban Development
An Abridged Version

Long-term Global Challenges Affect the Entire Øresund Region

The Øresund Region offers an appealing setting for housing and business. Skåne and Sjælland and the islands form an expansive and richly varied urban region with a highly attractive living environment in northern Europe. This is a living environment defined by its people, buildings, natural resources and economy.

In pace with regional integration, market potential is also going to increase through the development of factors including knowledge, skills and experiences. The ØRIB project is intended to illustrate the advantages of this development and show how it can be further strengthened.

Major investments will be needed in the Øresund Region in the next few decades. Companies, public bodies and individuals are going to have to take risky decisions. Changes of many kinds will have a combined impact on building and infrastructure in the long term. The population and economy are still growing, leading to increased construction of housing and commercial facilities. The market is affected by new lifestyles that create new demand patterns, and demands for greater consideration for imminent climate changes are going to require adaptations. In parallel, continuing globalisation is driving structural transformation and revitalisation in the business community, which is in turn affecting demand for land and premises.

Joint strategies and visions founded on knowledge and broad-based dialogue are not only aimed at reducing the risk of making bad investments. They can also play a key role in mobilising resources and generating optimism.

Long-term future scenarios are being analysed and outlined in the ØRIB project. This is the first step on the road to forging joint strategies and visions.

Knowledge about complex, dynamic forces is an important prerequisite for understanding which investments with structural impact will be needed in the next few decades. This kind of knowledge provides support for proactive decisions that may be crucial to strengthening the region's relative competitiveness and attractiveness for many years ahead.

One of the objectives of the ØRIB project is to outline a joint overall perspective and identify the Øresund Region's specific, unique characteristics and development potential.

Alternative Scenarios for Infrastructure and Urban Development in 2025

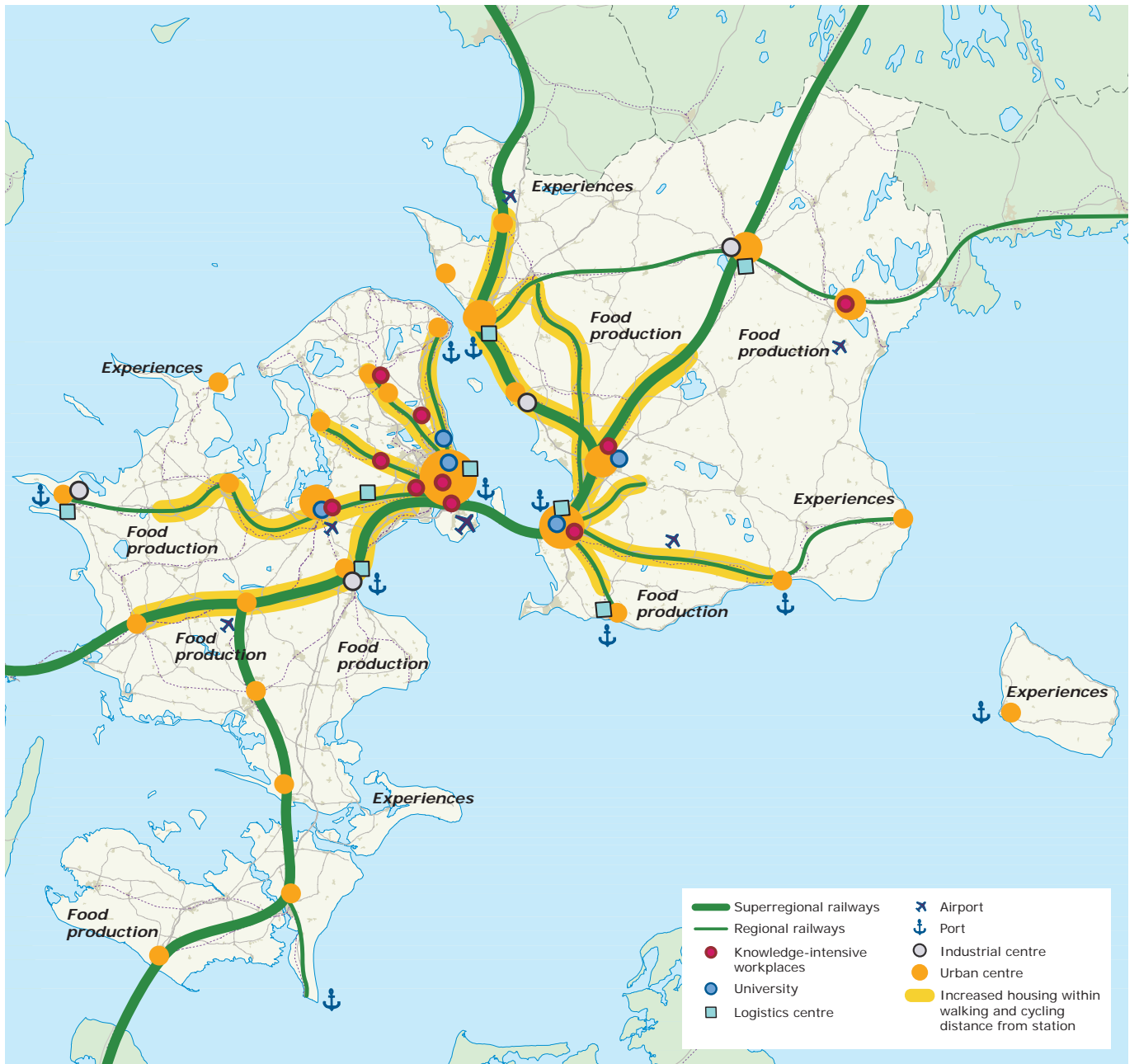
The focus of the ØRIB project has been on characterising current conditions and development tendencies, as well as concretising future physical impacts for housing, enterprise and transport conditions in two scenarios: the Baseline scenario extrapolated from the existing trend, and the Competitiveness scenario based on full integration across, combined with proactive initiatives to strengthen the international competitiveness of the Øresund Region. Development until 2045 was studied in the ØRIB I sub-project. Conditions for development until 2025 were studied in the current sub-project, ØRIB II. During the period up to 2025, the population in the Øresund Region can be expected to grow by up to 400,000 people, while the number of people employed is expected to grow by nearly another 200,000.

Øresund Region	Current	Baseline*		Competitiveness*	
		2025	2045	2025	2045
Settlement	3 637 272	+309	+370	+430	+770
Employment	1 757 527	+128	+142	+227	+442

*Population in thousands.

Photo: Fleming Karlsen.





Baseline Scenario 2025

The map illustrates a superregional structure of cities, terminals and business environments connected by the rail network that will exist according to current plans for investments up to about 2025.



Competitiveness Scenario 2025

The map illustrates a superregional structure of cities, terminals and business environments connected by the rail network that could exist in 2025 after expansion of fast land connections north of the Fehmarn Belt, Ring 5 and the HH connection.

In the Competitiveness scenario, regional accessibility is improved in large parts of the Øresund Region. More places gain a central position and may become good alternatives for companies that would otherwise choose to set up operations in central Copenhagen. This would contribute to mitigating road traffic on access roads to Copenhagen.



Model picture Southern Harbour in Helsingborg year 2030. Photo: Bertil Hagberg. Montage: Cadwalk AB.

Continued Efforts Required

There is a tremendous need for a joint strategic knowledge basis that neither the Swedish nor the Danish actors can produce alone.

The total regional structure including housing, workplaces and transport systems can be developed in many different ways. The outlines produced in ØRIB II need to be further developed and evaluated in relation to regional and municipal plans, as well as to other land uses. They also need to be evaluated with regard to prerequisites for sustainable development.

The Transport System

There is need for cooperation on the main transport systems and their future development. In order to draft a decision basis for investments and other actions, experts in Skåne and Denmark will need to do a number of things, including:

- Identify actions that may mitigate traffic growth without stifling economic growth and mobility.
- Identify possible initiatives aimed at increasing use of public transport, especially track-bound traffic.
- Demonstrate a significant increase in track capacity for rail freight traffic
- Analyse how the new major infrastructure projects such as the Fehmarn Belt and the HH connection may affect the Øresund Region.
- Identify actions that lead to more efficient utilisation of the transport system.
- Study what percentage of commuter traffic can be transferred to public transport and how this may contribute to reducing congestion and CO₂ emissions.
- Identify possible bottlenecks for future traffic flows and analyse their impact on new business establishments.

Building Development

The ØRIB project highlights the significance of cities to companies and service in a surrounding area with multiple cores. Expanded and improved public transport creates new conditions for cooperation among players in different cities. The continued development of the Øresund Region is dependent on concrete strategies for public transport and building on both sides of Øresund. The cities are the hub of housing and business development, and future urban planning is thus a key issue for the entire region. This will require studies of how growth in the cities individually and the variation among them affect the living situation and business climate.

Conditions for Business Development

There is great potential for strengthening the competitiveness of the Øresund Region through increased public/private/research partnerships on both sides of Øresund. Public and private investments could work together even more distinctly than they have in the past and benefit from and strengthen the total research and innovation environment in the region. A joint business strategy for the Øresund Region needs to be drafted and should, for instance, include:

- Strategies for benefiting from the region's comparatively high competitiveness and attractive living environment so that innovative entrepreneurs and internationally competitive businesses within the region's typical areas of strength are attracted to establish operations in the Øresund Region.
- Principles for localisation of companies with many employees or visitors in relation to public transport stations.

The Øresund Region is one of the most dynamic border regions in Europe today. Øresund is much more than a geographical name: it is an arena for development of attractive cities, creative business relationships and an efficient infrastructure. The entire region's potential lies in its multi-core structure, where the ØRIB partnership, "Infrastructure and Urban Development in the Øresund Region," is working towards integration and accessibility throughout the Øresund Region.

The Interreg project ØRIB is made up of 27 Swedish and Danish public authorities that have joined together, supported by the EU Structural Fund for Regional Development. Regions, municipalities and other public authorities are represented within ØRIB. Region Skåne is the lead partner for the project, which is being run in partnership with Region Hovedstaden and Region Sjælland.

The entire report is available online at
www.orib.se/www.orib.dk

It may also be ordered from
Region Skåne
Regional Development Management
Planning Strategy Department
Storgatan 9
SE-252 20 Helsingborg



THE EUROPEAN UNION
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Partners: Region Skåne (leadpartner) • Region Hovedstaden (core partner) • Region Sjælland • Ballerup Kommune • Frederikssund Kommune • Guldborgsund Kommune • Helsingborgs stad • Helsingør Kommune • Hillerød Kommune • Holbæk Kommune • Kristianstads kommun • Kävlinge kommun • Københavns Kommune • Landskrona kommun • Lunds kommun • Malmö stad • Simrishamns kommun • Sjöbo kommun • Skurups kommun • SÖSK/Bornholm • Tomelilla kommun • Vellinge kommun • Ystads kommun • Banverket • Länsstyrelsen • Skånetrafiken • Vägverket