



GUIDE TO THE REGIONAL DEVELOPMENT PLAN FOR THE STOCKHOLM REGION

# RUFS—the big picture

RUFS 2010 exhibition proposal



6 challenges we  
are taking on

An irresistible  
region

Meeting places  
without borders



It's all about people. It's about the way we live and how we get to work. It's about how we bridge the gulfs between us. It's about what the future will be like for our children and our children's children. We face major challenges in the decades ahead. However, our development plan has great faith in the future.

The vision is for Stockholm to become Europe's most attractive metropolitan region. One thing's for sure – no development plan has ever been as important as this one.



For the Stockholm region to develop and achieve its vision, a number of challenges and obstacles arising from conditions in the region as well as the wider world, today and in the future, must be tackled and overcome.

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# 6 challenges we are taking on

## CHALLENGE 1

### A growing population which feels even better

Growth opens up opportunities but also brings problems. It means that shared resources can be used more efficiently but there is a risk of harming the environment. Expansion must be managed so that the people of Stockholm not only grow in number but are also healthier and happier.

## CHALLENGE 2

### Being a small but internationally leading metropolitan region

Stockholm is a relatively small metropolitan region with limited opportunities to become an international leader in several fields at the same time. To compete successfully the region must increase the quality of its education system and create a more flexible and open labour market.

## CHALLENGE 3

### Increasing security in the region at a time when the world is seen as increasingly unsafe

A safe and secure region is an attractive region. Today our inhabitants' sense of security is far too dependent on the part of the region they live. Therefore it is a key issue to create basic conditions for security throughout the region.

## CHALLENGE 4

### Reducing climate impact while promoting growth

To achieve this it is crucial that burdens to reduce greenhouse gas emissions are fairly distributed. The challenge lies in creating good accessibility with a lower climate impact that also promotes economic growth.

## CHALLENGE 5

### Tackling capacity as needs continue to grow

The region's transport network, homes and education have not developed in pace with population growth. The challenge is to tackle these deficiencies while needs are constantly growing.

## CHALLENGE 6

### Opening up the region and reducing exclusion

The Stockholm region must be known for its openness. The region's inhabitants must never be prevented from realising their dreams due to their sex or background. To break down the barriers of segregation, we need meeting places where people from different backgrounds can get to know each other.

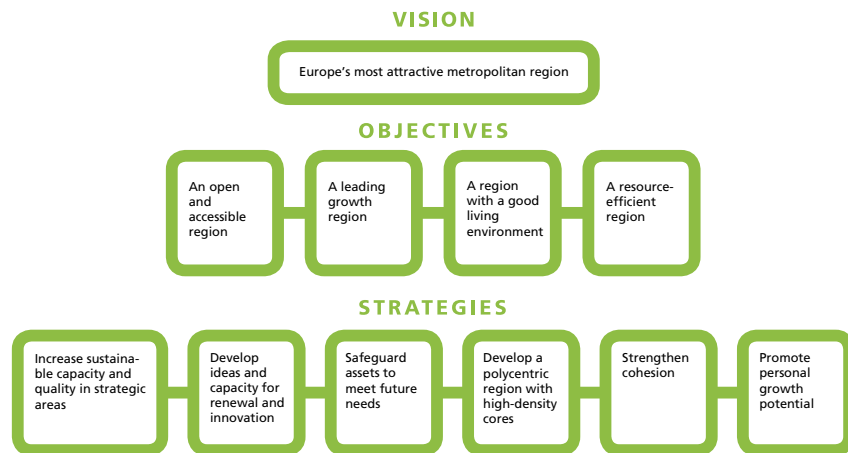


# *The Stockholm region*

*Europe's most attractive metropolitan region*



Open and accessible. A great place to live and work. Attracting visitors and companies. The vision for the Stockholm region is to become Europe's most attractive metropolitan region, where lots of people want to live and work in the future.



# Irresistible

The Stockholm region is developed by the people who live here and those who visit the region. The things that are important to local residents are a good living environment, openness and accessibility. Companies, researchers and investors are looking for a competitive, innovative business climate and secure investments. For visitors the region has long been an attractive tourist destination.

## A 500,000 population increase

The challenges the region faces have been a major driver in the work on a new Regional Development Plan for the Stockholm Region (RUFs). Coping with an increase in population equivalent to the current population of Sweden's second largest city (Gothenburg) by 2030 and managing to reduce climate impact as the region grows demands responsibility and efficient implementation. We will become the most attractive region by developing a region in which people can live and work in a way which facilitates the creation of ideas and capacity for renewal and innovation.

## Cohesion is the hard currency of the future

More public transport, more residential areas and other fixed investment will be required. But in RUFs we've also put our finger on the really obvious point. It's the people in the region who will determine its future. Creating the underlying conditions to foster individual potential and develop cohesion and trust in society is therefore hard currency when building the future.

## A vision of the future firmly anchored in reality

The Stockholm region needs a vision to guide, unite and challenge all the stakeholders involved in the develop-

ment process. If this vision is to be of practical use, it has to be consolidated into objectives and strategies setting out the paths that will take us towards our vision.

## Objectives contributing to the region's attractiveness

RUFs 2010 contains four objectives setting out the values and characteristics the region needs to develop to make it even more attractive.

### OBJECTIVE 1 An open and accessible region

The region will see diversity as a major asset. The region's inhabitants will have equal opportunities irrespective of sex, age, sexual orientation, disability or background. Accessibility will be high for all types of journey.

### OBJECTIVE 2 A leading growth region

The region will promote innovation and inspire people to start and develop their own businesses. A better framework in place for research, industry and culture will increase the chances of local people to find more than just a dead-end job.

### OBJECTIVE 3 A region with a good living environment

The people of Stockholm will have clean air and clean water and live in a safe and beautiful environment. We will feel a sense of trust and closeness to each other and a great deal of faith in public bodies.

### OBJECTIVE 4 A resource-efficient region

The region's structure, urban development, transport systems, green wedges, education and technical services will enable us to use our resources efficiently, making the most of our potential. Emissions of greenhouse gases and pollutants will be low.



RUFS 2010 will make a difference. Without a regional development plan there is a risk that work to develop the Stockholm region and East Central Sweden will be splintered and not far-reaching enough. The plan will guide the region and express the region's commitment to tackle the many challenges that lie ahead.

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# Why we need a regional development plan!

Putting the plan into action will make day-to-day life easier, and less stressful. More transport opportunities will mean we will be able to travel more often and with fewer delays. Investment in public transport, roads and new rail lines will ease road and rail bottlenecks, reduce congestion and cut journey times.

## **In a dense city more people will use public transport**

RUFS is good for the environment in lots of ways. The regional urban cores complement the wide range of services offered by the city centre. A high-density city, with modern dwellings, services, jobs and culture in the regional cores close to public transport, will make it much easier to cycle or use public transport than it is today.

## **Tough decisions putting the environment first**

The development plan also sets out regional targets for CO<sub>2</sub> emissions. Achieving our objectives will take tough decisions and determination to carry them through. The plan also emphasises the importance of making the most of and

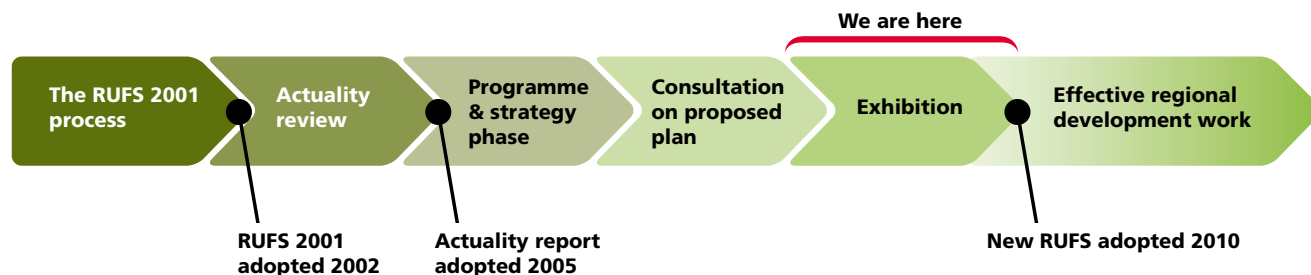
developing the region's green values, an important element in the attractiveness of the Stockholm region, with its green wedges, archipelago and shorelines.

## **A labour market with opportunities for all**

If RUFS' objectives are achieved, all inhabitants will have equal opportunities for jobs and personal development. Increased capacity at universities and colleges will give more people the chance to study. Trust in the region will also increase – the development plan proposes that the region should create varied housing environments in all areas, with flourishing evening economies where people can come together.

## **Putting our heads together means greater freedom**

RUFS is a tool for promoting consensus. The plan stands for a joint approach which sometimes encompasses the whole of East Central Sweden. This is a necessity since those of us who live here travel, work and live in the entire region – without boundaries.



*The arrows show the various steps along the way to preparing the final version of RUFS 2010.*



### Who is affected?

Due to the Stockholm region's strong geographical links with its neighbouring counties, as well as the County of Stockholm, the plan also affects the whole of the area known as East Central Sweden: the counties of Uppsala, Sörmland, Västmanland, Örebro, Gävleborg and Östergötland.

### Three time perspectives:

The *long-term perspective* looking ahead about 40 years – up to 2050 – forms the basis of the vision, objectives and strategies and the spatial vision for East Central Sweden. This looks at the underlying physical structure, including green structure, urban structure and transport hubs. Climate is a key issue in the long-term perspective.

The *mid-term perspective* looking ahead about 20 years – up to 2030 – forms the basis of the land use map, planning objectives and the undertakings. This timescale is related to the comprehensive planning carried out by the municipalities.

The *short-term perspective* looking ahead about 10 years – up to 2020 – focuses on implementation and operational planning. In this phase it is important to work together and ensure that the plan influences national planning for investment in infrastructure and the Structural Fund programmes.

### RUFS 2010 meets many regional development needs

- RUFS is a collective plan, setting out the region's shared vision and acting as a guide
- RUFS takes as its starting point the experience and knowledge gained from RUFS 2001 and the sub-regional development plan for Stockholm's coast and archipelago
- RUFS sets out strategies and undertakings which will be carried out by and kept alive by stakeholders in the region
- RUFS fosters far-reaching coordination and a resource-efficient and purposeful approach
- RUFS has formal status as both a regional plan under the Planning and Building Act (PBL) and a regional development programme under the Ordinance governing Regional Development Work
- RUFS provides guidance in regional development work by means of clear undertakings
- RUFS forms the basis of a range of plans and initiatives in the region, including: the municipalities' planning, inter-municipal coordination, regional Structural Fund programmes and national infrastructure planning
- RUFS acts as an umbrella for operational initiatives rather than setting out measures

## Strategies – paths towards the objectives

If we are to achieve the objectives of the development plan, the whole region must be pulling in the same direction. The plan describes the paths towards our shared objectives in the form of six strategies. Because the idea is that the strategies will reinforce each other, it is important to see them as a whole.



Education, housing and transport must be developed in pace with the growing population. To reduce congestion public transport needs to gain market share.

# More people using public transport

If the region is to be able to cope with anticipated expansion, we need better transport, higher quality education and more homes. The strategy involves managing and developing existing resources and tackling capacity shortfalls and quality problems.

### Resource-efficient solutions for homes and transport

More areas in the region can become more attractive thanks to new homes. The construction and planning process therefore needs to become more efficient, reducing construction costs and enabling housing projects to be completed more quickly. The transport system needs more efficient links between different modes of transport. It is vital that we reduce our dependence on fossil fuels.

### High-quality education and more even recruitment

Stockholm must seek to be a leading knowledge region. We need to improve the quality of education at all levels. Socially skewed recruitment to higher education and the major gender differences in education and career choices must be reduced.

### ONE OF OUR UNDERTAKINGS:

## Attractive public transport – accessible to all

The Stockholm region needs public transport which is attractive and accessible to all. To reduce congestion on the roads and meet climate demands, public transport has to take market share from the car. We need more park and ride facilities for cars and bikes. Rail capacity needs to be expanded for commuter trains and the metro in the Saltsjö-Mälaren zone. The long-term vision is for commuter trains to have their own tracks and for driverless systems on the metro enabling trains to run more frequently.

### Cross-city connections required

As the region grows, more cross-city connections for public transport are needed, offering an alternative to the car. As there is often not enough travel across the region to justify rail traffic, a bus network is required with smooth changes and frequent services. More bus lanes will reduce congestion for buses.





## All of our undertakings – what we're going to do to achieve the objectives

### *Education*

- Guarantee high-quality education throughout the region.
- Adapt vocational education to the demands of the job market and of individuals.
- Expand higher education in the region.
- Support universities and colleges to achieve high quality.

### *Housing*

- Tailor housing construction in all municipalities to long-term demand in the region.
- Change the way the housing market operates to achieve high capacity and quality in the construction process.

### *Transport*

- Develop attractive, high-capacity public transport accessible to all.
- Increase road capacity in critical sections and manage and limit demand.
- Develop connections inside and outside the country.
- Boost ability to make investments in infrastructure.

## Snapshot 2050...

When nurse Erik travels to work there is less congestion on the metro and the queues around the city's bottlenecks are shorter thanks to improved roads and public transport. The Tvärbanan light rail line showed the way and several cross-city connections have been added, bringing together people across the region. The rail bottleneck through Gamla Stan has disappeared thanks to the City Line rail project, while the Förbifart Stockholm bypass has made travelling around the city and to Arlanda airport more efficient. People living in the northern parts of the region can easily get to the areas in the south and vice versa. The days when a road accident at Fredhäll on the Essingeleden motorway could cause gridlock throughout the region are a thing of the past.

**Undertakings** – what needs to be done to achieve the objectives in the development plan. One or more stakeholders may be responsible for carrying them out.



Greater openness to impulses from outside creates an attractive research environment. Renewal and innovation can also be promoted through meetings transcending the boundaries between the worlds of research and culture.

# Culture gives rise to new ideas

The Stockholm region enjoys success in research and development, its population is well educated and many prominent multinationals are based here. However, more could be done to promote innovation, especially in turning new ideas into commercial products. The region must become more open to ideas and impulses from outside, but also better exploit the existing potential of the region's inhabitants. The fact that people born outside Sweden are largely excluded from the world of research is a weakness.

## ONE OF OUR UNDERTAKINGS:

### Create a setting for world-class culture

Flourishing culture is one of the foremost signs of a dynamic region and an open and democratic society. Often it is the quality and breadth of the culture on offer that determines whether visitors find the region attractive or not. If the Stockholm region strengthens its cultural image, the region will attract more visitors and more investors too. To promote this kind of development we need a better economic and organisational framework within which culture can flourish.

#### Meetings across boundaries foster new ideas

The culture sector contributes towards an innovative climate. For growing creative and experience-based industries, a dynamic cultural climate is a kind of research and development project in its own right. With the right support, experimental and forward-looking culture can help to make the Stockholm region interesting and competitive at global level.

## ONE OF OUR UNDERTAKINGS:

### Stimulate dense, knowledge-intensive environments

Once knowledge-intensive companies start to set up in a particular place, others often follow suit. Proximity to similar businesses makes it easier to work together and learn from each other. The emergence of these kinds of dynamic environment is incredibly valuable to the region. Planning bodies must support this process, e.g. by providing good services and efficient planning processes.

#### All of our undertakings – what we're going to do to achieve the objectives

- Formulate and carry out a long-term business policy.
- Guarantee long-term and systematic interaction between the public sector and the business community.
- Use public procurement to encourage innovation.
- Encourage innovation in public bodies.
- Make entrepreneurship a basic skill in the education system.
- Stimulate dense, knowledge-intensive environments.
- Create a setting for world-class culture.
- Develop the region's international profile.
- Strengthen the region's position in global networks.
- Develop the Stockholm region as a tourist destination.
- Improve the technological framework for digital communication.



*From Cirkus Cirkör's show Inside Out.*

## Snapshot 2050...

Stockholm is the San Francisco of Europe, the place where you can be creative, imaginative and different. The Pride festival and other meeting places create a sense of community and understanding. "It's a place where you can live your life the way you want to," as new resident Kajsa puts it.



## Snapshot 2050...

Partnerships between universities, colleges, businesses and politicians have really taken off, with Kista as a role model. Academia has forged stronger links with the labour market and this interaction has made manufacturing in the region more service-oriented. Those working in industry have also gained more opportunities for lifelong learning, enabling them to develop the region's industries in the face of international competition.





The region's assets – its culture, environment and scenery – must be developed and help to create a good living environment. To reduce climate impact, energy use must be switched to renewable energy sources.

# Switching to renewables

With more people living in the region, the need for resource-efficient solutions and management of resources will increase. For example, our water, sewage, waste, energy and transport systems need to be more effective and climate friendly. The region is well placed to achieve this, given its urban density and extensive investments already made in infrastructure. By 2050, virtually all energy will be derived from renewable sources. The transport system will be more efficient, thanks to various incentives and instruments. The region will also work with other regions in the Baltic area to drastically reduce emissions that damage the Baltic Sea environment. A serious focus on the environment may also increase our ability to attract foreign companies and environmental technology investments

## ONE OF OUR UNDERTAKINGS:

### Switch to renewable energy sources

To achieve the climate goals, it's particularly important that district heating is based on biofuels and that the introduction of renewable fuels in the transport sector is speeded up. When new houses are built, we have to think about their consumption of energy and resources over the estimated lifetime. Setting high energy standards for public procurement is a way for municipalities to reduce energy consumption and hasten the transition to renewable fuels.

#### Halve the amount of energy consumed

The national guideline target is a 20% cut in energy use by 2020. This will involve using less energy and changing our production systems and our homes. Choosing energy-efficient options when renovating and replacing equipment will enable us to halve the energy used in buildings. In a long-term perspective up to 2050 it is primarily the transport and construction sector which needs to reduce its energy consumption.

## All of our undertakings – what we're going to do to achieve the objectives

### *For cultural, recreational and natural assets*

- Safeguard and develop assets in the land and water landscape.
- Safeguard and develop the natural, cultural and recreational assets of the coast and the archipelago.
- Protect Lake Mälaren and the Baltic Sea.

### *For climate, energy and transport*

- Set sectoral objectives for cutting the region's greenhouse gas emissions.
- Adapt the region to climate change.
- Stimulate more energy-efficient and resource-efficient transport.
- Limit the negative impact of transport.
- Improve the efficiency of energy supply and energy use and switch to renewable energy sources.

### *For resources management and supply systems*

- Expand, strengthen and link together supply systems.
- Develop small-scale solutions for energy, water and waste in sparsely populated parts of the region.
- Reduce amounts of waste and use waste as a resource.
- Safeguard drinking water resources.
- Improve extraction, recycling and handling of ballast material.
- Ensure technical services in logistically good locations.



## Snapshot 2050...

The region has five million inhabitants and an interconnected housing and labour market from Gävle in the north to Örebro in the west and Linköping in the south. In this metropolitan region you can still drink the water in Riddarfjärden and discover a wealth of flora and fauna at Järvafältet, Europe's answer to Central Park.



# The region of tomorrow

An aerial photograph of a city, likely Stockholm, Sweden, showing a dense urban area with a river and several bridges. The city is surrounded by greenery and water. The image is used as a background for the text blocks.

## **Time savings and less day-to-day stress.**

Giving us more time to spend with each other. It will be easier to travel across the region thanks to smooth-running public transport, better traffic flow and places to meet up just a stone's throw away.

**A better living environment.** Regional urban cores complement the city centre. Homes and workplaces close to public transport will reduce our need for the car. Dense urban environments are sustainable in the long-term and help to meet regional environmental targets for CO<sub>2</sub> emissions. Kista is a good example.

**A joint, metropolitan perspective for East Central Sweden and the Baltic.** People travel, work and live in a functional region whose boundaries are expanding all the time. The four markets – labour, housing, education and business – are linked together by public transport. For example, even today, one in five people living in Uppsala commutes to Stockholm.

**Reliable and popular public transport, is at the heart of the transport system.** New rail lines will ease road and rail bottlenecks, reduce congestion and cut journey times. A regional rail solution for commuters, new cross-city lines and several direct lines to Arlanda are other measures. Investments pave the way for fewer traffic jams and lower carbon dioxide emissions.

**A dense region close to lively urban cores.** This gives us access to services and entertainment nearby. We gain more places to meet up and more free time. The urban city offers culture, cafés, squares, landmarks, workplaces, education and mixed housing. Bringing people together increases their sense of security and sense of community. The centre of Södertälje is a prime example.





**Green areas on the doorstep.** Stockholm is unique in having unbroken green wedges extending into the heart of the city. This means housing is never far from good quality green spaces. RUFs protects this structure and without it there is a risk that our green areas could be broken up. Rudan in Haninge, with its lakes, is an excellent example of a green area.

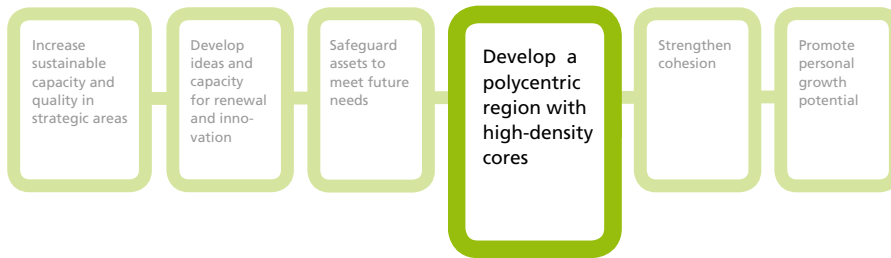
**More diversity and tolerance in public bodies and companies.**

Clear goals and strategies enable us to reduce discrimination and create a more innovative and international business community. Everyone in the region must have the same chance to get a job and be offered services on equal terms irrespective of their background, sex, etc. Two prize-winning employers are McDonalds and Stockholm County Administrative Board.

**More university and college places.** Vocational education is adapted to demand, with entrepreneurship as a fundamental skill. Cooperation is improved between schools and businesses, introducing students to the labour market. Södertörn University is a good example.

**We are better placed to reduce our climate impact.** RUFs focuses on the important challenge of switching to renewable energy. There are several proposals, including the opportunity to use large-scale technical systems such as district heating, energy-efficient heating for homes and expanded public transport. Combined heat and power plants, such as Brista in Sigtuna, are a prime example.

**Expansion opportunities.** RUFs shows that the region is not short of land. On the contrary, we have room for homes for all new inhabitants, close to existing urban development, and in excellent locations, particularly considering public transport. Examples are the planned areas of Vega and Barkarbyfältet.



More of an urban feel and better connections will make the region bigger and give its inhabitants more opportunities. Regional urban cores will grow up and become attractive environments in which to live and work.

# High-density is the right way to go

A polycentric and dense urban structure facilitates the efficient use of resources, accessibility and dynamism. Concentrating new urban development in a few areas and cores makes it easier to protect valuable cultural and natural environments. This polycentric structure will be supported by new companies setting up and an attractive range of education, culture and services. Transport needs to be developed so that the larger towns in East Central Sweden can form a network. In the intersections between different parts of the transport network, regional urban cores will grow up, giving the region's inhabitants access to larger and more varied housing and labour markets.

## ONE OF OUR UNDERTAKINGS:

### Develop regional urban cores in the Stockholm region

The dynamic environment and culture of urban cores is a growth factor. The outer urban cores will take on more of the nature of towns, with streets and squares offering a variety of meeting places, and with a greater range of culture, services and retail opportunities. This development will be a collaboration between various stakeholders. To create a single vision, it may be useful to draw up separate development programmes for the regional urban cores. The development plan identifies eight outer regional cores to develop further: Barkarby-Jakobsberg, Kista-Sollentuna-

Häggvik, Arlanda-Märsta, Täby Centrum-Arninge, Kungens Kurva-Skärholmen, Flemingsberg, Haninge Centrum and Södertälje.

## All of our undertakings – what we're going to do to achieve the objectives

### *To link together East Central Sweden*

- Develop the urban structure of East Central Sweden using rail transport as a basis.

### *For a polycentric and dense urban structure*

- Develop regional urban cores in the Stockholm region.
- Develop a traffic network which supports the polycentric structure of the Stockholm region.
- Increase the density and variation of the urban structure.
- Create an attractive urban environment with squares, parks and green areas.
- Create the conditions necessary for a dynamic evening economy in the region's urban cores.

### *For green wedges and shorelines*

- Protect and develop the green wedges and make them more accessible.





## Snapshot 2050...

Thanks to the eight regional cores, consultant Sten is able to live without a car. He lives in a town designed for pedestrians, the Täby-Arninge core, and can cycle and walk in his part of the region. The core he lives in also has a flourishing evening economy, services and entertainment plus a wide range of housing to suit a wide range of people. The region's Million Programme housing from the 60's and 70's has also been renovated and their proximity to green areas and excellent public transport has made these redesigned areas very popular.







Stockholm needs greater social and cultural diversity. To reduce segregation, we have to create places where people from different backgrounds can actually encounter each other.

# Meeting places without borders

Facilitating movement and interaction between different areas will pave the way for cohesion. If people from different groups get to know each other, the effects of housing segregation will be reduced. The region has to change the prevailing conditions in the housing, education and labour markets which lead to its inhabitants being segregated on social and ethnic grounds. It is particularly important to improve the position of immigrants in the labour market.

## **Mutual trust – social capital**

If we are to boost regional cohesion, it is vital that people trust each other. This is known as social capital. The region needs to improve its social capital by creating more meeting places where people from different backgrounds can get together and come into contact. The region must also identify and support places and initiatives which have an impact on the social capital of its inhabitants.

## **Different types of housing combat segregation**

One big reason behind ethnic segregation in housing is that the majority population do not want to live in areas with a high immigrant population. More varied housing would increase the chances of people from different backgrounds choosing to live in the same area. Cohesion between different parts of the region must also be improved. Structures for housing and communications offer good access to the centre of the region but there are deficiencies in infrastructure between other parts of the region.

## **ONE OF OUR UNDERTAKINGS:**

### More – and more attractive – meeting places

The region must develop meeting places offering a rich and varied range of activities, so facilitating new contacts and greater cohesion. A mixture of shops, culture and services are required to attract many different people at different times of the day. Large flows of people move through the regional urban cores, a good starting point for creating attractive meeting places even after office hours.

## **All of our undertakings – what we're going to do to achieve the objectives**

- Create attractive and varied residential environments in the region's sub-markets.
- Make existing meeting places more attractive and create new meeting places spread across the region.
- Develop the social capital of the Stockholm brand and internal and external marketing of the region.
- Create strategically located landmarks in the regional urban cores.
- Work together on events to raise the region's profile inside and outside the region.
- Foster trust in public bodies.



## Snapshot 2050...

New fast trains and regional rail solutions for commuters enable Eva, who lives in Västerås, to commute to and from Stockholm. Things in general have improved for users of public transport. Disruptions on the metro and commuter traffic delays are unusual. Trains are comfortable, safe and offer the chance to get something to eat or use wireless internet access.





For individuals, lack of opportunities and the consequent failure to realise their full potential can lead to ill-health and exclusion. People who don't participate in society represent lost creative energy for the region. The value of putting this energy to good use can hardly be overstated.

# Opportunities for all

Many inhabitants in the Stockholm region do not live their lives on the same terms as others due to visible and invisible barriers. They are excluded from the labour market, do not receive wages that match their abilities, are unable to exploit their potential or have few social contacts. The region needs to find a way of valuing expertise irrespective of age, sex, disability, sexual orientation or social and ethnic background.

## **Discrimination affects the entire region**

Discrimination makes it harder for people to find work and makes it harder for employers to find suitable labour. Discrimination has a seriously negative effect on the region's attractiveness. Education, housing and labour market planning must seek to tear down discriminatory barriers. It is particularly necessary to support those groups which risk being discriminated against on multiple grounds, e.g. sex and ethnicity.

## **ONE OF OUR UNDERTAKINGS:**

### **Adopt an anti-discrimination policy**

Work in the region should be organised according to the programmes drawn up on the initiative of UNESCO's International Coalition of Cities against Racism. Several municipalities in the Stockholm region are involved in this work. The work of the coalition is based on a 10-point plan against racism, discrimination and xenophobia. The region needs to adapt its local work to this 10-point plan and draw up a policy.

## **ONE OF OUR UNDERTAKINGS:**

### **Make organisations diversity-oriented**

Being a multicultural region is fundamentally a strength and a competitive advantage. However, if all the opportunities diversity opens up are to become reality, the region must make the most of the expertise of all its inhabitants, in other words their education, professional experience, language skills, etc. The region needs to kick-start its work to promote diversity. One important element is clear objectives and strategies to create diversity-oriented organisations. As an employer, the public sector bears a particular responsibility and should act as a role model.

## **All of our undertakings – what we're going to do to achieve the objectives**

- Work together at strategic level to update and broaden integration policy.
- Adopt an anti-discrimination policy.
- Make organisations diversity-oriented.
- Monitor integration and exclusion across the entire region.
- Tear down barriers to ensure that everyone can spend time and travel in the region safely.





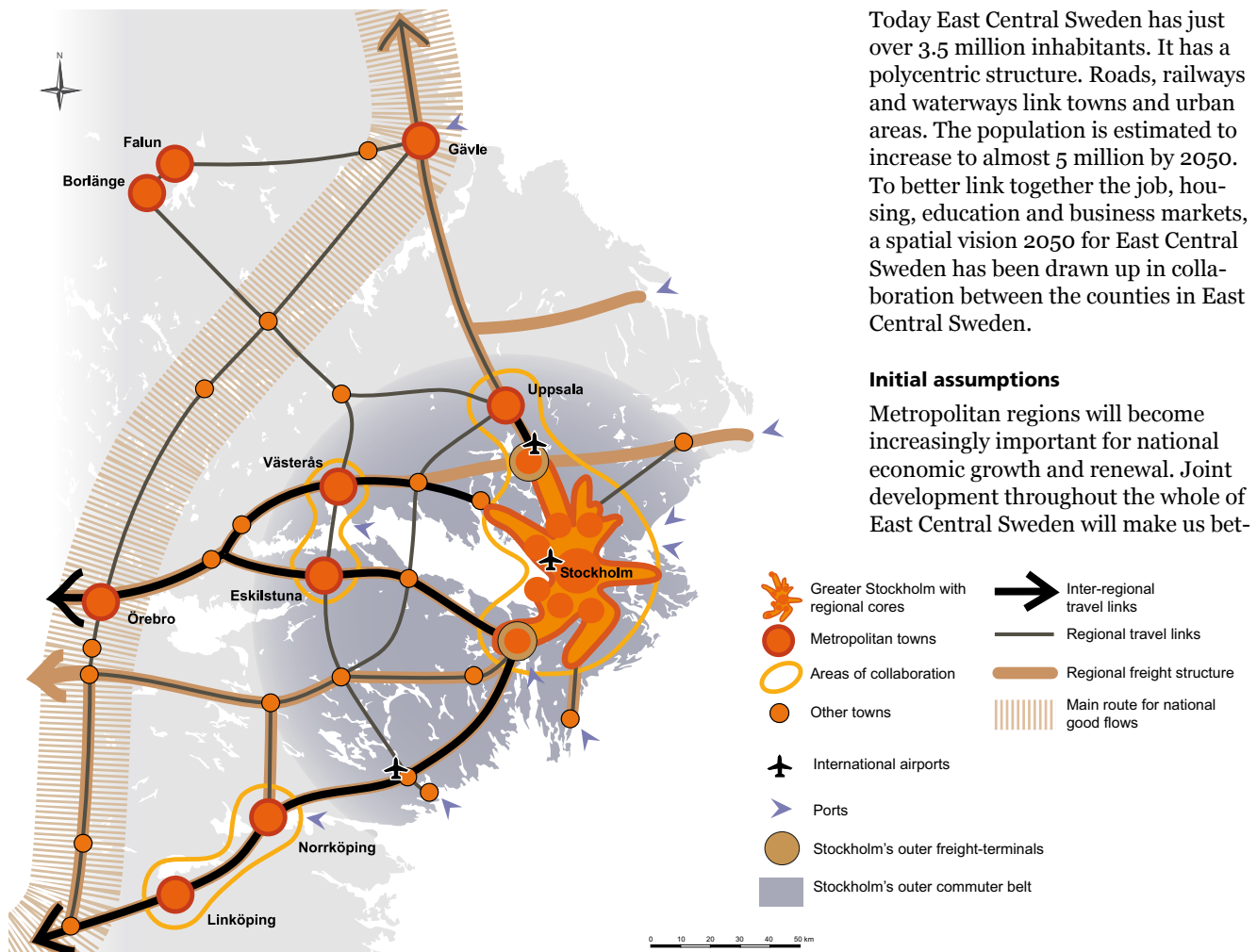
## Snapshot 2050...

Many of the children of the immigrants and refugees who came to Stockholm in the first years of the 21st century are fully assimilated into the labour market. Their cultural background and language skills are helping to forge contacts with new and international markets. Support and advice for entrepreneurs has improved integration, with equal opportunities for everyone.

In 2050 the region consists of a well-connected network of large and small towns.  
Good connections will open up more opportunities in the labour and the housing market.

# 5 million good neighbours

Combined development in East Central Sweden towards 2050



ter placed to achieve the vision of the Stockholm region becoming Europe's most attractive metropolitan region.

### **High-density towns with facilities and public transport**

Towns and urban cores must be planned such that they offer a wealth of experiences and attractive urban environments. It is particularly important that development around hubs is designed such that it is dense and attractive. Dense and concentrated urban areas offer better opportunities for satisfying urban living, good public transport and energy-efficient infrastructure. They also give inhabitants and businesspeople access to large local markets, and attract qualified and internationally sought-after labour.

### **Public transport makes it bigger**

Travel across county boundaries in East Central Sweden will increase. To exploit the potential of the entire labour and housing market and reduce the impact on the environment, public transport should link together the different markets in East Central Sweden. Competitive and smart public transport will be achieved in 2050 on the roads and by rail.

### **Good access to Stockholm and Arlanda**

Access to Arlanda airport is crucial to the region's international competitiveness. Journeys from East Central Sweden to Arlanda will primarily be made by public transport.



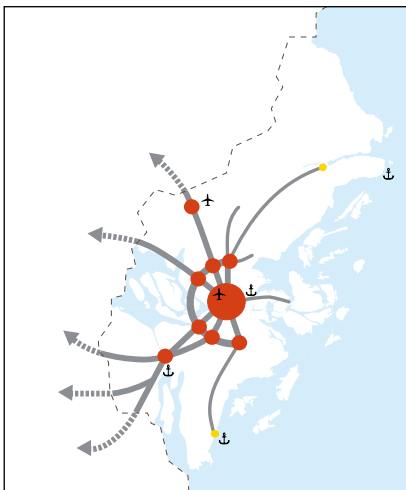
**East Central Sweden** – a term used for the seven counties working together on RUFs 2010: the counties of Stockholm, Uppsala, Sörmland, Västmanland, Örebro, Gävleborg and Östergötland. Formally the development plan only covers the County of Stockholm.



The undertakings and the proposed spatial focus for the County of Stockholm to 2030 will together help us to achieve the vision for the Stockholm region. Population growth demands carefully considered decisions.

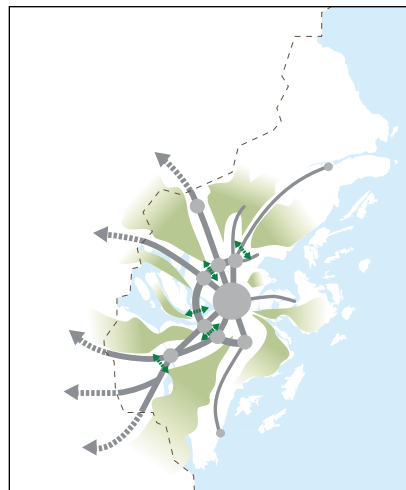
# The region developed in balance

## Overall spatial focus for the County of Stockholm



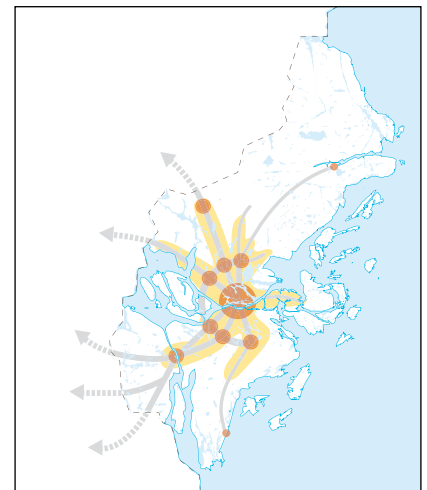
### A single, cohesive market for jobs and homes

Investments in the transport system must meet the travel needs of a growing region. Road and rail capacity must increase in the Saltsjö-Mälaren zone, and in links with surrounding counties. New cross-city connections must link together the regional urban cores. These measures will give the region a cohesive housing and labour market and increase the size of the functional labour market.



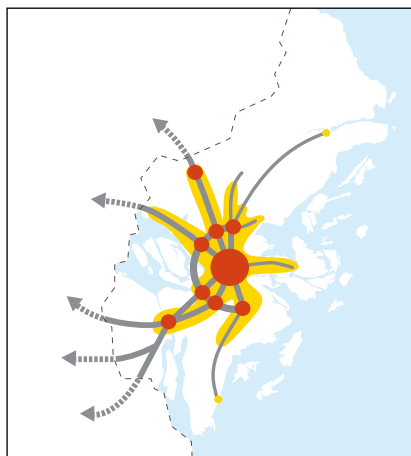
### New connections in harmony with nature

The growing region needs new cross-city connections that support development in the outer regional urban cores and improve access to the region's airports and ports. However, the region's attractiveness also depends on accessible green areas. New connections will give more inhabitants the chance to visit these green areas easily. Weak sections of the green wedges should be strengthened.



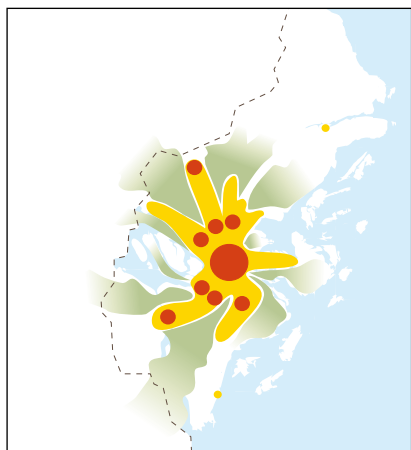
### Aquatic environments play a dual role

The aquatic environments in the Stockholm region are important for the drinking water supply and are also of vital importance to the region's identity and attractiveness. Local residents and tourists must have access to the shoreline in the future too and be able to use the water in the region for recreation. To protect the natural and cultural landscape bordering the shoreline, new housing should be located close to existing communities or already developed areas.



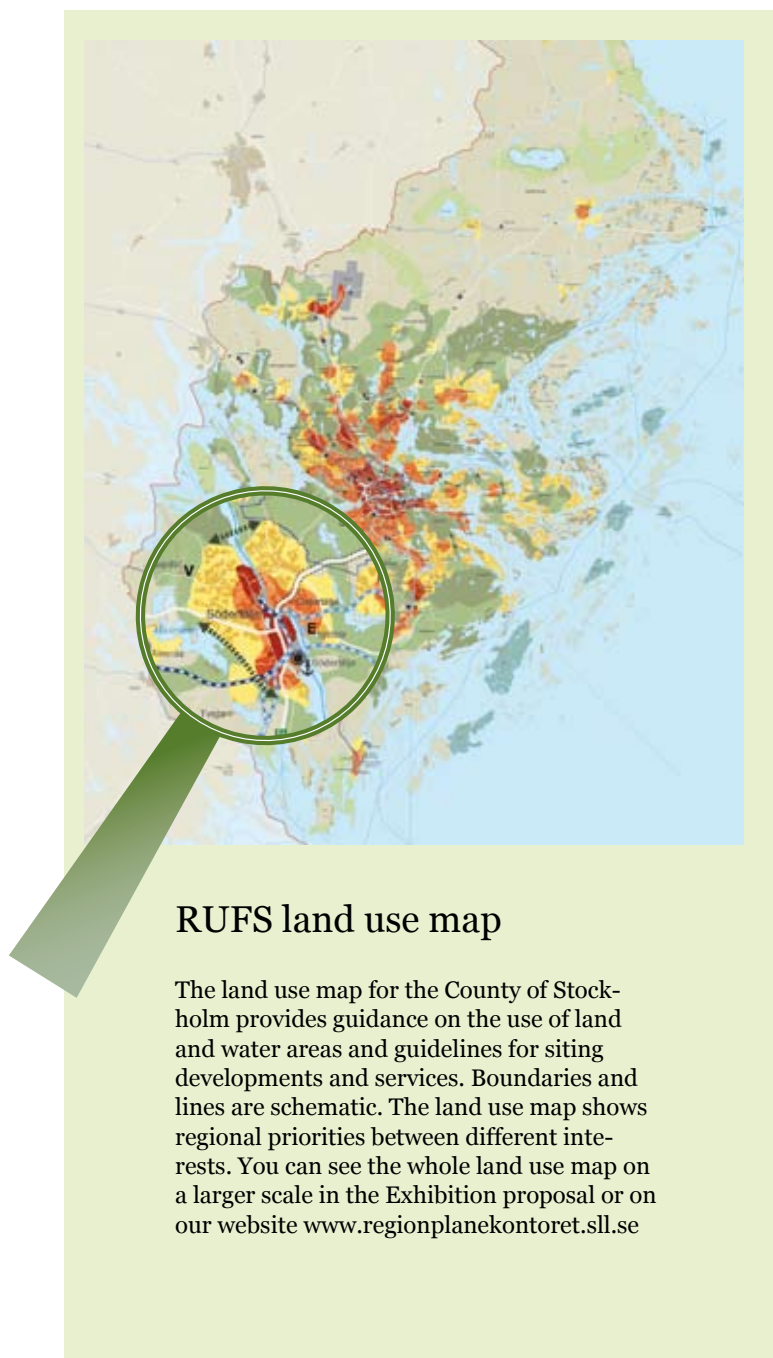
### **A resource-efficient and accessible urban structure**

Development should be structured so as to create higher-density urban environments in locations that are accessible by public transport. It should primarily be located close to existing urban development. Public transport must be competitive and accessible 24 hours a day.



### **A high-density urban environment, rich in experiences, with parks and green areas**

A cohesive urban environment, rich in experiences, must be created, taking into account parks and green areas. Primarily siting new development close to existing built-up areas will minimise encroachment into the green wedges.



### **RUFS land use map**

The land use map for the County of Stockholm provides guidance on the use of land and water areas and guidelines for siting developments and services. Boundaries and lines are schematic. The land use map shows regional priorities between different interests. You can see the whole land use map on a larger scale in the Exhibition proposal or on our website [www.regionplanekontoret.sll.se](http://www.regionplanekontoret.sll.se)



How big an impact will the proposals in the development plan have? What would happen if we didn't bother having one? Calculations of the consequences of the plan show that the differences between action and doing nothing, the zero alternative, are considerable.

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# With the plan or *Without the plan*

**Consequences in relation to the development plan's objectives:**

**OBJECTIVE:**

## An open and accessible region in 2030

To achieve this objective it must be easier for local people to get to work, services and shops, meeting places and other destinations.

The measures proposed in RUFS will mean that in 2030 traffic congestion will be better than it is at the moment. The zero alternative, on the other hand, would mean close to double the amount of time lost due to bottlenecks in the road network. The measures in the plan will also increase the accessibility of the region's universities and colleges. Today 55–65 percent of local inhabitants can reach higher education in less than 45 minutes by public transport. With the proposals in the plan, this figure will increase to 75–80 percent, while in the zero alternative accessibility will remain unchanged.

**OBJECTIVE:**

## A leading growth region in 2030

Developing the region's human capital, entrepreneurship and innovativeness is primarily about supporting the forces that are already in place. In the long term, access to knowledge and a qualified workforce will be vital.

The objective "A leading growth region" is mainly focused on promoting dynamism and innovation in the regional economy. At the same time, RUFS focuses on human capital as the region's most important resource. Universities and colleges must be supported to achieve high quality. Higher education must be expanded and become more accessible, physically and to people from a wider range of social backgrounds.

**OBJECTIVE:**

## A region with a good living environment in 2030

The region must exploit its diversity to develop into an open, innovative and competitive region.

Integration issues are clearly linked to the job market and the housing market. The realisation that the solutions required are rarely found in the same places in which the problems become apparent must affect the measures which are put in place. In the light of future climate change, more attention than so far must be focused on the region's aquatic values.

**OBJECTIVE:**

## A resource-efficient region in 2030

A resource-efficient region must both make the most of the abilities of its inhabitants and effectively manage natural resources and social resources. Stakeholders at all levels have a part to play, with the state taking on by far the most important role, particularly by financing new infrastructure and introducing economic instruments in the transport sector.

The transport system is our biggest challenge. Calculations show that with the undertakings and structure set out in RUFS the total climate impact of transport can be cut by about 20 percent by 2030. The urban environment will also become more attractive. With RUFS 25 percent of the increased population will live in regional cores compared with less than 10 percent in the zero alternative.

Objective	Indicator	Current situation	2030	
			Zero alternative	RUFS 2010
<b>An open and accessible region</b>	Access to workplaces and labour	100	176	203
	Total index	100	199	213
	Access to Arlanda – proportion of workplaces within a 60-minute journey by public transport	75%	76%	93%
	Access to higher education – proportion of local residents of student age who can reach higher education within 45 minutes by public transport	north: 61–65% south: 55%	59–64% 57%	76% 81%
	Time lost in max. hours due to bottlenecks in the road network – per car journey	11,200 hours	32,000 hour	11,800 hour
	Proportion of high-density development	6.1 mins	10.9 mins	4.7 mins
<b>A leading growth region</b>	Proportion of high-density development	10%	10%	12%
<b>A region with a good living environment</b>	Nitrogen oxide emissions per year – total	7,100 ton	5,200 ton	4,100 ton
	Per inhabitant	3.8 kg	2.1 kg	1.7 kg
	Emissions, particles – total	90 ton	85 ton	67 ton
	Per inhabitant	0.048 kg	0.035 kg	0.028 kg
<b>A resource-efficient region</b>	Land needed for development (no. hectares)	51,000	65,000	63,000
	Proportion of population in the 50 percent best locations for public transport	60%	56%	61%
	Proportion of homes and workplaces less than 600 m from a station	43%	39%	43%
	Proportion of car journeys out of all journeys per 24-hour period	40%	48%	38%
	Proportion of car journeys out of all journeys by car or public transport – max hour	44%	48%	39%
	Average speed by car	35 km/h	32 km/h	35 km/h
	to work/other journeys	38 km/h	38 km/h	40 km/h
	Average speed by public transport	28 km/h	30 km/h	34 km/h
	to work/other journeys	26 km/h	29 km/h	34 km/h
	Car traffic – 1,000s of vehicle kilometres per day and per kilometre per inhabitant per 24h	25,900 13.7	43,600 18.0	34,500 14.2
	Greenhouse gas emissions from transport	2,260 ktons	2,290 ktons	1,820 ktons
	Total carbon dioxide emissions per year and per inhabitants per year	1,200 kg	940 kg	750 kg

#### The zero alternative

For urban development, green structure and traffic development, comparisons are made with the current situation and with a zero alternative, in other words the potential development up to 2030 if the undertakings proposed in RUFS 2010 were not carried out.

#### Urban development

The housing volume in the zero alternative is the same as in the alternative in the proposed plan with the highest population growth.

#### Transport system

The zero alternative includes transport projects that have already started. Congestion charges are also included in the zero alternative but have been index linked. The general development of vehicle and fuel technology is significant and the use of new technology is set at the same level in the zero alternative and in the proposed plan.





# Approaching the finish line

– It's time to exhibit the Regional Development Plan for the Stockholm Region, RUFS 2010

In 2006 the County Council Assembly commissioned the Regional Planning Committee to draw up a new Regional Development Plan for the Stockholm region, RUFS 2010. The plan is scheduled to be finalized and adopted in spring 2010. The regional development planning is carried out in close cooperation with stakeholders in the region, in a wide-ranging process. During the consultation period in autumn 2008 the Office of Regional Planning received more than 3,500 opinions from over 240 consultation bodies. These viewpoints have resulted in a revised draft, the exhibition proposal.

The exhibition period June–October 2010 is the final phase for the stakeholders to make a quality review of the draft plan. After the exhibition period the aim is for the development plan to be adopted by the County Council Assembly in May 2010.

## When, where and how?

### Exhibition period:

30 June – 30 October 2009

### Exhibition documents:

- Regional Development Plan for the Stockholm Region, RUFS 2010
- Environmental impact statement

If you want to get hold of the exhibition proposal in Swedish, you can visit our website [www.regionplanekontoret.sll.se/utställning](http://www.regionplanekontoret.sll.se/utställning), or send an e-mail to [bestallning@regionplanekontoret.sll.se](mailto:bestallning@regionplanekontoret.sll.se)



## RUFS – the big picture

This is a guide to the Regional Development Plan for the Stockholm Region, RUFS 2010. The purpose of this product is to give you a short introduction to RUFS 2010; its challenges, vision, goals and strategies. You get examples and snapshots of the future in the Stockholm region, with or without RUFS 2010.

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