

REGIONAL TRANSPORT INFRASTRUCTURE FOR SKÅNE 2018–2029 SHORT VERSION





Summary

Good accessibility is one of the factors necessary for the growth and development of Skåne. Skåne is facing many challenges along with many opportunities. Improving Skåne's transport system requires focus and prioritization. All planning should thus be directed toward a sustainable growth that takes into account social, economic and ecological sustainability. Region Skåne has been tasked by the Government with preparing and adopting a new regional transport infrastructure plan for 2018 to 2029. This plan primarily relates to capital investment projects regarding regional road network in Skåne. At the same time, the Swedish Transport Administration has drawn up a national transport plan for investments on the rail network and the national highway network. There is a broad consensus on the key prioritizations should be the implementation of projects during plan period 2014 to 2025, as

well as increasing investment in public transport and bicycling. The resources earmarked for this plan do not cover the need for new infrastructure in Skåne, as increased costs for the identified projects will render it unlikely that new projects can be prioritized during the period. There is a number of identified roads and railways in need of correction in the plan, which will be studied during the plan period, and may be prioritized in the next plan. A number of bottlenecks in the regional road network will also be eliminated. The plan also contains co-financing of municipal measures to improve public transport and bikeways, as well as traffic safety and the environment. Given the budgetary limit for Skåne of SEK 4,526 million, Region Skåne has prepared and adopted the Regional Transport Infrastructure Plan for Skåne for 2018–2029, based on the following points:

- SEK 664 million will be committed for co-financing of investment projects in the national transport plan.
- SEK 1,148 million will be committed for the financing of public transport measures, divided amongst regional roads, state grants of municipal roads and the Malmö City Agreement. Measures to implement the regional super-bus model, accessibility adaptations and the development of stations will be prioritized during this plan period.
- SEK 765 million will be committed for the financing of bikeways that will be divided between regional roads and municipal roads. The Bikeway Plan for Skåne, 2018–2029 prioritizes projects on the regional road network.
- SEK 62 million will be committed for the financing of measure on private roads, operating subsidies for airports and step 1 and step 2 measures in accordance with the Four-step Principle.
- SEK 1,503 million will be committed for the financing of regional road projects. During the plan period, completing corridors and the implementation of identified projects from the previous plan will be prioritized.

Conditions and opportunities in Skåne

Skåne is a cross-border metropolitan region that is experiencing major population growth. The multi-core urban structure of this region creates opportunities but also requires a functioning and secure traffic infrastructure that links cities and towns in Skåne together. Skåne's population enjoys increasingly better health and life expectancy. At the same time, the employment rate in Skåne is very low, compared to the national average, in spite of the fact that Skåne is experiencing economic growth and a demand for an increased workforce.

Skåne – a cross-border metropolitan region

Skåne's geographical location contributes to making the region an attractive place to live and work in. The current population of more than 1.3 million and is growing. Being the portal to Europe, Skåne must respond to additional accessibility challenges. Together with Copenhagen, Skåne forms part of the Öresund Region, a metropolitan region with 3.9 million inhabitants. The Öresund region has a cohesive infrastructure that facilitates integration and close cooperation.

A multi-core urban structure

A major feature of Skåne is that it has both a large city and several other important cities, as well as many independent towns all in a small area. Skåne's geographical location and its multi-core structure with many cities, towns and villages, requires an efficient transport system in order to be able to deal with increased passenger and freight transport volumes. Malmö is the hub, and in the past ten years, has experienced rapid growth. Helsingborg and Lund also act as growth engines. These three growth engines of Skåne, as well as Kristianstad and Hässleholm, which together form a potential growth engine, play a crucial role in the development and growth of Skåne. Of the county's 250 communities, three additional cities have been identified as regional hubs – Trelleborg, Landskrona and Ystad. The interaction amongst Skåne's regional hubs, growth engines and the communities surrounding them, is crucial for attractiveness and competitive strength, with accessibility being a key factor.

Employment and education

The employment rate in Skåne is the lowest in Sweden, with variations depending on location within the region, country of origin and gender. The economic structure, too, shows major variations among parts of Skåne. In general, Skåne has a high rate of educational achievement, and is in third place, nationally, in the number of residents with post-secondary education. At the same time, fewer young people are being accepted to higher secondary school, and there are fewer who graduate. Investments in the transport system can increase the gross regional product in Skåne, by enabling better matching on the labour and education markets.

Design of the transport system

Overall health in Skåne is improving, but at the same time, poor health and absenteeism due to illness is on the rise. Those who commute by car or public transportation have generally poorer health than those who walk or bike on regular weekdays. The longer the trips are by car or public transportation, the more people experience poor health. Children and teenagers are affected to a greater degree by how the transport system is designed, as these groups are mostly compelled to travel by public transport. Seniors have other demands public transport, as they experience greater insecurity.

Gender-equal planning is crucial in order to achieve more gender-equal accessibility on the labour market. Security is an important factor in the attractiveness of public transport.



Region Skåne's strategic direction and choice of priorities

Region Skåne's strategic directions and its prioritization criteria for the Regional Transport Infrastructure Plan for Skåne, 2018–2029 are based on the mix between, on one hand, the various modes of transport, and on the other between public and private sector transport, as well as on regionally prioritized corridors that include passenger transport, freight, public transport and bicycles. A number of documents, strategic choice of measures, agreements and decisions also form the basis for prioritization during the plan period, as well as municipal, regional and national goals.

Strategy for a sustainable transport system in Skåne in 2050

This strategy is the overarching document relating to the transport system in Skåne, with respect to its use, development and more efficient utilization of the infrastructure. It serves as guidelines for the prioritization of projects and strategic direction for the future Regional Transport Infrastructure (RTI-plan) plan for Skåne and the National transport plan. The goal of transport modes provides a clear indication of how the transport system should be developed in order to be more environmentally, financially and socially sustainable. Concerted action by various parties is required in order to achieve the desired mix between transport modes. This means that we all must move toward more sustainable transport modes, which means that public transport, biking and walking should account for a greater share.

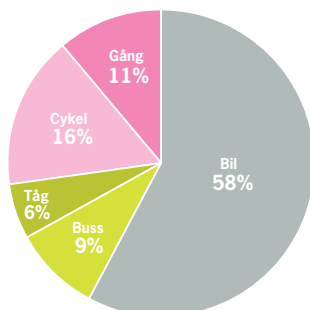
Decisions and material on which planning is based

The RTI-plan is based on a number of documents and other materials. Their purpose is to increase our level of knowledge

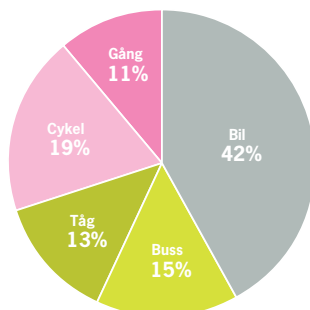
regarding areas in need of correction, and by cooperating, produce joint decisions regarding prioritization. Examples of material on which the RTI-plan for 2018–2029 is based are as follows:

- System analysis for Skåne (Systemanalys Skåne)
- Strategic choices of measures (Åtgärdsvalsstudie)
- Corridor studies in the four corners (Stråkstudie i de fyra hörnen)
- Skånebildern
- Position paper – Conditions in Skåne (Positionspapper – Skånes utgångspunkter)
- System analysis for Infrastructure in Southern Skåne (Systemanalys för Sydsveriges infrastruktur)
- Position paper – Prioritizations for Southern Skåne (Positionspapper – Sydsvenska prioriteringar)
- Coordination with the Sweden negotiation (Samordning med Sverigeförhandlingen)
- Greater Copenhagen and Skåne Committee – Traffic Charter
- Regionally prioritized corridors (Regionalt prioriterade stråk)

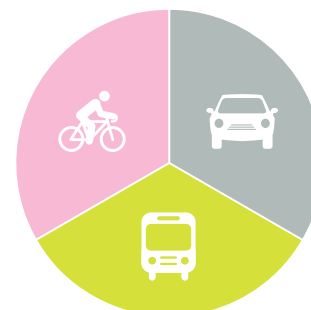
MODAL SPLIT 2013
Share partial journeys 2013



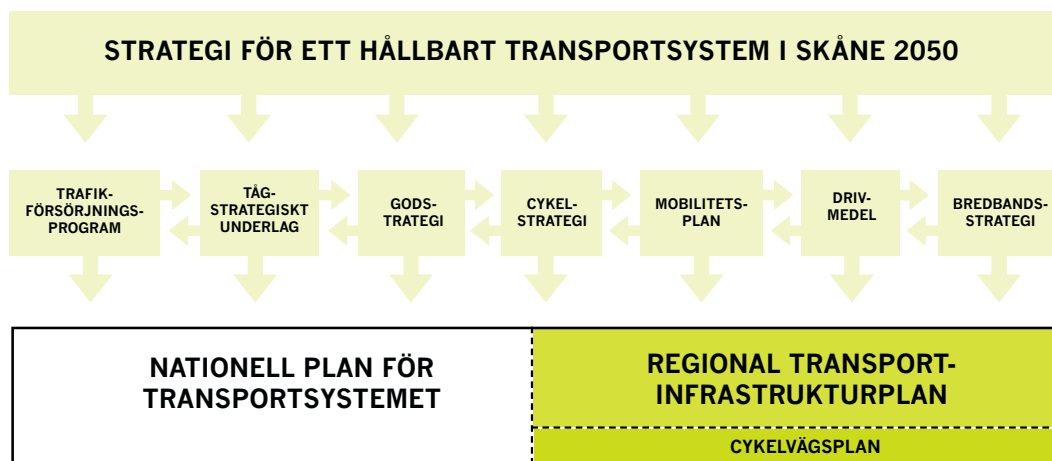
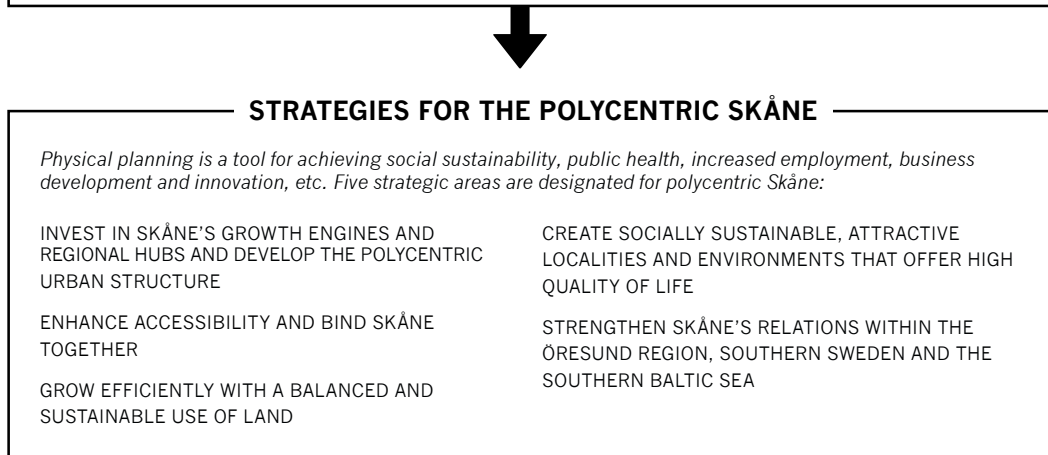
MODAL SPLIT 2030
Share partial journeys 2030



MODAL SPLIT 2050
Share partial journeys 2050



REGION SKÅNES STRATEGIES ON THE TRANSPORT SYSTEM IN A CONTEXT



Investments projects for the regional transport infrastructure for Skåne 2018–2029

Our goals for a more sustainable passenger and freight transport mode mix in 2050 require a focus on and the prioritization of public transport and bicycling, as well as a shift toward maritime shipping and railways. During our work, a number of areas in need of correction have been identified as being areas that should be prioritized for examination during the plan period. Based on documents and strategic considerations, a number of capital projects in Skåne have been identified for implementation during the 2018–2029 plan period. The budgetary limit for the Regional Transport Infrastructure Plan for 2018–2029 has been set at SEK 4,526 million.

Good accessibility is one of the conditions required for growth and development in Skåne. A shift to a sustainable transport system requires increased investment in biking and public transport. Skåne's infrastructure is also important for Swedish foreign trade. The railway system in Skåne must be expanded so as to offer efficient and environment-friendly commuting options in our multi-core Skåne, and at the same time, accommodate an increasing number of long-distance freight transports through the region. Skåne faces many opportunities and challenges. An attractive, accessible and reliable transport system enables residents, employees and visitors to travel in and experience Skåne. This requires a high level of planning for the future, a long-term prospective and prioritization in the planning of the traffic system. The desired mix of transport modes means a clear direction in the development of both the passenger and the freight transport system.

Region Skåne has been tasked by the Government with preparing and adopting a new regional transport infrastructure plan for 2018 to 2029. This plan primarily relates to capital investment projects national regional highway network in Skåne. The Swedish Transport Administration (Trafikverket) has concurrently prepared and adopted a national transport plan for capital investments with respect to the railway network, as well as the national trunk road network. There is a broad consensus on the key prioritizations should be

the implementation of projects during plan period 2014 to 2025, as well as increasing investment in public transport and bicycling. The resources earmarked for this plan do not cover the need for new infrastructure in Skåne, as increased costs for the identified project will render it unlikely that new projects can be prioritized during the period. There is a number of identified areas in need of correction in the plan, which will be studied during the plan period, and may be prioritized in the next plan. During the plan period, the funding pots for public transport and bicycling will be increased, which should have a significant effect on the goal of changing mix of traffic modes.

The plan, together with the national transport plan, shows what capital projects will be implemented in Skåne during the coming 12 years. At the same time, there will be continued investment in expanding regional public transport by, among other things, new commuter rail (pågatåg) lines and the introduction of the regional super-bus model. The pace of expansion of bikeways will also increase. There will also be construction projects to eliminate a number of bottlenecks in the regional road network, as well as investments to increase traffic safety and improve the environment. The plan also contains co-financing of municipal measures to improve public transport and bikeways, as well as traffic safety and the environment.

Co-financing the National Transport Infrastructure Plan	664
Skånebanan mötesspår Attarp (Hässleholm)	42
Väst kustbanan Ängelholm– Maria	59
Godsstråket genom Skåne	304
Åstorp–Teckomatorp etapp 3	
Lommabanan etapp 1	
Trimningspaket järnväg	78
Malmöpendeln (Lommabanan etapp 2)	50
Trimningspaket järnväg del 2	51
Väst kustbanan Helsingborg–Maria	50
E6 ITS	30
Public transport	1148
Regional road	400
Regional super-bus model	
Accessibility adaptation	
Other public transport	
State co-financing of municipal roads	500
Regional super-bus model	
Accessibility adaptation	
Other public transport	
Drottninggatan Helsingborg	
Stockholmsvägen Malmö	
Malmö City Agreement*	248
Bikeways	765
Regional bikeways	450
Raising the standard of regional bikeways	60
State co-financing of municipal bikeways	255
Traffic safety and environment	384
Regional road	224
1137 Löddeköping–Kävlinge	
State co-financing of municipal roads	160
Miscellaneous	62
Investment measures regarding private roads	24
Operating subsidies for airports	36
Step 1 and 2 measures	2
Named regional roads	1503
E6.02 Flädie–Lund	36
19 Bjärlöv–Broby (Kristianstad–Östra Göinge)	349
13 Förbi Assmåsa (Sjöbo)	32
100 Trafikplats Kungstorp (Höllviken–Vellinge)	33
108 Staffanstorp–Lund	83
11 Sjöbo (Anklam)–Tomelilla	105
913 Bjärred– Flädie	69
23 Ekeröd–Sandåkra (Hörby – Hässleholm)	256
23/13 Ö Höör/Höör–Hörby	469
108 Genom Svedala	71
Total	4526

* public transport measures not financed pursuant to existing agreements



Co-financing the National Transport Infrastructure Plan

Skånebanan – extra track at Attarp (Hässleholm)

Extension of the extra track at Attarp in Hässleholm. This will enable two trains to wait for a meeting train and can shorten travel time on this stretch. Estimated start of construction: 2019/2020.

Väst kustbanan – Ängelholm – Maria

This segment will be expanded to double track to provide more capacity on this route. Maria station will be expanded so it can accommodate up to four tracks. This measure is expected to increase service from eight trains per hour to ten trains. Estimated start of construction: 2019/2020.

Freight corridor through Skåne

– Åstorp – Teckomatorp, stage 3

The purpose of these measures is to increase capacity on this line and make it possible to operate passenger service on this stretch. New platforms at Billesholm, Kågeröd and Svalöv, as well as double-track stations in Kågeröd and Svalöv, with a new entrance to Kågeröd. Estimated start of construction: 2020/2021.

– Lommabanan, stage 1

These measures enable there to be passenger service and new stations in Lomma and Furulund, as well as an additional track in Stävie. The new travel time from Lomma to Malmö C is estimated to be seven minutes. Estimated start of construction: 2019.

Efficiency improvement package

The purpose of this funding pot is to implement smaller infrastructure-related measure intended to increase capacity and improve reliability of train traffic. All measures in this funding pot are estimated to be completed in 2022/2023.

Malmöpendeln (Lommabana, stage 2)

The measures here include new stations in Alnarp and Flädie, new additional track in Alnarp, as well as the extension of the additional track at Flädie. The Malmö Shuttle will connect the Lomma Line, City Tunnel, Öresund Line and the Continental line, and enable fast, efficient commuting by Pågatåg train. Estimated start of construction: 2022/2023.

Efficiency improvement package, part 2

The purpose of this funding pot is to implement smaller infrastructure-related measure intended to increase capacity and improve reliability of train traffic. All measures in this funding pot are estimated to be completed in 2022/2023.

Väst kustbanan – Helsingborg – Maria

This measure will expand the Maria – Helsingborg C stretch to double track in tunnels in order to increase capacity and robustness. Service can increase from eight trains per hour to 30–40 trains per hours, while also decreasing travel time.

E6 ITS

This project is linked to the efficiency improvement pot in the National Transport Infrastructure Plan, where ITS (intelligent transport systems) will be co-financed with the RTI Plan. The term “Intelligent Transport Systems” means applications that use some form of information or communication system in order to create a dynamic function in a transport system.



Public transport

More than one billion SEK will be invested during the plan period on measures relating to public transport. This funding pot is divided into three parts. Some will be used for measures on the regional road network, some will be used as State subsidies for municipal infrastructure investments, and the rest through the Malmö City Agreement.

Regional road

Full (100%) financing under the RTI Plan, and measures can only be on the regional road network. Priority areas are:

- **Regional super-bus model**
Measures to increase passability, capacity, reliability, prioritization of crossings and bus lanes.
- **Accessibility adaptation**
Continued investment in remodelling bus stops in Skåne to achieve the goal stated in the Traffic Service Programme for Skåne, for stops with at least 20 persons getting on and off.
- **Other public transport**
Measures to improve accessibility and passability especially in growth engine areas and regional cores.

Stat co-financing of municipal roads

During the planning period, the municipalities of Skåne have an opportunity to apply for subsidies each year for measures regarding the municipal road network. The subsidy is 50 per cent but can be up to 75 per cent in projects that have major regional benefits. As in the case of national-regional roads, priority will be given to municipal infrastructure projects that use the regional super-bus model and accessibility adaptation (see above).

Other public transport

Measures such as bus roads and bus lanes at intersections, which are intended to increase the passability of bus traffic. These investments also are intended to improve transfer conditions between various modes of transport, as well as increasing attractiveness and comfort. The followings projects costing more than SEK 25 million will be co-financed with RTI funds during the plan period (2019–2021).

- Drottninggatan in Helsingborg
- Stockholmsvägen in Malmö

Malmö City Agreement – public transport measures not financed pursuant to existing agreements

These are public transport measures that were authorized as part of the National Negotiation on Housing and Infrastructure. In Malmö, these consist of eight bus corridors, the Malmö shuttle (Lomma Line, Stage 2), as well as 14 biking measures and 28,500 housing units.

Bikeways

Bikeways are handled as part of the Bikeway Plan, which contains the following three different fund pots: national projects, State subsidies for municipal infrastructure and raising standards on corridors. A basis for prioritization is *Cykelstrategi för Skåne (Bicycle Strategy for Skåne)* and the municipal requests received by Region Skåne.

Regional bikeways

Regional bikeways are bikeways that are to be built along regional roads. These require municipal co-financing. The basis for prioritization amongst areas in need of correction have been the lack of alternatives, the existence of great potential, the promotion of bicycling for children and young people, connecting corridors and/or correcting stretches that have been the site of accidents.

Traffic safety and environment

The focus is on increasing road safety, increasing speed limit compliance and passability, as well as increasing safety for unprotected persons using the road. Prioritized areas are roadsides and shoulders to harmonize speeds, separate lanes for left-hand turns, and speed reduction measures on thoroughfares.

Regional roads

Full (100%) financing under the RTI Plan. Applies only to the regional road network.

Miscellaneous

Investment measures regarding private roads

Subsidies will be earmarked for private roads during the plan period, and this funding pot will be administered by the Swedish Transport Administration.

Operating subsidies for airports

Operating subsidies are earmarked for non-national airports. In Skåne, only Kristianstad Österlen Airport is entitled to the subsidy.

Step 1 and 2 measures

Measures in step 1 and step 2 for identified projects that are prioritized through the RTI Plan can be financed from this funding pot.

Raising the standard of regional bikeways

The purpose is to improve existing connections where cycling is possible such as passability and traffic safety measures, lighting, signage and innovative solutions.

Stat co-financing of municipal bikeways

Municipalities can apply for co-financing of municipal bicycling infrastructure from this funding pot. The following areas will be prioritized: better connections to public transport, connecting corridors, the promotion of bicycling for children and young people, and correcting stretches that have been the site of accidents.

1136 Löddeköpinge–Kävlinge

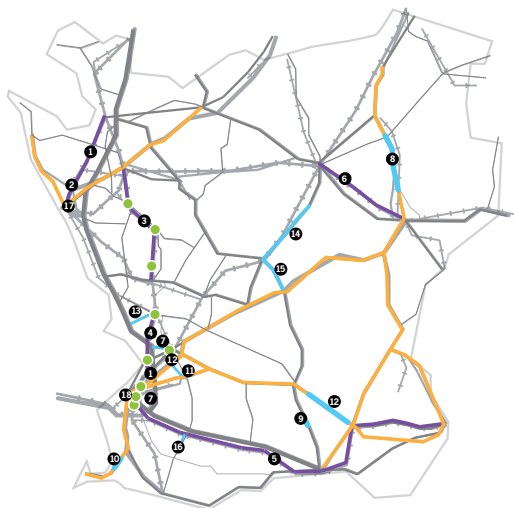
Refurbishment of existing road in order to achieve greater traffic safety. Includes lowering the speed limit, minor measures to improve safety at certain points, etc.

Stat co-financed municipal roads

During the plan period, the municipalities in Skåne have an opportunity to apply for subsidies each year for measures regarding the municipal road network. The subsidy is 50 per cent but can be up to 75 per cent in projects that have major regional benefits.



Regional roads



Named objects

- | | |
|---|---|
| 1 Väst kustbanan Ängelholm–Maria | 10 Väg 100 Trafikplats Kungstorp (Höllviken–Vellinge) |
| 2 Väst kustbanan Maria–Helsingborg C | 11 Väg 108 Staffanstorp–Lund |
| 3 Godstråket genom Skåne Persontrafik på Söderåsbanan | 12 Väg 11 Sjöbo (Anklam)–Tomelilla |
| 4 Godstråket genom Skåne Persontrafik på Lommabanen | 13 Väg 913 Bjäred–Flädie |
| 5 Trimningsåtgärder Ystad/Österlenbanan | 14 Väg 23 Ekeröd–Sandåkra (Hörby–Hässleholm) |
| 6 Skånebanan, mötesspår Attarp (Hässleholm) | 15 Väg 23/13 Ö Höör–Hörby |
| 7 Väg E6:02 Flädie–Lund | 16 Väg 108 Genom Svedala |
| 8 Väg 19 Bjärlöv–Broby (Kristianstad–Östra Göinge) | 17 Drottninggatan Helsingborg |
| 9 Väg 13 Förbi Assmåsa (Sjöbo) | 18 Stockholmsvägen Malmö |

Full financing through the RTI Plan. The measures taken are limited to the Regional road network. The prioritized areas are as follows:

E6.02, Flädie–Lund stretch

The E6.02 road is to be widened on the existing stretch as a divided four-lane (2+2) highway with a speed limit of 100 km/h. Parallel single-lane exits will be built to avoid intersections. The intersections at Fjelle and Gammelmark will be reconstructed as smaller multi-level interchanges with bus stops next to them. In addition, pedestrian paths and bikeways will be built along the stretch. Estimated start of construction will be 2019.

19 Bjärlöv–Broby (Kristianstad–Östra Göinge)

Reconstruction as a divided 2 lane road with an auxiliary lane and a speed limit of 100 km/h. Measures that improve passability for the regional super-bus model are included. Estimated start of construction will be 2019.

13 By-pass Assmåsa (Sjöbo)

A new 8-metre wide road with a speed limit of 80 km/h for increased passability and traffic safety. This wider road makes it easier for bicyclists to ride along the stretch. Pedestrian paths and bikeways will be built on the north side. Estimated start of construction will be 2020.

100 Kungstorp interchange (Höllviken–Vellinge)

The purpose is to alleviate congestion on Road 100, contribute to increase passability. Estimated start of construction will be 2021.

108 Staffanstorp–Lund

Reconstruction of the existing stretch as a divided four-lane (2+2) highway with a focus on public transport, as well as well as the construction of new pedestrian paths and bikeways. This road will have a speed limit of 100 km/h. Estimated start of construction will be 2021.

11 Sjöbo (Anklam)–Tomelilla

Dividing the existing road in order to increase traffic safety and passability for public transport. Bicycle arrangements will be studied as part of this project. Estimated start of construction will be 2024.

913 Bjäred–Flädie

In connection with the expansion of the Lomma Line, the grade crossing between Road 913 and the Lomma Line should be eliminated. Parts of Road 913 may need to be redrawn. The project includes preparation for pedestrian and bikeways along the road. Estimated start of construction will be 2024.

23 Ekeröd–Sandåkra (Hörby–Hässleholm)

Reconstruction of existing stretch of Road 23 between Höör/Ekeröd and Hässleholm/Sandåkra. The road will be constructed as a divided two-lane highway with auxiliary lane and a speed limit of 100 km/h. Possible solutions for pedestrians and bicyclists will be studied and a pedestrian and bicycle entrance in Norra Mellby is planned. Estimated start of construction will be 2024–2025.

23/13 Ö Höör/Höör–Hörby

Rerouting of the Malmö–Växjö corridor so it goes via Hörby and E22 instead of through the sensitive area of Ringsjöundet, in order to create better accessibility and traffic safety. Proposal to reconstruct Road 13 between Höör and Hörby as a divided two-lane road with an auxiliary lane and a speed limit of 100 km/h. Parallel to this will be a connection for pedestrians and bicyclists. Estimated start of construction will be 2022.

108 through Svedala

This area for correction has not yet been studied in a strategic choice of measures study and possible measures to be taken will be in the latter part of the National Transport Infrastructure Plan (RTI).

Prioritized areas in need of correction that require investigation

Four corridor studies were conducted in 2016 in four geographic corners of Skåne, respectively. These studies focused on corridors that had not yet been examined in strategic choice of measures studies. Based on these and regionally prioritized road networks, areas in need of correction have been identified, and during the plan period, these will be prioritized for investigation pursuant to the strategic choice of measures study method, ahead of a formal planning process.



Prioritized corrections that require investigation

- | | | |
|-------------------------------|---|---------------------------------|
| A Väg 11 Tomelilla-Simrishamn | F Väg 19 Kristianstad-Ystad | K Väg 111 Helsingborg-Höganäs |
| B Väg 11 Malmö-Sjöbo | G Väg 21 Klippan-Hyllstofta | L Ystad-Österlenbanan |
| C Väg 15 Osby-länsgränsen | H Väg 102 Lund-Dalby | M Skånebanan Åstorp-Helsingborg |
| D Väg 17 Landskrona-Eslöv | I Väg 108 Lund-Trelleborg | N Tillgänglighet till hamnarna |
| E Väg 19 Kristianstad-Broby | J Väg 108 Kävlinge-Ljungbyhed-Örkelljunga | |

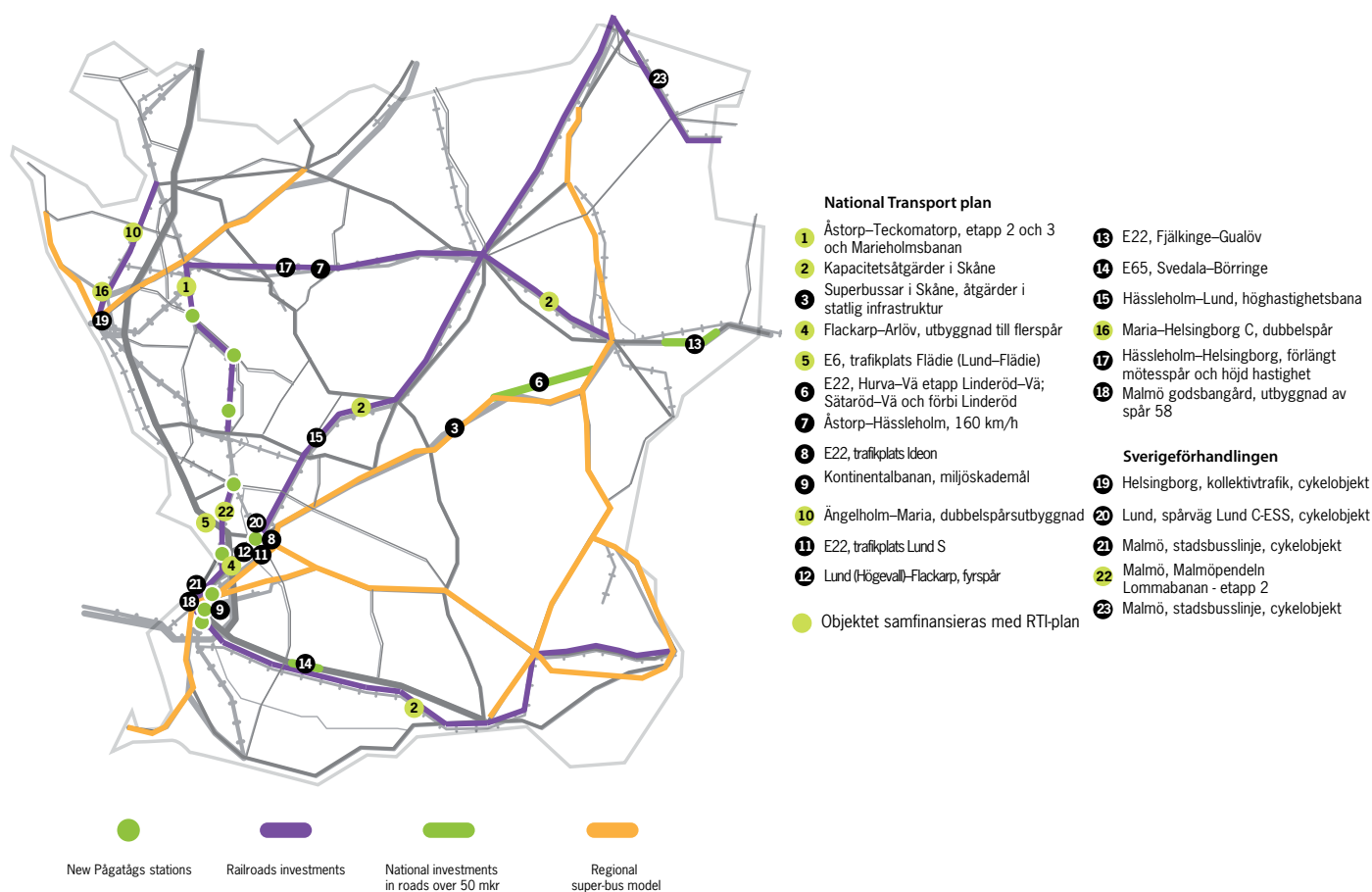
National Transport Infrastructure Plan 2018–2029

The national plan is a compilation of the long-term economic planning of roads, railways, maritime transport and shipping and air traffic. The measures highlighted in the plan should contribute to creating an efficient and sustainable transport system. The appropriation limit for the national transport system is SEK 622.5 billion, which will be divided as follows:

- SEK 335 billion is to be used for the development of the transport system, of which SEK 36.6 billion is earmarked for county plans.

- SEK 125 billion is to be used for the operation and maintenance of, and reinvestment in, national railways.
- SEK 164 billion is to be used for the operation and maintenance of, and reinvestment in, national highways, including bearing resistance and frost-proofing, as well as co-financing for private roads.

In addition to the appropriation limit for the plan, there will be funds totalling about SEK 90 billion.



Identified investments that are taking place in 2018

Åstorp–Teckomatorp, Stages 2 and 3 and the Marieholm line
Co-financed under the RTI plan. Described in the “Co-financing under the National Transport Infrastructure Plan (RTI)”, above.

Capacity measures in Skåne

Co-financed under the RTI plan. Described in the “Co-financing under the National Transport Infrastructure Plan (RTI)”, above.

Super-buses in Skåne, national infrastructure measures

Adaptation of roads and stations that belong to the national infrastructure in order to increase passability, comfort and reliability of bus service on the E6 and E22 trunk highways.

Flackarp–Arlöv, expansion to additional tracks

The expansion of the double track Southern Trunk Line to four tracks on this stretch. The stations in Hjärup, Åkarp and

Arlöv will be reconstructed and improved.

E6, Flädie Interchange (Lund–Flädie)

Co-financed under the RTI plan. Described in the “Co-financing under the National Transport Infrastructure Plan (RTI)”, above.

E22 Hurva–Vä stage Linderöd–Vä: Sätaröd–Vä

In order to improve passability and residential environment in those places that road passes, a new highway will be built with a new route, as well as interchanges that connect with the existing road.

Åstorp–Hässleholm, 160 km/h

In order to improve travel time and capacity on the line, signal work will be performed to enable faster permissible speeds. 160 km/h between Åstorp and Hässleholm.

Identified projects with a proposed start of construction in 2018–2020

E22, Lomma interchange

Working on existing capacity problems that are expected to increase. A new interchange at Ideon/Pålsjö will be built immediately to the south of the Lund North Interchange. Shared entrances and exits will be constructed.

Kontinentalbanan, environmental damage case

Improvement of noise protection measures in order to lower the noise level by 5 dB.

Identified projects with a proposed start of construction in 2021–2023

Ängelholm–Maria, double track expansion (including Romares väg)

Co-financed under the RTI plan. Described in the “Co-financing under the National Transport Infrastructure Plan (RTI)”, above.

E22, Lund South interchange

In order to improve passability and traffic safety, a new roundabout and new exit ramps will be built. An additional lane will be built up to the Råby intersection, a new bikeway will be built through the interchange and a new bridge will be built over E22.

Lund (Högevall)–Flackarp, four tracks

Includes expansion from two to four tracks between Högevall and Flackarp, as well as a new regional train station in Klostergården.

E22, Fjälkinge–Gualöv

In order to increase passability and traffic safety, as well as improving residential environment next to the road, the road will be expanded to a highway along the present route, with a new interchange at Bäckaskog and additions to the local road network.

E65, Svedala–Böringe

Widening of the existing road between Svedala and Road 814, new stretch for the part of Road 814 to Böringe. In addition, new pedestrian paths and bikeways will be built along the existing E65. The new E65 will be a limited access highway up to Road 813, and then a four-lane road. An interchange will be built at Road 813, as well as a simple multi-level crossing in connection to the existing road toward the east. On the west, Roads 596 and 814 will be connected with a multi-level passage.

Identified projects with a proposed start of construction later during the plan period

Hässleholm–Lund, high-speed line

The purpose is to free up capacity on the existing railway and to increase accessibility and capacity. The project includes the construction of an approximately 60 km, double track high-speed line from Lund to Hässleholm with 52 railway bridges, 16 culverts and 2 “socioducts” for people and animals.

Maria–Helsingborg C, double tracks

Co-financed under the RTI plan. Described in the “Co-financing under the National Transport Infrastructure Plan (RTI)”, above.

Hässleholm–Helsingborg, extended passing track and increased speed

The existing passing track between Klippan and Hyllstoft will be extended to become a 2,800-metre-long partial double track. Part of the signal system at Klippan will be improved and the speed limit will be increased on the Hässleholm–Åstorp and Åstorp–Bjuv stretches. The project also includes the replacement of tracks and switches between Åstorp and Bjuv.

Malmö freight line passage, expansion of track 58

In order to prevent restrictions in production around the freight line passage, as well as to enable more efficient freight train service and a better work environment, a new turn-out track will be constructed where the freight trainyard and the Continental Line connect to the Southern trunk line.

Helsingborg–Helsingör - identified area for correction that needs to be investigated

Although there are no proposed measures, a good deal of resources will be needed to eliminate this area needing correction. The Swedish Transport Administration will prioritize the preparation of in-depth documentation for Helsingborg–Helsingör.

South-eastern link

Refurbishment and electrification of the existing line between Älmhult and Olofstrom as well as a new line between Olofstrom and the Blekinge Coast Line, Stages 1 and 2. A station in Lönsboda will be planned.

National Negotiation on Housing and Infrastructure

The following is a summary of the identified investment projects in Skåne that are financed through the National Transport Infrastructure Plan.

City Agreement with Helsingborg

Public transport

The Helsingborg Express Bus will be expanded by two new lines, both of which will be part of the Bus Rapid Transit system (BRT) being developed in Helsingborg.

Bicycle

Includes 59 bicycle sites in connection with the expansion of the Helsingborg Express Lines 2 and/or 3.

City Agreement with Lund

Light rail from Lund C to C-ESS

A light rail between the Central Station and the Brunnshög neighbourhood.

Bicycle

Four new bikeways and three new bicycle garages with excellent access to the bikeways.

City Agreement with Malmö

City bus lines - EL-MEX (electric Malmö express) and EL buses

An extensive expansion of four electrically-operated city bus projects, of which four are Malmö express bus lines. Passability measures, rebuilding and refurbishing of bus stops and fibre infrastructure, and a to certain extent, remodelling of the streetscape.

Malmö Shuttle Lomma Line – Stage 2

Co-financed under the RTI plan. Described in the “Co-financing under the National Transport Infrastructure Plan (RTI)”, above.

Bicycle

Includes 14 bikeways with close connections to the public transport projects.

Implementation and continued work

The Regional Transport Infrastructure (RTI) plan for 2018–2029 has been developed through dialogue, cooperation and joint action with the municipalities of Skåne, the Swedish Transport Administration, the business sector and the County Administration. There has been consensus-building amongst both elected officials and civil servants. Based on the responses received during the period when the RTI was circulated for comments, the RTI plan has been revised. The Government adopted the budgetary limits in the spring of 2018, which will be followed by a decision of the Regional Council in the winter of 2018–2019 to adopt the RTI.

Implementation

The Swedish Transport Administration will implement the measures and build the projects on the national road network, whilst the municipalities will do the same on the municipal road network. The implementation will be done in cooperation with Region Skåne, the Swedish Transport Administration and the municipalities concerned. The strategic choice of measures studies and the planning process pursuant to the Public Road Act and the Railways Act, respectively, will include dialogue, consensus-building and cooperation with the entities involved. The intention of Region Skåne is to ensure that the co-financing process regarding municipal roads be transparent and clear.

Monitoring and follow-up

The monitoring and follow-up of the implementation of the RTI plan will be carried out as part of the Swedish Transport Administration’s regular operational planning, which is reported annually to the Region Skåne committee of regional development.

