STRATEGIES FOR THE POLYCENTRIC SKÅNE
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The idea of a Structural Picture of Skåne was first put forward almost ten years ago, based on a desire for a deeper discussion on planning and urban development at a regional level. The insight that physical planning is of considerable importance to the region's development has been strengthened since then. Sustainable development in Skåne is dependent on the environments in which people live and work and the level of accessibility to said environments. The ability to attract, retain and develop skilled individuals, companies and capital is crucial to the long-term strengthening of Skåne.

Creating sustainable physical structures at regional level by coordinating the planning of settlement structures with infrastructure and green structure, and creating attractive living environments, is important in the strengthening of Skåne’s attractiveness and competitiveness. It concerns considering different development opportunities, being aware of which choices are made and the consequences they have for growth, quality of life, land use, climate impact, accessibility and so on. The structures that we plan for today will affect social development long into the future. We must improve at prioritising and planning wisely.

The Polycentric Skåne aims to highlight the opportunities in Skåne. The strategic objective focuses on the regional scale and is based on the conditions that physical structures can create for sustainable development as regards economy, ecology and sociology. In The Polycentric Skåne, Skåne acts as a common functional labour market region with no discernible administrative boundaries. One can move between urban areas in Skåne in the same way that one moves between city districts in a metropolis. The idea is based on a cooperative Skåne, players and levels alike, that enables Skåne to act as a single entity. Well-established regional, inter-municipal and municipal interaction is extremely important for strengthening Skåne’s competitiveness. The regional issues need to be emphasised and prioritised at local level so that the individual municipalities can both benefit from and contribute to development based on their particular circumstances.

The Polycentric Skåne is based on five strategy areas which aim to achieve a sustainable Skåne with physical planning as a tool. In order for the strategies to be effective, they must be common to all involved. The intention is for the strategies, together with this structural picture, to be used in both municipal planning work and regional development work, to inject a regional perspective in the planning and to contribute to creating sustainable physical structures in Skåne.

Within the Structural Picture of Skåne, we have tested and challenged ourselves regarding the regional dimension of physical planning for almost ten years. This creative cooperative process has resulted in – for the first time – common strategies. This has been a journey which in many ways has been perceived as a role model both nationally and by other regions. The impact of the strategies, positions and pictures of The Polycentric Skåne is down to all who work with development in Skåne and the Scanian municipalities. The goal is that together we provide the common strategies with legitimacy, which will strengthen the development of the individual municipalities as well as Skåne as a whole. We look forward to continued work within the Structural Picture of Skåne to jointly develop Skåne and Scanian polycentrism.

On behalf of the Structural Picture of Skåne’s political steering group

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A number of the challenges facing Skåne need to be resolved using physical planning as a tool. In many ways, the physical structures comprise the foundation for social development in that they create the conditions for everything from enterprise to growth to housing and integration, commuting and transport, recreation and climate impact. The physical structures do not exist and function in themselves. They require active, focused and long-term planning if physical planning is to function as a tool in the work towards sustainable social development.

How we plan the locations for the construction of housing, businesses and public services – as well as infrastructure expansion – is of great importance to the growth, quality of life and climate impact that is created. Similarly, business development and efforts to increase local and regional attractiveness are closely related to the conditions created by the physical structures. Physical planning can contribute to the desired development in many different social areas.

Physical planning is cross-sector and entails a special, comprehensive approach to social development. This means, at the very least, that physical planning faces and manages many conflicting objectives, such as the desire to grow the economy and the population while reducing environmental impact. Or taking into account how people would like to live while optimising public services and reducing car travel. And providing businesses with the optimal conditions for growth and development while safeguarding natural surroundings.

Physical planning is a tool for reasoning over the different development opportunities and being aware of which choices are made and the consequences they have on, for example, growth, quality of life, land use, climate impact and accessibility. How we plan matters!

The municipalities are responsible for physical planning through the municipal planning monopoly. Decisions on the physical environment, however, are made at different levels in society. The physical structures also cross administrative municipal boundaries. All in all, this means that a regional approach and cooperation between players and levels are central to physical planning.

Structural Picture of Skåne is an initiative for physical planning focused on the regional scale and is part of the regional development work in Skåne. The work, which is conducted by Region Skåne and Skåne’s 33 municipalities together, started as a project in 2005. Structural Picture of Skåne became part of Region Skåne’s normal operations in 2011, with the Department for Planning and Urban Development heading the work. The aim is to link the regional development work with the municipalities’ land-use planning. Structural Picture of Skåne is an arena for discussing the challenge of infusing a more detailed regional perspective in physical planning. The objective is to jointly plan for and develop energy-efficient and sustainable physical structures. Via active discussions within Structural Picture of Skåne, a common knowledge base regarding the region’s physical structures that cross municipal boundaries has been compiled. In 2010, work with the second phase of Structural Picture of Skåne – Structural Picture 2.0 – was begun, with the objective of Region Skåne together with Skåne’s municipalities formulating common strategies for Skåne linked to physical planning.

Within the framework of Structural Picture of Skåne, a number of reports and themed PMs have been produced:
The strategic objective of *The Polycentric Skåne* is based on the opportunities and challenges found in Skåne today, with the regional scale in focus and a starting point in the conditions the physical structures can create. The formulation of the strategic objective is based on the knowledge base accumulated during the joint work conducted under Structural Picture of Skåne and is founded on the extensive and continuous discussions held with and between Skåne’s municipalities. Statistical data and spatial analyses, as well as municipal comprehensive land-use plans and inter-municipal collaborations, together with the active discussion process have created a joint picture of Skåne today and in the future. The strategic objective is a cooperative Skåne, players and levels alike, that enables Skåne to function as a single entity with sustainable physical structures as regards economy, ecology and social sustainability.

**STRATEGIC OBJECTIVE 2030: THE POLYCENTRIC SKÅNE**

In 2030, Skåne is an attractive region with several strong growth engines and a multitude of living environments. Skåne has developed based on and with the aid of the strengths that the polycentric urban structure entails, with different localities complementing one another and with all of Skåne vibrant and alive. We find ourselves in *The Polycentric Skåne*, a vibrant region with sustainable physical structures with a focus on people. The strategic objective focuses on the regional scale and is based on the conditions that physical structures can create for sustainable development as regards economy, ecology and sociology. Such as, for example, the necessary conditions for living and working in the entire region, travel by sustainable means of transport and good and equal access to recreational facilities.

In *The Polycentric Skåne*, Skåne acts as a common functional labour market region with no discernible administrative boundaries. One can move between urban areas in the same way that one moves between city districts in a metropolis. Skåne has a structure comprised of many independent localities, geographically separated, and a variation in these localities and environments which together offer an attractive plethora of choices. This also includes proximity to and contact with other regions and cities, such as Copenhagen, Halmstad, Växjö, Kalmar and Karlskrona. Skåne is perceived by both inhabitants and visitors as
a cohesive conurbation, both physically and mentally. One example is that the effects of the establishment of the ESS facility in Lund have spread to large parts of the region. Another is that Skåne has developed as an attractive, functional and sustainable goods and logistics region, providing the region with added value. Much of this is based on well-established and functioning infrastructure.

Accessibility in Skåne is very good and well developed as regards public transport, not least between the regional hubs. All localities have good connections to at least one of the larger localities and it is easy and natural to walk and cycle in all localities, to bus stops and other important destinations inside and outside each locality.

In a future Skåne, it is natural to begin a day off work with a morning visit to a café in town, followed by a train ride to the countryside for a quiet stroll, ending the day at a concert in the heart of a big city. Complex interplay between city and countryside exists, a mix of interaction and mutual dependency. Rural areas are a resource for the city; this is where food and drink are produced and recreation takes place. The city is a resource for rural areas, providing job opportunities, trade and other economic and cultural activities. In the city, quality lies in the dense urban structure while the small scale and detached houses are the strengths of smaller communities. All localities, regardless of geography and size, are planned with people in mind and are socially sustainable.

In The Polycentric Skåne, the green structure is also polycentric in nature. Like parks in a metropolis, the green structure and agricultural landscape between Skåne’s localities comprise important lungs, just like the blue structure with its coastline, lakes and waterways. The landscape is a central identifier for Skåne and a strong magnet for inhabitants, businesses and visitors alike. The green structure is accessible and cohesive in a well-functioning regional structure, has good quality for biological diversity and outdoor pursuits and contributes to a good environment and reduced climate impact.

The Polycentric Skåne is the strategic objective for a region where the physical structures create the conditions for economic, ecological and social sustainability.
COOPERATION!

STRENGTHENING THE ENGINES AND HUBS BENEFITS ALL OF SKÅNE

ROBUST

DEVELOP A TRANSPORT SYSTEM FOR EVERYONE

POLYCENTRISM

APPEAL

URBAN

CREATIVITY!

COMPLEMENT

IDENTITY

RURAL AREAS

REGIONAL INTEGRATION

ALL OF SKÅNE

SUSTAINABILITY!

PUBLIC TRANSPORT

ACCESSIBILITY

GROWTH!

ALL OF SKÅNE MUST LEVERAGE ITS POLYCENTRISM

SKÅNE'S GREEN STRUCTURE IS POLYCENTRIC

INCREASED INTEGRATION IN THE ÖRESUND REGION
SKÅNE TODAY – A CONURBATION WITH A POLYCENTRIC URBAN STRUCTURE

With some 1.3 million inhabitants, Skåne is one of Sweden’s three conurbations and, in a Swedish context, has a high population density. At the same time, Skåne is part of the Öresund Region, Scandinavia’s most densely populated metropolitan area with about 3.7 million inhabitants, and together with Copenhagen comprises a European conurbation. Due to its geographic location, Skåne is also a transit region of great importance to goods flows to and from Scandinavia, which also plays into the demands on infrastructure in Skåne.

Unlike classic conurbations, Skåne is not dominated by a larger city with suburbs, and instead has an urban structure with many independent localities. Together, these localities comprise the region’s critical mass, a population of one million. As such, Skåne has a high density of urbanised areas, that is, a polycentric urban structure.

Of the roughly 250 urban areas found in Skåne, seven have been identified as regional hubs: Malmö, Lund, Helsingborg, Landskrona, Ystad, Hässleholm and Kristianstad. Geographically, these seven localities are spread throughout Skåne. The geographic context, together with the size of the localities, has influenced the selection. For Skåne as a goods and logistics region, the region’s goods hubs are central in determining the selection of regional hubs, and with this complementary basis Trelleborg is also a regional hub. Of these eight urban areas, three have been identified as growth engines based on having larger than average population and employment growth rates in Skåne, driving growth throughout the region. These are Malmö, Lund and Helsingborg, cities of great importance to Skåne’s development. The city character provides them with unique appeal. They are homes to research and development, universities and the knowledge-based service sector, as well as larger cultural institutions and a large share of trading. The growth engines also represent a large part of the region’s employment opportunities and a high level of specialisation drives enterprise.

The clear polycentric urban structure is one of Skåne’s strengths. It provides proximity to everything; small localities and large cities, villages, rural areas and natural surroundings, no matter where you live or work the alternatives are close by. This diversity attracts inhabitants, businesses and visitors, thereby contributing to the region’s growth and development. The short distances provide good accessibility, enabling localities to complement one another. Polycentrism also entails an aggregate critical mass that provides trade and industry of city-like quality and a large offering of, for example, culture and commerce, while also providing the conditions for reducing urban problems such as congestion and poor air quality.

Skåne offers relatively good accessibility between its localities, although this mainly applies to car travel, even if public transport is relatively well established. Despite increased use of public transport, at present only 15% of all passenger journeys are by public transport, which is considerably less than in other conurbations and the large share of car journeys is not sustainable in terms of climate impact. The past 10 years have generally seen an increase in mobility between localities in different parts of Skåne, with increased inter-municipal commuting. However, in certain respects mobility is very weak and Skåne is currently divided into three local labour market regions.

Skåne is a growing region, in terms of population as well as employment opportunities, and this growth is taking place essentially in all of Skåne. Population growth has, however, exceeded the growth in employment opportunities, which has resulted in Skåne, compared to the rest of Sweden, having low employment rates and low tax income. The problems in the social structures result in, for example, low levels of education and segregated housing. One prerequisite for Skåne to become a cohesive labour market region and to face these challenges is good accessibility to public transport, which in turn places demands on land use as it is not possible to provide public transport to settlements that are too widely dispersed. Contiguous settlements also entail Skåne taking responsibility for wisely managing valuable land, as Skåne has large areas of Europe’s best farmland and valuable natural surroundings. Building along established settlements and densification are also important in terms of climate change.

Just as Skåne is comprised of a number of interlinked urban areas, its interconnected green and blue structures are also of a polycentric nature. Large parts of Skåne have very limited access to green structure and public land, as large areas comprise agricultural land, while others parts have good access to forests and natural surroundings. A functioning green structure is valuable as regards economy, ecology and sociology. It offers a place for recreation and provides society with important ecosystem services. The landscape, with green structure, farmland, lakes, waterways and coastline, is also a large part of Skåne’s identity and attractiveness.
The strategic objective of *The Polycentric Skåne* is concretised in five strategy areas that aim to create a vibrant, sustainable and attractive region with global competitiveness offering high quality of life for inhabitants, businesses and visitors alike.

The strategic objective and the strategy areas have been formulated based on the knowledge base accumulated during the joint work conducted under Structural Picture of Skåne and is founded on the extensive and continuous discussions held with and between Skåne’s municipalities. Statistical data and spatial analyses, as well as municipal comprehensive land-use plans and inter-municipal collaborations, together with the active discussion process have resulted in agreement on common strategies and joint responsibility for adopted positions. The overall principles of the strategy areas are illustrated in a general structural picture.

The intention is for the strategies to be used in the regional development work and to be concretised and developed in both sub-regional and municipal planning work. Cooperation and active joint responsibility for the regional structural picture and the formulated strategies are essential to the development of sustainable physical structures and *The Polycentric Skåne*. 
## INVEST IN SKÅNE’S GROWTH ENGINES AND REGIONAL HUBS AND DEVELOP THE POLYCENTRIC URBAN STRUCTURE

In order for Skåne to retain its fine polycentric structure, the development of Skåne’s growth engines and regional hubs is of central importance. Low-level polycentrism provides a basis for polycentrism, and polycentrism is a strength that is important to strengthen.

## ENHANCE ACCESSIBILITY AND BIND SKÅNE TOGETHER

Good accessibility is a prerequisite for strengthening polycentrism and regional development. Sustainable development requires passenger transport that is as green as possible. The focus is on developing the regional public transport systems and local walkways and cycle paths.

## GROW EFFICIENTLY WITH A BALANCED AND SUSTAINABLE USE OF LAND

Skåne’s growth entails increased pressure on the use of land, which is a valuable resource to be managed wisely. Parallel to this, sustainable growth is a prerequisite for long-term strong development. Effective land use with contiguous settlements and a comprehensive approach to traffic, settlement and green structure is a necessity.

## CREATE SOCIALLY SUSTAINABLE, ATTRACTIVE LOCALITIES AND ENVIRONMENTS THAT OFFER HIGH QUALITY OF LIFE

Physical planning creates the conditions for socially sustainable development with attractive environments based on human needs. Essential to Skåne’s development is the use of a human-centric approach to develop the uniqueness of each locality and to promote health, integration, equality, safety and tolerance.

## STRENGTHEN SKÅNE’S RELATIONS WITHIN THE ÖRESUND REGION, SOUTHERN SWEDEN AND THE SOUTHERN BALTIC SEA

Skåne’s development is highly dependent on its relations with its surroundings. Competing nationally and internationally requires seeing the opportunities offered by and leveraging Skåne’s geographic location and the surrounding area’s critical mass.
All five strategy areas aim to achieve the strategic objective of *The Polycentric Skåne*, a sustainable Skåne based on physical planning. In order for the strategies to have an impact they must be common to all involved.

Responsibility for physical planning falls to the municipalities through the municipal planning monopoly, although several players and levels are responsible for and make decisions concerning physical structures. As such, cooperation between them is essential. Laws and regulations are formulated at national level. Funds for, among other things, infrastructure investments, public transport, healthcare facilities and culture are distributed at regional level while the municipalities have most influence over investments in and the shaping of the physical environment. No player is responsible for everything; the different processes intertwine and need to be coordinated to ensure sustainable development.

A regional perspective and inter-municipal cooperation as regards physical planning are crucial. The physical structures cross administrative boundaries and the physical planning in one municipality affects and is affected by other municipalities.

The municipalities’ development opportunities for physical planning, business development and other municipal development are clearly linked to the opportunities for sustainable regional growth and development. Functioning regional, inter-municipal and municipal interaction across operational boundaries is a prerequisite for enabling cooperative development initiatives. The municipalities’ power to act is strengthened by regional cooperation while such cooperation also enables work conducted in different places to have the greatest possible effect.

Functioning cooperation requires that we agree on basic principles and assume joint responsibility for planning in line with these principles. If the principles in the strategy areas are used as a starting point by all players and levels, the different planning processes will be synchronised and work together. The structure-generating aspect and the development of physical resources in the region can then support and strengthen the common values. As such, it is important to assume joint responsibility for the Scanian structural picture and to make it a platform for cooperation in physical planning work, at which point it becomes a tool for strengthened development in Skåne.

The common strategies can be used in different ways. Within Region Skåne they will be part of the coming regional development strategy for Skåne. As such, the strategies will also fit in well with other plans and programmes developed within Region Skåne, such as the regional infrastructure plan and the transport development programme. The common strategies will also comprise a starting point when Region Skåne reviews the municipalities’ comprehensive land-use plans. The strategies can be concretised within the different sub-regional cooperative efforts found in Skåne. This is also true of the municipalities’ comprehensive land-use plans, in which they can be used in a local context. Skåne’s development is created locally, but is strengthened by regional cooperation.

The impact of the common strategies at municipal and regional level is down to all who participate in the work on the Structural Picture of Skåne. The goal is for the municipalities together with Region Skåne to provide the common strategies with legitimacy to strengthen the development of the individual municipalities as well as Skåne as a whole. This is a mutual challenge to plan with a long-term, consistent and sustainable approach.
INVEST IN SKÅNE'S GROWTH ENGINES AND REGIONAL HUBS AND DEVELOP THE POLYCENTRIC URBAN STRUCTURE
Skåne is a conurbation with a polycentric urban structure, which entails great opportunities for sustainable development if they are properly utilised. In order for Skåne to remain polycentric, with both large and small attractive localities, it is important to invest in Skåne’s regional hubs and growth engines to drive development throughout the entire region. The aim is for all localities in Skåne to develop in a fine polycentric urban structure. This requires that we build on the existing urban structure with contiguous settlements.

With its 1.3 million inhabitants, Skåne is one of Sweden’s three conurbations and, in a Swedish context, has a high population density. This is a strength and an opportunity to develop as large and densely populated regions grow more and faster than small and sparsely populated regions. In this context, the importance of Skåne’s proximity to Copenhagen cannot be overemphasised. Together with Copenhagen, Skåne represents not only a conurbation in a Swedish context but even in an international context.

Skåne is comprised of several larger localities which together drive development, with Malmö being the region’s largest city with high urbanity, a broad cultural offering and a powerful economy. The study of Skåne's polycentric urban structure has entailed the definition and identification of regional hubs and growth engines. A regional hub has been defined as a locality of central importance to its surrounding area with criteria including a relatively large population, broad trade and industry and a positive number of net commuters. In this context, Malmö, Lund, Helsingborg, Landskrona, Ystad, Hässleholm and Kristianstad have been highlighted. The geographic locations of these localities have been important in the selection. For example, Ystad is a relatively small locality but is very important in its part of Skåne and as such is a regional hub. For Skåne as a goods and logistics region, the region’s goods hubs are also central in the selection of regional hubs. Based on this complementary approach, even Trelleborg is a regional hub. Of these eight urban areas, three have been identified as growth engines based on having larger than average population and employment growth rates in Skåne, driving growth throughout the region. Skåne’s growth engines are Malmö, Lund and Helsingborg. The growth engines have major individual and joint functions in Skåne’s development. The city character provides them with unique appeal. They are homes to research and development, universities and the knowledge-based service sector, as well as larger cultural institutions and a large share of trade. The growth engines also represent a large part of the region’s employment opportunities and a high level of specialisation drives enterprise. In order to see more growth in north-east Skåne, Hässleholm and Kristianstad should also be developed into a joint growth engine. The geographic distribution of these larger cities creates the conditions for a balanced Skåne in which all of Skåne’s localities are able to thrive and develop.

In addition to the regional hubs, Skåne has a fine polycentric urban structure with many independent localities, a total of about 250 urban areas, of which 33 are administrative centres. It is this dense conglomeration of urban areas, and the short distances between them, that is characteristic of a polycentric urban structure and of Skåne. This is a structure that offers many advantages and opportunities. In developing a fine polycentric structure, an important notion is that low-level polycentrism leads to polycentrism.

Developing a fine polycentric structure in which all of Skåne’s localities have an opportunity to develop requires strong growth engines that are competitive both nationally and internationally, as well as functioning regional hubs that drive development in the region’s different geographic areas. In the long run, all localities in Skåne will have the greatest opportunities to continue developing if Skåne has strong growth engines. The best long-term results are achieved if the growth of a fine polycentric structure is driven by growth engines and regional hubs. As such, it is imperative that the growth engines are provided the conditions required for them to continue driving Skåne’s development.
acknowledging our role in the regional whole and working together to strengthen Skåne
All parts of Skåne fulfil important functions in the region's development and are mutually dependent. This means that all municipalities, localities and places develop their roles and see themselves as pieces of the puzzle in a larger regional perspective. The municipalities can, for example, develop common strategic planning documents and work with both sub-regional and regional strategies. It is important that the comprehensive land-use plan clarifies the municipality’s role in the region. Skåne’s development requires inter-municipal cooperation to ensure that investments and establishments are made in Skåne, regardless of which municipality benefits directly. Actively participating in regional and sub-regional cooperation projects is of central importance, with the regional hubs and growth engines shouldering greater responsibility for driving Skåne’s development.

strengthening the growth engines Malmö, Lund and Helsingborg to increase the region’s competitiveness
The growth engines play an important role in driving development and generating synergy effects for all of Skåne; they drive surrounding areas and municipalities in an upwards spiral. To strengthen Skåne’s competitiveness both nationally and internationally, the growth engines need to be developed and supported at regional level, the responsibility for which falls to all of Skåne. The three growth engines need to be strengthened in everything from research and development to infrastructure and sustainability. Strengthening Malmö, Lund and Helsingborg provides all of Skåne with opportunities to develop. The growth engines are also dependent on the rest of Skåne performing well. Without extensive interaction with the surrounding areas, the economies in Malmö, Lund and Helsingborg will have difficulty growing. As such, it is of great importance that Malmö, Lund and Helsingborg actively participate in the regional development work with both individual and joint perspectives on development issues.

strengthening Hässleholm and Kristianstad so that together they can act as a growth engine
Hässleholm and Kristianstad are north-east Skåne’s two regional hubs and they play an important role
for the surrounding areas. However, alone they are not strong enough to act as a growth engine, and the existence of a growth engine in the north-east supported at regional level is important for all of Skåne. Driving this development requires close-knit cooperation between Hässleholm and Kristianstad, as well as links with the growth engines in the west and increased interaction with the surrounding areas. In the long run, Skåne cannot afford to see weak development in the north-east.

**strengthening Ystad as a regional hub in cooperation with the surrounding area**

In south-east Skåne, Ystad is the locality that acts as a regional hub and plays an important part for the surrounding area, although Ystad is not a growth engine. As such, south-east Skåne is largely dependent on interaction with Malmö and Lund and requires effective public transport. Ystad’s development is important in the strengthening of Skåne’s polycentric urban structure, and as such Skåne as a whole. Ystad needs to become a stronger regional hub for the surrounding area and to drive development in its part of Skåne to a greater extent. If this is to happen, the surrounding area must assign Ystad this role parallel to Ystad assuming leadership and inviting the other municipalities to participate.

**strengthening Landskrona and Trelleborg as parts of the growth corridor in western Skåne**

Landskrona and Trelleborg are both important regional hubs based on their geographic locations and functions. They enable a functional growth corridor in western Skåne where they interlink the growth engines Malmö, Lund and Helsingborg. Landskrona is a regional hub with great potential via good accessibility to Skåne’s growth engines and has a central cohesive function in the growth corridor. This situation should be better leveraged to strengthen Skåne. Landskrona needs to increase its circle of influence and improve relations with both other regional hubs and other surrounding areas. All of Skåne benefits if Landskrona is strengthened, which is why it is important to realise and utilise Landskrona’s potential. The same applies to Trelleborg, which is also an important part of the growth corridor, not least due to its function as a goods hub and a port into Skåne. Trelleborg has a central role in a strong growth corridor. Both localities need to be strengthened as regional hubs and to assume clear regional responsibility.

**developing all localities based on geographic context and function**

Developing Skåne’s polycentrism requires the development of all localities in Skåne. Skåne is the part of Sweden with the densest conglomeration of urban areas with a fine polycentric urban structure spanning everything from urban city to small towns and country villages. That many localities in Skåne are largely self-sufficient in terms of employment and public services is a strength. Parallel to this, the dense urban conglomeration in Skåne provides a great opportunity for interaction in which localities can develop different roles and complement one another. The joint work needs to focus on strengthening the different profiles and specialisations of different places and areas so that together they comprise an attractive diversity and strengthen Skåne as a whole. By cooperating and creating a regional variation of urban environments, housing environments, trade and industry, culture, events and education, Skåne offers an attractive living environment and strengthens its polycentric structure.

**increasing interaction between the regional hubs and the surrounding areas**

Exploiting the potential of Skåne’s polycentrism requires developing the interaction between the regional hubs and the surrounding areas. That Skåne’s growth engines and regional hubs are surrounded by independent localities rather than more traditional suburbs is a strength. In order for Skåne to develop its attractive plethora of localities of different sizes and characters, which also complement one another, the sub-regional connections and relations between them need to be strengthened. The localities surrounding the hubs are important building blocks. The growth engines and the regional hubs need good interaction with surrounding areas if they are to develop positively. It is also important that different regional areas, in particular the regional hubs, cooperate with one another.

**strengthening the existing urban structure in all of Skåne**

In order for Skåne to develop its fine polycentric urban structure, and not a monocentric or dispersed structure, it is essential to build upon existing structures with clearly contiguous settlements in Skåne’s localities. This applies to the larger cities as well as smaller and medium-size localities. This will enable the strengths and conditions of a polycentric structure to be utilised. All in all, the polycentric structure has a large critical mass and can provide a large offering, like a major city, while, for example, the congestion and poor air quality problems that plague cities are more easily avoided. However, this requires that the localities are interconnected with good accessibility in the region. Contiguous settlements around existing urban structures are essential as it is not possible to provide widely dispersed settlements with effective infrastructure and public transport. Skåne’s polycentric structure is not a given and requires proactive efforts to strengthen it in order to benefit from its opportunities.
Drawing up common strategic planning documents both sub-regionally and regionally increases the opportunity to complement and strengthen one another. The work underway in Skåne Northwest to produce joint inter-municipal planning documents and the Pågatåg Nordost regional railway infrastructure initiative are two examples of this.

COOPERATE ACROSS MUNICIPAL BOUNDARIES IN THE WORK WITH PHYSICAL PLANNING

Working with town centre development is a way in which to strengthen and clarify the role and character of a locality. One current example is to describe what the individual municipality can do so that the effects of the coming ESS and MAX IV research facilities can reach all of Skåne.

Livskraftiga orter

Source: Pågatåg Nordost
Location analysis is a tool that can be used to obtain a broad and occasionally new picture of the qualities and shortcomings of a locality. It can help find the unique qualities of a locality, strengthen its role and refine the existing picture of the locality.

**USE LOCATION ANALYSIS AS A TOOL TO FIND A LOCALITY’S UNIQUE QUALITIES**

In the comprehensive land-use plan, highlight the municipality’s role and relations to growth engines, regional hubs and the surrounding area. Here are examples from Malmö City, Landskrona City and Kristianstad Municipality.
ENHANCE ACCESSIBILITY AND BIND SKÅNE TOGETHER
Accessibility is a concept that is often linked to a region’s appeal and growth. It concerns people having access to many different functions within reasonable time, at reasonable cost and with reasonable comfort, such as workplaces, housing, public services and leisure in terms of culture, recreation and green structure. It also concerns the ability to transport goods in an efficient and functional manner.

Strengthened accessibility concerns to a large extent transport infrastructure, but also location and settlement structures and the use of information technology. Increased accessibility provides an opportunity for individuals, businesses and authorities to reduce or bridge geographic distances to gain access to the services that are requested. In Skåne, good accessibility is a way in which to interlink the region and enable the benefits of the polycentric urban structure. Good accessibility contributes in several ways to creating growth and regional development.

For people, good accessibility primarily concerns distance measured in minutes rather than miles. Strengthening regional accessibility and cutting travel times in Skåne creates a more cohesive Skåne, in which the region is interlinked so that many people gain access to much. Building infrastructure is costly, but the investments are long term and have many positive and necessary social effects. In the long run, not making these investments can prove even more costly. Due to the high costs, prioritising is important when it comes to infrastructure investments and several players can join forces and reach agreement. At the same time, a central aspect in Skåne is the need for several smaller investments rather than one large investment to solve the region’s accessibility challenges.

In strengthening regional development, both local and regional accessibility are of great importance and it is important to consider the entire journey, from start to finish. There is a need for functional connections between destinations, within single localities, between different localities and in rural areas. As such, strengthening physical accessibility and interlinking Skåne concerns everything from local walkways and cycle paths to regional railways and roads. If growth and regional development are to be sustainable in the long term, travel must take place in as sustainable a manner as possible and dependency on cars must be reduced. Naturally, an improved transport system with a focus on sustainable transport is crucial for improving accessibility, but accessibility can also be achieved with the use of information technology or location and settlement structures that make it possible to reach different destinations without trips that are too many in number or too long.

Increased accessibility contributes to creating a large offering and many choices for both individuals and businesses as regards housing, work, leisure activities and events, which strengthens Skåne’s attractiveness and growth. Good accessibility can also provide a larger critical mass, which in turn can create conditions for an increased offering with increased specialisations and complementary advantages.

For Skåne as a goods and logistics region, goods corridors and goods flows are also important aspects to consider as regards accessibility. It is essential to identify places of particular regional importance to goods management and how they tie in with the modes of transport. The region has six locations of particularly strategic importance for goods transport flows to, from and through Skåne. These are the ports of Helsingborg, Malmö, Trelleborg and Ystad and two potential development locations, Hässleholm and Bjuv/Ästorp. Effective goods hubs require well-functioning infrastructure connecting the areas with road and railway links. At present, the main railway line comprises the Southern Main Line together with the goods corridor through Skåne while the main roads are the E6/E4 routes.
In order for the positive effects of Skåne’s polycentric urban structure to be fully utilised, it is of central importance that Skåne’s regional hubs – Malmö, Lund, Helsingborg, Landskrona, Hässleholm, Kristianstad, Ystad and Trelleborg – are well connected via one or more links. In this way, even the localities along these routes gain links to the regional hubs. It is only via these links that a sufficiently large critical mass can be achieved by each regional hub, which enables desirable specialisations, exchanges and complementary advantages between the hubs. By refining existing train and bus links, such as by using super buses and increased capacity on existing tracks, the links between Skåne’s regional hubs can be speeded up and travel times shortened. However, cutting travel times is not only about faster transport, but even increased frequency and creating a reliable system that makes travel more efficient. Increased accessibility can also be achieved by improving the links between settlements and the existing infrastructure and public transport.

**developing links between the regional hubs and the surrounding areas**

In order for all of Skåne to grow and develop, all localities in Skåne need to be linked to one or more regional hubs. In this way, a ripple effect from the development taking place in the larger cities can benefit localities outside and the larger critical mass that the area achieves will benefit the regional hubs. Good accessibility between the regional hubs and other localities also means that the region’s broad offering and choices become accessible. The lebensraum and vibrant centres that make Skåne unique and attractive are made visible and accessible. As such, it is important to retain the surrounding area’s links to public transport to and from the regional hubs, and to develop this where possible, for instance via investments such as the Pågatåg Nordost initiative mentioned above.

**furthering and broadening the links in and between the Scanian labour market regions**

Skåne today has relatively good accessibility within the region, but is still divided into three local labour market regions: Malmö-Lund, Kristianstad-Hässleholm and Osby-Ålmhult. In order to increase
employment, a more cohesive labour market and better matching are required. As such, the Scanian labour market regions need to be integrated to a greater extent. Regional interaction needs to be strengthened via links between the local labour market regions, while the labour markets also need to be expanded to the east and the west. This requires expanded infrastructure and public transport and a focus on the regional corridors and intra-regional accessibility. Increasing people’s mobility by improving commuting opportunities creates favourable conditions for individuals to find employment and for businesses to find the right people.

**public transport contributes to the achievement of structure**

The means of transport is crucial in creating good and sustainable accessibility. Skåne today has relatively good accessibility that is primarily based on car travel. In order to achieve sustainable development with a focus on sustainable accessibility, the shares of different means of transport must change, with reduced car use. Via densification and building adjacent to existing public transport, accessibility by public transport can be strengthened and maximum use can be made of investments in existing systems. Settlement that helps leverage the greatest effect from past and future investments in public transport needs to be planned for. Skåne will not be able to afford to provide public transport to widely dispersed settlements.

**developing public transport within Skåne’s growth engines**

Public transport is an important starting point in municipal planning, particularly in the larger cities. Skåne’s growth engines, which grow and lead growth in Skåne, need investments in traffic and infrastructure to achieve sustainable travel by public transport that reduces congestion and environmental impact. Investments of this type are of regional importance. In Malmö and Lund, for example, there are about 30% more workers than inhabitants. For commuters, the station is most often not the final destination, creating a demand for efficient public transport within the city. At present, there is a lack of high-capacity links such as subway trains or trams in Skåne’s growth engines. Better bus traffic, new rail-based traffic and improved opportunities for cyclists in the larger cities are important aspects of increasing accessibility, reducing environmental impact and creating attractive urban environments in Skåne’s growth engines. This will also help retain their competitiveness. Investments in public transport in the growth engines provide effects that benefit the entire region.

**supporting the regional networks with attractive walkway and cycle path networks throughout Skåne**

Good accessibility entails, among other things, being able to reach many important functions and destinations. As such, it is important to have well-developed, functional and attractive walkways and cycle paths between destinations, primarily to and from regional public transport. Stations and stops are important destinations to link with walkways and cycle paths as this creates good accessibility to the regional system and its larger offering. Examples of other destinations that are important to be able to reach via walkways and cycle paths are public services, schools, shops, workplaces, leisure activities, culture and recreation.

**developing and strengthening capacity in goods corridors**

It is essential that Skåne’s six strategic goods hubs are connected to the different modes of transport. Effective goods hubs require well-functioning infrastructure that connects them with road and railway links. Equally important is that the logistics areas’ internal transport systems function effectively. For combined transport, effective road connections are essential to getting the goods on the railways. At present, the main railway line comprises the Southern Main Line together with the goods corridor through Skåne while the main roads are the E6/E4 routes. The railways in Skåne will need to be expanded to enable the expected increase in goods transport, and even the road network will need to be strengthened. The development needs of the different routes through Skåne, in both the road and rail networks, will be affected by future infrastructure investments to and from Skåne. It is important to reach agreement on any investments that are tabled.
The super bus concept involves permanent routes and buses with almost train-like comfort. It is important to consider public transport based on the concept ‘Think train – See bus’ and to design travel hubs as meeting places.

Indicate in the comprehensive land-use plan how public transport structures form the starting point for settlement development. The image illustrates how Lund Municipality presents the underlying strategic elements in its comprehensive land-use plan from 2010.

In order for the positive effects of Skåne’s polycentric urban structure to be fully utilised, it is of central importance that Skåne’s regional hubs are well connected. The local labour markets Malmö-Lund and Kristianstad-Hässleholm need to be further integrated to strengthen Skåne. It is important to jointly support infrastructure investments that strengthen all of Skåne.

By coordinating the comprehensive land-use plan with neighbouring municipalities, it is possible to better utilise different investments, such as for a train station.
Foresighted planning can entail concentrating new settlements in a structure that supports and enables future public transport, regardless of whether it concerns bus or rail-based public transport. In order to increase accessibility, it is important to build densely in areas close to public transport. Dense settlements create greater opportunities to establish walkways and cycle paths, increase passenger numbers for public transport and open the way for reasonable commuting times.

By developing a fine network of functional and attractive walkways and cycle paths to important destinations, such as stations, stops, schools, shops and natural surroundings, accessibility can be strengthened for pedestrians and cyclists. For example, a cycle strategy for smaller and larger localities, as well as rural areas, can be drawn up.

Of the passenger journeys taken in Skåne, only about 15% are by public transport (which is lower than in other conurbations), about 30% are by foot/Cycle, and a full 55% are by car. For sustainable development and sustainable accessibility, the shares of different means of transport must change, with reduced car use in focus.

Source: Resvanor Syd 2007
GROW EFFICIENTLY WITH A BALANCED AND SUSTAINABLE USE OF LAND
Skåne is a region that is growing, in terms of population and employment opportunities. Growth is good for Skåne and ensures that the region develops. At the same time, growth creates additional pressure on land use due to the need for new housing, business premises, infrastructure and so on, which places demands on the physical planning. Balanced and sustainable land use is crucial for Skåne's attractiveness and sustainable development.

Skåne has a great deal of valuable undeveloped land, comprised of high-value farmland of world class and beautiful natural surroundings. Agricultural land is important for food production and also forms Skåne's characteristic landscape. Even the green and blue structures play important roles in enabling Skåne to grow sustainably. The Scanian nature with coastline, meadows and grazing lands, waterways and dense forest environments provides great variation that comprises an important part of Skåne's appeal. The green areas and water environments provide room for recreation and leisure activities. They are also environments that can manage and reduce the impact of climate change, such as increased precipitation and higher average temperatures. The green and blue structures support broad biological diversity and contribute valuable ecosystem services, such as pollination, water purification and carbon dioxide sinks.

It is important to work for a Skåne that grows effectively and sustainably. A necessary starting point is to plan new settlements with a starting point in the existing settlement structures and to avoid routinely developing new land areas without careful consideration and thorough planning. As such, consistent planning with objectives and strategies in a current, strategic and visionary comprehensive land-use plan that is clarified in local plans is a prerequisite.

When land is to be claimed and used, it is important to plan with a holistic approach. The basic structures, such as transport infrastructure, settlement structure and green structure, need to be planned in close concert so that the land is used as effectively as possible. In order to manage valuable land wisely, it is important that settlement development largely takes place via densification. However, Skåne's development will entail the claiming of valuable land, such as agricultural land. In such cases, it is important to carefully consider and reason over the positive effects of developing such land. It is, for example, worth using good public transport locations in the most effective manner possible, even if this requires the use of valuable land.

Land use is of great importance to many important social interests and industries, aside from housing and business there is, for example, agriculture and forestry, infrastructure and energy production and goods and logistics terminals. For Skåne’s development, it is important to ensure access to housing and to create a non-segregated housing market in order to attract and retain a workforce. The housing issue and the low new build rate in Skåne is a major challenge for Scanian players to manage. The offering of housing and attractive housing environments needs to be refined in all of Skåne if the region is to be considered an attractive place in which to settle. It is important to provide room for long-term housing production, which requires good planning with consideration for factors that ensure effective land use.

Another challenge is to attract new companies to Skåne and to stimulate development among existing enterprise. On the one hand, Skåne needs to manage tomorrow’s companies which are more knowledge-intensive than today’s and as such do not demand the traditional industrial parks, preferring to establish operations in urban environments with close proximity to public transport, public services and life and movement. On the other hand, Skåne also needs to secure more land-intensive trade and industry. Skåne has, for example, six strategic locations that can be considered the region’s most important land reserves for space-consuming logistics facilities. These may need to claim some valuable land. This places demands on the physical planning and needs to be seen in a regional perspective. How the land is used also affects many culture environment values and is important for tourism, outdoor pursuits and recreation. In order to achieve land use that is sustainable in the long term, social planning must consider many different interests.
In order to grow efficiently with a balanced and sustainable use of land, we are in agreement:

- to work from existing structures in the physical planning
- to co-plan buildings with the traffic infrastructure and green structure
- to wisely manage high-value farmland
- that interaction takes place between city and countryside
- to ensure long-term housing construction
- to ensure the development of Skåne’s six strategic goods hubs

We are therefore jointly responsible for:

- actively working with the densification of existing structures
  From a land use perspective, it is ineffective use of resources to have too wide a distribution of communities and localities as valuable land is developed and the prerequisites for good accessibility and public services are impaired. Skåne needs to secure a long-term approach to housing construction, although for effective land use it is important that new builds entail densification in strategic locations and existing structures. This can be achieved by supplementing existing housing areas and combining urban environments and business environments by, for example, transforming industrial areas. Densification need not entail building densely and upwards, rather the land can be used more effectively depending on the particular circumstances of the area, the scale and its character.

- building integrated urban environments in areas with public transport
  There is great potential to build more in areas in Skåne covered by public transport, an opportunity to face the challenge of increased housing construction. The land immediately adjacent to Skåne’s train stations is currently poorly used. Theoretically, all of Skåne’s inhabitants could live near to train stations without the need to build particularly dense housing. Developing integrated urban structures close to public transport stops and stations presents great opportunities for effective land use with good access to public services. This also creates the conditions for reducing the spread of settlements while increasing passenger numbers for public transport and strengthening accessibility.
acknowledging the value of farmland and carefully considering the pros and cons of its utilisation in the planning

Skåne has large areas of agricultural land of very high quality that is important for food production and forms Skåne’s characteristic landscape. The agricultural landscape is part of Skåne’s identity and in terms of sustainability is an important resource to manage wisely. At the same time, the pressure to build is highest where such high-value agricultural land is found, in the growth corridor in Western Skåne. In order to grow efficiently and sustainably, it is necessary to acknowledge the value of agricultural land and to manage it carefully. Skåne’s development will occasionally involve the claiming of agricultural land for other uses, and how this is decided is significant. It is important to carefully consider the pros and cons of developing this type of land. There can be reason, for example, to develop farmland in the case of intensive development or in conjunction with the development of public transport infrastructure.

acknowledging the value of green and blue structures and develop their qualities

The green and blue structures play important roles in enabling Skåne to grow sustainably. By acknowledging the potential of green structure to create appeal, and even its socio-economic importance, it is possible to plan for sustainable and effective use of land resources. Skåne’s green-blue structure is polycentric, just like the urban structure, and needs to be interlinked to exploit its potential. It is of great importance that important links are not broken, as this can have negative impact on the system. A wise approach is to plan settlement and traffic infrastructure with green and blue structures in mind. It is also important that new links are developed and that the quality of existing areas and corridors is strengthened. There can be reason to build in these structures, but in such cases the ecological and recreational quality of the remaining blue-green structures must be strengthened. Similarly, certain waterside locations can be open to settlement to strengthen rural areas, such as structures that strengthen outdoor pursuits and tourism. Acknowledging the importance of and developing green and blue spaces in Scanian localities – as well as between them – are important. In general, Skåne has little access to land with the right to roam and green structure, and the regional locations with large areas of forest and natural landscape need to acknowledge the value of this in a regional context by strengthening these structures and making them accessible.

strengthening urban and rural areas based on their respective needs and developing the interaction between them

A future society in ecological balance requires an understanding of how city and countryside interact and are mutually dependent. Strengthening this interaction to promote positive social development is important. A healthy city depends on healthy rural areas and vice versa. Rural areas are a resource for the city; this is where food and drink are produced and recreation takes place. The city is a resource for rural areas, providing job opportunities, trade and other economic and cultural activities. In the city, quality lies in the dense urban structure while the small scale and detached houses are the strengths of smaller communities. City and countryside require conditions that allow them to develop based on their respective needs.

acknowledging and developing the strategic goods hubs

Skåne has six locations of particularly strategic importance for goods transport flows to, from and through Skåne. These are the ports of Helsingborg, Malmö, Trelleborg and Ystad and two potential development locations near railways/roads in Hässleholm and Bjuv/Ästorp. These locations enable the coordination of different modes of transport and are advantageous for railway transport. It is important to monitor, maintain and develop these logistically favourable places. The strategic goods hubs can be considered Skåne’s most important land reserves for logistics facilities. Assessing the long-term needs for land for logistics operations is difficult, but it is important that these locations offer development opportunities.

Green environments such as the hills of Brösarp and Söderåsen Ridge are important to Skåne’s conurbations in a similar manner to Central Park being important to New York.
The densification of existing structures will enable more effective land use. It can also cause many other positive effects, such as linking previously separate city districts.
MAP THE OPPORTUNITIES FOR DENSIFICATION IN EXISTING STRUCTURES AND UTILISE THEM

One way to effectively use land within an urban area is to exploit the undeveloped or poorly utilised areas found within the existing settlement structure before claiming new land. The illustration above shows an analysis of how the station area in Höör could be densified.

INCREASE KNOWLEDGE OF THE VALUE OF GREEN STRUCTURE

The Scanian green structure offers great potential that can be elevated with increased knowledge of what green structure is and what values it represents among planners, decision makers and citizens.

One way is to discuss green structures with citizens, landowners and businesses.
CREATE SOCIALLY SUSTAINABLE, ATTRACTIVE LOCALITIES AND ENVIRONMENTS THAT OFFER HIGH QUALITY OF LIFE
A central pillar for a Skåne that is sustainable and competitive in the long term is people and companies wanting to settle and remain in the region while having the opportunity to grow and develop. This requires attractive and socially sustainable localities and environments, conditions which the physical planning can create.

Physical planning can create attractive living environments, meeting places and recreation areas and contribute to the basic conditions necessary for social sustainability with integration, safety, equality and health. Combined with measures in other areas, physical planning interacts with other social sectors for favourable social development.

Humans and their activities are the basis of all of our society and the region's development. Knowledge about people's physical and social needs is central to the creation of attractive living environments. It entails focusing physical planning on human needs and creating attractive environments for those who live, work and spend time in Skåne.

The physical environment certainly affects people's well-being and health. For example, access to green spaces, the avoidance of physical barriers to walking and cycling and safe and inviting outdoor environments are directly linked to good health and well-being. It is important that these health-promoting structures are distributed in a socially-equal fashion. The physical environment is also a framework for all social interactions that take place in a city or other locality. In this respect, town planning is also a basic factor affecting social sustainability and people's health.

By creating integrated urban environments with a mix of housing, attractive meeting places and a broad culture offering, as well as accessible nature and recreation areas, the conditions necessary for appeal, growth and social sustainability can be created.

Skåne's attractiveness lies in the individual parts and accessibility between them. By identifying and developing the unique nature of each locality and place, attractive environments that strengthen and complement one another can be developed.
to base physical planning on human needs and to create conditions for developing environments in which people want to be

to use physical planning to affect the conditions for high quality of life with good health, integration, equality, safety and tolerance

that every location needs to further develop its identity in order to create diversity, variation and choices in Skåne

We are therefore jointly responsible for:

to develop functional meeting places and destinations that gather people and providing the conditions for spontaneous meetings

There is a need for meetings between people and as such it is important to create meeting places on a human scale that increase the desire to spend time there, public areas that promote street life. Places where people want to stop, sit down, socialise and experience something. These meeting places and the public environments fulfil several important functions in today’s society, as platforms for both social and economic development. The task of urban planning is to develop different types of urban space. Outside of the home and the workplace, there is a need for places in between the two and more or less publicly accessible buildings. These urban spaces can comprise streets, squares and parks, as well as libraries, cafés and museums. In addition, attractive meeting places can be created outside the cities and localities, in nature and the landscape. Depending on the scale, geography, critical mass, desired function and so on, meeting places need to be designed differently. Moreover, public spaces are important in different contexts; in housing areas and smaller communities as well as in large city centres.

developing functionally integrated localities and city districts with different forms of housing and home ownership

By developing functionally integrated localities and city districts, where different forms of housing and home ownership are mixed with businesses, public services and culture, integration, diversity and
tolerance can be promoted. In this context, it is also important to plan for contiguous localities and cities without physical and mental barriers so that movement patterns are simplified and orientation and safety increased. Moreover, new movement patterns can be created by strengthening settlements with a mix of housing, offices and activities and creating new destinations with multiple functions.

Creating a more vibrant public space as an arena for culture, activity and events
Public spaces can be considered shared physical spaces that enable social relations between people. Public spaces are of central importance to the city and especially to city life. They can be meeting places for the exchange of ideas and opinions, democratic spaces. They can be places for sport and physical activity. They can also comprise an arena for culture, which in a broad context is an important part of a socially sustainable society. A rich cultural offering contributes to meetings between people and street life throughout a large part of the day and night, which in the long run creates more meetings and contributes to increased safety and appeal. A multifaceted cultural life can be supported by active and well-considered physical planning that promotes it, such as by working for, highlighting and making accessible public art, places and buildings for cultural activities and historical cultural environments. Accessibility to a public space is a basic criterion for whether a space can be considered public. This also encompasses accessibility and usability for persons with disabilities.

Utilising and developing the unique nature of every place
Skåne’s municipalities and localities each have their own special characteristics and there are good reasons for emphasising that which is unique. In this way, variation and a large offering that can appeal to a broad range of inhabitants, visitors and companies is created. Strengthening the attraction of every place increases the regional added value. In turn, a strengthened regional brand benefits all of Skåne. The unique nature of each locality or place can be the scale, structure, location, architecture, nature, meeting places, historical aspects, art, culture or characteristic landscaping. Public resources need to be prioritised and used strategically so as to create opportunities to develop the attraction. The initiatives that are conducted can vary depending on the conditions and size of the locality or place, so it is important to base them on these factors.
Emphasize that which is unique! It may be historical elements or characteristic landscaping, such as the scale, location, culture or social meeting places of the locality. With the aid of a location analysis, a place can be differentiated even from other localities with similar characteristics, so that the uniqueness is not the same in several places. Use local knowledge to help identify the uniqueness of each locality and place. The image shows an example from the location analysis of Bjarred and Borgeby. (Source: Lomma Municipality)

LOCATE DESTINATIONS WHERE EVERYONE CAN REACH THEM

Locate destinations such as libraries, shops, schools, public services and swimming pools centrally at stations or bus stops to facilitate meetings between people. This creates vitality, appeal and safety.

BASE PLANNING ON PEOPLE

Put people first in planning and adapt the environments to human senses. Plan a fine structure with small units and human dimensions.

PLAN FOR THE DESIRE TO CHANGE

One way to increase willingness to invest in an area, for example, is to place a park in a less attractive area so that it can act as a catalyst for increasing appeal. The area can then be transformed into a new attractive part of the locality.
Inclusive urban spaces shall be inclusive for different people, so that they feel safe and enjoy being in a place with other people and where everyone has different reasons for being.

Flexible Places shall be flexible and stimulate people to take the stage, actively, spontaneously. They shall be able to be used for different purposes, different activities and by different players, public as well as semi-public and private.

Dynamic Places shall be dynamic and provide room for different tempos. They shall be designed for both movement and stillness.

Flows People provide public spaces with life. As such, many places shall create a critical mass of people who create flows during most hours of the day at all times of the year.

Experiences Urban spaces shall have a special identity through their content, their form of the experiences to which they give rise.

Tolerant Public places shall be considered tolerant and signify that most activities can take place there. They shall affirm human plenitude by showing that there is room for creativity and desire. They shall provide room for the unexpected.

Vary housing types

Add something to monotonous housing areas by varying the types of building and home ownership. This makes it possible to remain in the same area throughout different stages of life and the areas gain more variation as regards buildings and people. The image comes shows the design of the terraced houses on the edge of the new park in Rosengård. Illustration: Kenji Miyazu, Jaenecke Arkitektur AB

Work with in-between spaces to make them attractive, safe and pleasant

Create vibrant spaces between destinations with the aid of, for example, light-up banners and sensor systems. Open up space to businesses of different types on the ground floor and allow these businesses to occupy spaces in public spaces.
STRENGTHEN SKÅNE'S RELATIONS WITHIN THE ÖRESUND REGION, SOUTHERN SWEDEN AND THE SOUTHERN BALTIC SEA
All municipalities and Skåne as a whole profit from increased cooperation with players in surrounding areas and from Skåne creating closer ties with neighbouring regions. This provides an opportunity to increase the critical mass and thereby bolster growth and strengthen competitiveness.

With the Öresund Bridge, which opened in 2000, the Öresund Region is a natural part of Scanian municipalities’ reality. Together with Zealand, Skåne has improved its position as a growth region, which attracts inhabitants, companies and visitors. Increased cooperation across national borders is necessary for the region to become more internationally competitive. All of Skåne and the Scanian municipalities can profit from increased cooperation with Denmark.

The Öresund Region has 3.7 million inhabitants, meaning that together Skåne and Zealand hold a good position in international competition for inhabitants, business and tourists. Copenhagen is Denmark’s primary growth engine and is important for Skåne. By cooperating on labour markets, housing markets, education and research, Malmö/Lund and Copenhagen can jointly develop into an important international growth engine in the Öresund Region. All of Skåne can benefit from a strong growth engine of this size and international stature.

An important prerequisite for this international growth engine and for a cohesive and functional Öresund Region is well-functioning infrastructure connecting the region. Today, the Öresund Bridge is an established connective link. As such, continued cooperation between Sweden and Denmark is central to the creation of a fixed link between Helsingør and Helsingborg. This will create conditions for climate-friendly development as it will enable more goods and passenger transport by rail while connecting the cities around Öresund.

For Skåne, it is also obvious and beneficial to develop links and cooperation with municipalities and regions to the north and east of Skåne. For the municipalities in Northern Skåne, the county line is simply an administrative boundary. Interaction between localities on either side of the county line take place daily as regards housing, work, education, culture and leisure. The potential of this aggregate population is a greater critical mass and thereby a larger market and increased competitiveness. Important hubs for Skåne to cooperate and develop relations with include, for example, Halmstad, Karlslakra, Växjö, Kalmar and Älmhult. By developing different roles and cooperating, Southern Sweden’s potential can be utilised. There are favourable conditions for strengthening parts as well as the whole by cooperating in areas such as trade and industry, employment, education, infrastructure, culture and tourism.

Skåne and its municipalities and localities affect and are affected by a large surrounding area. As such, it is important to look outwards, towards both Denmark and the Southern Baltic Sea, as well as towards the rest of Sweden. Sweden is characterised by extensive foreign trade and Skåne, with its geographic location between Scandinavia and Continental Europe, is a significant transit region with extensive goods transport passing through the region.
that we must recognize the opportunities for development that exist outside of Skåne’s borders

that a large critical mass is necessary for national and international competitiveness

to develop a ring line to connect the cities around Öresund

strengthening relations with the Danish side of the Öresund Region as an important growth engine for Skåne’s development and an expanded Scanian labour market

Skåne’s proximity to Zealand entails great opportunities for Skåne’s development. It provides access to a larger critical mass, a larger labour market and a broader skills offering for employers to choose from, as well as more choices for individuals as regards home town, work and leisure. Increased cooperation is required to utilise the potential of the Öresund Region.

Together, Malmö/Lund and Copenhagen form an international growth engine in Northern Europe and are of major importance to Skåne’s development. That these cities enjoy good cooperation is a strength for the entire region. Helsingborg and the surrounding area also have strong relations with Denmark via the link to Helsingør and northerly Zealand. A fixed link between Helsingborg and Helsingør is valuable for the future development of all of Skåne, Sweden and Denmark. It is important that neither the administrative nor the physical borders between the countries comprise an obstacle to regional development.

strengthening relations with Southern Sweden for a larger critical mass and increased competitiveness and attractiveness

North of Skåne’s border are several larger localities that play an important role in the region’s development. Individually and together they comprise the regional weave that creates the opportunity for increased competitiveness and attractiveness by developing a sufficiently large aggregate population and a market that can compete internationally. It is important for Skåne to enjoy good cooperation and close relations with localities, municipalities and...
regions in the north and north-east. This cooperation is important regardless of whether a larger administrative region for Southern Sweden is formed. Examples of important hubs in Skåne’s Swedish surrounding area are Halmstad, Älmhult/IKEA, Linnaeus University in Växjö/Kalmar and the port of Karlskrona. The relation with the Gothenburg Region is also important to develop, such as in the cooperation on The Scandinavian 8 Million City. Cross-border local and regional rail systems offer the potential to further develop interregional cooperation. This would allow the formulation of different roles and forms of cooperation to develop Southern Sweden’s aggregate potential. This entails, among other things, continuing to complement and support one another as regards trade and industry, employment and housing markets, education, culture, tourism and infrastructure in order to broaden cooperation efforts and achieve more symmetrical polycentric development.

**agreement on initiatives and investments that strengthen important development corridors**

Skåne’s strategic location as Scandinavia’s port to Continental Europe entails a need for cross-border infrastructure investments, for both goods and passenger traffic. This requires cooperation and often major investments. It is important to jointly develop the labour market, logistics functions and meeting places that cross national borders and county lines. A fixed link between Helsingborg and Helsingør and high-speed trains are examples of cross-border infrastructure investments. A fixed link in Northern Öresund would create a ring line connecting the entire region and comprising an attractive network of small and large cities, universities and research facilities, and workplaces. This is the vision of Loop City, a ring line connecting the cities around Öresund:

Copenhagen, Rudersdal, Hørsholm, Fredensborg, Helsingør, Helsingborg, Landskrona, Lund, Malmö and Copenhagen Airport, Kastrup.

Several projects are underway concerning development corridors that pass through Skåne. These include the Fehmarn Belt Fixed Link (Öresund Region-Hamburg) and The Scandinavian 8 Million City (Copenhagen-Oslo), which is a Scandinavian cooperation project within the framework of the Scandinavian Arena. Increased accessibility of this kind creates conditions for international cooperation and it is important to consider this in municipal planning so that the full potential is utilised. It is essential to jointly prioritise and agree on these costly investments.

**strengthening Copenhagen Airport, Kastrup as the Öresund Region’s international airport**

Following the completion of the Öresund Bridge, today Kastrup is as much Skåne’s airport as it is Denmark’s. Kastrup’s international routes make Skåne, and the rest of the Öresund Region, an attractive location for future international head offices and establishments, such as the future ESS facility in Lund. Kastrup is important for international goods and passenger traffic alike. It is important that Kastrup is considered a hub for future infrastructure investments such as high-speed trains.

Bridges are both symbols and physical constructions that link expansive and dynamic regions. This is as true for Öresund Bridge as it is for Golden Gate Bridge.
PARTICIPATE IN CROSS-BORDER COOPERATION TO STRENGTHEN RELATIONS AND CONDITIONS IN THE ÖRESUND REGION, SOUTHERN SWEDEN AND THE SOUTHERN BALTIC SEA

Participate actively as a municipality in different cooperation projects for regional business establishments and so that the effects benefit all parts of the region. An example of a cooperation partner is Business Region Skåne and examples of important establishments in the Öresund Region that are of significance to the entire region are the ESS and MAX IV research facilities.

Improve Skåne’s relations with adjacent international markets through, for example, the work with a high-speed railway from Scandinavia through the Öresund Region to Hamburg.
In the comprehensive land-use plan, clarify the municipality’s relation to the surrounding area and how the municipality sees itself in an interregional perspective. Work, for example, with highlighting the proximity to Copenhagen and relations with cities such as Gothenburg, Halmstad, Växjö, Jönköping, Kalmar, and Karlskrona. The image shows the strategic objective for the cooperation between Malmö and Copenhagen from the Comprehensive Land-use Plan for Malmö 2012, consultation data/plan strategy.

The Scandinavian 8 Million City and Loop City are examples of projects and initiatives that require cross-border cooperation.
INVEST IN SKÅNE’S GROWTH ENGINES AND REGIONAL HUBS AND DEVELOP THE POLYCENTRIC URBAN STRUCTURE

ENHANCE ACCESSIBILITY AND BIND SKÅNE TOGETHER

GROW EFFICIENTLY WITH A BALANCED AND SUSTAINABLE USE OF LAND

CREATE SOCIALLY SUSTAINABLE, ATTRACTIVE LOCALITIES AND ENVIRONMENTS THAT OFFER HIGH QUALITY OF LIFE

STRENGTHEN SKÅNE’S RELATIONS WITHIN THE ÖRESUND REGION, SOUTHERN SWEDEN AND THE SOUTHERN BALTIC SEA
Sustainable land use
High quality of life
Strategies for The Polycentric Skåne
Figures for areas and inhabitants retrieved from available sources. We reserve the right to correct any errors.