

RUFS 2050

REGIONAL DEVELOPMENT PLAN FOR THE STOCKHOLM REGION

Europe's
most attractive
metropolitan
region



A PLAN THAT MAKES A DIFFERENCE

The Stockholm region – that is, Stockholm County – is one of Europe’s fastest growing metropolitan regions. By 2050 it is expected to be home to 3.4 million inhabitants. This rapid population growth is positive for the region yet brings with it major challenges – challenges that demand good planning and effective cooperation between many different organisations and stakeholders. This is why we have a common regional development plan for the Stockholm region.

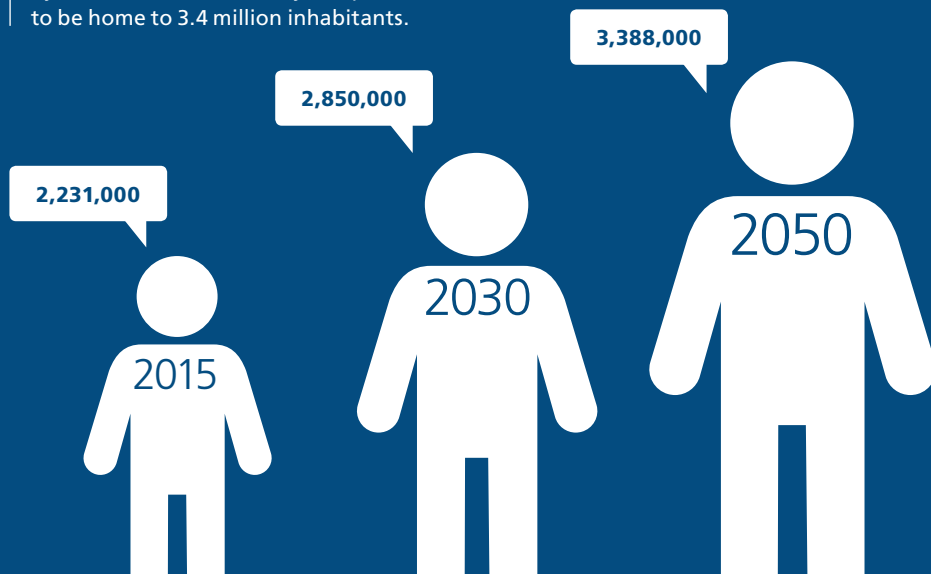
Collective interests of the region

The regional development plan for the Stockholm region, RUFSS 2050, expresses the collective interests of the region. It provides guidance and indicates the long-term direction for our county. It lays the foundation for spatial planning and is a starting point for the Stockholm region’s work with inclusive growth over the next eight years.

The plan ensures that we all work in the same direction and together strive to achieve what we have agreed on.

A POSITIVE CHALLENGE

By 2050, Stockholm County is expected to be home to 3.4 million inhabitants.



An extensive process in close dialogue with regional stakeholders

Evolving a new regional development plan is an extensive process that continues for several years. It requires a close dialogue with all the stakeholders of the region who will be a part of implementing the plan further on.

The point of departure for these efforts is the former regional development plan for the Stockholm region, RUFs 2010.



THE PLAN IS VALID UNTIL 2026

RUFs 2050 has been developed in close dialogue with the region's stakeholders. Municipalities, government agencies, companies, academia and non-governmental organisations have been involved and provided comments throughout the process.

In June 2018, the Stockholm County Council adopted the new regional plan. The plan is valid until autumn 2026.

The Stockholm region: **A LEADING REGION**

The Stockholm region is currently enjoying strong economic growth. Both population growth and productivity are higher in the Stockholm region than in the rest of the country and higher than in most other metropolitan regions of Europe. The region currently accounts for almost one third of Sweden's GDP.

The Stockholm region has come a long way in its transition to a greener economy, with relatively low climate and environmental impacts. In many ways it also provides a good quality of life for the inhabitants, who are never far from nature and water.

Stockholm County is also an integral part of Eastern Middle Sweden, a greater region that plays a leading role in the entire country's development and international competitiveness. More than 5.7 million people are expected to live in the seven counties of Eastern Middle Sweden by 2050, and of these 3.4 million will live in Stockholm County.

Improvement areas

Capacity shortages exist in terms of transport infrastructure, housing construction and the education system. New settlements have often been built in locations that do not offer adequate accessibility by public transport. The region has also become increasingly polarised – there are big differences in living conditions, health and education between different municipalities, districts and residential areas.

Another area that needs improvement is the region's work in research and innovation. Investment in research and development as a percentage of GDP has declined in recent years.



STRONG GROWTH

In the Stockholm region, both population growth and productivity are higher than in the rest of the country

SIX CHALLENGES THE REGION IS FACING

Based on the Stockholm region's unique conditions, macro influences and development assessments, six long-term challenges for the region have been identified. They are summarised as follows:

- 1 Facilitate population growth while improving the region's environment and the health of its inhabitants**
- 2 Address capacity shortages while meeting growing needs**
- 3 Become an internationally leading metropolitan region in a growing global competitive landscape**
- 4 Reduce climate impact while enabling increased accessibility and economic growth**
- 5 Continue to be an open region while reinforcing inclusion**
- 6 Increase trust and security in the region at a time when the world is perceived as unsafe**

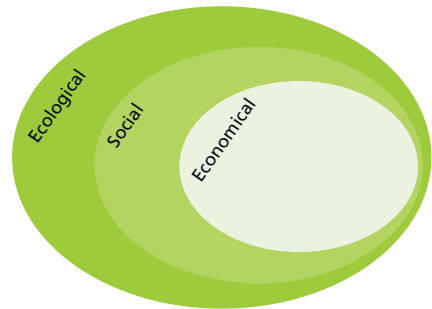
These challenges underpin our work on Stockholm's regional development plan, RUF5 2050.

Europe's most attractive metropolitan region

The vision of RUFSS 2050 is for the Stockholm region to be Europe's most attractive metropolitan region. Everyone who lives, works and visits the region should experience it as attractive. Attractiveness can, of course, mean different things for different people – which is why we've got to put the inhabitant in focus when planning. It also means that we must create a region that is sustainable over a long period of time and that is resilient and able to adapt to different types of changes.

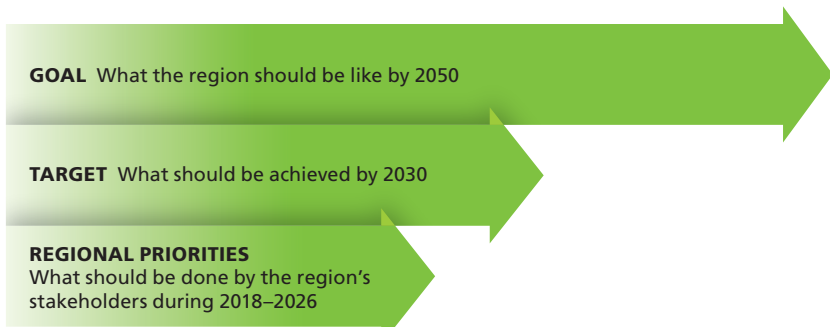
Attractiveness is also about the region's relationship to the world around it. The Stockholm region has a special responsibility towards other parts of the country in its role as capital region, and also holds a key role for the regions and countries we interact with, including a responsibility towards those affected by our decisions.

In a sustainable region individuals remain the focus, environmental awareness sets the framework, and the economy is a means and a prerequisite for sustainable development.



Goals, targets and regional priorities

Four long-term goals describe what the region should look like by 2050. The goals are broken down into measurable targets to be achieved by 2030. The regional priorities are the areas that form the focus of the region's development during the plan's validity period, 2018–2026.



VISION

Europe's most attractive

GOAL

An accessible region with a good quality of life

TARGET

1. At least 22,000 homes should be built each year.
2. Travel times between regional cores and Arlanda Airport should be competitive with car travel times.
3. The percentage of the county's inhabitants who experience disturbances caused by traffic noise and poor air quality should not increase.
4. At least 95 per cent of new settlements should be built in the region's most accessible locations, relatively speaking.

REGIONAL PRIORITIES

- Increase housing construction and create attractive places to live.
- Encourage a more transport-efficient society.



GOAL

An open, gender-equal, equitable and inclusive region

TARGET

1. The gap in life expectancy should be reduced between different socio-economic groups and municipalities in the region and the average life expectancy for all should increase.
2. The employment rate should be well above 80 per cent for people between the ages of 20–64, for both women and men, and the gap should be reduced between native-born and foreign-born inhabitants.
3. A minimum graduation rate of 80 percent for upper-secondary students should be reached, and the rate gap between different upper-secondary schools and the county's municipalities should decrease.
4. The percentage of inhabitants who trust their neighbours should increase, and the negative impact of insecurity on quality of life and the vulnerability of citizens to violent crime should decrease.

REGIONAL PRIORITIES

- Leverage skills and facilitate job matching on the labour market.
- Achieve equitable and improved public health and help to close the health gap.
- Strengthen the conditions for all children and youth to continue their studies and find jobs.



metropolitan region

GOAL

A leading growth and knowledge region

TARGET

1. The percentage of people who hold a university degree and work in knowledge-intensive professions should increase to a minimum of 55 per cent, for both men and women.
2. The number of startups should increase to 18 per 1,000 inhabitants.
3. Private and public investment in research and development (R&D) should reach a minimum of 4.5 per cent of regional GRP.
4. All residents, business owners and the public sector should have access to fixed and mobile broadband connections with high-speed transmission.

REGIONAL PRIORITIES

- Strengthen strategic research areas and innovation environments.
- Strengthen the region's global position through more establishments, visits and increased international trade.



GOAL

A resource-efficient, resilient region with no greenhouse gas emissions

TARGET

1. Annual direct greenhouse gas emissions should be less than 1.5 tonnes per capita, and greenhouse gas emissions from consumption should be halved.
2. Annual energy use per capita should decrease continuously to below 16 MWh, and the region's energy production should use 100 per cent renewable resources.
3. The use of public transport for passenger transport should be 5 percentage points higher than 2015 levels, and at least 70 per cent of all travel within the county should take place on foot, by bicycle and by public transport. The share of cycling should be 20 per cent according to the regional bicycle plan.
4. Household waste should be reduced to a maximum of 360 kilograms per person and year, and at least 70 per cent, including food waste, should be recycled.

REGIONAL PRIORITIES

- Increase electric-powered passenger and freight transports.
- Develop attractive, climate-efficient and resource-efficient regional cores.



Together, we can achieve the goals

RUFS 2050's four long-term goals lead the way to 2050. The goals embody the vision and the desired state of the region in 2050. To achieve the long-term goals, RUFS 2050 sets out measurable targets that should be achieved by 2030.

The development of the region is a constantly ongoing process involving many different stakeholders. A strong shared responsibility is vital for the region's development. The role of the regional development plan is to identify the strategic direction of the region's development so that we all strive to achieve the same long-term goals.

The support tools for achieving the RUFS 2050 goals include nine regional priorities, regional position statements linked to different topics, and a regional land-use map indicating the desired physical development of the region.

Regional priorities matter to everyone

Some issues are especially essential to work on during the implementation of the plan in 2018–2026. They are what we call our regional priorities and concern issues where multiple stakeholders have responsibilities for different parts in areas that need regional improvement. That's why we have to step up existing collaboration and more distinctly share the joint responsibility of leading the development forward in the region.



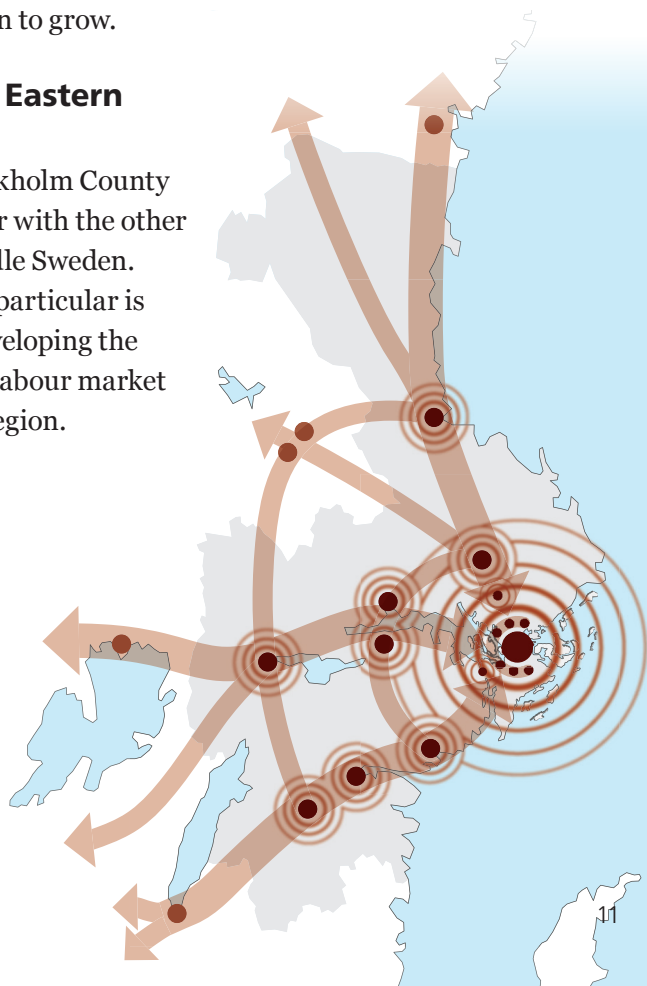
REGIONAL SPATIAL STRUCTURE

The spatial distribution of new development is central to how our region will evolve. How roads, streets, train tracks, buildings and green areas are designed and relate to one other affects both accessibility and the choices we make every day, whether at work or during our free time.

What we plan for and build today will stay with us with for a long time. Therefore, it is important to have a common long-term view of how we want the region to grow.

Common vision for Eastern Middle Sweden

The development of Stockholm County must be planned together with the other counties in Eastern Middle Sweden. The transport system in particular is a fundamental key to developing the housing market and the labour market throughout the greater region.



Spatial principles

The spatial vision of the Stockholm region for 2050 can be summed up in six spatial principles.

Urban development in the best public transport nodes

Building and densifying in areas with high public transport accessibility creates closeness and provides a basis for services and good public transport. It leads to shorter distances in people's daily routines.

Interconnected regional cores

Well-developed and well-connected regional cores are important for a rapid sustainable growth of housing, workplaces and higher education institutes, as well as commercial and public services. They also lead to less pressure on the capacity of the central core while avoiding urban sprawl and increased car use.

Resource-efficient systems for inhabitants and goods

In the long term, all transport needs to be both fossil-free and energy-efficient. Passenger and freight transports must be well-coordinated, at the same time as accessibility for pedestrian and bicycles, as well as public transport and commercial traffic, must be prioritised.

A cohesive green structure and robust aquatic environment

The region's green wedges are closely linked to the built environment and urban areas. The region's blue structure is a coherent network of seas, lakes, watercourses and groundwater. These play a vital role in the region's attractiveness and provide key functions for ecosystem services, climate adaptation, recreation, and energy and food security.

Stronger links between urban and rural areas

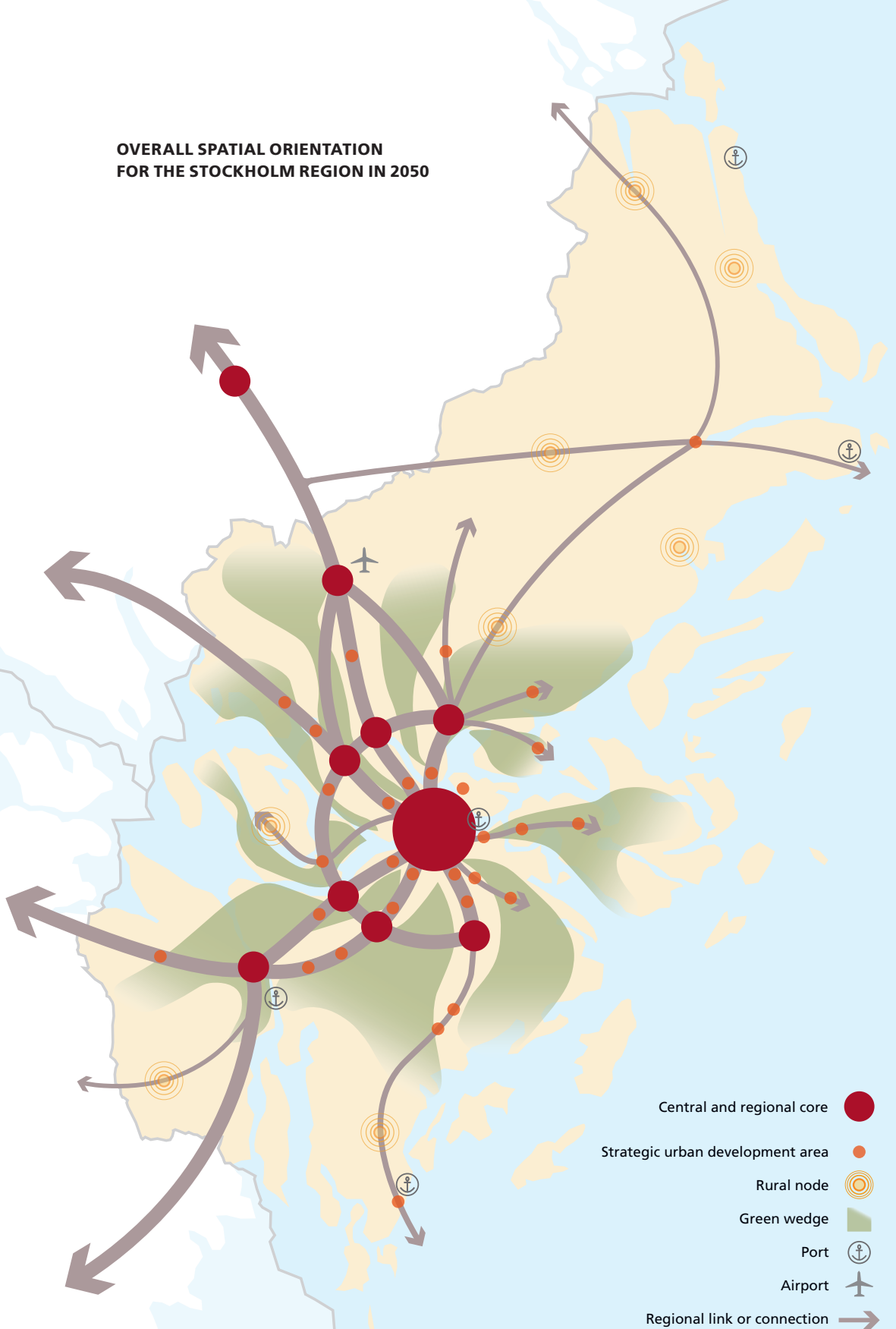
The living conditions in the countryside and the region's smaller peripheral urban areas should be developed so that the region remains cohesive.

The backbone for accessibility between urban and rural areas is the road network, which thus is of major importance for rural development. It is important that new settlements, public services and public transport nodes are sited in strategic locations.

Accessible settings for innovation, businesses and decision-makers

Accessibility is a precondition for the Stockholm region's ability to fulfil its function as a capital region. The region's public and private research environments, higher education, corporate head offices, national organisational head offices, cultural scenes and cultural environments of national interest, as well as government and parliament, must be accessible to all residents of Sweden as well as international visitors.

OVERALL SPATIAL ORIENTATION FOR THE STOCKHOLM REGION IN 2050

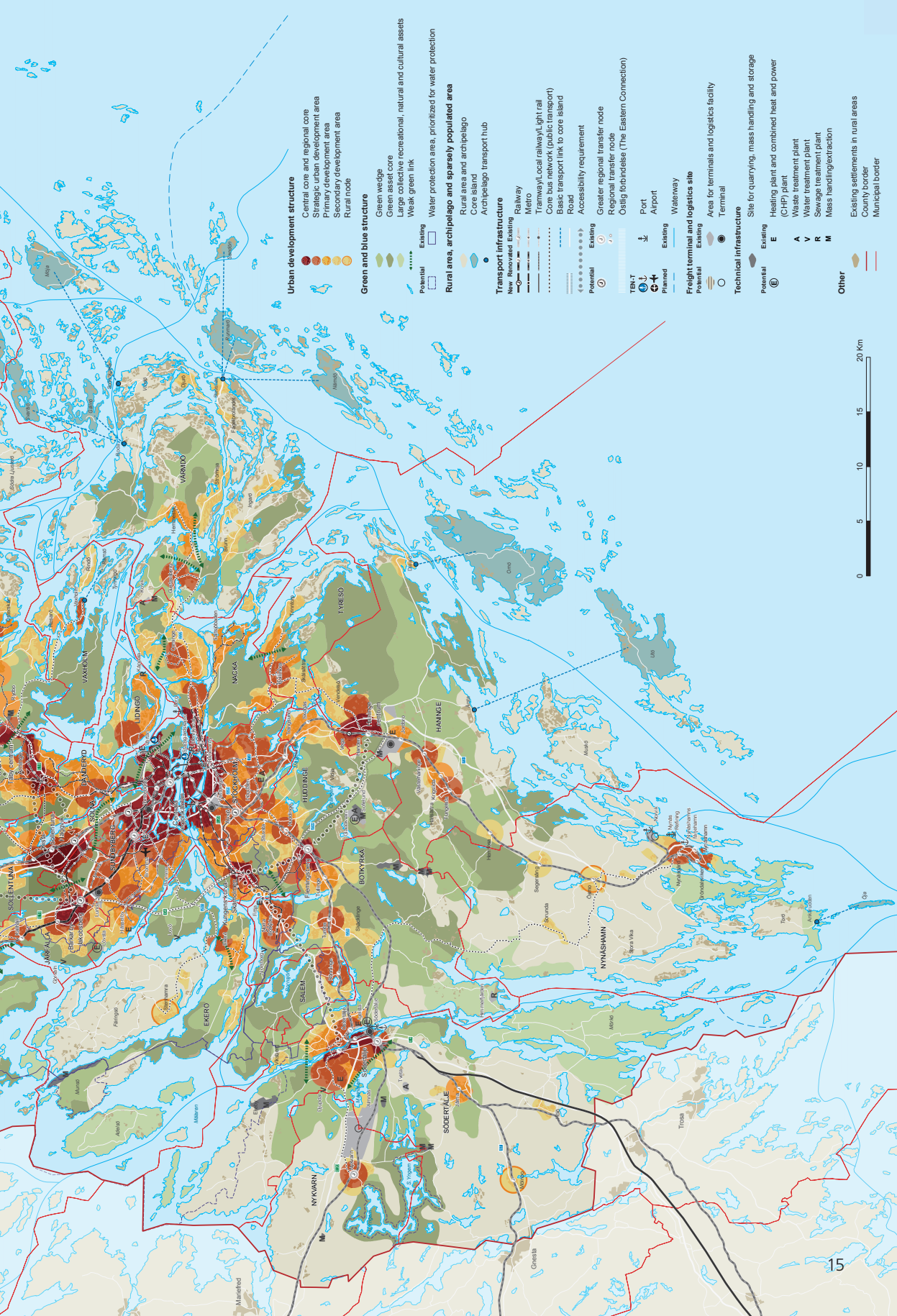


Source: Growth and Regional Planning Administration

LAND-USE MAP

The land-use map for the Stockholm region provides an overall picture of the region's future development up to 2050, with the urban settlement structure, transport infrastructure, technical infrastructure, green structure and more.





Urban development structure

- Central core and regional core
- Strategic urban development area
- Primary development area
- Rural node

Green and blue structure

- Green wedge
- Green asset core
- Large collective recreational, natural and cultural assets
- Weak green link
- Potential
- Existing
- Water protection area, prioritized for water protection

Rural area, archipelago and sparsely populated area

- Rural area and archipelago
- Core island
- Archipelago transport hub

Transport infrastructure

- New
- Renovated
- Existing
- Railway
- Metrolink
- Tramway/local railway/light rail
- Core bus network (public transport)
- Basic transport link to core island
- Road
- Accessibility requirement
- Potential
- Existing
- Greater regional transfer node
- Regional transfer node
- Östlig förbindelse (The Eastern Connection)

Port

Freight terminal and logistics site

Technical Infrastructure

- Port
- Airport
- Waterway
- Existing
- Potential
- Existing
- Area for terminals and logistics facility
- Terminal
- Site for quarrying, mass handling and storage
- Existing
- Potential
- Heating plant and combined heat and power (CHP) plant
- Waste treatment plant
- Water treatment plant
- Sewage treatment plant
- Mass handling/extraction
- Existing settlements in rural areas
- County border
- Municipal border



Supporting planning documents are available at www.sll.se/regional-utveckling



Använd kompetensen, 2011:5



Bostadsmarknaden – en komplex väg från teori till praktik, 2015:1



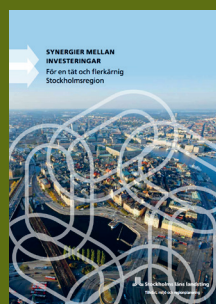
Ekosystemtjänster i Stockholmsregionen, 2013:3



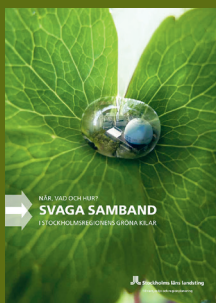
Trendanalys Stockholmsregionen, 2015:4



Resan mot stärkt hållbarhet, 2015:9



Synergier mellan investeringar, 2014:2



Svaga samband, 2012:5



Nulägesanalys inför regional klimatfärdplan, 2015:2



Värdering av stadskvaliteter i Stockholmsregionen, 2011:3



Stockholmsregionens internationella relationer och utbyte, 2016:4



Hur försörjs östra Mellansveriges arbetsmarknader med högutbildad arbetskraft? 2016:10



Framskrivningar av befolkning och sysselsättning i östra Mellansverige, 2017:2



Stockholmsregionens ekonomiska struktur, 2015:5



Struktur omvandlingens geografi i Stockholms län, 2016:10



Kompetensförsörjning i Stockholms län 2050, 2017:5



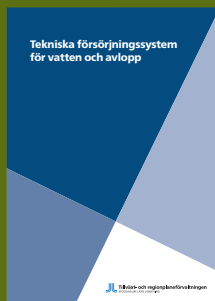
Beräkning av demografiskt bostadsbehov i Stockholms län, 2017:5



Tekniska försörjningssystem för avfallshantering, 2017:8



Tekniska försörjningssystem för masshantering och täkter, 2017:7



Tekniska försörjningssystem för vatten och avlopp, 2017:3



Strukturanalyser för Stockholms län och östra Mellansverige år 2050, 2017:6


Each topic interrelates with the whole

The regional development plan addresses many different topics, and the plan's strength lies in linking them together to enable regional considerations. How public transport can be coordinated with housing development, strengthened social cohesion, while developing more jobs and reducing climate impact are some examples.

RUFS 2050 contains nineteen in-depth sections with different topics and regional position statements that provide guidance for both spatial planning and inclusive growth. Understanding how the different topics are connected is crucial, and it is important that different sectors and stakeholders work together in the same long-term direction regardless of the topic in focus.

Topics in RUFS 2050

- Urban development
- Technical supply systems
- The transport system
- Natural environments and green spaces
- Sea, lakes and watercourses
- Cultural heritage and cultural environment
- Environment and health
- Climate mitigation
- Climate adaptation
- Regional economy, business and entrepreneurship
- Skills and labour market
- Research, development and innovation
- Housing
- Social cohesion
- Public services including healthcare
- Culture activities
- Digital development and accessibility
- Rural development
- The archipelago



These topics are also described in different supporting planning documents that the Stockholm County Council continuously develops in its role as a regional planning body. You can find these documents at www.sll.se/regional-utveckling.

Regional development plan for the Stockholm region

The regional development plan expresses the collective interests of the Stockholm region, provides guidance and indicates the long-term direction for our region. It lays the foundation for spatial planning and inclusive growth in the region over the next eight years.

This is a short version of the regional development plan RUF5 2050. The plan in its entirety in Swedish and more information about our work on RUF5 2050 can be found at www.sll.se/regional-utveckling.

On January 1, 2019, the Stockholm County Council changed its name to Region Stockholm. RUF5 2050 was adopted in June 2018, so the terms "county council" and "Stockholm County Council" are therefore used in this brochure.



Growth and Regional Planning Administration
Box 22550, 104 22 Stockholm
Telephone (switchboard): +46 (0)8-123 130 00
Email: trf@sll.se
www.sll.se
www.sll.se/regional-utveckling