Investing in the Future
A Joint Traffic Proposal from Local Government Regional Council and the Capital Region of Denmark
We are an international metropolis
The Capital Region is Denmark’s only international metropolitan region and is also situated at the heart of the Øresund Region. We compete with other major European metropolises for jobs, corporate investments and highly educated employees.

The opening of the Fehmarn Link in 2020 will give us direct access to Northern Germany and, based on Norway’s and Sweden’s deliberations concerning a high-speed rail connecting Scandinavia’s capitals, we will constitute the key focal point in the transportation grid connecting Scandinavia to the rest of Europe. But the intensifying flow of freight traffic across the Great Belt also has to be handled by the regional infrastructure.

We can and will shoulder this task as a growth locomotive
As an international metropolitan region, we have a unique obligation to help to create growth throughout Denmark. We generate almost half of Denmark’s GDP and, when 100 new jobs are created in the Capital Region, this creates 20 new jobs elsewhere in Denmark.

A prerequisite for generating more growth is an efficient infrastructure that reduces travelling time and improves accessibility to and within the region. Therefore, it is also an important prerequisite for enabling our region to attract and keep jobs in the long term and be an attractive region for businesses operating in the international arena. An efficient infrastructure also enhances the quality of life: the easier it is to travel, the more we visit our family and friends and make use of cultural offerings.

Therefore, the Greater Copenhagen MCC and the Capital Region of Denmark wish to jointly call attention to what it will take to ensure that our transportation infrastructure shifts into a higher growth gear to consolidate our position as an international hub in the future.

The international dimension is important to both Denmark and the Øresund Region
By integrating traffic within the Øresund Region and by having good transportation connections with our neighbouring regions and with centres in Europe and beyond, we can ensure our inclusion in a larger network.

The international flights at Copenhagen Airport are especially crucial for our multinational corporations and for our ability to attract international investments, tourism and knowledge workers – not only to the Øresund Region and the Capital Region of Denmark but indeed to all of Denmark. For this reason, we support Copenhagen Airport through the “Copenhagen Connected” project to increase the number of flights to the destinations that are essential for Denmark’s business community and tourism.

A well-developed infrastructure is crucial for increasing the airport’s passenger potential. Metropolitan regions invest in linking their airports to a high-speed rail network.

Looking a few years into the future, the capacity of both the rail and road grids will be approaching its limit – both within our region and across Øresund. So, if we are to shoulder this task as a significant international player, a growing need for new capacity in the infrastructure of the Øresund Region will gradually emerge.

We propose:
• that our commitment to the strategic development of attractive flights to strengthen our airport be continued;
• that a high-speed rail system be established as part of a Scandinavian and European corridor – linked with the airport;
• that the interconnections within the Øresund Region be strengthened by enlarging the public rail grid, including Copenhagen’s S-train and Metro commuter rail systems and the regional rail services.
Local accessibility must be improved – throughout the region
Traffic congestion on regional roads reduces and impedes growth. In 2010, regional residents wasted 190,000 hours sitting in traffic queues every day. This congestion costs Denmark some DKK 10 billion a year (source: Copenhagen Economics).

Therefore, we have every reason to counteract increasing traffic congestion and it is not only a problem in the densely populated urban areas of Greater Copenhagen. Road traffic has also sharply increased on the major approach and ring roads in Greater Copenhagen and on the overall road grid in the Great Belt municipalities of Gribskov and Halsnæs, where road users are currently experiencing congestion in several areas.

The efficiency of the road and rail systems and the geographic interconnection throughout the region must be strengthened by enlarging and improving the road grid and by developing the public transportation system, which includes the improvement of rail connections between North Zealand and Copenhagen.

A major challenge to road traffic throughout Greater Copenhagen is determining how to develop the ring road connections to enable them to serve the increasing flows of traffic across the region.

The quality of a public transportation system is crucial to getting more motorists to switch to the bus and train on those stretches and in urban areas where congestion is greatest. An attractive rail option is lacking, especially across the urban fingers.

We propose:
- the establishment of a new fixed road-and-rail link at the Helsingør–Helsingborg crossing, and in continuation of this:
  - a new ring connection linking the Fehmarn Link with Helsingør, via Høje-Taastrup, for both rail (freight and passengers) and road users; this will require a more detailed needs analysis, including a line-routing study;
  - the establishment of a new fjord link at Frederikssund;
  - the establishment of a new eastern port link in Copenhagen;
  - the implementation of the light rail system along Ring 3 as soon as possible;
  - the development of the forthcoming light rail system and the Metro system into a cohesive rail service.

We wish to take part in shouldering the tasks of tomorrow
Local Government Regional Council and the Capital Region of Denmark have demonstrated – by agreeing on a light rail system along Ring 3 and by constructively collaborating in governmental planning processes – that we both are capable of and willing to take part in shifting the Capital Region of Denmark into a higher gear of growth. Therefore, we will gladly take part in constructive dialogue with the Government and the Danish Parliament on how we can work together to realise these infrastructure initiatives.

Vibeke Storm Rasmussen
Chairwoman of the Regional Council

Allan Schneidermann
Chairman of the Regional Development Planning and Traffic Committee

Kjeld Hansen
Chairman of the Local Government Regional Council

Jannich Petersen
Deputy Chairman of the Local Government Regional Council

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