

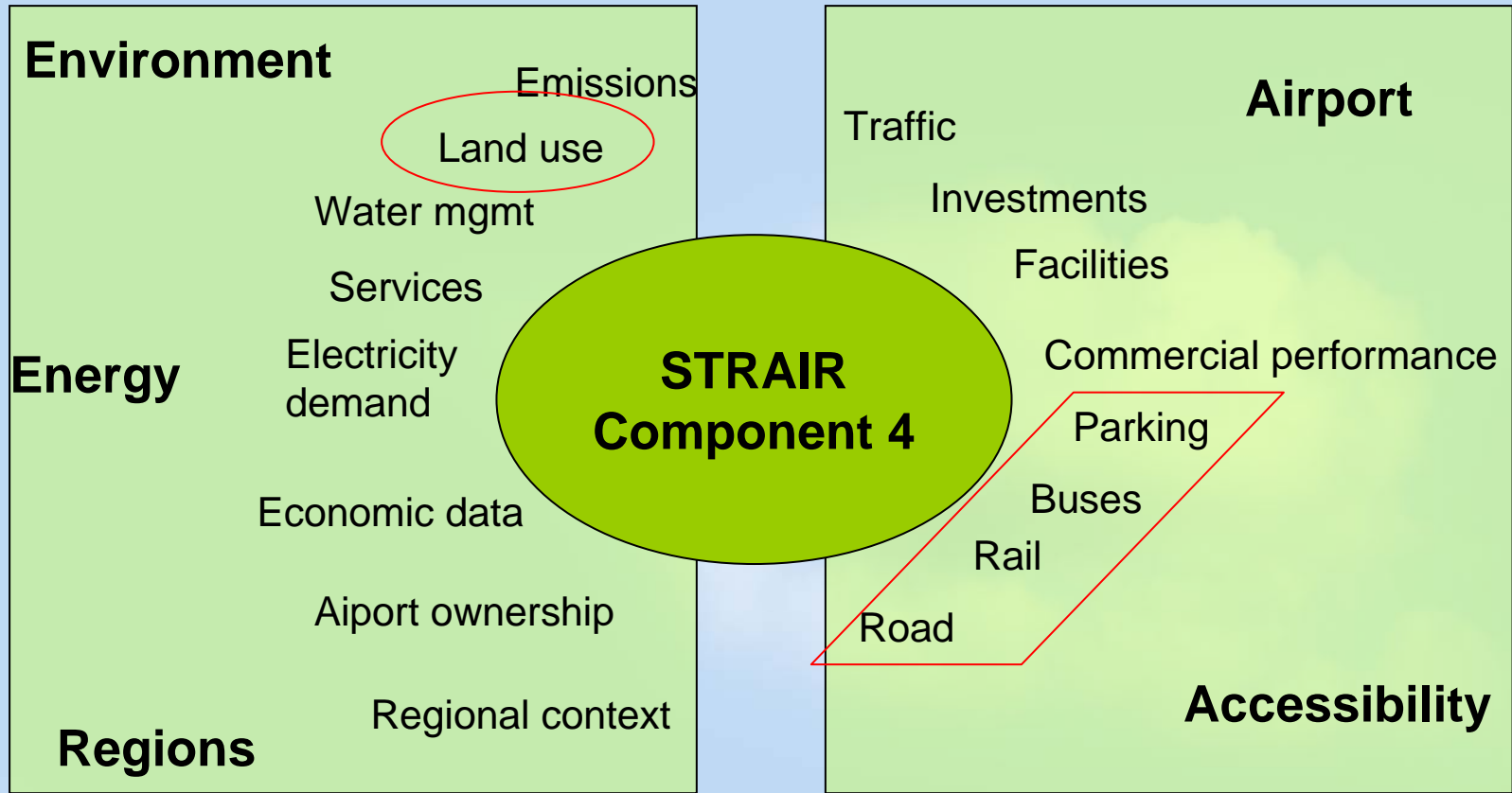
## Component 4

Territorial and environmental impacts of airport development

A new approach to land use planning and accessibility, influenced by European experiences

Härryda/Landvetter & El Prat Pilot actions

# Areas of research



# El Prat's 9 Main Findings; Conclusions and recommendations on accessibility

- Accessibility is of regional importance – planning coherence is required
- Accessibility is an incipient problem and challenged further by environmental considerations
- Airports' roles are increasing – the context must guide the planning
- Airports are multi-modal centers – a regional transportation asset

- Airports should share costs and returns of major accessibility investments
- Investments and infrastructure are not enough...
- Accessibility charge?
- Bet on global operators – forwarders for people
- **Global and unique approach to reconcile interests**

## The ninth finding from El Prat is the HÄrryda/Landvetter starting point!!

A regional economy in the midst of structural change

From manufacturing and shipping centre to a knowledge intense, service based economy

New industry structure & new businesses change transport patterns

In sum: new demands on regional planning and an unique opportunity

## Aims and objectives

- Create a common vision and a concrete strategy for the development of Landvetter Airport and the corridor connecting it to the regional centre – Gothenburg
- Develop and foster a climate of cooperation among the many actors that have influence and an interest in the development of the airport related businesses.

## Aims and objectives, ctd.

- Provide planning input to the municipality
- Increase the understanding of the airport's role as a regional engine for growth
- Promote as REGIONAL not LOCAL project
- Gain insight to varying actor's ambitions and goals
- Stimulate discussion and dialogue
- How do we make things happen?
- Who does what?

## Two main phases

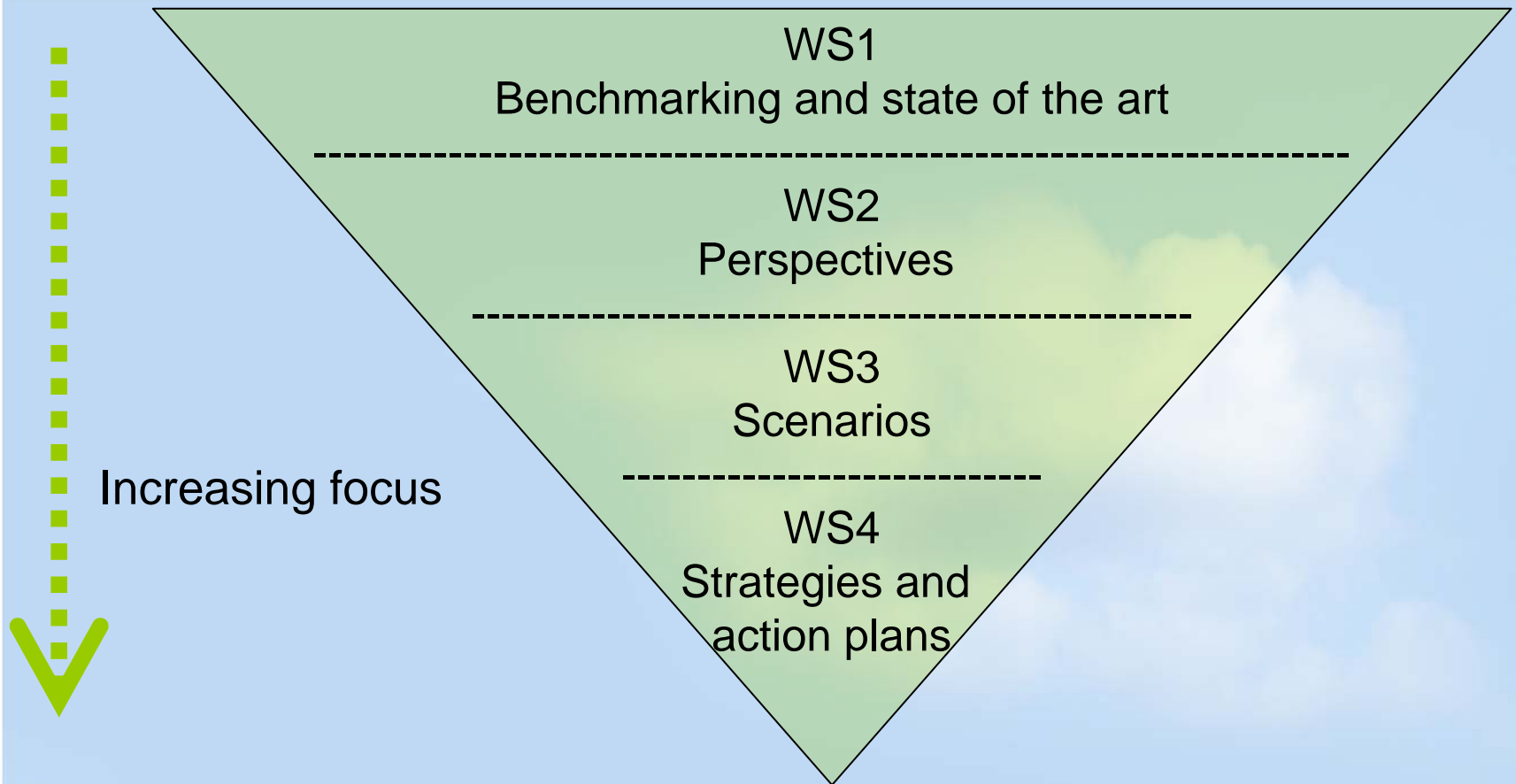
**Preparatory** - A survey of issues, regional conditions and aims – suggesting workshops as an efficient method to stimulate progress.

**Implementation** - four workshops with expert input and increasingly narrowing the focus, from international examples to concrete issues.

Using previous information and perspectives in the continued discussions facilitating widespread and fast support and consensus.

# Workshop themes

**STRAIR**  
CONNECTING AIRPORT REGIONS



## Concreteness was key...

- What can we learn from other international regions?
- What can the market actors tell us?
- Can we reach agreement around the obstacles and how to address them?
- Can we agree on an measure-oriented action plan and to take the first steps?
- How do we spread information and measure success?

## To reach the ultimate goals

- An attractive and functional entry to the Gothenburg Region
- Concrete development alternatives for the airport area and the corridor
- Examples of measures or initiatives to support a positive development of these areas

## Lessons drawn - international examples

- Focus on the airport and the airport area
- Make the area a complement to other areas, not a competitor for development and localization
- Create a unique identity
- Optimize accessibility
- Involve all relevant actors

## Lessons drawn - regional/local perspective

- Dynamic peripheral areas are important to the vitality of the core.
- To further develop and update infrastructure and public transport will be extremely important.
- Stimulate the market and create a dynamic development.
- LFV and the Municipality have renewed development incentives.

## Main findings

- Existing demand for distribution and office space
- Relatively low interest from service sector that prefer localization closer to the city
- Articulated interest from many developers
- Nat'l rail administration is currently analyzing the placement of a new national multi-modal terminals
- All actors agree that distribution and logistics is an important development area.

# Passenger traffic is important too

- New airline establishments are using Landvetter as a base for operations
- Support new structure of the economy
- Additional non-stop destinations are sought by the business community

## New commitments

- Airport authority is actively pushing the issue and is willing to sell property and land to support development
- The Municipality is prepared to support the development with planning changes
- Preconditions for both goods and passengers are dependent on improvements in public transport and infrastructure.

## Concrete results

- *A network is now in place!!*
- An atmosphere of positive expectations has been created and many actors want to participate
- A widespread realization about the airport's importance for regional development
- Key actors have new knowledge of each others preconditions
- Consensus on the future business focus of the area
- Consensus on geographical prioritizations within the area

## Concrete results, ct'd

- The municipality has committed to a new public transport plan
- The municipality presents an action plan on issues such as accessibility, planning, infrastructure, labor supply and housing
- The airport authority and the municipality will aim to coordinate their Master plan and comprehensive plans respectively
- Preparations for placing vocational education on or nearby the airport are underway.

## Next steps

- The municipality will form a group to further develop the action plan
- Airport authority will gather a group for collaboration and cooperation on planning and land use issues
- All participants will continuously be informed about actions and initiatives
- The municipality will prepare for a new public transport study
- Architects have been retained to illustrate a possible of the infrastructure connections to the airport

## So what was achieved?

- Transparency
- Commitments
- Private sector involvement
- Agreement on the goals and strategies
- Physical manifestations of initial achievements
- Focus on the issues and constructive dialogue among relevant actors

Thank you for your attention!