THE COHERENT CITY
MUNICIPAL PLANNING STRATEGY 2014
FOR THE CITY OF COPENHAGEN

THE CITY OF COPENHAGEN
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THE COHERENT CITY
Municipal Planning Strategy 2014
for The City of Copenhagen

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In recent years, more and more people are choosing to live in Copenhagen, drawn by the city’s dynamism and excellent potential for living out dreams and realising ambitions. Copenhagen has to provide a framework that accommodates their aspirations for family life, working life, education, leisure, retirement, culture, and other things besides.

More Copenhageners is a good platform for creating a more sustainable lifestyle. Residents of the city can manage on fewer resources, benefit from sustainable energy solutions, drive less, and make use of public transport and bicycles.

More Copenhageners also means more diverse Copenhageners, which is one of the things that makes living in Copenhagen exciting. However, greater diversity can result in people splitting off into groups, which means that some can be left out in the cold. We don’t all have to be the same, but we do need to have equal opportunities, and solidarity in our city is a cornerstone of the secure life that we live. That solidarity and security stem in part from meeting one another on the streets, in the squares and parks, and at the wealth of events that take place in the city.

As the city grows and new neighbourhoods come into being alongside the existing ones, we must ensure that the city is physically and socially coherent. We must therefore continue to work to ensure that there is housing for everyone, and not just in terms of the number of homes. It is equally important that we have homes in all price bands so that people with different incomes can settle in Copenhagen.

The growth in population allows the City of Copenhagen to make new investments and create new solutions. We must make sure that we continuously develop our services for Copenhageners so that they have a well-functioning day-to-day life.

It is particularly important to ensure that there are educational opportunities and jobs for everyone who wants to live in the city. As the country’s capital and growth engine, Copenhagen has certain special obligations towards the whole of Denmark, but also a number of opportunities that we should grasp and exploit in the interest of both Copenhageners and the rest of the population. We must ensure that the growth is rooted in Copenhagen’s many special qualities and that we develop these qualities for the benefit of Copenhageners. This Municipal Planning Strategy lays the groundwork for a debate on how this can best be ensured.

I look forward to hearing from Copenhageners and others who use the city concerning how we should develop the capital for the benefit of us all going forward.

Frank Jensen
Lord Mayor of Copenhagen
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THE VISION
FOR THE CITY

THE GOOD LIFE
More and more Copenhageners are remaining in the city throughout the various phases of their lives. At the same time, an increasing number of people are moving to Copenhagen from other places. The fact that so many people are choosing to live in the city is an environmental benefit both for the region and the country as a whole compared with more widely spread urban development. The population growth in the City of Copenhagen and the suburban municipalities is counteracting excessive sprawl of the city into the countryside around Greater Copenhagen with the consequent swallowing up of open land and an increase in commuting. Citizens who choose Copenhagen are also opting into the possibility of embracing a sustainable lifestyle, for example by cycling to and from their daily affairs.

A growing population and increasing jobs create a platform for good public transport, which reduces the city’s carbon emissions. Growth creates the possibility of expanding public services in the form of new day-care institutions, renovated schools, leisure facilities, modernised care homes and a clean, safe city with attractive recreational and cultural services.

The high quality of life in Copenhagen attracts people and companies. The City of Copenhagen must help to ensure that the educational level of Copenhageners forms a solid platform for the individual’s working life. At the same time, the city’s big knowledge institutions and its commercial life must make increasing use of their geographical proximity to forge new partnerships. As Denmark’s capital and only big city, Copenhagen must live up to being the country’s growth engine where companies can create new jobs that also bring growth to the rest of the country. A vital element in this is that the city should be well connected to both the immediate region and the outside world through partnerships and through transport links such as Copenhagen Airport.

When people take up residence in Copenhagen, they choose some of the many special qualities of the city’s various neighbourhoods. These qualities and the positive differences must be retained. Copenhagen must also continue to have homes in different price bands. This will ensure that the city’s diversity is indeed maintained. It is therefore important to ensure that there are different homes at different prices in all districts so that the whole city stays available to everyone. At the same time, the work is continuing to ensure equal opportunities for education, employment, health, etc.

The city must be a well-functioning setting for day-to-day life, while at the same time creating space for the unpredictable, the new and the temporary. It must offer the opportunity for chance encounters across cultures and social groups in a safe, open atmosphere. This brings coherence. Growth and quality of life must be strengthened in the disadvantaged areas so that the city remains coherent – both physically and socially. The city’s green and blue elements must give Copenhageners the opportunity for recreation and physical activity.
In order to improve these opportunities, Copenhageners must be able to use areas and buildings more flexibly for more functions. Among other things, this could help the municipal primary and lower-secondary school to play a bigger role in the local community as a venue with space for a library, sport and play. In this way, new solutions can ease any future pressure on areas while contributing to lower consumption of resources. Functional innovation must be combined with a raising of the standard of municipal services.

Copenhagen is aiming to be carbon neutral by 2025. Green conversion of our energy production, significantly reduced energy consumption and green mobility are the ways to an even better city with innovative and integrated solutions. Among other things, this will be achieved through collaboration with private parties and by creating green growth and leading environments for developing the sustainable solutions of the future. We must be willing to embrace the climate challenges to raise Copenhagen to a higher level of growth and quality of life.

The Municipal Planning Strategy examines a number of the possibilities and challenges that population growth and other factors present for the city’s development and its continued coherence. Copenhageners have changing needs and differing expectations of Copenhagen. The City of Copenhagen cannot and does not need to do all the work. We will ensure a good platform for citizens, companies, volunteers and organisations to be able to do as much as possible themselves. They must be able to create, support and influence the future of Copenhagen. The city’s development must be carried out in an open dialogue with Copenhageners concerning the city’s needs and potentials. The city belongs to its users, and we want to understand exactly how they use the city so that together we can run it better. We therefore need to work on new ways of securing broader and better citizen participation that engages with more groups of the population.
THEMES

SPACE FOR MORE COPENHAGENERS
• More homes
• Housing and residential settlement preferences
• Development of the existing city

SUSTAINABLE DEVELOPMENT
• Copenhagen as part of the regional urban development
• Regional infrastructure
• Mobility and accessibility

MORE JOBS
• A coherent region
• Commercial development
• Education and employment

A COHERENT CITY
• Coherent urban areas
• Social balance

QUALITY IN THE CITY
• Climate and environment
• Sustainable use of land and buildings
• A healthy framework for Copenhageners
SPACE FOR MORE COPENHAGENERS
MORE HOMES

OBJECTIVES
The City of Copenhagen aspires to be an accommodating city equipped to welcome new Copenhageners. We therefore want to create space for the anticipated growth in population and differing housing needs.

TRENDS AND CONSEQUENCES
Population growth
Copenhagen is experiencing strong population growth. In 2025, there will be 670,000 Copenhageners, 100,000 more than in 2014 and an increase of 33% in 20 years. This trend is being driven by the high number of young incomers, a high ratio of births to deaths and immigration. Copenhagen has become an attractive city in which to live, and many people are choosing to stay in the city, including when they start a family. The City of Copenhagen’s new residential settlement study shows that people are attracted by the possibilities for work and study. Furthermore, a varied urban lifestyle, a diverse housing supply, the many cultural and recreational opportunities, and the generally high quality of life with good access to green areas are all factors in the choice to settle in Copenhagen.

The population growth is creating the platform for a lively shopping and cultural scene, a safe urban life, an effective public transport system, and better use of energy and environment solutions. When people settle in the heart of the region, it mitigates the further sprawl of the city into farmland and countryside in the surrounding region. Living in the city generally contributes to lower resource and land usage per inhabitant. We need to take up this challenge by incorporating intelligent and integrated solutions into the city so that we can achieve our ambitious targets for urban life, public transport, and climate and environment.
In 2012, more than 63,000 families moved to or within Copenhagen. In order to obtain an insight into the factors influencing individual moves, the City of Copenhagen conducted a survey of 1,331 of the citizens involved. The survey focused on the following groups:

- Young people (18-29 years) without children
- Families with children in old homes (built before 2000) and new homes (built in 2000 or after)
- Adults without children (30-64 years), including in particular 50-64-year-olds who moved to Copenhagen from other municipalities

**THE HOME**

- Young people prefer to live in their own apartment and more than half prefer a home of 40-79 m². The price of the home is important for 85% of young people.

- 65% of families with children in old homes prefer living in an apartment; most want a cooperative apartment. 26% prefer to live in a detached or semi-detached house.

- 47% of families with children in old homes prefer a home of 80-120 m². 30% prefer a home larger than 120 m².

**THE AREA**

- Young people prefer to live centrally, ideally in the bridge districts or Indre By, and they want good opportunities to cycle. 52% want to live near a courtyard or a green area.

- A short distance to courtyards and green areas is of major importance for 73% of families with children, while having a garden is of major importance for 43%.

- Local public services such as schools and day-care institutions as well as a short distance to work are of major importance for around 60%.

**THE CITY**

- Young people want to live in a city where there is urban life, nightlife, cafés and self-fulfilling opportunities. Career prospects are of major importance for 75% of young people.

- 82% think it is important to live in a city that is lively and where something is happening. For 65% of families with children, it is also important that there are career prospects in the city.
FAMILIES WITH CHILDREN IN NEW HOMES (BUILT IN 2000 OR AFTER)

THE HOME
61% of families with children in new homes prefer to live in an apartment; most want a rented apartment. However, 28% prefer to live in a detached or semi-detached house.

60% of families with children in new homes prefer a home of 80-120 m². 34% prefer a home larger than 120 m².

THE AREA
77% want a short distance to a courtyard or green area. A balcony is of major importance for 63%.

Local public services such as schools and day-care institutions as well as a short distance to work are of major importance for more than 60%.

34% prefer to live in a new neighbourhood.

THE CITY
80% of families with children think it is important to live in a city that has urban life and activities. For nearly 71%, it is important that there are career prospects in the city.

KEY FIGURES

83% of those surveyed would recommend to friends and family that they move to the City of Copenhagen.

70% of families with children feel strongly that Copenhagen is a good place for children to grow up.

83% of those surveyed consider good opportunities to cycle are important when choosing where to settle down.

ADULTS WITHOUT CHILDREN (30-64 YEARS OLD)

THE HOME
77% prefer to live in an apartment; most want a rented apartment. Half want a home that is 40-79 m², while the rest prefer a larger home.

The price of the home is of major importance for 85% of adults without children.

ADULTS WITHOUT CHILDREN WHO HAVE MOVED IN FROM OTHER MUNICIPALITIES (50-64 YEARS OLD)

THE HOME
84% of 50-64-year-olds who have moved in from other municipalities prefer to live in an apartment. 45% want a home that is 40-79 m², while the rest want a larger home.

The price of the home is of major importance for 87%.

THE AREA
79% want a short distance to a courtyard or green area, and more than 70% think it is important to be close to shops and cultural provisions.

THE CITY
More than 80% of 50-64-year-olds believe it is important to live in a city where there is urban life and cultural life. This group has the most people for whom exciting architecture is important. On the other hand, career prospects are only of major importance for 26%.
A precondition of population growth is that new homes are built for the many new Copenhageners and that the diverse housing supply is maintained. After a number of years of modest new home-building as a result of the financial crisis, there is once again major interest in investing in and developing homes in Copenhagen. In designating new urban development areas, the City of Copenhagen is prioritising areas with good public transport services in order to create a sustainable, coherent city.

**Investments in urban development**

At the same time, we are making plans for a timely expansion of local day-care provision, which will safeguard the social and cultural infrastructure in the expansion of the city. From 2010 to 2013, the City of Copenhagen created 4,772 new day-care places and 302 new homes for individuals with mental or physical disabilities and other disadvantaged citizens. We are also making a range of investments in cultural and sporting facilities such as the new arena in Ørestad, the ice-skating rink, multi-purposes halls, artificial pitches, etc.

**Homes for all**

It has become more expensive to live in Copenhagen – regardless of the form of home ownership. Copenhagen has to be able to offer homes that accommodate differing wishes and needs. First and foremost, there is a demand for more homes for families, young people and students, but also for homes for less well-off citizens and those with mental, physical or emotional disabilities. The City of Copenhagen cannot regulate the form of home ownership, but it does build homes for groups with special needs and supports the building of social housing to ensure homes for people with different incomes.

In order to meet the need for housing for students and young people and to avoid unnecessary bureaucracy, we have removed the quota for building this type of housing.

We are ensuring that new family-appropriate homes are being built through the Municipal Plan’s requirement for an average home size of at least 95 m². In order to ensure variation in the size of homes in the new urban development areas, we are also setting a requirement that at least 20% of homes in these areas must be between 50 and 70 m². This will help to give diversity in all the city’s neighbourhoods. There should be focus on quality in all sizes of home, and flexible layouts can be used to make housing suitable for different phases of life and changes in demand. It must also be ensured that there is access to good recreational and play areas connected with the housing. The development of green roofs and various...
green climate solutions in construction gives the possibility of working with new ways of integrating buildings and open spaces.

Most new housing is built in the form of multi-storey buildings, e.g. square or tower blocks, including around Amager Strand, but there is also a big demand for terrace houses such as those in Margretheholmen and the AlmenBolig+ social housing in Grøndalsvænge Allé. In some cases, the existing planning regulations are a barrier to building new terrace houses and low-rise high-density housing. Similarly, the rules for parking can restrict the building of homes. Different people have different parking needs, which the City of Copenhagen will try to accommodate.

Securing space for the population growth supports economically, socially and environmentally sustainable urban development. Economically inasmuch as a greater supply of homes counteracts rising house prices. Socially inasmuch as it makes it possible for people with different incomes to settle in Copenhagen. And environmentally inasmuch as a more compact city reduces the need for commuting and supports sustainable forms of transport and public energy supply. A compact city supports retailers, cafés and restaurants as well as urban life in the city’s streets and squares.

In order to ensure that the city is ready to accommodate the many new Copenhageners without compromising on the special qualities that make Copenhagen one of the world’s best cities in which to live, in the Municipal Plan 2015 we will:

• Assess the need to designate new areas for urban development. We will do this by carrying out an analysis of the need for new homes, based in part on a residential settlement analysis identifying Copenhageners’ preferences for choice of housing.

• As a basic principle, only carry out urban development where the arrangements for the expansion and financing of infrastructure and municipal services have been finalised.

• Ensure a varied supply of new housing types and sizes for families, single people, young people and elderly people. We will do this i.a. by evaluating the regulations on housing sizes, including the requirement that least 20% of homes in the new urban development areas should be 50-70 m².

• Assess whether there is a need to adjust the general framework regulations and the provisions on parking, development and open spaces.
SPACE FOR MORE COPENHAGENERS
DEVELOPMENT IN THE EXISTING CITY

OBJECTIVES
The City of Copenhagen wants to create the framework for continuous renewal and development of the city’s existing neighbourhoods, not least to meet the need for areas for new housing and commercial construction. We want to focus in particular on the development possibilities around existing and new stations.

TRENDS AND CONSEQUENCES
The City Circle Line (Cityringen) and the Nordhavn line
More existing neighbourhoods in Copenhagen will become more easily accessible, and hence more attractive, when the new metro stations on the City Circle Line open. The same applies for Nordhavn when the new metro stations are finished and for those areas that will eventually be served by new metro and light-rail lines. The new infrastructure will provide the opportunity to better utilise existing areas of the city, for example by building homes and commercial buildings in the vicinity of stations. This will support sustainable urban development, with more people being able to use public transport.

It is estimated that 25-30% of construction in the past ten years has taken place in the existing city. Investments are contributing to renewal and strengthening of the neighbourhoods, which is to the benefit of both current and future residents. It can be an upheaval when new homes or workplaces shoot up in areas that have been neglected or when whole blocks are renovated. But the platform for shops, institutions and good public transport can thus be ensured, and new residents and users contribute to the life of the neighbourhoods.

The city’s cultural milieux and architectural heritage contribute to the neighbourhoods’ identity and character, which is attractive for many people, so it is important to incorporate the historical legacy into the conversion and urban development of the city.

Promoting projects in the existing city
Most property developers and investors have turned their attention to readily accessible new urban development areas, where
NEW AREAS IN THE VICINITY OF NEW METRO STATIONS

- New areas in the vicinity of City Circle Line and Nordhavn stations (600 metres)
- Areas in the vicinity of existing train and metro stations (600 metres)
Copenhagen Science City was created with investments totalling around DKK 6 billion from the government, the Capital Region of Denmark and private foundations. Among other things, the money was spent on modernising laboratories, expanding Rigshospitalet (Copenhagen University Hospital) and new buildings at the University of Copenhagen. There is huge potential in viewing these investments in connection with the development potential in the Aldersrogade and Haraldsgade neighbourhoods. The three new metro stations in the area and the improved bus links provided by the “Better bus service to Nørre Campus” plan will give considerable potential for creating a compact city with space for new companies in the area and ensure an elevation in the quality of the district. The challenge is to create urban development in the existing city.

In the above-mentioned areas, there are currently a number of opportunities to build and generate development within the existing municipal planning framework. However, we have found that these opportunities are not presently being exploited by the property sector. The City of Copenhagen therefore has a special focus on stimulating development of areas that have unexploited unutilised opportunities. Among other things, we are doing this by entering into dialogue with private investors to spread awareness of the Science City. More generally, we are also working to develop tools and fresh approaches that can support the development of areas such as this one.

The building opportunities are obvious. For financial and practical reasons, development projects in the existing city can be difficult to realise. This can be due to complicated ownership scenarios and the cost of sanitisating contaminated soil. Municipal planning regulations on scope of development, open spaces and parking can also present challenges. Finally, the often smaller sites can cause investors to overlook the potential.

Christiania is a special area of the existing city where it has previously been difficult to implement new builds and renovations as the formal framework has been lacking. The special law on Christiania has now been repealed, which has created a basis to develop the planning framework for the area.

In some areas, rental incomes from housing and, in particular, commercial properties, are low, which makes it difficult to establish an economic platform for development. Consequently, there is a need to generate greater awareness of development potential in the existing city partly by designating development areas and describing their potential in the municipal planning. This should be tied in with information on the City of Copenhagen’s urban renewal programmes and efforts to create security. Property developers and investors also need specific information and guidance on building opportunities in different areas. The more complex cases make it expedient to establish a single approach to the City of Copenhagen and joined-up case handling. Finally, there is a need for debate with the area’s residents and users on how new investments can make a positive contribution to development of the areas in question.

**INVESTMENTS IN THE EXISTING CITY**

**– AN EXAMPLE FROM THE SCIENCE CITY**

Copenhagen Science City was created with investments totalling around DKK 6 billion from the government, the Capital Region of Denmark and private foundations. Among other things, the money was spent on modernising laboratories, expanding Rigshospitalet (Copenhagen University Hospital) and new buildings at the University of Copenhagen. There is huge potential in viewing these investments in connection with the development potential in the Aldersrogade and Haraldsgade neighbourhoods. The three new metro stations in the area and the improved bus links provided by the “Better bus service to Nørre Campus” plan will give considerable potential for creating a compact city with space for new companies in the area and ensure an elevation in the quality of the district. The challenge is to create urban development in the existing city.

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**DIRECTION AND FOCUS**

In order to create the framework for continuous renewal and development of existing neighbourhoods, in the Municipal Plan 2015 we will:

- Designate urban development areas in the existing city and describe their potentials for i.a. new building projects.
- Identify the building opportunities in areas in the vicinity of stations in the existing city, especially around the new stations on the City Circle Line and around any upcoming light-rail and metro stations on the Sydhavn line.
- Explore whether the general framework regulations on scope of development, open spaces and parking, etc., constitute a barrier to renovation and new building in the existing city and therefore need amending.
OBJECTIVES
The City of Copenhagen wants to fulfil its role at the compact centre of the Finger City and thus support sustainable regional urban development. We want closer collaboration with municipalities and regions in Zealand and Skåne together with a common understanding of regional urban development and division of labour in which we prioritise the region as a whole.

TRENDS AND CONSEQUENCES
Regional collaboration
The population and cities in the region are growing. This development reflects a global trend for urbanisation, with population figures and jobs growing strongest in the big urban areas. The city’s growth is regulated by the government’s Finger Plan 2013, which serves as the general tool for ensuring sustainable regional development and avoiding urban sprawl. For many years, the Finger Plan has helped to ensure a close link between the development of the city and the infrastructure, while at the same time retaining green wedges for recreation and nature.

The City of Copenhagen is actively working to realise the ambitions of the Finger Plan so that urban development is not implemented at the expense of green areas and green mobility. A compact city means that Copenhageners have a short distance to work, education, day care, shopping, and cultural and leisure activities. When most people live within cycling distance of these things, it reduces environmental impact and congestion. At the same time, the green wedges extend right into the heart of the city. Copenhagen has continuously created new recreational areas and is therefore well equipped to accommodate more residents. Amager Nature Park, for example, is three times as big as the Deer Park.

There is an increasing regional awareness of the need to think holistically about urban development. The central districts need a strong catchment area, just as the surrounding towns need the city’s dynamism.
The fact that both the housing market and the labour market are regional means that urban development needs to be managed to a greater extent across municipal boundaries. The region has good possibilities for accommodating the growing population, attracting commercial development and benefiting from urban development provided that the regional players work together to develop and promote the many special qualities of the region.

**DIRECTION AND FOCUS**

In order to promote sustainable and coordinated regional growth and development, in the Municipal Plan 2015 we will:

- Work to establish closer collaboration with the Zealand and Skåne municipalities and regions to gain a common understanding of regional urban development.
- Promote a common story, in close partnership with the Zealand and Skåne players, to illustrate focused urban development, the opportunities for a functional division of labour and interconnected infrastructure.
- Develop common strategic illustrations of regional urban development in interaction with more Zealand and Skåne municipalities.
SUSTAINABLE DEVELOPMENT
REGIONAL INFRASTRUCTURE

OBJECTIVES
Mobility within the region needs to be increased and congestion reduced, not least through investment in public transport. Copenhageners and companies should be assured of good international connections, particularly given the airport’s status as an international hub.

TRENDS AND CONSEQUENCES
International connections
Competition is intensifying among the north-European airports, and the capacity of road and rail links to and from Copenhagen is almost fully utilised. Copenhagen Airport still serves as the international hub for the Nordic region, and passenger numbers are increasing. However, the planned major airport in Berlin and the growth in the number of intercontinental routes from other north-European airports could threaten the status of Copenhagen Airport. The opening of the new Ringsted line in 2018 and the Fehmarnbelt Fixed Link in 2021 will create the possibility of high-speed passenger rail services and increased freight transit in the transport corridor from Oslo and Stockholm in the north to Hamburg in the south. The increased traffic will challenge rail capacity over the Sound.

In order to maintain Copenhagen Airport as an international hub with many direct air connections – to the benefit of Copenhageners and the city’s companies – it is necessary to ensure a more coherent regional and international infrastructure that can increase the airport’s catchment area. And if Copenhagen is to truly benefit from the Fehmarnbelt Fixed Link, there is a need for new connections over the Sound that can increase the regional transport capacity. The ongoing studies of new links over the Sound show how the transport capacity can be increased and the connection with the Swedish part of the region strengthened.

In order to improve company access, enhance citizen mobility and reduce congestion in and around Copenhagen, the capacity of the Finger City’s radial S-train lines must be increased and investment must be made in high-class public transport across the “fingers”. A number of Copenhagen’s suburban municipalities have signed an agreement with the government to establish a light-rail line on Ring 3 connecting Lyngby with Ishøj.
DIRECTION AND FOCUS

In order to maintain the region as an international hub, increase sustainable mobility and reduce congestion, in the Municipal Plan 2015 we will:

• Explore how a more coherent regional and international infrastructure can exploit the potential of the Fehmarnbelt Fixed Link and expand Copenhagen Airport’s catchment area, e.g. via high-speed rail.

• Set out the solutions for further improving the interconnectedness of the towns around the Sound.

• Analyse the need for new connections in the regional infrastructure.

• Show how better connections can reduce congestion in and around Copenhagen.

• Identify opportunities for establishing light-rail lines to link the compact districts that have metro stations with the suburban municipalities and the future light rail on Ring 3.

COPENHAGEN AIRPORT – A NORTH-EUROPEAN HUB
SUSTAINABLE DEVELOPMENT

MOBILITY AND ACCESSIBILITY

OBJECTIVES
By 2025, the ambition is that at least two thirds of the growth in traffic — measured as total number of personal trips — should involve walking, cycling and public transport so that the traffic mix gradually changes in a more sustainable direction. In the long term, the vision is that the number of personal trips in the city involving wheeled transport should comprise at least one third cycle, at least one third public transport and at most one third car.

TRENDS AND CONSEQUENCES

Better public transport
Copenhagen has a well connected transport system, and the easy access to the city's many functions plays a part in many people's choice to live in Copenhagen. The relatively high level of mobility and accessibility can only be maintained by expanding the infrastructure, strengthening public transport and further improving conditions for cyclists.

Copenhagen's population growth gives cause to further expand the metro system in the compact districts to accommodate more passengers. This expansion could improve the overall capacity of the infrastructure without taking up more street space.

The combination of the metro expansion in the central districts and improvements in the regional rail systems will make it possible for a larger proportion of people to commute to and from Copenhagen by public transport.

Currently, around 170,000 people commute into Copenhagen to work, which puts particular pressure on the approach roads. This pressure can be reduced if the residents of the surrounding municipalities park at the stations outside the city and use public transport. The opportunities to cycle into the heart of city from the nearest suburban municipalities can be extended by establishing new
super cycle paths. In the opposite direction, every day around 110,000 Copenhageners commute out of the City of Copenhagen to work. Some of their workplaces are located relatively far from the stations, so a considerable proportion of the commuting out of Copenhagen is by car.

**Better traffic flow**

The city’s growth and the anticipated increase in car ownership are putting pressure on traffic flow on the roads. The potential for greater use of intelligent traffic solutions (ITSs) should therefore be explored. It is important that the use of existing streetscapes should be optimised in order to maintain the high level of mobility and accessibility. In this regard, it is necessary to prioritise between the various forms of transport, parking and green street spaces. Accessibility in the city needs to be improved for everyone, taking into consideration the City of Copenhagen’s disability policy 2011-17.

In May 2014, the government and the City of Copenhagen signed an agreement in principle to build a metro branch line via Sydhavn to Ny Ellebjerg, and in line with urban development to also build additional metro stations to extend the branch line to Nordhavn. It was also agreed that, given the urban development, a road tunnel would be built to extend Nordhavnsvej under Svanemølle Bay to Nordhavn.
EXISTING AND PLANNED METRO, LIGHT-RAIL AND OTHER RAIL LINES

- S-train and other lines
- Metro lines, existing and under construction
- Sydhavn metro
- High-class bus solution
- Planned light rail on Ring 3
- Nordhavn metro
- Nordhavn tunnel
- Route not yet determined
DIRECTION AND FOCUS
In order to ensure coherence in Copenhagen’s transport, a high level of mobility and accessibility, and continued sustainable transport development, in the Municipal Plan 2015 we will:

• Ensure the quick establishment of a metro branch line with 5 new stations via Sydhavn to the future regional hub in Ny Ellebjerg.
• Draw up decision-making documentation so that, in line with the urban development in Nordhavn, overhead stretches can be built with a number of new stations to extend the metro branch line to Orientkaj.
• Analyse the effects of a light-rail line from Nørrebro Station along Frederikssundsvej via Husum and Tingbjerg to Gladsaxe and the future light rail on Ring 3.
• Draw up City Network 2018 to ensure improved negotiability and coherence in public transport, partly through adaptation of bus routes and partly through improvements to transport interchanges.
• Work to establish a bigger and better cycle path network within the City of Copenhagen and more cycle super paths to link the City of Copenhagen and Frederiksberg Municipality with the suburban municipalities.
• Draw up decision-making documentation for a Nordhavn tunnel to extend Nordhavnsvej under Svanemølle Bay to Nordhavn. The new road link should, as effectively as possible, connect the container terminal, the cruise terminal and the new urban development area with Helsingør motorway.
MORE JOBS IN COPENHAGEN
A COHERENT REGION

OBJECTIVES
The City of Copenhagen wants to help create a coherent region through strong, binding political collaboration in Zealand and Skåne that can ensure that all parties pursue a single common strategy for growth and employment.

TRENDS AND CONSEQUENCES
Big city competition
The international competition between big city regions has intensified. The fight for growth and employment is increasingly taking place between comparable big city regions across countries and continents. In comparison to big city regions such as Hamburg and Stockholm, the development in growth and employment in Copenhagen and the surrounding towns is modest. Traditionally, there has been competition internally in the region to attract investments and jobs. However, it is less important whether a company chooses to locate in Lund or Lyngby if the alternative is locating in Stockholm or Berlin.
The mobility of workers and companies has increased. International companies are settling in Copenhagen to benefit from the high level of education, the stable conditions and the good international connections. For companies and their employees, municipal boundaries are at best an irrelevance and at worst a disruptive barrier: The administrative divisions are a factor that the municipalities and the region must take into account in their work to promote the region’s competitiveness. Today, the multiplicity of public strategies and action plans are not being given sufficient holistic consideration.

In light of the increased international competition and greater mobility, there is growing regional awareness that individual cities, towns and districts are no longer competing against each other. On the contrary, they rely on one another to generate quality of life and growth. Copenhagen represents a driver for the surrounding towns, while the surrounding area as a whole, among many other things, ensures a large labour market with qualified workers and a broad profile of companies. The municipalities are stronger together than separately. If the region’s economic potential is to be realised, there is a need for a more coherent programme for growth and employment. Copenhagen will therefore work for this within the Focused Growth Agenda, a political initiative for collaboration on growth, employment and other issues involving all the municipalities and regions in Zealand and Skåne.

**GROWTH AND EMPLOYMENT**

Economic development 2010-2012

- GDP growth per resident (%)
- Growth in employment (%)

**DIRECTION AND FOCUS**

In order to create a coherent competitive region, we want to achieve synergies through a strong, binding political collaboration between the Zealand and Skåne players. In the Municipal Plan 2015, we will therefore:

- Formulate how the regional players can create stronger strategic collaboration by i.a. joined-up thinking and focus on growth and employment initiatives, strengthening the collaboration between universities, companies and public authorities, and speaking with a single voice.
- Formulate how we can ensure better coherence and smoother collaboration between public authorities and organisations, e.g. through a shared strategy for growth and employment, through pooling of regional funding for this purpose, and through having a single central political decision-making body to oversee all organisations within the areas of commercial and investment promotion, tourism and protection of European interests.
- Create and develop more thriving shopping streets that can bring life and coherence to the districts.
MORE JOBS IN COPENHAGEN
COMMERCIAL DEVELOPMENT

OBJECTIVES
The City of Copenhagen has a target of 5% average growth in GDP annually and the creation of 20,000 new private-sector jobs by 2020. We therefore want to create location opportunities for new business and companies as well as a good framework that maintains existing jobs in the City of Copenhagen.

TRENDS AND CONSEQUENCES
The framework for jobs
In 2011-2012, Copenhagen had GDP growth of 2.2%, significantly better than Denmark as a whole, which had growth of -0.4%. However, it was still below our target and lower than the big cities against which Copenhagen can be benchmarked. In order to address this challenge, it is vital that companies have the right framework conditions to be able to grow and create jobs.

The City of Copenhagen wants there to be continued good opportunities for Copenhageners to get a job in Copenhagen. We are therefore actively working to support increased value growth in the present companies, additional job creation, and the attracting of more private investment to the city. We are also working to create an attractive city that can provide the platform for new companies to engage in entrepreneurship and international operations. This is being done, among other things, through the drafting of a business and growth policy.

The City of Copenhagen differs from other municipalities in the country in having a greater proportion of jobs within information services, public administration, finance, and the hotel and restaurant sector. Today, there are only a few big industrial companies left in Copenhagen. It is important for Copenhagen that there is still room for a broad cross-section of company types in the city, including expansion opportunities for current business. This makes certain requirements of the City of Copenhagen’s planning of commercial areas.

Today, most types of company can be located close to residential areas. In recent decades, many mixed-function areas have therefore been established in Copenhagen with both housing and business. Nevertheless, some industries still need to be located in the city’s traditional commercial areas. Thus, the existing city and the new urban areas supplement one another and can offer different qualities.
DEVELOPMENT TRENDS IN CORPORATE REQUIREMENTS FOR THE CITY OF COPENHAGEN’S COMMERCIAL AREAS

Big office-based companies that choose to locate in Copenhagen are demanding the opportunity to establish themselves in domiciles. This form of commercial building often consists of large units and has to be located close to a station.

Enterprises that are important for the city’s services have difficulty finding opportunities to locate in the new urban development areas. This applies, for example, to workshops, handicraft companies, car mechanics, etc., and small distribution and logistics companies.

We are finding that for many manufacturing companies it can be difficult finding the right location within the City of Copenhagen, which requires us to address this important issue across the region.

A number of the city’s entrepreneurs prefer to locate in areas of the city where rents are low, the environment is swish and inspiring, and the properties offer warehousing. This form of company represents an important element of the City of Copenhagen’s growth band, so there need to be continued good location opportunities for them in Copenhagen.
The City of Copenhagen is considering keeping areas in the city as pure commercial areas where companies with special requirements for the area can operate. This will give good location opportunities for, in particular, small manufacturing companies, handicraft companies, companies with storage needs and certain creative companies.

**Parking**
Business is demanding better road negotiability, easy access to freight transit and distribution, better parking facilities and good accessibility for employees and customers. There is a big variation in the choice of transport methods for companies, and thus also a difference in the need for car and cycle parking facilities in connection with office-based business, different types of company and retail. Today, modern offices are designed such that individual buildings accommodate more workers than in the past. It has also proved difficult to double-utilise parking spaces in mixed residential and commercial areas. The City of Copenhagen therefore wants to explore whether there should be an adjustment of the parking regulations.

**Retail and tourism**
The City of Copenhagen wants to support the city’s retailers, who represent an important basis for an attractive, secure urban life. In recent years, high streets and shopping centres have been challenged by major changes in consumer shopping habits, especially in relation to online shopping. It is therefore important that new shopping areas merge in a sustainable coherent manner with the city’s existing retail life.

Tourism is a major contributor to job creation in the service sector, which employs many unskilled and poorly qualified Copenhageners. Copenhagen is working to be an entertainment hub offering a diverse choice of activities, which is vital if tourists and Copenhageners are to continue to find the city interesting. These elements will also therefore be incorporated into the work on the City of Copenhagen’s new business and growth policy, which will focus on, among other things, how we can make it attractive for investors, international workers and tourists to come to Copenhagen.

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**THE NUMBER OF JOBS HAS BEEN INCREASING IN COPENHAGEN**
There are a total of 348,000 jobs in Copenhagen. Around 235,000 people work in the private sector, which has seen an increase in the number of jobs of around 2,500 from 2010 to 2012. The graph below shows annual job numbers in Copenhagen since 2006.

Source: City of Copenhagen

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The number of jobs has been increasing in Copenhagen.

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Source: City of Copenhagen
DIRECTION AND FOCUS
In order to help achieve the target of 5% growth in GDP annually and in order to keep existing jobs in the City of Copenhagen as well as ensuring location opportunities for new business, in the Municipal Plan 2015 we will:

- Assess the need to reserve areas for commercial purposes in parts of the city based on a review of the City of Copenhagen’s existing commercial areas.
- Ensure a good physical framework for different business types, including entrepreneurs, manufacturing and handicraft businesses, large office-based companies and head offices as well as research environments.
- Keep Copenhagen as the region’s general retail hub and work to ensure good local shopping facilities in all parts of the city. We will carry out an analysis of the current trends in order to assess the need for a revision of the retail structure, including laying down regulations for durable goods shops over 2,000 m² in the City of Copenhagen’s town centres.
- Safeguard Indre By’s special status as a work centre and shopping and entertainment hub for the whole of the region. We are therefore carrying out an analysis of developments in Indre By.
- Explore the need for a revision of the parking regulations for cars and bicycles in relation to commercial buildings taking into consideration i.a. the rising number of jobs per m² and the City of Copenhagen’s objective of a sustainable transport mix.
MORE JOBS IN COPENHAGEN
EDUCATION AND EMPLOYMENT

OBJECTIVES
Copenhagen has an objective that 95% of young people should be on a youth education programme or in extended or long-cycle higher education, that more young people should complete a qualifying educational programme, and that Copenhagen’s excessive unemployment should be eliminated.

TRENDS AND CONSEQUENCES
The role of the municipal primary and lower-secondary school
It is important that everyone has good opportunities to get an education and thereby a better chance to find work afterwards. At the same time, it is crucial for Copenhagen’s growth potential that business has access to a well-qualified workforce.

In recent years, there have been many changes in the area of municipal primary and lower-secondary schooling. In the City of Copenhagen, the number of children is increasing and around 18 new classes will be needed by 2023. At the same time, there has been a new school reform, as a result of which the municipal primary and lower-secondary school is to be converted into a holistic school (helhedsskole).

Copenhagen’s municipal schools should continue to offer a good, attractive education for Copenhagen’s children. As a result of the reform, it will be investigated whether schools need new indoor and outdoor facilities. However, these facilities will require major municipal investment. It also therefore needs to be explored how other citizens can increasingly use school facilities outside school hours, given that many premises are unused after 3.00 p.m., so as to achieve improved facilities and a more sustainable use of buildings. The City of Copenhagen has initiated an analysis to identify the opportunities to reduce capital expenditure in the school area by using the building capacity in schools and after-school/leisure facilities more intensively and reducing the expenditure on new expansions of the city’s municipal primary and lower-secondary schools.

It needs to be investigated whether it is possible to frame the regulations so that buildings can change function without the need for costly renovations. There are gains in making multifunctional buildings that can accommodate more of the various municipal facilities, which should be distributed across the city based in schools and leisure facilities. This can support
the role of municipal primary and lower-secondary schools as a meeting place with more functions in the local community.

Carrying out a youth education programme after leaving school is of major importance for the future lives of young people. The City of Copenhagen is therefore working to increase the proportion of young people who complete these programmes. Youth education centres are close partners of the City of Copenhagen, and it is important that the city’s companies can offer young people from vocational schools a practical placement in order to give them experience of their future work.

More Copenhageners need to be in work. Current challenges include the 25% unemployment rate among newly qualified professionals in Copenhagen and the long-term need for more citizens to have vocational qualifications. In parts of Copenhagen, the proportion of citizens in employment is low, so we are working purposefully to bring the level of employment in disadvantaged areas of the city up to the Copenhagen average.

**COPENHAGEN SCIENCE CITY:**

**KNOWLEDGE SHOULD BE A GROWTH DRIVER FOR COPENHAGEN’S COMMERCIAL DEVELOPMENT**

The City of Copenhagen has teamed up with a number of the city’s knowledge institutions and important partners to launch the Copenhagen Science City project with a view to ensuring a good link-up between research and commerce. The project involves the area covering Rigshospitalet (Copenhagen University Hospital), the University of Copenhagen and Metropolitan University College in Nørrebro and Østerbro. The ambition is to create an environment where knowledge is freely generated, shared and used across companies and public institutions. More than 30,000 people work or study in the area every day. This is a potential that the City of Copenhagen wants to exploit by working together with the knowledge institutions, not least to create more jobs in the area. As the area is home to one of Europe’s biggest concentrations of education, basic research and applied research within pharmacy, health sciences and science in general, it is only natural to develop a campus environment where new companies can make use of the knowledge that is being generated on a daily basis by the knowledge institutions. This will bring more job opportunities.

**DIRECTION AND FOCUS**

In order to help achieve the targets that 95% of young people should be on a youth education programme or in extended or long-cycle higher education, that excess unemployment in Copenhagen should be eliminated and that the role of municipal primary and lower-secondary schools in the districts should be strengthened, in the Municipal Plan 2015 we will:

- Explore whether the Municipal Plan can consider designations in principle for the location of municipal primary and lower-secondary schools. In so doing, use should be made of the school reform’s options to create a meeting place in the local community and achieve greater coherence in the city across school districts and district boundaries.
- Promote planning that supports the school reform based on an assessment of the Municipal Plan’s general regulations of relevance to schools.
- Investigate whether innovative solutions could improve the facilities, lead to better usage and raise the sustainable profile of the building stock.
- Collaborate with the government on the necessary expansion opportunities for youth education programmes, vocational programmes and higher-education programmes.
- Implement strategic planning for urban areas where research institutions have located in order to support synergies between research environments and commerce, such as Copenhagen Science City and Sydhavn.
A COHERENT CITY

COHERENT URBAN AREAS

OBJECTIVES

The ambition for urban development in Copenhagen is that the city’s new and old quarters should intermesh well physically, socially and culturally. The development potential in Copenhagen’s new growth areas and in the existing city should benefit the entire city in order to continue to ensure strong social coherence throughout Copenhagen. Disadvantaged urban areas should be brought up to the average level for Copenhagen to ensure that the city does not become socially divided.

FOCUSED URBAN DEVELOPMENT

Action plans: Copenhagen is growing and new urban areas are shooting up. For 2013 and 2014, the City of Copenhagen worked on focused urban development in the form of action plans for the new urban development areas of Nordhavn, Carlsberg, Sydhavn, Valby and Ørestad as well as for Copenhagen Science City, and invested around DKK 2 billion over a four-year period in municipal facilities and services in the new and renovated areas. In the past, there were also action plans for Nordvest Amager, Polititorvet and Nordvest.

Development plans: In 2011, the City of Copenhagen adopted a policy for disadvantaged urban areas with the general goal of putting an end to social divisions in the city, where some quarters are lagging behind and others developing quickly.

On this basis, the City of Copenhagen is drawing up development plans for Tingbjerg/Husum, Bispebjerg/Nordvest, Nørrebro, Valby-Vigerslev, Vesterbro-Kongens Enghave and Amager-Sundby. A supplementary development plan has also been drawn up for Nørrebro focusing on Mjølnerparken. In its development plans, the City of Copenhagen has invested around DKK 240 million in the areas since 2012.
AREAS WITH FOCUSED URBAN DEVELOPMENT PROGRAMMES IN COPENHAGEN

The designated new urban development areas where action plans were drawn up for 2013 and 2014, and the disadvantaged urban areas designated in 2010.

- Area with focused urban development programme
- Disadvantaged urban area
- New urban development area
- Overlap between new urban development area and disadvantaged urban area
Safety is essential for whether it is attractive to settle, work and establish business in the city. The City of Copenhagen focuses on crime prevention and safety promotion through a number of Safe City programmes, which also help to create social coherence and build bridges between different quarters of the city. Copenhagen is undergoing a positive trend in respect of crime and safety. Figures from Copenhagen Police show that reports of violent crime have fallen steadily in recent years, while the City of Copenhagen’s Safety Index indicates that Copenhageners feel safer when moving about the city. However, there are still areas of Copenhagen where some citizens feel unsafe living and moving about. So there is still a need to ensure social and physical coherence between disadvantaged local areas and the rest of the city so that no areas become isolated and regarded as unsafe. Similarly, there is still a need to maintain a consistently high level of safety in the rest of the city.

We enjoy a strong collaboration between the social authorities in the City of Copenhagen, the schools, the police, the probation service, the housing associations, job centres, etc. We focus on the local areas where there is a need for special, area-specific efforts to improve safety and limit citizen-targeted crime. This work is anchored in local partnerships involving citizens and local players in the development of a local area.

In the physical shaping of the city’s spaces, we emphasise safety-promoting elements such as manageable connecting roads, street lighting plans, natural surveillance, CCTV in housing association properties where residents want it, and general incentives to get more people to move about the streets by working to establish mixed functions such as commerce, shops, sport, culture, etc. in residential quarters.

**EXAMPLE L: PIN POINT – PARTNERSHIP BETWEEN THE POLICE AND THE CITY OF COPENHAGEN IN INRE NØRREBRO**

A long-term effort to eliminate gangs and their harmful influence from Indre Nørrebro requires a comprehensive approach where the police and the City of Copenhagen work closely together and the local community is involved. Copenhagen Police and the City of Copenhagen have therefore entered into a binding “Partnership for a safe Indre Nørrebro”. The police effort to combat gangs has been supplemented by a broad range of preventive and citizen-centred social, employment and city planning initiatives that are being implemented by the City of Copenhagen.

**TRENDS AND CONSEQUENCES**

**Focused urban development**

The City of Copenhagen is working with various forms of focused urban development in new urban areas, in the existing city and in disadvantaged urban areas. It is our ambition to become even better at taking a holistic view of the city and focusing on the development potential that all urban areas offer. Working with the city as a whole produces a robust, attractive city where investment in one area can benefit other areas.

It is characteristic of the new urban development areas that in many places they adjoin disadvantaged urban areas. Here, we will deploy focused urban development programmes to seek to promote positive development and good interplay through combined planning and investment in the new and existing urban areas.

In Sydhavn and Nordhavn, the link-up between the existing city and the new urban development areas is made more difficult by physical barriers. The links can be strengthened by overcoming transport barriers and increasing the opportunities for unrestricted movement.
Disadvantaged areas
High quality of life in a residential area requires, among other things, attractive homes and safety. It also requires good school, cultural and leisure services as well as employment opportunities and health-promoting services. The differences in the levels of education, income and health across districts in Copenhagen will create a more divided city unless we take action to prevent it.

Municipal investments in e.g. day-care institutions, schools, sporting facilities, recreational areas, etc., can be used to create greater coherence in the city through strategic siting that gives us the opportunity to meet one another across quarters. The disadvantaged areas also have the potential for siting commercial or municipal workplaces, which can contribute to a more mixed-function urban area.

Light rail and other high-class public transport and roads can also help to create better transitions between urban areas as well as opening up areas that are isolated from the rest of the city.

The efforts of the individual municipalities need to be planned based on the areas’ different resources and needs. In this way, the potentials of disadvantaged areas can contribute to a better quality of life in the area and in the city in general.

DIRECTION AND FOCUS
In order to ensure that Copenhagen’s new and old urban areas mesh together, in the Municipal Plan 2015 we will:

- Work in a coordinated way with the areas of the city where we are implementing focused urban development programmes so that our efforts and investments in the city’s developing areas and in the city’s older areas support one another.
- Support physical and functional efforts to link isolated residential areas more closely with the surrounding city – i.a. through strategic siting of municipal services such as schools and through the removal of transport barriers – in order to maintain social coherence.
- Revise the road network plan and the cycle path map to create transitions between the new and old urban areas and to remove some of the transport barriers that exist in some areas of the city.
A COHERENT CITY
SOCIAL BALANCE

OBJECTIVES
Copenhagen should be a city where there are mixed and diverse residential areas with homes for everyone, where social housing makes up at least 20% of the City of Copenhagen’s building stock, and where more people feel that they belong in Copenhagen.

TRENDS AND CONSEQUENCES
Big differences between districts
Copenhagen has different districts, each with their own strengths and characteristics. And that is how it should stay because diversity and the special features of different areas help to make Copenhagen an exciting city.

At the same time, the social coherence in Copenhagen is being challenged as we experience ever greater differences between parts of the city in terms of unemployment, educational level, health, poverty, etc. For example, there is a difference in the average life expectancy in Nørrebro and Indre By of seven years. Another difference that can be seen from the socioeconomic map of Copenhagen is in the proportion of people in employment or education. In large parts of the city, less than 10% of residents are on cash benefit or early retirement benefit, while in other areas the figure is 25% or higher. With the ambition of a coherent city, we will work to prevent social distortion.

Copenhagen generally has a balanced distribution of the forms of home ownership, with 19% owned-occupied homes, 20% social housing, 26% private lets and 33% cooperative housing. Social housing areas in Copenhagen comprise predominantly good homes with well-functioning neighbourhoods, of which many also offer a cheaper housing supply than can be found in the private market. When comparing the city’s different quarters, however, there is a more unequal distribution of forms of home ownership.

It is also a fact that there is a concentration of social and health challenges in some social housing areas – especially the big estates that are not well integrated into the surrounding city.

Varied mix of forms of home ownership and housing types
In the new urban areas, land prices make it difficult to achieve the objective of a varied mix of forms of home ownership and housing types.

Land prices can be a barrier to establishing social housing in new urban areas, while private
DISTRIBUTION OF SOCIAL HOUSING IN COPENHAGEN, 2013

CITIZENS ON CASH BENEFIT AND EARLY RETIREMENT BENEFIT
Age group 18-64.
The figures include blocks with 10 or more residents located in a B, C or S area, i.e., a residential or residential/commercial area.
Copenhagen 2012
Source: City of Copenhagen

- 25% and above
- 10 - 25%
- Below 10%
property developers are reluctant to build private housing in existing areas with a high proportion of social housing. Mixed housing areas ensure homes for all income groups and give a good mix of children from different homes in the city’s day-care institutions and schools. We are therefore working to obtain better legislative tools to implement an active housing policy.

An expansion of social housing in Copenhagen outside areas with a high proportion of existing social housing is a precondition for not having concentrated social problems in the longer term.

**Affordable housing**
In recent years, the influx of young people and students has meant increasing demand for affordable housing, and the population growth in Copenhagen is also to some extent increasing the need for homes for citizens with low incomes or special needs. At the same time, more small, affordable homes are being modernised or merged as part of the general essential improvement of housing stock. Together with the general increase in the cost of housing, this means, in particular, that the amount of the cheapest social housing that young people and cash benefit recipients can afford has fallen.

Copenhagen currently has the country’s longest waiting times for municipal housing. The number of homes for less than DKK 3,000 that the City of Copenhagen has received for social housing allocation has fallen significantly in recent years. Figures from the Danish Ministry of Housing, Urban and Rural Affairs show that in 2013 there were 2,731 social housing units for less than DKK 3,000 in Copenhagen. In 2013, citizens under 25 years of age waited

## Collaborate and Let

**Main Agreement**
In 2010, the City of Copenhagen and the Federation of Social Housing Organizations in Denmark’s 1st district signed a main agreement to strengthen collaboration on a number of common political aims. The agreement concerns i.a. objectives for new builds, futureproof and attractive social housing, and social housing duties.

**Letting Agreement**
The proportion of residents on public benefits is generally three times higher in the city’s social housing areas than in Copenhagen generally. The figure conceals major variations between the individual housing departments.

Since 2007, the housing organisations have had a framework agreement on letting with the City of Copenhagen. The general aim of the framework agreement on letting is to ensure a broad resident mix with social coherence. The agreement is intended to prevent certain social housing areas acquiring an inexpedient concentration of residents on public benefits while still allowing the City of Copenhagen to fulfil its social housing obligations.

**Annual KPI survey:**
The results of the adopted strategy have been clear. For example, in the period 2006-2012 the proportion of residents on public benefits fell from 39.4% to 30.1% in Tingbjerg/Utterslevhuse and from 58.9% to 44.6% in Mjølnerparken.

**Social housing organisations**
The City of Copenhagen has a good, broad collaboration with the social housing organisations that own the social housing in the city. This helps ensure a balanced resident mix in areas with social housing as well as ensuring that there is social housing that can be assigned to the groups that have very low ability to pay. This collaboration is agreed in detail between the parties in a main agreement and a letting agreement.
DIRECTION AND FOCUS

In order to strengthen social coherence in Copenhagen and ensure homes for citizens with varying abilities to pay and different needs, in the Municipal Plan 2015 we will:

• Maintain the target of 20% social housing in the city overall, including social housing for young people, sheltered housing for the elderly, and sheltered housing for the physically and mentally disabled.
• Promote the spread of social housing in the city.
• Focus specifically on achieving 20% social housing in new urban development areas.
• Explore whether the municipal planning framework can help to secure affordable housing for low-income groups.
• Strengthen and expand the collaboration with the social housing organisations in Copenhagen.
• Ask the government for better tools to implement an active housing policy and ensure social housing in new urban development areas also.
• Strengthen the focus on improving disadvantaged housing areas in the city.

We are working in Copenhagen to prevent increasing homelessness among young people. This and other efforts in the social arena depend on the availability of affordable social housing. In order to meet the growing student demand for affordable homes and to avoid unnecessary bureaucracy, the City of Copenhagen issued a supplement to the Municipal Plan 2011 scrapping the quota for homes for young people, which previously imposed a limit of 3,000 homes in the planning period up to 2023.

an average of 286 days and citizens over 25 an average 198 days for a municipal home. Accordingly, there is a need for special efforts going forward to ensure sufficient affordable homes for general low-income groups and for social housing allocation to disadvantaged citizens.
QUALITY IN THE CITY

CLIMATE AND ENVIRONMENT

OBJECTIVES

Copenhagen has an ambitious target to be carbon neutral by 2025 and at the same time show that it is possible to create growth and reduce carbon emissions. Copenhagen must also be made ready to handle climate change, i.a. with a cloudburst plan to safeguard the city against flooding.

TRENDS AND CONSEQUENCES

Climate change

There is a need to safeguard the city against climate change, and cloudbursts and rising sea levels meaning that we need to incorporate a number of elements into the city planning. The use of roads and green areas has to be balanced with the solutions of the climate adaptation plan and the cloudburst plan so that areas can still be used for their main purposes even if they are developed to also handle cloudbursts.

The city’s protection against storm surge and rising sea levels will in future become a challenge. The climate adaptation plan has shown that opportunities need to be identified for regulating the water level in Copenhagen’s harbour. The rising water level and the risk of storm surge give cause for a closer investigation of the first step that needs to be taken in solving the problem of a slow but long-term rise in the sea level and hence the risk of storm surge and other issues.

A carbon-neutral city

The City of Copenhagen’s objective to be carbon neutral by 2025 means that urban development must be rethought in a number of respects. The City of Copenhagen is working on projects where new knowledge is being generated within low-energy construction and energy renovation that others can also benefit from. Energy renovation of existing buildings is one of the primary challenges for a carbon-neutral city. Here, it is important that the planning increases the benefits of renovation, e.g. with better opportunities for attic dwellings and improved housing quality.

In future, the conversion of Copenhagen’s energy system will mean that there is more renewable energy. This will become more visible in the form of, e.g. wind turbines, solar energy and energy storehouses. It must be ensured that there is the necessary space and capacity for this and that siting is carried out appropriately in terms of both the energy system and the rest of the city’s usage.

A large part of the energy conversion means that waste must also be viewed as a resource. Better utilisation of waste could be a long-term benefit both environmentally and economically. The target is to reduce incineration by 20% and ensure that at least 45% of household waste is recycled by 2018. The city must be prepared for this by having the
necessary infrastructure. The public energy and waste systems in Copenhagen carry out the job sustainably and are supported by the population density.

By 2025, public transport must be carbon neutral and 60% of NOx particle emissions must be eliminated to make the air cleaner. The City of Copenhagen is drawing up a plan to ensure carbon-neutral buses by 2025 and also trialling electric and hybrid buses. Urban development must strengthen the use of these climate-friendly forms of transport.

**Resources**

We will increase the use of Copenhagen’s rainwater and groundwater resources for watering parks and meeting other needs where drinking water quality is not necessary. This will reduce the need to import drinking water from other municipalities, while discharges of rainwater into the public drains will be reduced. In future, Copenhagen will develop methods for increased collection and use of water resources.

The participation of Copenhageners and companies in the city’s development is vital to the environmental effort. Copenhagen must be equipped so that it becomes easier and more beneficial to live a green everyday life and, for example, sort waste, recycle the city’s resources and choose green mobility. These initiatives will be supported by having a coherent city where we live and work close together and where the population is sufficiently big that new solutions can be trialled and made profitable. In this way, the climate and environment solutions will contribute to the growth of the city.

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**DIRECTION AND FOCUS**

In order to ensure that the City of Copenhagen’s climate and environment objectives are supported by urban development, in the Municipal Plan 2015 we will:

- Assess the need to adapt municipal planning regulations to promote the target of being carbon neutral by 2025.
- Improve the Municipal Plan’s framework conditions for renewable energy.
- Look at the need for new or expanded siting opportunities for energy production in Copenhagen and, wherever possible, integrate them with other purposes in the city.
- Incorporate climate adaptation in the Municipal Plan and balance this with other planning interests, including revising the road network plan so that it is coordinated with protecting the city against damage resulting from cloudburst.
- Analyse the opportunities for averting the consequences of rising sea levels and adopting planning regulations with a view to ensuring future systems to safeguard against cloudburst.
- Assess the need to designate areas for future handling of waste and promote integrated solutions in the city.
- Assess the need for local disposal capacity for contaminated soil to ensure proper and environmentally sound disposal without unnecessary transportation.
QUALITY IN THE CITY
SUSTAINABLE USE OF LAND AND BUILDINGS

OBJECTIVES
The City of Copenhagen wants to balance the need for room for all the city’s functions and optimise use of the city’s space, buildings and recreational areas so that Copenhagen still has a high service level and so that the city’s outdoor areas have a high quality that benefits both residents and users.

TRENDS AND CONSEQUENCES
More users of the city’s facilities
With more residents of the City of Copenhagen, there will be more users of – and hence increased demand for – municipal primary and lower-secondary schools, upper-secondary schools, cultural and leisure services, infrastructure, green areas, etc. In our planning, we are therefore focused on establishing new recreational opportunities such as the Swim Centre in Valby and new artificial sports pitches. At the same time, part of this need can be met through more integrated use and development of facilities, which can take the form of multifunctional buildings that are able to accommodate more of the City of Copenhagen’s services.

The City of Copenhagen has come a long way in its work to ensure day care and municipal primary and lower-secondary schooling for Copenhageners, i.a. through an innovative approach to the layout of outdoor areas.

The many wishes for use of the city’s areas may create pressure for increased utilisation of areas that were designated in the Municipal Plan 2011 as not for urban development until post 2027. An amended option for temporary use of these areas could ease the pressure to begin dedicated urban development. This will ensure continued close coordination of public investments and urban development.
Access to new recreational areas

Copenhagen is not just growing in terms of its population. The City of Copenhagen has been expanding in area for many years through land reclaimed from the sea – even when the population was falling. In 1950, when the population peaked, the area of the City of Copenhagen was 75 km². In 2010, before Nordhavn was reclaimed, it had grown to 90 km². This extra area has been taken up in particular by port functions and recreational facilities, e.g. Amager Strandpark and the new cruise terminal in Nordhavn. At the same time, many large areas have been opened up to Copenhageners through the conversion of former industrial and port areas such as the FL Schmidt site in Valby, Carlsberg, Nordhavn and Sydhavn. This has given the city new, previously inaccessible or non-existent recreational areas, such as the exotic garden at Carlsberg or the park at the DSB site near Mimersgade. Furthermore, the programme of courtyard redevelopment and urban renewal has created new small areas with everyday recreational value in the form of green urban spaces and courtyards, which, together with allotments, are additional to the areas shown in the map on the next page.

Recreational potential

Different recreational areas are used in very different ways. Among other things, this is due to the fact that, for historic reasons, recreational areas in particular are unevenly distributed about the city and thus not centrally located in relation to residential areas and workplaces. There is also a difference in their level of development and accessibility. This applies in particular to natural areas such as Vestamager and Kalvebodkysten. A study of the use of both indoor and outdoor sporting facilities also shows major differences.
PUBLICLY ACCESSIBLE GREEN AREAS

Copenhagen’s green and blue structure 2014. The green areas are municipal and national green recreational areas with public access, including parks, scenic areas, beaches, sports facilities and churchyards as well as areas designated in the municipal planning as private areas with a park function.
In order to ensure sustainable use of municipal services, facilities and the city’s areas, in the Municipal Plan 2015 we will:

- Improve the options for safeguarding municipal services, e.g. schools and day-care institutions, by looking at opportunities to simplify the requirements for the areas.
- Investigate the opportunities for targeting land usage in the municipal planning for schools and similar.
- Promote multifunctional use and flexible laying out of buildings and land to avoid empty facilities, optimise quality, better utilise resources and meet citizens’ demands for local recreational provisions.
- View the development in the city’s recreational green areas in the context of population trends.
- Explore and utilise the opportunities to develop and improve the use of green recreational areas and the harbour’s recreational potential.
- Based on the increased use of the city’s public areas, explore opportunities to support better management of recreational areas, etc., i.a. by looking at the division of responsibilities, alternative forms of regulation and the location of management centres in the city.
- Promote the establishment of publicly accessible green areas and leisure facilities, etc., as part of the urban development, i.a. through innovative planning regulations and dialogue with land-owners and other stakeholders.
- Explore the opportunities for temporary use of areas that are not designated for urban development.
- Work towards better coordination of budget resources and planning for land for recreation and public purposes.

Christiansholm, commonly known as Paper Island, is an area facing the harbour fairway opposite the Royal Danish Playhouse where there used to be a large paper warehouse, since moved. Together with the owner of the land, By & Havn, in 2014 the City of Copenhagen will begin exploring the opportunities for the area’s future use, as it has huge potential for accommodating homes, commerce, cultural institutions and recreational facilities. The ideas and planning will be developed based on a broad involvement of Copenhageners and the public in general.
QUALITY IN THE CITY
A HEALTHY ENVIRONMENT FOR COPENHAGENERS

OBJECTIVES
Copenhageners should live longer, have more years of quality life and have equal opportunities for a healthy and active life. Copenhageners’ excessive mortality as a result of air pollution should be reduced.

TRENDS AND CONSEQUENCES
Health
Health is more than just the absence of illness. Being healthy is about being well physically, mentally and socially. Health should not just be for those who make healthy decisions. All Copenhageners should have the opportunity to live a healthy, long life free from serious lifestyle diseases that limit their enjoyment and quality of life.

Social inequality in health has increased in the past 25 years. Average life expectancy is rising in all districts, but mostly in Indre By and least in Nørrebro, Bispebjerg and Brønshøj-Husum. Average life expectancy is highest in Indre By at 80.2 years and lowest in Nørrebro at 73.3 years.

The City of Copenhagen is continuously working to reduce social inequality in health. We are doing this both in our physical planning and through a number of other initiatives. Investment has been made in exercise-promoting city spaces, early identification of children in disadvantaged families, smoke-free environments, healthy workplaces, open and free prevention programmes, and effective rehabilitation following illness.

The physical layout of the city
The city’s spaces and layout are of major importance for how Copenhageners move around in and use the city in their everyday lives and for their leisure activities. There need to be possibilities for exercise in squares and parks, but there should also be areas that allow contemplation and calm. There should be short distances from the home to green city spaces that inspire exercise, such as Sønder Boulevard. Roads and railways that cut through areas and make access to green areas difficult for Copenhageners present a challenge. There should be easy access to green areas via good walking, running and cycling connections across the city, and it should be easy to move about by foot and by bicycle. These are factors that contribute to Copenhageners having the opportunity to be healthy both physically and mentally.
Noise and air
The physical planning of the city and its infrastructure also affects Copenhagener's health with regard to air pollution and noisy stretches of road. In 2010, particle air pollution in Copenhagen caused 540 deaths and 600,000 sick days and hospital admissions. Traffic noise can cause physical and psychological harm. Noise can also impact work performance and children’s learning and motivation. More than 35,000 homes in Copenhagen are subjected to high noise pollution in excess of 68 dB.

We are working in Copenhagen to contain these serious and harmful nuisances, i.a. by investing in improvements for the city’s cyclists so that more people cycle and thus do not add to the air pollution. We use noise-reducing asphalt in disadvantaged parts of the city and manage traffic flows with a view to reducing noise. We are building more metro stations to move polluting road users underground onto a more sustainable form of transport. The more people that choose to cycle and take the metro rather than driving, the more we will reduce noise and air pollution to the benefit of public and personal health.

DIRECTION AND FOCUS
In order to ensure that the city gives citizens the best opportunities to live a healthier and longer life, in the Municipal Plan 2015 we will:

• Ensure that it is easy and safe to get about on foot and by bicycle. We will analyse the cycle path map to see whether the planned network should be revised or expanded.
• Ensure connections across the city and easy access, including for citizens with disabilities, to recreational areas via good walking, running and cycling routes.
• Promote access to good outdoor areas and create good links to facilities in the surrounding city at municipal institutions such as schools, day-care institutions, drop-in centres and care centres.
• Work to establish green areas and open spaces that invite activity and play, but also areas with the possibility of calm, quiet and contemplation.
• Work to create and maintain a high quality of biological diversity that can give Copenhagen’s citizens valuable experiences.
• Work to reduce noise pollution along the city’s noisy stretches of road and thus reduce the number of noise-polluted homes.
• Map and continuously monitor air pollution on the most heavily trafficked stretches of road.
In accordance with the Planning Act, in the first half of the parliament the City Council has to adopt a Municipal Planning Strategy that sets the framework for revising the actual Municipal Plan regulating physical planning in the city.

The City of Copenhagen will carry out a broad public consultation on the Municipal Planning Strategy 2014 in autumn 2014. The results of this consultation will be incorporated into the drawing up of the Municipal Plan 2015. The proposed Municipal Plan 2015 is expected to be sent for public consultation in autumn 2015 together with the associated environmental assessment.

The Municipal Plan 2015 will constitute a full revision, with particular focus on:
• Space for more Copenhageners
• Sustainable development
• More jobs in Copenhagen
• A coherent city
• Quality in the city

The planning period for the Municipal Plan 2015 is 12 years up to 2027.

Appendix I: Status of the planning and list of municipal planning supplements and local plans since the Municipal Plan 2011.
There has been a steady increase in the population of the City of Copenhagen in the past four years, which has led to an increased demand for housing. This has meant an increase in house-building, though this is still far below the level of that before the financial crisis of 2008. The City of Copenhagen is therefore receiving many approaches from investors and land-owners regarding house-building projects or with requests concerning the possibility of converting planned commercial buildings into homes. The demand for commercial square metres is at a relatively low level, despite the fact that we have managed to return to the same number of jobs as before the economic crisis.

Within the current framework, the City of Copenhagen has drawn up new local plans that allow more house-building and, in some cases, increase the development rate in an existing housing framework. The City Council has also adopted a municipal planning supplement that allows the building of up to 6,000 homes for young people, for which there is huge demand. This has removed some of the barriers that were obstructing a number of projects to build homes for young people.

The big influx of young people and the increased national focus on the education sector have also impacted developments in the municipal planning supplements in the past period. Among other things, supplements have been adopted for large educational establishments such as the new UCC at Carlsberg, where it is anticipated that as many as 10,000 students will be based.

The City of Copenhagen has actively responded to the national and regional decisions on renewal of the hospital sector and the opportunity they provide to develop a strong knowledge environment around Rigshospitalet, Bispebjerg and the educational establishments in Nørre Allé. Among other things, we have done this by promoting planning documentation that allows the expansion, synergies and partnerships that can arise between the different institutions and companies in the areas.

The following overview of plans adopted since the Municipal Plan 2011 shows the developments in the planning.

The Municipal Plan 2011 was adopted on 15 December 2011.
MUNICIPAL PLANNING SUPPLEMENTS
Supplement 1 - Power Station Peninsula
Supplement 2 - Jagtvej 171
Supplement 3 - Strandgade Nord, Wilders, Krøyers and Grønlandske Handels Plads
Supplement 4 - Carlsberg II
Supplement 5 - Large Wind Turbines
Supplement 6 - Arena Quarter
Supplement 7 - Scala
Supplement 8 - Kalvebod Brygge Vest
Supplement 9 - Metro to Nordhavn
Supplement 10 - Elværksgrunden
Supplement 11 - Gerlevvej
Supplement 12 - Ørestad City Centre
Supplement 13 - Niels Bohr Science Park
Supplement 14 - Den Hvide Kædby Cooling System
Supplement 15 - Enghave Brygge
Supplement 16 - Ny Skole Østerbro
Supplement 17 - Dagmarhus
Supplement 18 - Bispebjerg Hospital
Supplement 19 - Indre Nordhavn
Supplement 20 - Levantkaj Vest
Supplement 21 - August Schade Quarter
Supplement 22 - Folke Bernadottes Alle
Supplement 23 - Fisketorvet
Supplement 24 - Bredgade 70-72
Supplement 25 - Homes for Students and Young People
Supplement 26 - Godthåbsvej

PROPOSED MUNICIPAL PLANNING SUPPLEMENTS
Proposal - Falckhuset
Proposal - Large Wind Turbines at Kalvebod Syd
Proposal - Lengrausvej
Proposal - Environmental Impact Assessment (VVM) for HOFOR's Regional Water Catchment
Proposal - Roskildevej Vest
Proposal - Titangade
Proposal - Mølønerparken
Proposal - Teglværkshaven
Proposal - Creative Zones

LOCAL PLANS
Poewer Station Peninsula
Provstevej supplement 1
Indertoften II
Copenhagen H Metrostationsplads
Enghave Square Metrostationsplads
Panum II
Otto Busses Vej supplement 1
Hjørnestenen
Ørestad Nord supplement 5
Jagtvej 171
Øster Farimagsgades School
Kalkbrænderihavnsvej
Nordhavn/New Cruise Terminal supplement 1
Strandgade Nord
Østerport Metrostationsplads
Vibenshus Metrostationsplads
Trianglen Metrostationsplads
Poul Henningsens Plads
Metrostationsplads
Heimdalsgade Syd II
Prævestenen and Ny Amager Strandpark supplement 2
Arena Quarter supplement 1
Carlsberg II supplement 2
School of Pharmaceutical Sciences supplement 1
Jenagade
Gammel Strand Metrostationsplads
Kongens Nytorv Metrostationsplads
Rådhuspladsen Metrostationsplads
Marble Church Metrostationsplads
Scala
Nuuks Plads Metrostationsplads
Nørrebro Station Metro Station Square
Nørrebros Runddel Metrostationsplads
Skjold's Plads Metrostationsplads
Kalvebod Brygge Vest
Sundbybær School
Elværksgrunden

PROPOSED LOCAL PLANS
Wind Turbines Kalvebod Syd
Holmen II supplement 3
Katrinehoj School
Royal Danish Life Guard's Barracks
Lengrausvej
Roskildevej Vest
Ørestad City Nord Supplement 1 – Light Hall
Nokken
Mølønerparken
Refshaleøen supplement 1
Titangade supplement 4
Teglværkshaven supplement 5
Østerbrogade Barracks supplement 1
Krimsvæn supplement 1
Pf. Kongelund
Carl Jacobsens Vej supplement 1
Niels Bohr Science Park
Gerlevvej
Ørestad City Centre supplement 1
Rigshospitalet (Copenhagen University Hospital) III
Ny Ellebjerg Area with supplement 1
Enghave Brygge
Ny Østerbro School
Dagmarhus
Bispebjerg Hospital
Trelastholmen in Nordhavn
Århusgadekvarteret Vest in Nordhavn
Fisketorvet with supplement 1
Levantkaj Vest in Nordhavn
August Schade Quarter
Amagerbro supplement 1
Godthåbsvej
Carlsberg II supplement 3