

FUTURE-BOUND ON BOARD THE NEW METRO



The public transport system needs more capacity if the Stockholm region is to continue growing and developing in a long-term sustainable way.

STOCKHOLM – ONE OF THE FASTEST GROWING CITIES IN EUROPE

Stockholm's Metro is about to be expanded. Nearly twenty kilometres of new track and nine new stations on four sections. Stockholm County Council is responsible for the expansion and planning is well under way. It's an extensive and complex project. By 2025 the Metro should be running to and from Nacka, Barkarby and Arenastaden. You can read more on what's happening on the following pages.

Stockholm is expected to grow by the equivalent of two SL buses a day until 2020. That's just over 35,000 people a year, making Stockholm one of the fastest growing conurbations in Europe.

Since Stockholm is growing so rapidly, the demands on public transport are also increasing. The Metro's tracks are already almost at maximum capacity during rush hour. The Metro is the most used SL transport service. The busiest route in the Metro network is Centralen–Slussen.

THE 2013 STOCKHOLM NEGOTIATION GROUP

In autumn 2013, the government, Stockholm County Council and the City of Stockholm, Municipality of Nacka, Järfälla Municipality and City of Solna signed a mutual agreement on the expansion of the Metro and increased housing construction. In January 2014, the agreement¹ was signed by all parties after less than a year of intensive negotiations.

The four municipalities are together undertaking to build around 78,000 new houses in the vicinity of the Metro – either themselves or through another landowner/developer.

Stockholm County Council is responsible for the expansion of the new Metro: Four different sections, to Nacka, to Arenastaden and to Barkarby. The Blue line will also be extended to Gullmarsplan and connected to the Green Hagsätra line branch.

Largest investment in modern times

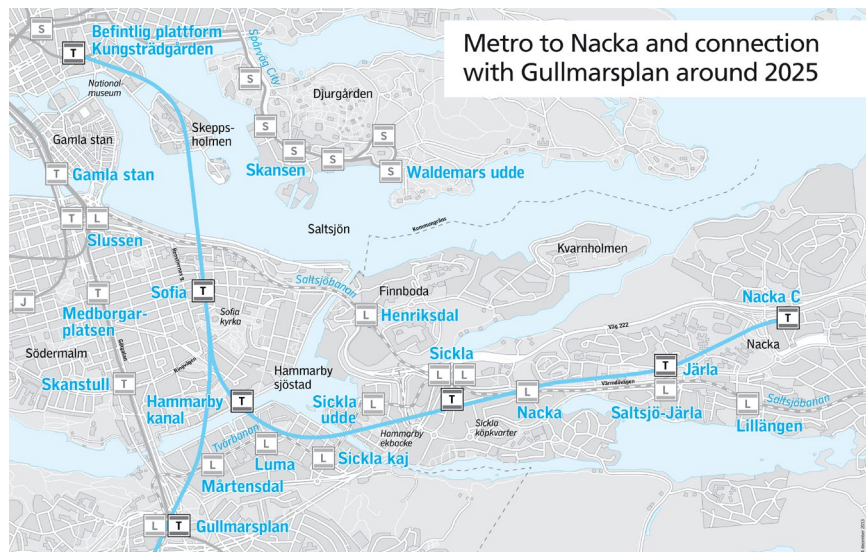
The expansion is the largest investment in the Metro in modern times. The Metro investment is estimated to cost SEK 19.5 billion, jointly financed by the parties. The total investment for the expansion including vehicles and depots is therefore SEK 25.7 billion. All of the above at January 2013's price levels.

¹Read more about the agreement at www.stockholmsforhandlingen.se

An expanded Metro
will increase commuting
possibilities.

WHAT IS BEING BUILT

Kungsträdgården – Nacka centrum and Sofia – Gullmarsplan/Söderort



New stations The Nacka line: Sofia, Hammarby kanal, Sickla, Järla and Nacka centrum. For Sofia – Gullmarsplan/Söderort the section with station areas will be investigated during 2014.

Track length Nacka line 7.7 km

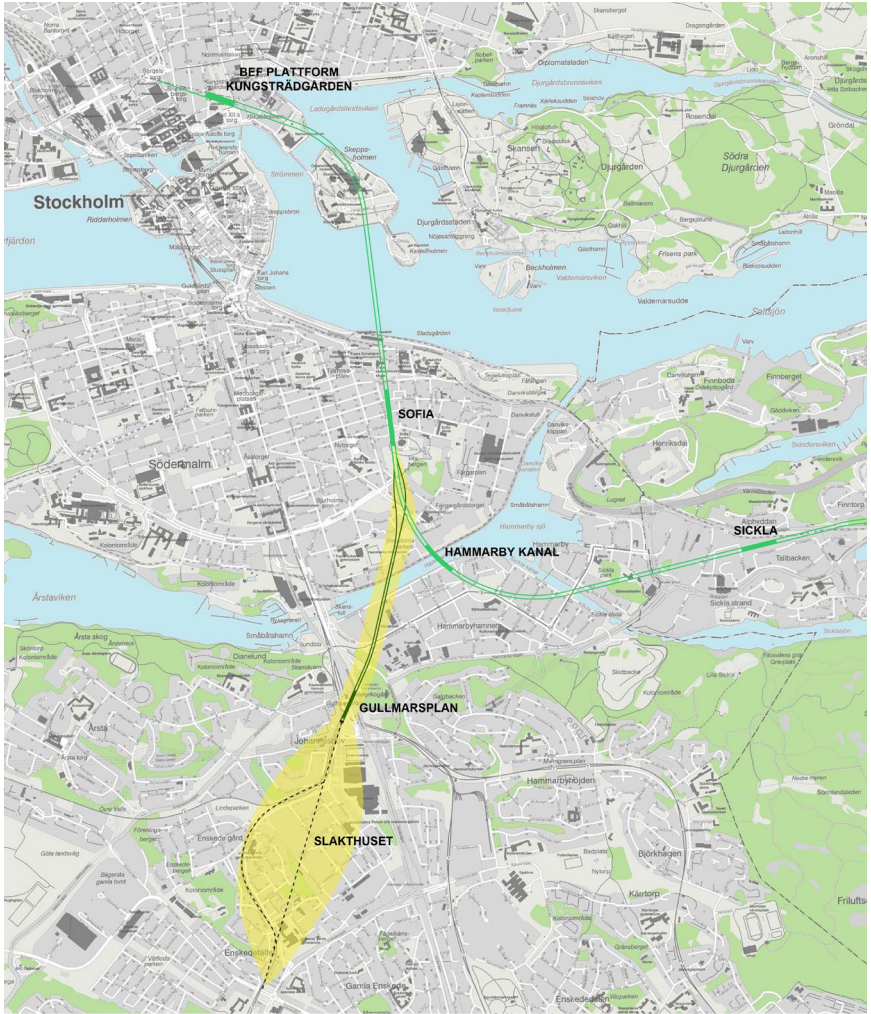
Track length Sofia – Gullmarsplan/Söderort 3.3 kilometres

Planned building start Latest 2018

Planned start of service Around 2025

According to the agreement, the Blue line will be extended from Kungsträdgården via Södermalm to Nacka centrum. At the same time, the Blue line will also be extended from Södermalm to Gullmarsplan and then connected to the Green Hagsätra line branch. The Blue line will then have two branches south of the city, one to Nacka and one to Hagsätra.

By 2030, the Municipality of Nacka is planning to build around 13,500 new houses on Western Sicklaön, and in Stockholm's southern Söderort district next to the Green line, around 40,000 new houses are being planned.



The Blue line will have a new branch from Sofia to Gullmarsplan/Söderort. This means that the Hagsätra branch will be part of the Blue line. How the branch will be connected is being investigated in 2014. The area highlighted in yellow shows the “corridor” being investigated. Consultation on the Metro’s exact section and station areas is being held in the beginning of 2015.

In addition, Stockholm will also be building around 2,000 homes in Hammarby Sjöstad and 900 on Södermalm, all in the areas alongside the new Metro.

The Traffic Administration at Stockholm County Council, together with the City of Stockholm and the Municipalities of Nacka and Värmdö, have conducted a feasibility study of the Metro to Nacka. The starting point was to expand the Blue line from Kungsträdgården. The purpose was to look at the various section options and station areas and illustrate the consequences of the various sections. Six different sections with station areas were looked at more closely.

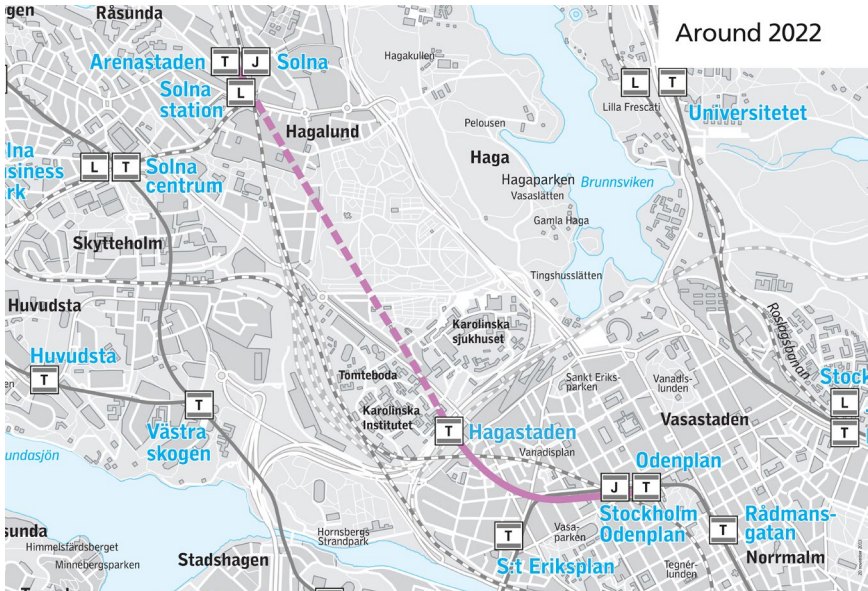
The work is now at the analysis stage with investigations into the exacting routing of the Metro and where the station entrances would be located. The feasibility study of the Metro to Nacka triggered the start of a so-called planning process, an important part of which is consultation between the general public and the organisations involved. The planning stage looks at the use of the land, which is regulated in detailed plans and possible rail plan. The detailed plans are to be approved by each municipality. The rail plan is to be established by the Swedish Transport Administration.

As part of the feasibility study, the Traffic Administration and City of Stockholm also conducted a concept study into the expansion of the Metro to Gullmarsplan/Söderort. This forms the basis of the formal planning, which is now starting with an investigation into the more detailed design of the station areas and section. It will also include consultation between the general public and the organisations involved in the beginning of 2015.

The Metro to Nacka and a connection with the Hagsätra branch will have many positive effects: For a start, the load on Slussen will be relieved. The vulnerability and high load on other areas of the Metro network will be relieved when Saltsjön–Mälaren gets a new connection, giving the eastern sector an effective connection to T-Centralen. Connecting the Blue line to the Green line will provide the Hagsätra, Farsta and Skarpnäck line branches with greater service frequency. Improved public transport for the eastern sector will also help improve the running of the traffic system for the whole of the Stockholm region.

A developed public transport system to and from Nacka and the eastern sector will benefit from all traffic systems in the Stockholm region.

Odenplan–Arenastaden



New stations Hagastaden and Arenastaden

Track length 1.8 kilometres and approx. 2.8 kilometres

Planned building start Latest 2016

Planned start of service Hagastaden around 2020, Arenastaden around 2022

According to the agreement, a Metro section will be routed from Odenplan to Arenastaden via Hagastaden.

Hagastaden is a new city district that links the Karolinska area in Solna with Vasastan in Stockholm after the E4/E20 and Värtabanan railway will be covered and developed with jobs and homes. The expansion of Hagastaden is taking place in stages and is expected to be completed in 2025. The area will provide 13,000 homes and 50,000 jobs. Many of these will be in the New Karolinska Solna University Hospital, which is currently being built.

Through the agreement, the City of Solna is committed to building around 4,500 houses alongside the Metro in Hagastaden and Arenastaden. The City of Stockholm is committed to building around 3,000 houses in Hagastaden.

The investigation into the exacting routing of the Arenastad line and where the stations will be located is now taking place. The planning process has started, which includes consultation between the general public and the organisations involved. Consultation is planned for the end of 2014.

Akalla–Barkarby station



New stations Barkarbystaden and Barkarby station

Track length Approx. 3.4 kilometres

Planned building start Latest 2016

Planned start of service Around 2021

According to the agreement, the Blue line is to be extended from Akalla to Barkarby station.

Barkarby–Jakobsberg is described as a regional city centre with a favourable location in the Stockholm region. Barkarby is on the verge of major expansion with large development plans. The emerging Barkarbystaden is a new city district at Barkarbyfältet, where approximately 14,000 new houses will be built alongside the Metro, according to the agreement.

In 2013, the Traffic Administration produced a strategic choice of measures, which broadly illustrates the consequences of various measures for public transport to Barkarbystaden. In addition to this, a concept study was conducted into the possible Metro sections if the Blue line were extended to Barkarby. The conclusion assessed that an extension of the Metro from Akalla to Barkarby station via Barkarbystaden would be of the greatest benefit to travellers. The purpose is also to

link the Metro to the commuter train station and the new Stockholm Väst (Barkarby) regional train station on the Mälärbanan railway.

The investigation into the exacting routing of the Metro and where the stations will be located is now taking place. The planning process is under way, an important part of which is consultation between the general public and the organisations involved. Consultation is planned for autumn 2014.

An expanded Metro
will ease daily life.

NEW ADMINISTRATION FOR THE NEW METRO

Stockholm County Council is responsible for the expansion of the new Metro. On 1 March 2014, a special administration, the Extended Metro Administration was established with the task of running the work through the planning, project and implementation stages. The organisation is now complete and activities are well under way.

Each Metro section is being run as a sub-project and the board of each sub-project is made up of the municipalities involved together with Stockholm County Council. There is also a board for the overall management of the expansion, made up of all the financing parties.

You will be able to find up-to-date information and news about the work on the new Metro later at www.sll.se/nyatunnelbanan.

If you have any questions about the expansion of the Metro, please send an email to: nyatunnelbanan@sll.se.

The new Metro will create new opportunities.

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 **Stockholms läns landsting**