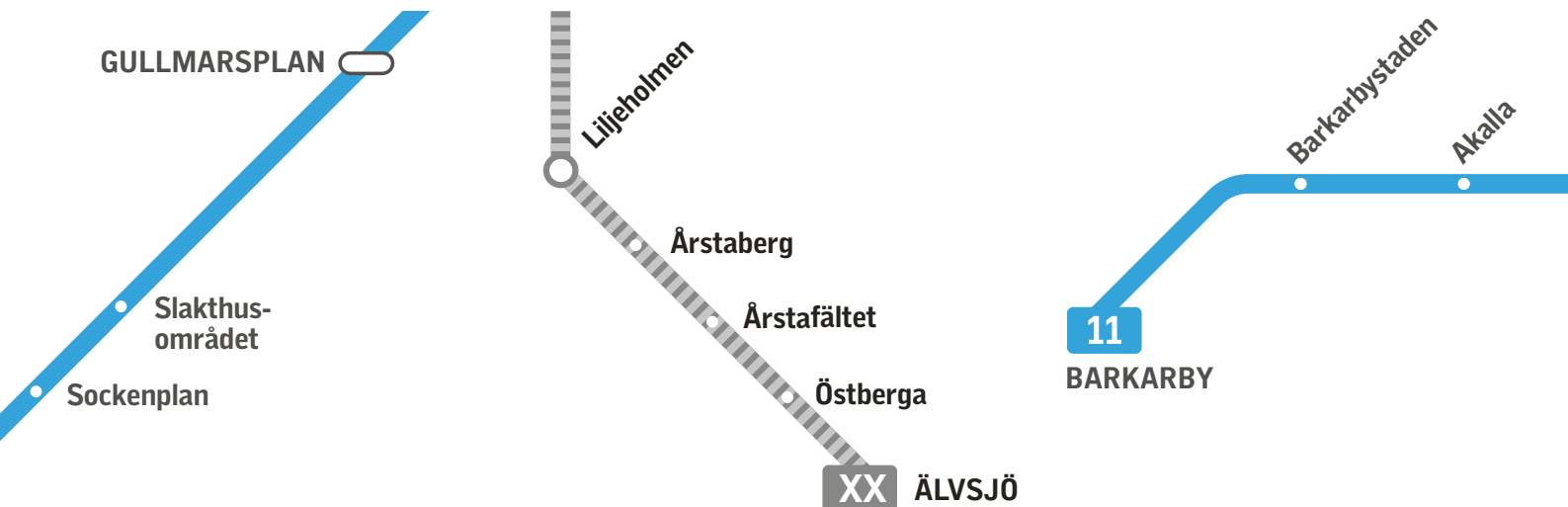


Stockholm's new Metro

30 km of track and 18 stations



We make distances shorter as Stockholm grows larger

We're redrawing the map of the Metro, with new and extended lines. And this will help Stockholm take a big step forwards – toward the goal of becoming Europe's most attractive and climate neutral metropolitan area.

Today, a quarter of Sweden's population lives in Stockholm County, and every year this figure increases by 35 000 inhabitants. As one of the fastest growing regions in Europe, we are faced with both major opportunities and major challenges. These include a need for more homes and new travel options.

With the new Metro, distances will become shorter as Stockholm grows larger. The changes will be visible when the cityscape alters and the new areas take shape. At the new stations, a new generation of artists will make the world's longest art exhibition even longer. When the current expansion is

complete, the underground network will also reach Barkarby, Arenastaden and Nacka. In Söderort, two new line colours, Yellow and Blue, are being added. In the next stage we will be building an entirely new section underground between Fridhemsplan and Älvsjö.

Constructing a new Metro takes time and affects a lot of people. Here you can find answers about what we're building and how – an insight into the Stockholm of the future.

[See the Metro map of the future »](#)




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The Metro map of the future

This is what the map will look like when the Metro has been extended. What do your current travel routes look like? Will you be able to take another route in the future?

-  Planned expansion
-  Expansion
-  Expansion
-  Traffic on existing tracks to Farsta strand or Skarpnäck



New sections

- Akalla–Barkarby, Blue line
- Kungsträdgården–Nacka and Söderort, Blue line
- Odenplan–Arenastaden, Yellow linje
- Fridhemsplan–Älvsjö

The new Metro

30
km of track

18
stations

130 500
homes will be built in the municipalities with new Metro lines

180 000
more people every day will be able to travel on the Metro

New travel routes through Stockholm

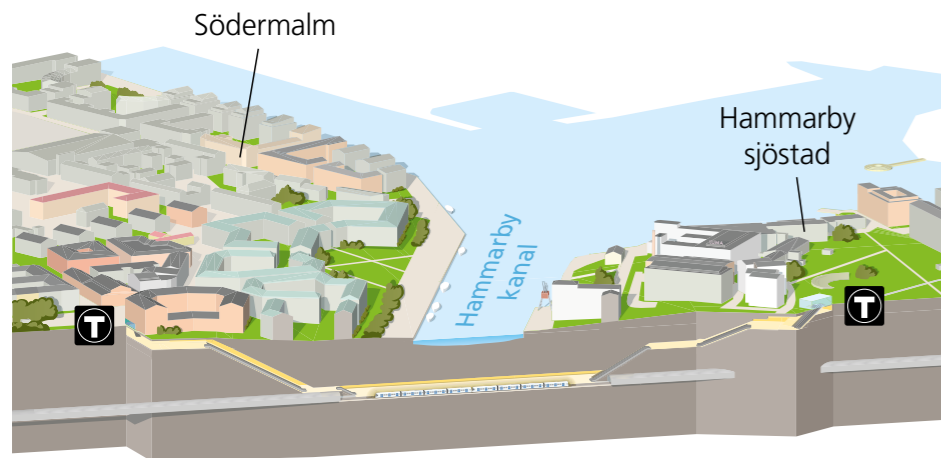
The new Metro will create several new travel routes. Under the water, the whole way to Barkarby – and deeper than ever under Stockholm.

New colour on the map

The Metro system gains a new line colour! The yellow line will run from Arenastaden in Solna to Söderort. In 2014, more than 16 000 Stockholmers voted for the colour of the new line. Yellow convincingly beat both purple and rainbow coloured.

Completely underground

Because the whole of the new Metro line will indeed be constructed underground, this makes plenty of space for new housing, streets, schools, offices, parks and playgrounds. Only the new stations will be visible above ground. Some will be constructed on the ground floor of new or old buildings, others in their own buildings.



Two districts – one station under the water

In the rock beneath Hammarby kanal, we're building a station of the same name. One street access will lead to Katarina Bangata on Södermalm, and

one to Lumaparken in Hammarby sjöstad. Anyone with a valid ticket will be able to travel between the two districts – with dry feet!



Carry on past Kungsträdgården

The Blue line will no longer end at Kungsträdgården. The track will carry on from the station in new tunnels under Saltsjön to Sofia station on Södermalm. Here, the track will divide. One branch will run to Nacka and the other to Söderort. Kungsträdgården will just become another station on the line, with more passengers than today.

Large, fast lifts

Sofia station will be constructed in Stigbergsparken on Södermalm. The ticket hall will be in the centre of the park – and the platforms about 100 metres straight down. Eight large, fast lifts will take passengers down or up in about 30 seconds. With an escalator, it would take five minutes! This is an entirely new solution on the Stockholm Metro, but there are similar stations in several places around the world. The reason the station is so deep is to make sure the tunnels are in rock the whole way beneath Saltsjön.

Line XX
Nacka, 3 minutes

Line XX
Hagsätra, 3 minutes

See the Metro map of the future on pages 4–5

New link between Södermalm and the city

Stockholm is a city built on the water. To travel around, you have to either go over or under the water. The new tunnel under Saltsjön will relieve the entire Metro network and will be an alternative to the current very busy section between Slussen and T-Centralen. And because the Green line's Hagsätra branch will be part of the Blue line, and will take another route through the city, it will be possible to run more trains to and from the whole of Söderort.

Cross section through Sofia station

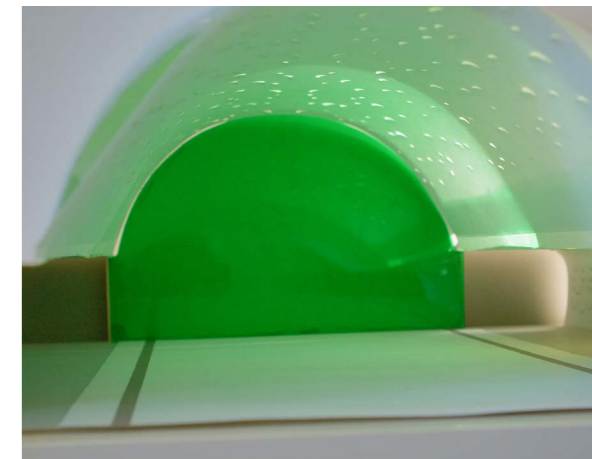


All of the new stations will have their own character. At Södra Hagalund station, light plays a central role. This is where the architecture firm Rundquist and artist Pia Törnell are working together to make the station accessible, safe and pleasant to be in.



“I’ve taken inspiration from the big railway stations in Europe, where the light slants in through the steel construction.”

Pia Törnell, artist, Södra Hagalund



Colours, sketches and miniatures. A considerable amount of preliminary work goes into the design of the new stations. Pia Törnell is a designer and ceramic artist. In this project, she’s working with ceramics, glass and metal.

Architecture and art: interplay

Art is an important aspect of the Stockholm Metro, there is art on almost all of the current stations. This tradition continues, and all of the new stations will get their very own art design. The artists for the new stations on the Blue and Yellow lines were selected through a competition as far back as 2015. Since then, the artists have worked closely

with architects and engineers to make art an integrated part of each station.

Art on the Metro fulfils a number of functions. It’s important for accessibility and comfort. Even those who aren’t very good at reading or who have a greater need for security through recognition should be able to feel comfortable on

the Metro network. Art also makes the environment memorable for temporary visitors, and – not least – interesting for daily travellers.

Want to know which artist is designing your closest station? Read more at nyatunnelbanan.sll.se/konsten

Art on the Stockholm Metro

- 94 of the current 100 stations have some form of artistic element. Everything from sculptures, mosaics and reliefs to paintings, video works and photography.
- The art on the Stockholm Metro receives major international attention, and is often called the world’s longest art exhibition.
- The SL Artguide app can give you a guided tour of the art on 21 of the current stations. Read more at konst.sl.se

How we build the new Metro

Phase 1

Access tunnels

To be able to build track tunnels, we first build access tunnels from the surface. The access tunnels are used during the entire construction period. Machinery, personnel and rock are transported through these tunnels.

Phase 2

Track tunnels and stations

When the access tunnels are completed, we drill and blast out the track tunnels, platform chambers and spaces for objects like escalators and lifts. We also build ticket halls, entrances and ventilation towers.

Phase 3

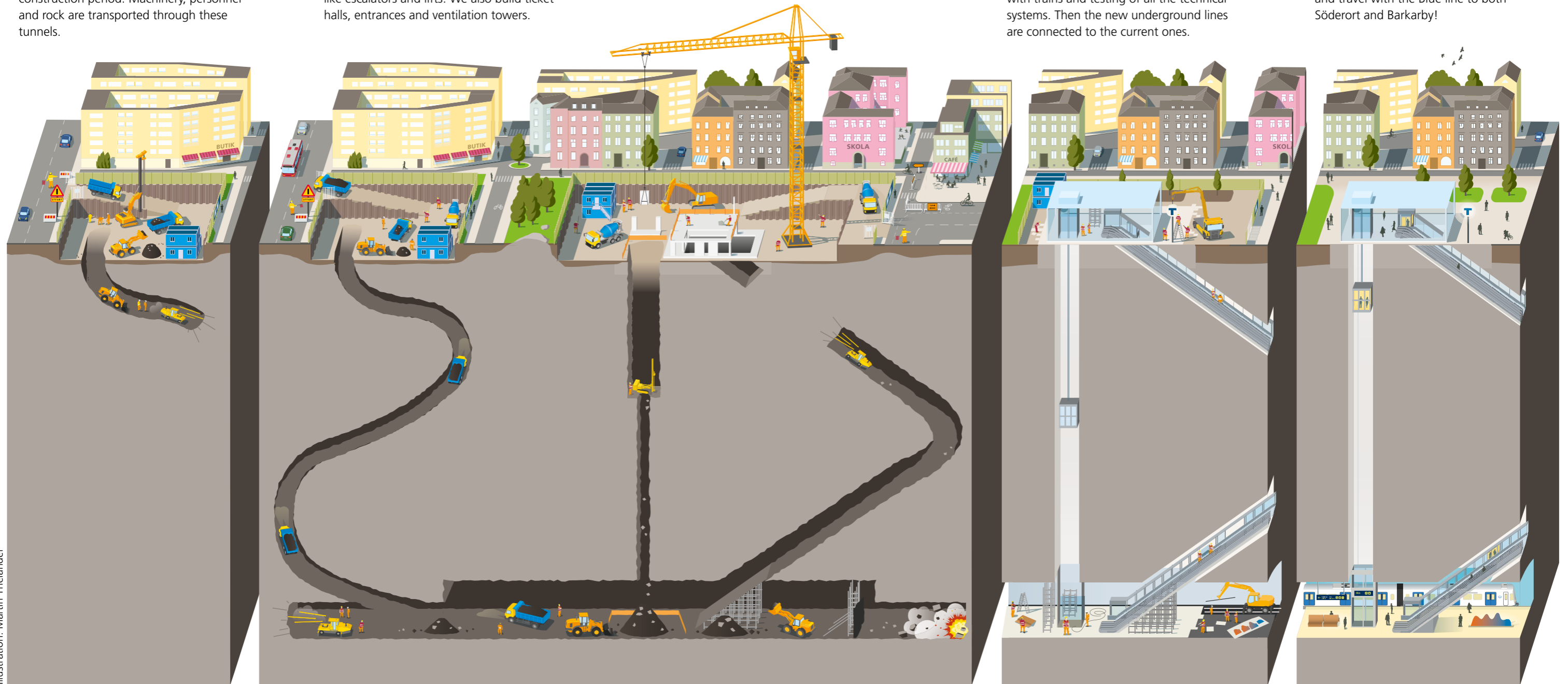
Installations and tests

Now it's time to lay the track, install the signalling system and assemble escalators and lifts. The last thing we undertake is trial runs with trains and testing of all the technical systems. Then the new underground lines are connected to the current ones.

Start of services

Now the new Metro is ready!

Now you can travel straight from Gullmarsplan to Arenastaden, take the train direct from Nacka to T-Centralen and travel with the Blue line to both Söderort and Barkarby!



What we are building

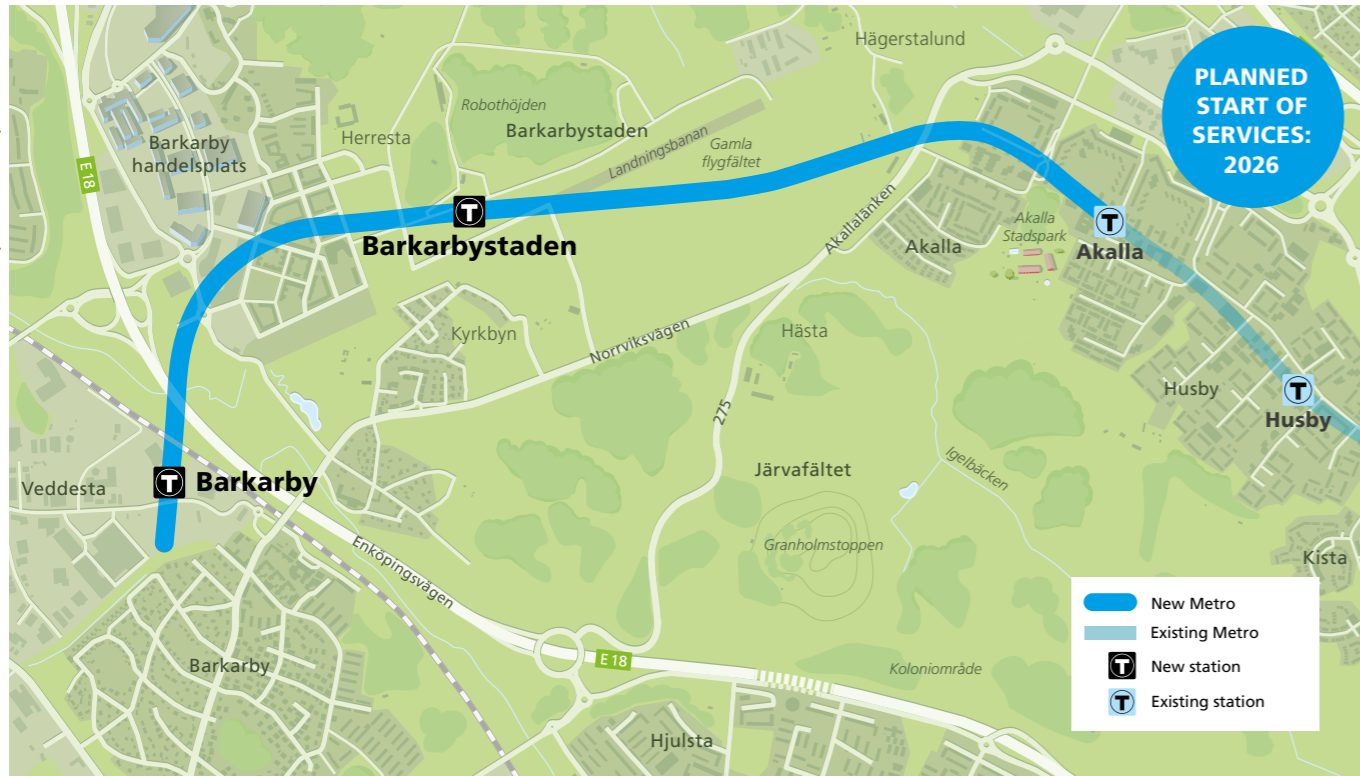
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What's happening in the picture?

Rubber blasting mats are being laid before the very first blasting work on the new Metro. The photo was taken in April 2019, just before blasting the first salvo for the access tunnel in the Veddesta industrial area. This is just one of many access tunnels required to extend the Metro.



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Blue line to Barkarby

The Blue Metro line is being extended from Akalla and will get a new end station at Barkarby. By 2030, Järfälla Municipality will grow to have about 115 000 inhabitants, from the 75 000 it has today. This places big demands on effective public transport with good connections.

Barkarby

Barkarby will be a particularly important hub for the Metro, commuter trains, buses and regional trains. One street access will link together the Metro with other public transport networks and another will be located among the many new residences to be built in Veddesta.

Barkarbystaden

The new district of Barkarbystaden is growing between Barkarby and Akalla. 18 000 new residences and 10 000 new workplaces are being built on the former airport. Barkarbystaden Metro station will have two street accesses centrally located in the district.

Illustrations: White Arkitekter



Artist's impression Barkarby



Artist's impression Barkarbystaden

Yellow line to Arenastaden

The new track is being built from Odenplan to Arenastaden. Around 11 000 new residences are also being built near the new stations. When the Yellow line is finished, around 80 000 people will work in the nearby area. The Yellow line will be connected to Söderort and will share a track with the Green line southwards from Odenplan.

Hagastaden

Hagastaden is a growing district that links Stockholm with Solna. Here, the Metro will get a station with four entrances, of which one leads directly into Karolinska Universitetssjukhuset.

Södra Hagalund

A new district will emerge in the Hagalund industrial area. Södra Hagalund will be a mixed area, with both homes and workplaces. The station will have two entrances centrally located in the area.

Arenastaden

The end station of the Yellow line will be Arenastaden – a growing district with many large workplaces, shopping and the Friends Arena national arena. The station will also have a street access in the south where it will be easy to change to both the Tvärbanan and commuter lines.



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Illustrations: &Rundquist



Artist's impression Arenastaden



Artist's impression Hagastaden

The Blue line grows – expansion to Nacka and Söderort

The Blue line is being expanded with two branches from Kungsträdgården – one to Nacka and one with a connection to Söderort. The expansion is essential for these fast growing areas of the region and will relieve the intense Metro traffic between T-Centralen and Slussen.

Sofia

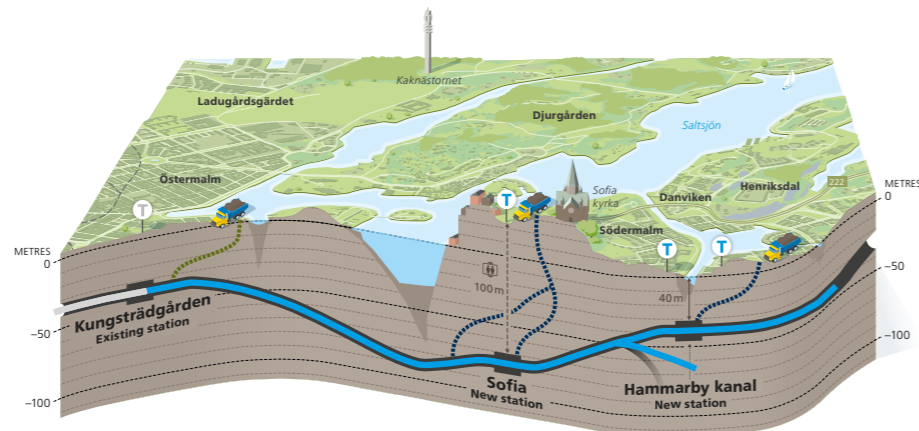
The section between Kungsträdgården and Södermalm is being constructed entirely underground, through the rock beneath Saltsjön. Sofia, Stockholm's deepest Metro station is being built 100 metres below Stigbergsparken. Travellers will take large lifts up to the ticket hall in Stigsbergsparken in about 30 seconds.

Hammarby kanal

The station is being built under the water and will have street accesses up to both Södermalm and Hammarby Sjöstad. The station will be an important complement to the Tvärbanan, with easy connections to both Södermalm and Nacka.

Sickla and Järla

The new Metro stations of Sickla and Järla will be important hubs that make everyday life easier for travellers to and



Passing beneath Saltsjön means that the Blue line is as deep as 100 metres below ground at Sofia station.

from Nacka. The stations are located close to both the Saltsjöbanan and Tvärbanan. Many new residences are also being built in the surrounding area.

Nacka

Nacka, the Blue line's new end station, will have street accesses on the north and south side of the Värmdöleden. On the south side, travellers will be close to shops, services and the planned Stadsparken. On the northern side, two entrances are being built where it's easy to change to the bus network.

Söderort

The Green line's Hagsätra branch will be changing colours to blue. A new platform is being built 70 metres below the current Gullmarsplan station. This creates more travel opportunities at one of Stockholm's biggest hubs. Along the new section between Gullmarsplan and Sockenplan, a new station is being built at Slakthusområdet, which is a growing district for housing, shopping and culture. Slakthusområdet replaces the current stations of Globen and Enskede Gård.



Illustrations: Sweeco



Artist's impression Sofia



Artist's impression Sickla



Artist's impression Slakthusområdet



Artist's impression Hammarby kanal

No new Metro without depot facilities

It isn't just passenger stations that are important. Cleaning, service and repairs are necessary to ensure that the trains are clean, well-maintained and safe. So when the Metro grows, we need more trains and more space in the depots.

We're going to expand the depot at Högdalen in southern Stockholm, to handle more trains.

The current Green Metro line branch to Hagsätra will become part of the Blue

line when the Metro is extended. This means that we need to build underground tracks from the depot to the Green branch to Farsta. This also means that the Högdalen depot will be able to receive trains from both the Blue and Green lines.

Photo: Fredrik Hjerling



Trains running on the Metro need somewhere where they can be cleaned, serviced, repaired, washed – and not least parked at night.

Even more Metro on the way!

A new line will be built between Fridhemsplan and Älvsjö. The new Metro line will have six stations: Fridhemsplan, Liljeholmen, Årstaberget, Årstafältet, Östberga and Älvsjö.

The intention is for the line to create a new link between north and south Stock-

holm and relieve T-Centralen and the Red line. This section has been chosen both to create new transfer points and to make it possible to build still more residencies with good communication routes.

The decision to build the Metro on the Fridhemsplan-Älvsjö section was made

in spring 2017. Planning is in its infancy, which means that it isn't yet clear exactly where the tunnels will run or where the stations will be situated. Keep up-to-date with the plans on nyatunnelbanan.sll.se.

Stockholm is one of the fastest growing metropolitan areas in the whole of Europe. So the government has initiated two different sets of negotiations with municipalities and the region. The aim: to create more housing and more public transport.



This is a joint effort

The first round of negotiations was called the Stockholm Negotiation. In January 2014, the agreement was signed by the State, Region Stockholm, Järfälla Municipality, Nacka Municipality, Solna Municipality and the City of Stockholm. The municipalities undertook to build 78 000 residencies by 2030, and Region Stockholm agreed to expand the Metro with 20 km of track and 11 new stations.

The second round of negotiations, which was called the National Negotiation on Housing and Infrastructure, began in 2016 and the agreement was signed in 2017. This covered the

construction of the Södra Hagalund Metro station together with 4000 new homes in Solna. It was also decided to construct a completely new Metro line with six stations from Fridhemsplan via Liljeholmen to Älvsjö.

The budget to extend the Metro (not including the Fridhemsplan-Älvsjö section) is SEK 300 billion. The State, Region Stockholm and the municipalities that will have new Metro lines will be sharing the costs. Almost half the money comes from the congestion tax.

As of autumn 2019, discussions are ongoing between the parties about

adding additional funding, because costs have increased more than expected.

In total, we will be building 18 Metro stations and 30 km of new track, to make distances shorter as Stockholm grows larger. 130 500 new homes are being built close to the new Metro line. This will make everyday life easier for everybody who lives here, both now and in the future.

Want to know more? On our website, you can read the decisions and documents that form the basis of the expansion.

Photo: Mikael Ullén

Region Stockholm is responsible for health and medical care, public transport and regional development, and contributes to the cultural sphere. Every day, around the clock. In the country's fastest growing region.

Now we're expanding the Metro to make distances shorter as Stockholm grows larger. This is necessary so that many new residencies with good communication routes can be built in Järfälla, Nacka, Solna and Stockholm. The investment is being made jointly by Region Stockholm, Järfälla Municipality, Nacka Municipality, Solna Municipality, the City of Stockholm and the State.



Artist's impression Arenastaden.

Read more at nyatunnelbanan.sll.se and follow *New Metro, Region Stockholm* on our social channels

