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Date 2017-06-29
Classification 302
Reg. number 4697-2009

To CLT/WHC/8348/SE/MA

The World Heritage property the Royal Domain of Drottningholm – ICOMOS Technical Review of Heritage Impact Assessment Phase II

The Swedish National Heritage Board thanks the World Heritage Centre and ICOMOS for the technical review (May 2017) of the Heritage Impact Assessment (HIA) phase II regarding the potential impacts of the Stockholm Bypass (Förfart Stockholm) and the Ekerö Road project on the World Heritage property the Royal Domain of Drottningholm.

In response to the comments received the Swedish National Heritage Board in consultation with the Swedish Transport Administration wishes to provide some comments and clarifications related to ICOMOS' recommendations in the technical review.

ICOMOS' review does not seem to include the information and comments on the recommendations in HIA Phase II provided in the cover letter, and the second opinion by an independent expert that was sent to the World Heritage Center together with the HIA Phase II on 1 December 2016. Please find the documents attached to this letter for your and ICOMOS' information. In addition, the Swedish National Heritage Board would like to point to the following:

Recommendation A

The purpose of HIA Phase II was to assess the impact of the solutions and suggestions in the design plans for the two road projects with a junction on Lovö. Prior to the decision on the location of the junction the Swedish Transport Administration considered, investigated and carefully analyzed several alternative locations on the basis of a number of important criteria, including traffic volumes. This finally resulted in two options with one location on Lovö and one on Lindö to the west of the property. In the forecast, the Lindö alternative showed a slightly reduced traffic volume on the route between Skärholmen and Brommaplan as a result of a longer distance compared to the Lovö alternative. However, the reduction was not that significant that it alone could motivate that alternative. The

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forecast showed that the location on Lindö was not expected to give a significantly lower traffic volume on Ekerö Road. The difference in volumes between the location on Lindö and the location on Lovö falls within the error margin for forecasts of this type, especially when it comes to forecasts for more than ten years in the future. The difference between the two alternatives regarding traffic amount was deemed negligible.

The Swedish Transport Administration wishes to emphasize that the Stockholm Bypass will relieve traffic on Ekerö Road through the World Heritage property, thereby also reducing noise and barriers. In addition, the accessibility to Drottningholm will improve.

Recommendation B

Mobility management measures will be implemented during the construction of the bus lanes on Ekerö Road. The purpose is to influence travelers' attitudes and behaviors. Measures planned are in the areas of information, encouraging walking and cycling, mobility management for companies and public transport. Measures to increase use of bicycles are planned for both summer and winter seasons. Increased frequency for buses on Ekerö Road and "try the bus tickets" will be used to effectively market public transport to people who usually travel by car.

During the construction of Stockholm Bypass and the remodeling of Ekerö Road, the car ferry that runs between Jungfrusund on Ekerö and Slagsta in Fittja will continue to operate. This means that some traffic will go south without passing through Drottningholm. The commuter ferry that recently started operating between Ekerö and central Stockholm will continue during the construction period.

The road plan includes reduced speed limits through the World Heritage property. They will be reduced from today's 50 km/h to 40 km/h from Vilan through Drottningholm bridge and from 70 to 60 km/h from Vilan to Kanton. At a section east of Vilan the speed limit will be reduced from 70 to 40 km/h.

Since increased traffic volumes on the Ekerö Road risk to negatively affect the World Heritage property, the Swedish Transport Administration has together with concerned parties produced a control and monitoring programme, see the description in the cover letter of the HIA Phase II to The World Heritage Centre from 1 December 2016. Traffic volumes on Ekerö Road will be measured and monitored during the construction period, and also regularly after the opening of

the bypass. If traffic is approaching 27,000 vehicles/weekday before Stockholm Bypass has been completed, and 23,000 vehicles/weekday after its completion, the Swedish Transport Administration will gather the Lovö steering committee to produce an action plan to implement the most appropriate and effective measures for the situation at hand to reduce traffic. Measures that could be considered include, for example, reduced speed limits and tolls for passing vehicles. The Swedish Transport Administration has made preparations to enable future installation of equipment for tolls. The control and monitoring programme is the most important measure for ensuring that the traffic volumes do not increase to unacceptable levels.

Recommendation C

As described under recommendation A above, several alternative locations of the junction have already been considered on the basis of a number of criteria, including traffic volumes. When Stockholm Bypass opens a significant reduction in traffic through Drottningholm is expected since the bypass will offer new opportunities to travel to and from Ekerö municipality without passing through the property.

As mentioned, a control and monitoring programme will be put in place. Measures to be considered in this case include adjustment of speed limits within the World Heritage property, expanded public transportation, and economic incentives. In a situation where traffic volumes are becoming unacceptably high, despite the implementation of additional measures, an alternative route can be considered.

Recommendation D

The road plan and all the measures described above take into account the estimated traffic volumes after completion of the Stockholm Bypass and the remodeling of Ekerö Road. The purpose of the Ekerö Road project is to improve the public transport situation between the growing Ekerö Municipality and the mainland where the Ekerö road is the only road connection at present. A bus lane will be added, and the road will after the remodeling have two bus lanes, one in each direction. Improving the situation is a prerequisite for making public transport well-functioning and more attractive to commuters. The Stockholm Bypass and the Ekerö Road projects are measures to avoid an increase in traffic through the World Heritage property.

Buffer zone

The proposal to establish the Lovö National Reserve as a buffer zone has now been finalized and is currently being considered by the Government for submission to the World Heritage Centre.

Recommendations of HIA Phase II

Information and comments on the four recommendations in HIA Phase II can be found in the attached cover letter.

Project time plans for Stockholm Bypass and Ekerö Road

Construction of the bypass has been under way since 2014 and will be completed in 2026. At the moment tunnelling and junctions are being constructed along the 21 km route. This does not affect the World Heritage property. Some preparatory work, e.g. media work for the construction quarters has begun on Lovö. During the spring of 2017 construction of temporary ports and extraction tunnels has started. This will not have an impact on the World Heritage property.

Construction of the Ekerö Road is planned to start with the junctions to the bypass in summer 2018.

The Swedish National Heritage Board hopes that the information provided help to clarify the current situation regarding the Stockholm Bypass and Ekerö Road project. The Swedish National Heritage Board will keep the World Heritage Centre informed of any further developments.



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Deputy Director General

Attachments: - Cover letter to Heritage Impact Assessment Phase II, 1
December 2016
- Second opinion on Heritage Impact Assessment Phase II by
Christopher Young

Copy: Ministry of Culture
Ministry of the Environment and Energy
Sweden's Permanent Delegation to UNESCO, Paris
Swedish Environmental Protection Agency
Swedish Transport Administration
National Property Board of Sweden
County Administrative Board of Stockholm
Ekerö Municipality
Swedish National Commission for UNESCO
ICOMOS SWEDEN, att: Nils Ahlberg

