



SWEDISH NATIONAL HERITAGE BOARD
RIKSANTIKVARIÉÄMBETET

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UNESCO World Heritage Centre
7, Place de Fontenoy
75352 Paris 07 SP
France

The World Heritage property the Royal Domain of Drottningholm – Heritage Impact Assessment phase 2

The Swedish National Heritage Board wishes to inform the World Heritage Centre of the completion of the Heritage Impact Assessment (HIA) phase 2 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.

The context of the HIA is the Swedish government's decision in 2009 to approve the Stockholm Bypass. The decision stipulated several conditions for the subsequent detailed road plans, including that there should be limited negative consequences to the cultural environment, and that the values of the World Heritage property the Royal Domain of Drottningholm should not be threatened. A first HIA of the projects was concluded in 2011. A conclusion was that a second, comprehensive HIA should be made on the basis of the solutions and measures suggested in the design plans for the two road projects. The attached report *Heritage Impact Assessment – Phase 2. The potential impact of the Stockholm Bypass and Ekerö Road project on the World Heritage Property Royal Domain of Drottningholm* presents an independent assessment of these plans.

The HIA phase 2 has been commissioned by the Swedish Transport Administration. It is based on the ICOMOS guidance, which has been adapted to the current project situation. The HIA has been actively used in the planning and design process, to make improvements and mitigate negative impacts to the Outstanding Universal Value of the property. For quality control and further input to the final HIA a second opinion has been made by an independent expert.

The Swedish National Heritage Board would like to provide some information and comments in response to the report's conclusions and recommendations.

Swedish National Heritage Board

Storgatan 41
Box 5405
SE-114 84 Stockholm
Phone +46 8-5191 8000
E-mail registrator@raa.se
Website www.raa.se
Org.nr 202100-1090
Plusgiro 59994-4
Bankgiro 5052-3620



Recommendation 1

The Swedish Transport Administration and the National Property Board of Sweden will in consultation prolong and adapt the vibration monitoring program. The National Property Board of Sweden has been informed and further consultations will take place. The ongoing monitoring program is focused on the potential risks during the planned construction works. The adaption will focus on the traffic flow through the World Heritage property and the risks of impact of vibrations caused by increase of traffic volumes until Stockholm Bypass is opened.

Recommendation 2

The Swedish Transport Administration has produced a control programme for monitoring the traffic volume. The programme has been adopted by the Lovö steering committee, which comprises representatives from the Swedish Transport Administration, the Swedish National Heritage Board, the National Property Board of Sweden and Ekerö Municipality who cooperate in the implementation of the government's decision on Stockholm Bypass. The control programme will monitor the development of the traffic and if the traffic volumes exceeds a threshold of 27.000 vehicles/weekday during the construction process of Stockholm Bypass and 23.000 vehicles/weekday after the Bypass completion, the Swedish Transport Administration will gather the Lovö steering committee to produce an action plan on measures to implement to reduce the traffic volume. Measures to be considered in this case include adjustment of speed limits within the World Heritage property, expanded public transportation, and economic incentives.

The Swedish Transport Administration has decided to install equipment to monitor the traffic volume as soon as possible.

The Swedish Transport Administration, Ekerö Municipality and Stockholm Public Transportation Authority have in cooperation already initiated measures to reduce the traffic volume with a new commuter ferry line that now operates and efforts to ensure that the current vehicle ferry will continue to operate.

A larger group of stakeholders, including the Swedish Transport Administration, Ekerö Municipality, Stockholm Public Transportation Authority, the National Property Board of Sweden, the National Defence Radio Establishment and other relevant parties, will produce mobility management action plans. The aim is to increase the number of pedestrians, cyclists and public transport travellers, but also to advise and encourage travellers to avoid peak hour, especially during construction but also in a long term perspective.

Recommendation 3

The HIA recommends to investigate whether it is possible to have 40 km/h between Vilan and Canton. The Swedish Transport Administration has decided the new lower speed limit on the basis of a multitude of factors that have contributed to 60 km/h in the final plan. These factors consist of measures to mitigate negative impacts to the OUV of the property, accessibility to Ekerö municipality and environmental impact traffic safety.

The speed limits have been under investigation along the entire road plan design process. In the final plan the speed is reduced throughout the whole of the World Heritage property. In an overall perspective, the speed has been reduced by at least 10 km/h. At Vilan and Drottningholm bridge the reduction is 30km/h.

The speed limit needs to interact with the surrounding area. The area between Vilan and Kanton is an open landscape. From a traffic safety perspective, an open landscape 'invites' the driver to higher speed. It is essential that speed limits are respected since neglected speed limits compromise traffic safety.

To minimize the impact on the tree line avenues at Kanton, one of the existing bus stop pockets is moved from the position between the Skollallén and the Kyrkallén, to a more southern location south of the Kyrkoallén. Compensatory measures will be implemented for the avenue trees that will be affected. A review has also been done over traffic signs and other road elements to reduce obstacles in the important sight lines.

Recommendation 4

The National Property Board of Sweden is addressing the recommendations in the HIA regarding management of the World Heritage property as a whole, which will be reflected in a new management plan for the area and the proposed buffer zone. Within this framework, it will be possible for the National Property Board of Sweden and the Swedish Transport Administration to continue to cooperate in developing the site. The buffer zone will be submitted to the World Heritage Centre in 2017. The management structure has been improved by including the County Administrative Board and Ekerö Municipality in the management council. The long-term planning for the property includes improvements to the traffic and management in the property, to the entrance from Ekerö and the functional links, views and vistas at Vilan and Canton. The HIA process has been useful in

identifying these positive measures to improve the overall management of the property.

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. No construction work has yet started on Lovö that cannot be restituted. Some preparatory work, e.g. media work for the construction quarters has begun. During the spring of 2017 temporary ports and extraction tunnels will be built. This will not impact on the World Heritage property.

Construction of the Ekerö Road is planned to start with the junctions to the bypass in late 2017. The Swedish Transport Administration does not plan to conduct any work on the Ekerö road and its connections to the Stockholm Bypass that cannot be restituted, until response on the HIA phase 2 has been received.

The Swedish National Heritage Board hopes that the enclosed HIA Phase 2 and 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, and is looking forward to a reply at your earliest convenience.



Qaisar Mahmood
Head of department

Attachments: -Heritage Impact Assessment – Phase 2 The potential impact of the Stockholm Bypass and Ekerö Road project on the World Heritage Property Royal Domain of Drottningholm
- Second opinion on Heritage Impact Assessment Phase 2 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

