



amsterdam

Zuidas

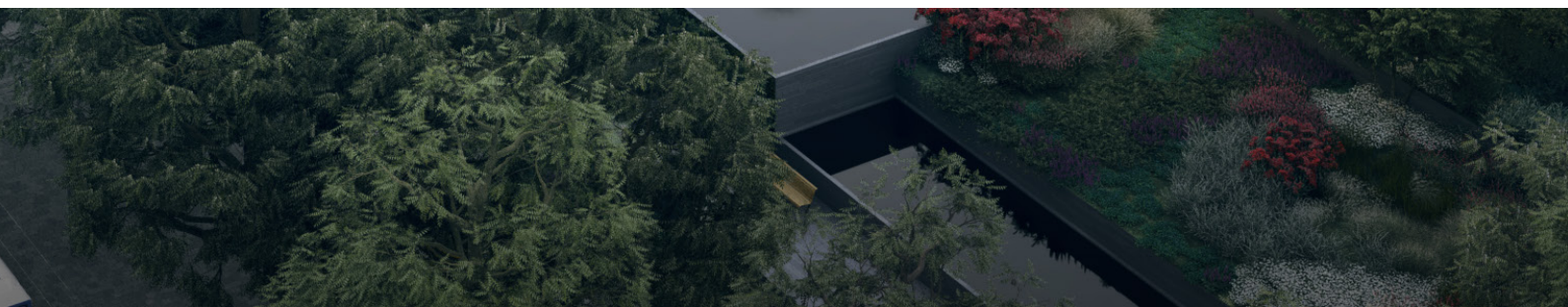
working on better accessibility

the measures we are taking to minimize disruption



Keeping Zuidas accessible

Zuidas is developing at a rapid pace. Additional office space amounting to a quarter of the existing space and thousands of new homes are to be built in the district in the coming years. Every day, more than 200,000 motorists use the A10 South and more than 100,000 travellers use the train or metro at Amsterdam Zuid Station. And these figures are predicted to rise sharply up until 2030. We are investing in Zuidasdok to improve the accessibility of Zuidas and the northern Randstad region and, in turn, contribute to the continued growth of Zuidas. This fact sheet tells you all about the differences you will notice on the road, railway and metro.



What is Zuidasdok?

Between the Amstel and De Nieuwe Meer junctions, the A10 South will be widened from four to six lanes in both directions and the through traffic will be separated from the local traffic. In the heart of Zuidas, the motorway will disappear underground, freeing up space for public transport. Amsterdam Zuid Station will be completely renovated, with broader train platforms, new, fully covered metro platforms, a tram stop to the south of the station and a bus stop to the north of it. The existing Minerva Passage will be widened and a second station entrance and thoroughfare under the station will be constructed: the Britten Passage. The station area will have shops, facilities, spacious bicycle parking facilities, a new, green layout and a bicycle tunnel level with Beatrix Park.

Zuidasdok is an extensive, long-term construction project in an urban area and these activities will inevitably cause inconvenience for those using the area. We will be taking measures to minimize the inconvenience and to keep Zuidas liveable during construction.

Roads will be closed during the night and at weekends

According to current planning, the construction activities for Zuidasdok will commence in 2019. From that time, you will be facing extra congestion and delays due to rerouting, road closures and reductions in the width of roads for a number of years. We will keep the inconvenience to a minimum. We will, for example, keep all the lanes, access roads and exits of the A10 South available during the day on weekdays, although the lanes may be narrowed and there may be a speed limit of 90 km/h. Throughout the entire construction period, there will be about 20 road closures at weekends, 6 to 8 of which will take place at the same time as railway closures. Entire closures of the A10 South and lanes will therefore take place, but only in relatively quiet periods such as the weekends, evenings and nights, and only in a single direction so that traffic can get into, and out of, the city via the S108 and S109. Closures will also be necessary on Amstelveenseweg, Parnassusweg, Europaboulevard and Beethovenstraat. If we do have to close these streets completely, we will do so one at a time. The road network around the A10 South will then be particularly vulnerable, which is why there will be recovery vehicles on standby to clear the road in the event of accidents or breakdowns. Initially, the construction traffic for Zuidasdok will use the A10 South and city roads. During the construction of the tunnel, we will work with separate construction roads wherever possible to minimize disruption of the regular traffic by the construction traffic.

Closures of train or metro

Amsterdam Zuid Station will be fully renovated and modified to cope with the expected growth in numbers of travellers. The planning is still going on, but the station will definitely be staying in operation throughout the renovation. The trains will continue to operate on weekdays but there will be fewer trains for 16 to 20 weeks. In the entire construction period, there will be about 30 weekends during which there will be either no trains or no metros. The A10 South will be closed in a single direction during 6 to 8 of these weekends. The dates of these disruption peaks will, of course, be announced well in advance. We will plan any complete train or metro closures in the weekends and never at the same time. We will make sure that travellers can travel by metro during weekends without train services. For visitors from outside Amsterdam, we are working on Park+Ride sites in combination with the bus, train or metro.

Making cycling more attractive

Zuidas is committed to making things better for cyclists. We want to give cyclists more space because we know that more than a third of the people who now come to work by car live less than 15 kilometres from Zuidas, a trip that could quite easily be made by bicycle. Of the travellers who use the bus, tram and metro, 95% live close enough to come by bicycle. If a small proportion of these people were to go to work or school by bicycle once or more times a week, there would be more space in buses, trams and metros, and on the roads.

Room for bicycles

Zuidas is working on logical bicycle diversions, fast and pleasant cycling routes and using more bicycle-friendly strategies for traffic lights during the activities to promote travelling by bike. Some bicycle parking spaces will be removed to make place for Zuidasdok and, to compensate for this and deal with the expected increase in the number of cyclists, in 2018, we opened a third bicycle parking facility in Zuidas. The fully renovated Amsterdam Zuid Station will have three bicycle in-house parking facilities, with more than 5,500 spaces. In 2018, we will be placing digital display panels along the most important cycle lanes indicating the 'bicycle parks' where spaces are still available.

Bicycle sharing

Hello-Bike is the bicycle-sharing system in Zuidas. More than 200 Hello Bikes can be found at Vrije Universiteit Amsterdam, AkzoNobel, Gelderlandplein, RAI and Amsterdam Zuid Station. Zuidas has various stations where Urbee e-bikes and OV (Public Transport) bikes can be picked up or dropped.

Bicycle commuters

Together with Zuidas employers, we are looking for ways to make personnel policies more bicycle friendly, for example with in-house bicycle parking facilities, showers, a kilometre allowance and a scheme for the purchase or lease of e-bikes. We are starting a cycling incentive campaign to this end in 2019.



More travel choices

Amsterdam is one of the Dutch test areas for the 'Mobility as a Service (MaaS)' action plan. For travellers, this means that in the future they will be able to plan, book and pay for their trip by public transport, shared bicycle, car, taxi or scooter via a single digital platform, such as an app. This means that 'possession' will become less important. By cooperating with Zuidas employers, we are hoping to boost the development of MaaS.

How will we minimize inconvenience for travellers during the construction of Zuidasdok?

On the road

- The A10 South will be available during the day on weekdays
- The A10 South will be totally closed in a single direction in relatively quiet periods
- Amstelveenseweg, Parnassusweg, Europaboulevard and Beethovenstraat will be closed one street at a time
- Separate construction roads will be used during the construction of the tunnel
- P+R sites will be set up in combination with public transport or bicycles
- Additional recovery vehicles will be on standby during busy periods
- The use of bicycles will be promoted

On the railways

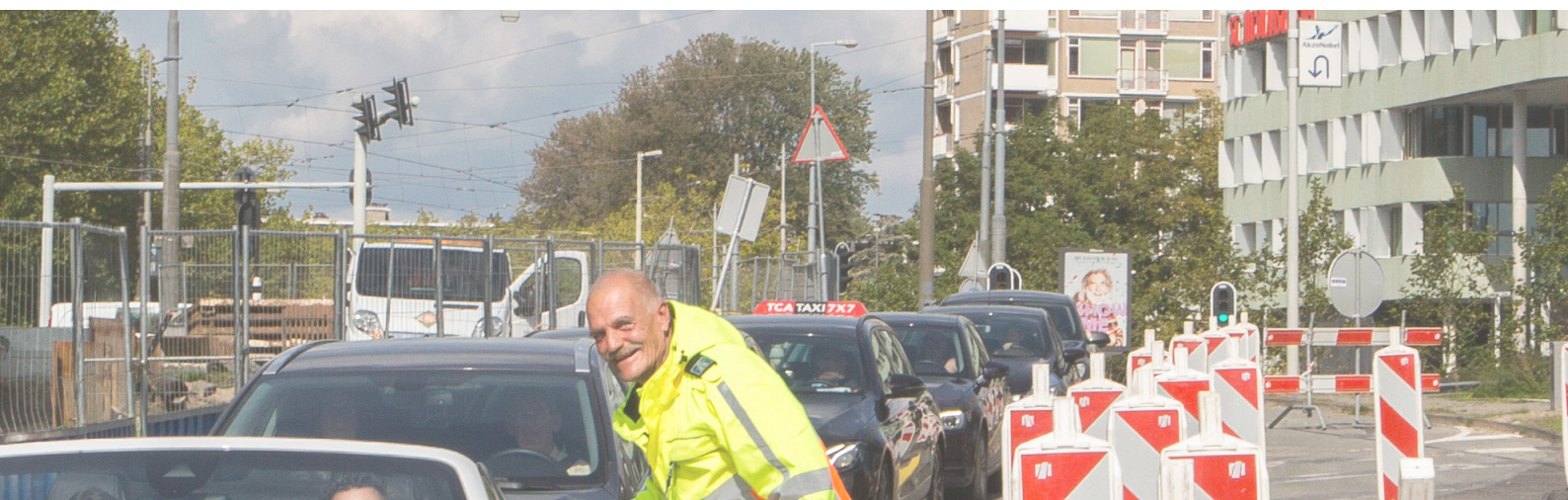
- The railways will be available during the day on weekdays
- There will be train or metro closures in relatively quiet periods
- The train and metro will never be out of operation simultaneously
- The station will remain in operation

Information

- We will announce any expected disruption and the possible alternatives in advance.
- If activities are likely to have a large impact, we inform motorists in good time by means of signs, route information above the road, maps and via the radio, newspapers and online platforms.

Cooperation

- We are cooperating with employers' organizations [Green Business Club Zuidas](#), [Hello Zuidas](#), [ORAM](#) and the [Taskforce Bereikbaarheid](#) on encouraging employees to travel without a car (or without their own car) or outside rush hours.



We would like to hear from you!

Do you have questions, complaints or suggestions? We are available by telephone 24/7; call us on 0800 5065. You are, of course, also welcome to visit our information centre. And we will keep you informed of the latest Zuidasdok news via our website, Facebook, Twitter and Instagram.

 zuidas.nl  facebook.com/zuidas  [ZuidasAmsterdam](https://twitter.com/ZuidasAmsterdam)  [zuidasamsterdam](https://instagram.com/zuidasamsterdam)

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