



Zuidasdok – for better accessibility

3E: Planning and building for regional access

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Agenda

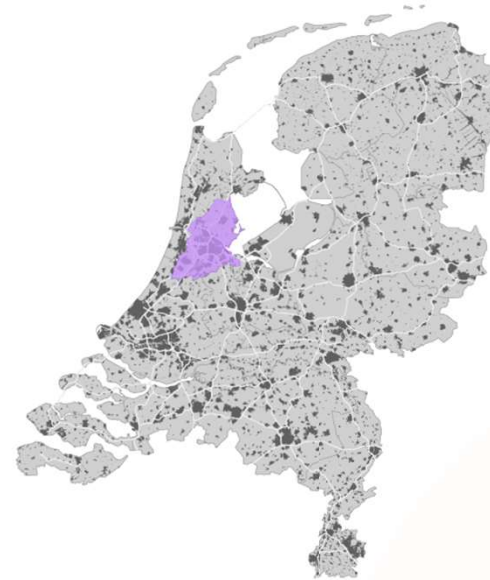
- Vervoerregio Amsterdam
- Challenges
- Background of the project
- Ambitions and problems to be solved
- Main characteristics
- Stakeholders and role of Vervoerregio
- Past and future
- Lessons learned



Vervoerregio Amsterdam

Transport Authority for the Amsterdam Region:

- Tendering and financing of PT services
- Planning and financing of transport infrastructure of regional importance
- 1.5 mln inhabitants
- 14 municipalities
- Schiphol International airport
- Amsterdam is capital of the Netherlands
- Government seats in The Hague



Challenges in the metropolitan region Amsterdam

In our region, the number of inhabitants and business is growing and is expected to rise even more. Until 2040 number of houses + 250.000, growth employment + 230.000 fte. Hand in hand, there is a growth of mobility, which we need to accommodate. In addition, we need to reach climate goals - 55% CO2 in 2030 and -95% in 2050.

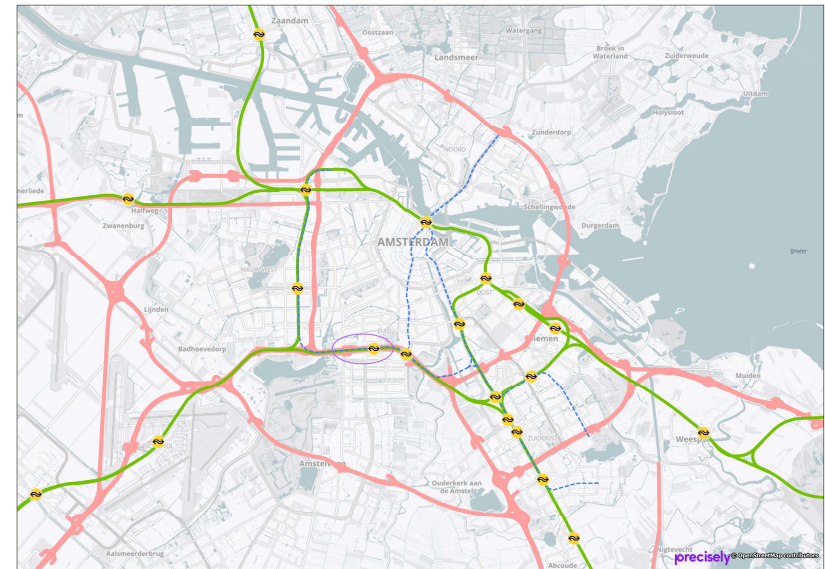
Policy plans strive towards a sustainable accessible and livable region:

- Mobility transition from car to public transport and active mobility.
- Strong need for excellent public transport, for (inter-) national and regional mobility, and better first and last mile facilities.
- Multimodal hubs are key to the solution for a better accessibility of the region.



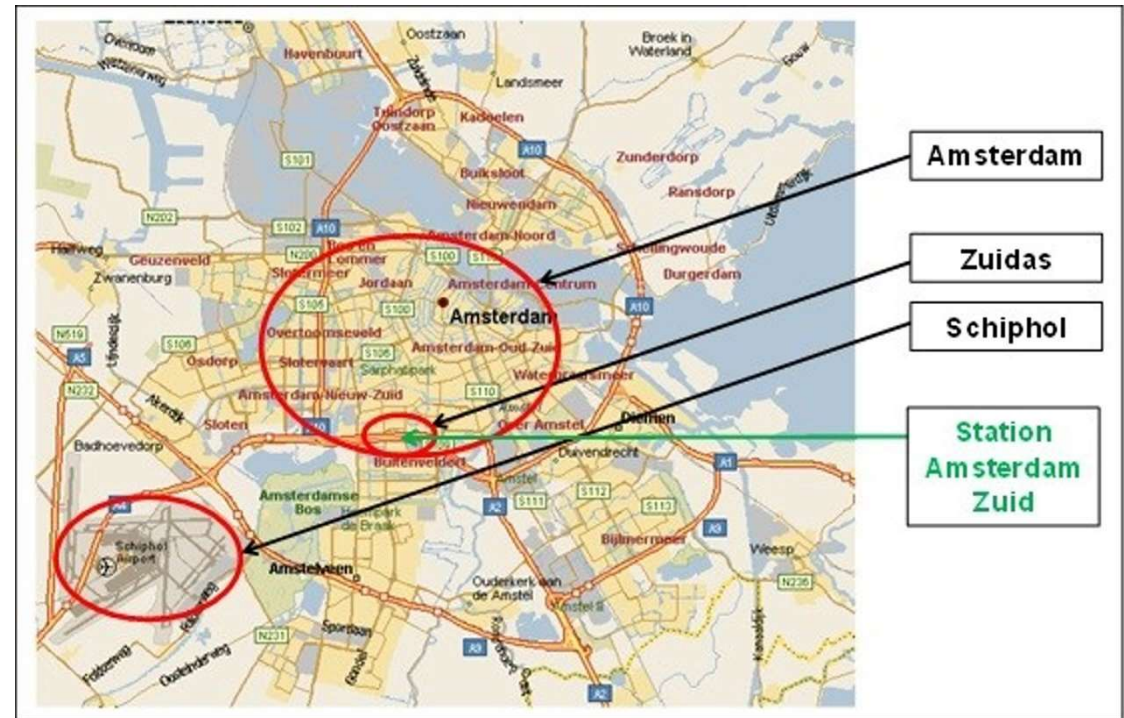
Background of the project

- Zuidas: Amsterdam circular motorway A10 (1977), railway station (1978), metro station (1990)
- New business district with banks, international companies, lawyers, accountants
- A high-quality (inter)national living and working area
- North-South metro line opened in 2018
- 8 mins to city centre, 7 mins to Airport
- Railway and metro station in between westbound and eastbound A10 motorway lanes
- A lot of infrastructure in a very small area!

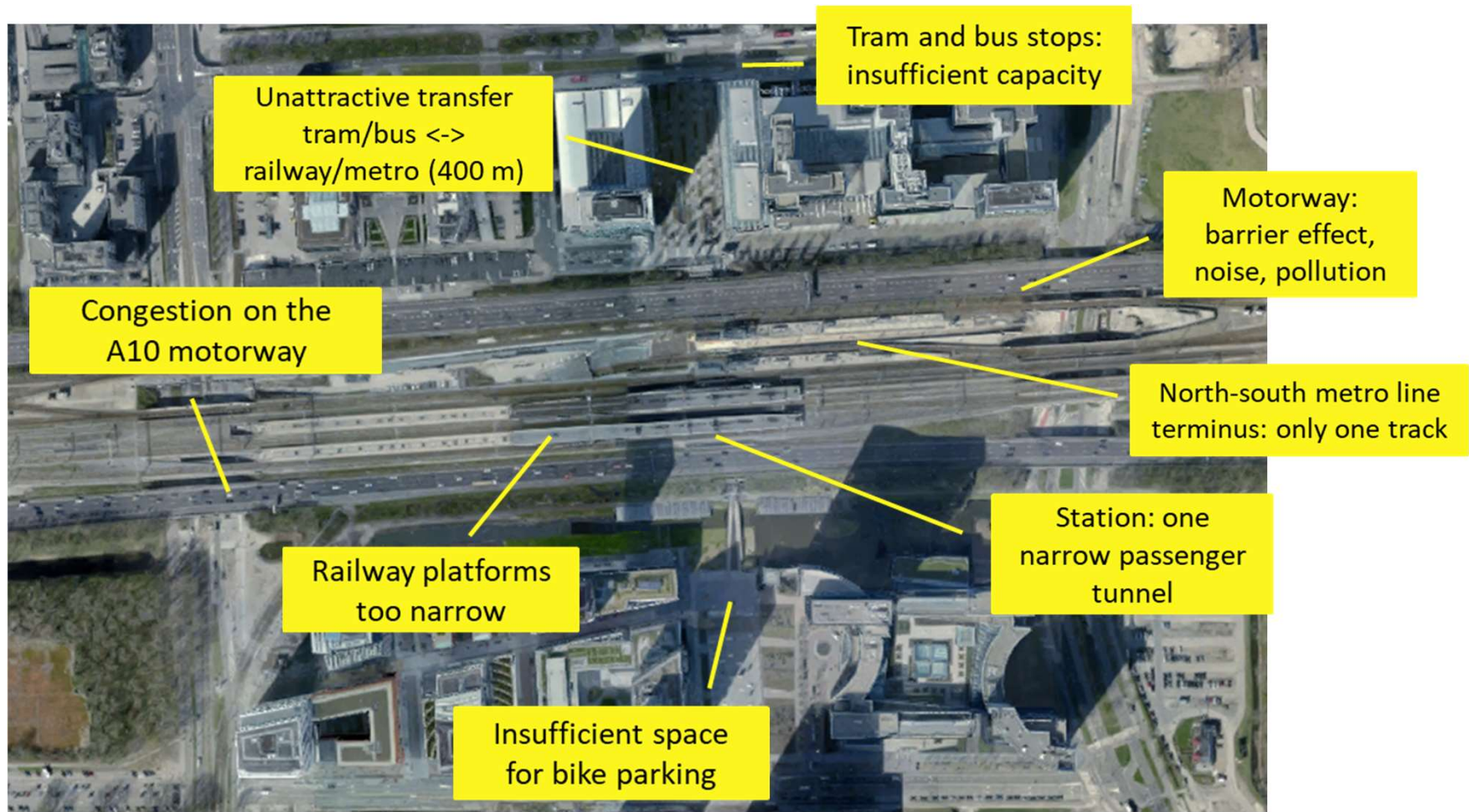


Ambitions

- To improve the accessibility of Amsterdam region
- To stimulate the further development of the Zuidas area as an international top location, well integrated in the Amsterdam city and region
- To provide a high-quality public transport hub of international allure, which permits an optimally functioning public transport system, and supports the transfer of short distance flights to train
- To integrate the infrastructure in a sustainable way in the development of the Zuidas area in order to reduce the barrier effect and improve the quality of the living environment



Current problems



Widening the scope

A PT hub ready for the future: creating conditions for growth

Zuidasdok is conditional for:

- Solving capacity problem on the railway network (Schiphol Airport tunnel and platforms)
- Restructuring of railway services

Restructuring of railway services:

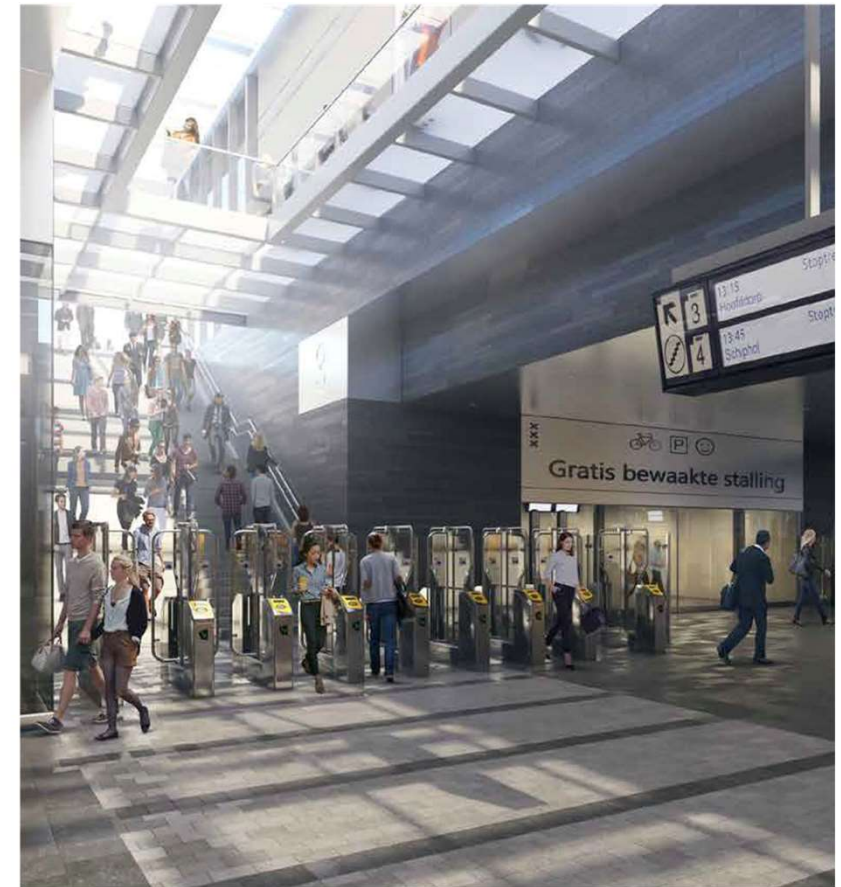
- In the Amsterdam Region
- On a national level
- More international railway services to/from Amsterdam (Air-Rail substitution)

Zuidasdok has become a project of growing (inter-)national importance!



Main characteristics

- Motorway:
 - Two tunnels
 - Separation of local users and long-distance traffic
- Railway and metro station:
 - Wider first passenger tunnel, new second passenger tunnel
 - Second track for terminus of north-south metro line
 - Prepared for extension of north-south metro line
 - Prepared for extra railway platform
- Tram and bus stops:
 - Closer to station, more capacity
- More bicycle parkings



Many stakeholders

Complex assignment with a great deal of internal and external overlapping

- Project organisation (contracting party): national railway authority, national highway authority, city of Amsterdam
- Financial contributions also from Dutch Railways and Vervoerregio Amsterdam

Role of Vervoerregio Amsterdam:

- Specifications: how much capacity do we need (prognoses, requirements from the passenger perspective and the operational perspective)?
- Participating in several working groups
- How to incorporate changing circumstances and wishes?
- How to limit the hindrance for passengers and operators during the building process?
- Dilemma: speed and cost vs. quality for passengers (during construction and after completion)



Past and future

- Decision to build in 2012, project volume € 1,7 mld
- In 2015, the project was tendered as a Design and Construct contract
- 2018: start of preliminary works
- 2019: contract turns out to be too complicated
- 2020: contract dissolved, project divided in three logical and more manageable parts, project organisation responsible for design, more money needed
- 2021/22: first new contract awarded, new contractor starts with PT hub
- 2022: deal on extra money, project volume now € 3,2 mld
- New railway and metro station to be ready in 2028
- Relocated tram and bus stops to be ready in 2031
- Motorway tunnels to be opened in 2034/35, whole project to be completed in 2036



Lessons learned

- Complex projects with lots of stakeholders are hard to manage
- Divide large projects into smaller, better manageable contracts
 - Specialized work can best be done by specialist builders
- Long running projects should be flexible enough to deal with new insights and changing needs
- Quality for PT users during building process is essential

Investing in PT hubs is essential to make our cities and regions more sustainable!



Creating space with highway tunnels



Two wide passenger tunnels



Tram stops close to the station



Infrastructure embedded in green environment



Bicycle Parkings



Thank you for your attention!

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