

Summary

Dokmodel for Zuidas Improving accessibility and quality of life

Zuidas continues to take shape as an international centre for living and working.

Dutch national government, Amsterdam City Council, the Amsterdam City Region platform (Stadsregio Amsterdam) and the Province of North Holland recently reached agreement on the ZuidasDok project.

The ZuidasDok project will result in the widening of the A10 orbital motorway and its encasement in an underground tunnel, along with the expansion and modernization of the fastest growing station in the Netherlands. This represents a substantial boost to the accessibility of Zuidas and its quality of life, so that the district can continue to develop into a new, functionally mixed urban centre with national and international head offices, shops and new homes over the coming decades. Preparatory work will begin in 2013.

Zuidas Masterplan

Planning for an integral development of Zuidas began in the early 1990s. Zuidas was already part of the Amsterdam area's key development zone, extending from Hoofddorp via Schiphol Airport to Amsterdam Southeast. The potential to transform Zuidas into an exceptional urban area prompted the City Council to formulate an integral plan for its future development.

This became the Zuidas Masterplan.

This masterplan was the springboard for the elaboration of the 'Dokmodel', which involves the rails for train and metro being encased in an underground tunnel as well as the A10. The outcome is the 2012 joint design for the ZuidasDok for the medium term, shifting the A10 motorway underground but for the time being leaving the railway above ground.

Moving all the infrastructure underground proved to be financially unviable. The current design constitutes the first phase of the Zuidas-Dok project and can continue to evolve into the full-blown Dokmodel, with the railway being transferred underground as well.

The need for ZuidasDok

The ZuidasDok project is necessary in order to be able to resolve and preclude current and future bottlenecks:

- the capacity of Amsterdam Zuid station is stretched to the limit;
- the station's expansion is hindered by limited space;

- traffic flow on the A10-South motorway is under pressure;
- the infrastructure claims a substantial portion of the space for a new urban centre and forms a physical barrier because of its position;
- Zuidas has a severely compromised quality of life due to environmental nuisance.

Encasing and widening the A10 orbital motorway

Everyday life at Zuidas will be a lot more pleasant thanks to encasement of the A10 in a tunnel: there will be less noise nuisance and the air quality will improve. And with the embankment on which the railway and the A10 currently lie becoming narrower, it will simultaneously reduce the barrier between north and south. Besides being encased in an underground tunnel, the A10 will be widened, which will improve circulation and accessibility for road traffic.

Expansion and modernization of Amsterdam Zuid station

In Zuidas the railway and the A10 motorway are situated very close together, so the station currently has too little space to expand. Encasing the A10 in a tunnel releases space for expansion of the railways, which is sorely needed: Amsterdam Zuid is the fastest growing station in the Netherlands. The existing platforms can then be widened and extended, and the whole station modernized to make transferring more efficient and more pleasant.

International centre for living and working

Zuidas is a district where people live and work. At present more than 400 enterprises, large and small, are based there, and these are joined by a further 30 to 40 new foreign businesses or enterprises with an international network every year. Almost 600 dwellings have been completed so far, and there will ultimately be space for about 9,000 dwellings. Besides serving as a leading international location for offices, Zuidas will then also blossom into a varied residential district.

More vitality

Besides driving the district-wide development, the City Council is working on making things

livelier in Zuidas, to make the area more attractive for businesspeople, residents and visitors. The aim is for Zuidas to evolve from being a chic office location into an ambitious and internationally oriented Amsterdam district, into an area where there is always something to do.

The 15 by 15 programme, a package of 15 activities or interventions that the City Council wants to implement together with external partners by 2015, was established to propagate more hustle and bustle at Zuidas. These short-term activities are primarily intended to improve the district's liveliness. Examples include filling the ground and first floors of office buildings, organizing new events at Zuidas as well as drawing existing ones to relocate there, and finding temporary purposes for undeveloped parcels of land.

Access during work activities

ZuidasDok's realization will be no mean feat: the A10's traffic continues day and night, trains near Amsterdam Zuid station travel through one of the country's busiest rail corridors, the Zuidas business community and residents want to be able to pursue their business undisturbed. Taking the surroundings into account is of great importance and the area's accessibility is a constant focus.



1 Ongeveer dertig procent van de vervoersbewegingen in Zuidas vindt plaats met de fiets. Er zijn dan ook volop stallingmogelijkheden.

Foto: Edwin van Eis

Approximately 30 per cent of traffic movements in Zuidas are effected by bike, so there are plenty of bike storage facilities.



2 Een moestuin is een van de tijdelijke bestemmingen van kavels die op korte termijn niet worden ontwikkeld.

Bron: Dienst Zuidas

A vegetable garden is one of the temporary functions for parcels of land that will not be developed in the short term.

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