

Renewal Amstelveen Line: what will happen and how will this affect you?

The Amstelveen Line, tram line 51, is going to be renewed. This is a much needed project. The line has been operational since 1990, practically in its current form. And it has become an important part of regional public transport. But the current trams are dated, often packed, not running often enough and prone to malfunctions. In addition, there are issues with road safety around the line.

Renewal: the headlines

- Tram line 51, currently between Westwijk and Amsterdam Central Station, will be transformed into a safe, fast and reliable connection between Westwijk and Amsterdam South station, where you will be able to change to other forms of public transport.
- Tracks, points, power lines and technical systems will be replaced or overhauled.
- Three crossings – on Beneluxbaan, at Kronenburg, Zonnestein and Sportlaan – will become split-level and will be located in open tunnels.
- Four stops will be discontinued: Amstelveen Centrum, Marne, Gondel and Spinnerij. The De Boelelaan/VU and A.J. Ernststraat stops will merge into one new stop, at a new location between the two.
- All other stops will be renewed and adjusted, to accommodate the new low-entry trams, which have been ordered by GVB.

- Along the same route (between Amsterdam South station and Westwijk) tram line 5 will benefit from the Amstelveen Line renewal, including the new stops.
- A depot will be built in the Legmeer polder.

Current situation

During 2017 and 2018 preparations will take place, such as removing plants and trees and relocating cables and pipes.

The construction of the split-level crossings and the actual renewal of the Amstelveen Line will take place between the first quarter of 2019 and the end of 2020.

Please check the back page of this factsheet for the complete timeline.

New trams, new stops, new style, new crossings

The word 'new' is all around us. But in the context of the Amstelveen Line renewal, using it is certainly appropriate – as in a few years' time, a lot will indeed be... new. Such as trams, stops and three split-level crossings.

New trams

For the Amstelveen Line GVB has ordered new, modern trams (15G) from the Spanish company CAF. They consist of carriages with a low entry and approximately 180 seats. Each carriage has a width of 2.4 metres (same as in Amsterdam) and a maximum length of 30 metres. They can be connected to a length of 60 metres. They are more comfortable than the current trams, thanks to more doors (which will also be wider and more logically placed) and more room to move, especially near the doors. Each carriage will also provide two seats for users of wheelchairs, mobility scooters or prams.

New stops

- All Amstelveen Line stops will be renewed and made suitable for the new trams and their low entries. Where needed, the current height difference on the platform will be removed. The new platforms will all have a height of approximately 24 centimetres. Lengthwise the platforms will be suitable for trams with a length of 60 metres.
- As part of the Zuidasdok project, a new tram station will be built near Amsterdam South station, at Arnold Schönberglaan. The stops for tram line 5, as well as for the renewed Amstelveen Line, will be located here. The aim is to open the new tram station in 2021 or 2022. The renewed Amstelveen Line might be ready ahead of the new tram station. If this is the case, the line will have a temporary stop at Strawinskylaan.

New style

The Amstelveen Line will be incorporated into R-net ('Randstad-net') and the trams and stops along the line will reflect this. R-net is a cooperation of public authorities and transport companies. Its goal is the creation of uniform, recognisable and high-quality public transport throughout Holland's Randstad area. Only fast, frequent and reliable connections will be allowed to carry the R-net hallmark. In the near future, the renewed Amstelveen Line will fully comply with R-net's quality standards. And both the new trams and stops will have the accompanying, recognisable red/grey corporate style.



New crossings

Three crossings – on Beneluxbaan, at Kronenburg, Zonnestein and Sportlaan – will become split-level. They will be lowered and rebuilt into oblong-shaped roundabouts; the latter improves safety and traffic flow. Trams and road traffic (at Kronenburg and Zonnestein one lane in each direction, at Sportlaan two lanes in each direction) will navigate the intersection via an open tunnel. Above ground, one lane in each direction will remain available on the oblong-shaped roundabouts for road traffic towards neighbouring areas.

Temporary public transport March 2019 – late 2020

(TRAM 51 OUT OF SERVICE)

How will the renewal affect you?

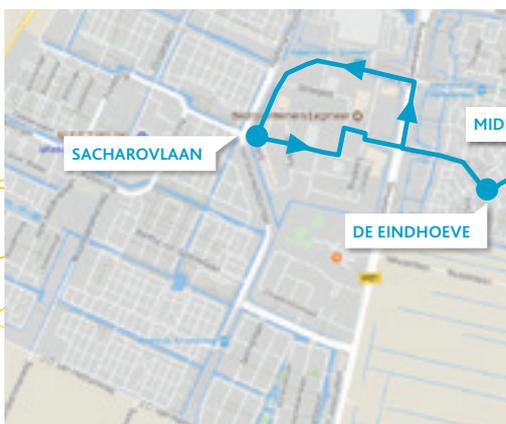
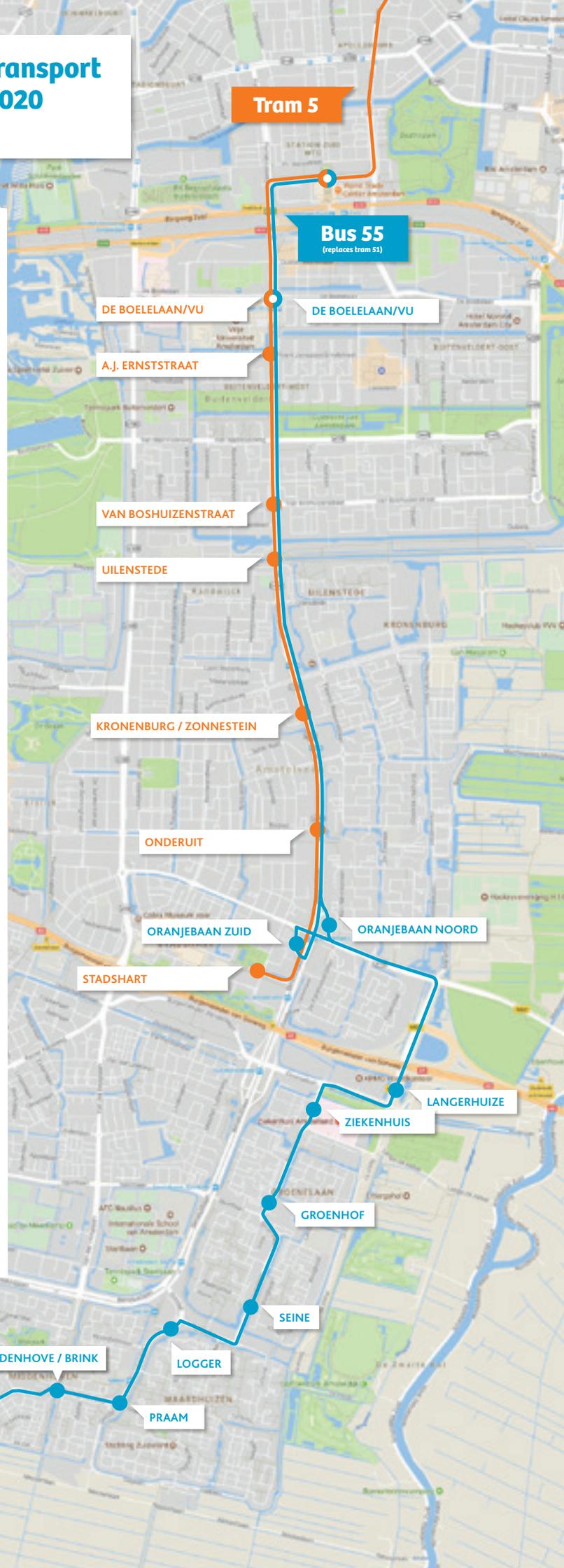
Building work will cause inconvenience

During the work (until the end of 2020) the Amstelveen Line renewal will be visible and audible. There will be inconvenience for surrounding areas, traffic and public transport users. Particularly noticeable will be temporary routes for cyclists and pedestrians towards neighbourhoods and offices. There will also be noise, for example during the removal of tracks and the construction of the new crossings. Public transport users should expect longer journey times, during periods when replacements buses run instead of line 51. The builders will do all they can to cause as little disruption as possible. Agreements on, for example, operating hours will be strictly controlled. If the work still badly affects you, please contact the Amstelveen Line project team.

Public transport: temporary situation during the building work

Because of the building work, the trams will not be able to run during specific periods in 2019 and 2020. The planned measures for temporary public transport look like this:

- Tram 51 will be replaced by bus 55 between March 2019 and late 2020.
- Tram 5 will remain in service, except for the summer holidays in 2019 and four weekends across 2019 and 2020. During these periods, tram 5 will be replaced by bus 5.





Area Managers Fieke Uitentuis and Harold Topper.

Who are responsible?

The renewal of the Amstelveen Line is commissioned by Vervoerregio Amsterdam. The implementation is coordinated by the City of Amsterdam's Metro and Tram department. The main contractor is VITAL, a joint venture of the VolkerWessels companies Van Hattum and Blankevoort, VolkerRail and KWS.

Planning and milestones

2017 – 2018

Preparations, such as removing plants and trees and relocating cables and pipes.

4th quarter 2018 – 1st quarter 2020

Construction of a depot in the Legmeer polder.

1st quarter 2019 – 1st quarter 2020

Construction of the split-level crossings and renewal of the Amstelveen Line.

March 2019

Tram 51 out of service, temporary public transport starts.

2nd quarter 2020 – 4th quarter 2020

Completion of (possibly/inadvertently) delayed work by VITAL, testing and opening of the renewed Amstelveen Line.

1st quarter 2021

Formal completion of the project.

More information and how to get in touch

- The website www.amstelveenlijn.nl contains a wealth of information, news, documents and images. You can also react to what you read and ask questions.
- You can follow the project via Twitter (@Amstelveenlijn) and Facebook.
- If you would like to receive the latest news via e-mail, subscribe to our digital newsletter via info@amstelveenlijn.nl.
- You can reach us via e-mail at info@amstelveenlijn.nl or call 020 - 470 40 70 (24/7).
- And pay us a visit (again) at Amstelveen InZicht, the experience centre in the heart of Amstelveen! The Amstelveen Line is one of the projects which are showcased in the centre. On Wednesday afternoon, a member of the project team is available to give you more information and answer your questions.
 - Address: Stadsplein 103 (in the library building).
 - Opening hours: Wednesday and Friday between 12.00 and 17.00 hours; Thursday between 12.00 and 19.00 hours; every first and third Saturday of the month between 12.00 and 17.00 hours.
 - More information, news and a diary with planned activities and information sessions: www.amstelveeninzicht.nl.



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