The Schnelsen tunnel is already under construction and due for completion by the end of 2019. The park on the tunnel will be laid out about 2021. Overall, at the end of construction work, the roof will be 560 metres long, stretching from the Heidloholstrasse crossing to a point past Frohmestrasse at the Hamburg-Schnelsen junction. The green park on the tunnel roof covers about three hectares (7.4 acres) and features a promenade on the west side with allotment gardens on the east. The alterations will create an open space at Frohmestrasse with room for, e.g., a café or festival events in the centre of the district. North of Frohmestrasse the allotment gardens will occupy the entire width of the roof.

Stellingen section
The roof is a unifier

The Stellingen section is one of the busiest stretches of this autobahn. Here the need for a wider motorway is thus especially urgent; when the roughly four-year construction period is over, the upgraded road will be ready to cope with future traffic flows. When the road tunnel is finished, the park on its top will be laid out.

Overall, the noise reducing tunnel will be 893 metres long, starting in the south at Kieler Strasse and extending north to the bridge carrying the rail freight bypass. The park will be divided into two distinct parts. South of Wördemanns Weg most of the space will be occupied by allotment gardens, to the north a grassland park will offer room for many different leisure activities. A wide promenade on the roof will link up with the Kollau hiking trail. In addition, acoustic walls between four and nine metres high at each end of the tunnel will reduce traffic noise, making life more pleasant for the local residents.

Altona section
Green corridor from Volkspark to the River Elbe

A third section of the motorway is to be roofed over in Altona, namely the southern section between the junctions Hamburg-Othmarschen and Hamburg-Volkspark. When this section is completed, the districts on the east and west sides of the motorway and their existing parks will be reunited on top of the tunnel. Construction will probably start in 2019/2020.

The roof in Altona will in future offer much space for recreational activities.

Checklist
What do motorists need to know?

First things first: basically, all the existing through lanes will be open to traffic throughout the construction phase. Despite this, some restrictions will be inevitable in the course of such a major building project.

- As is the case wherever motorway construction is in progress, a reduced speed limit is in force for safety reasons.
- During the construction period it will still be possible to use all motorway junctions. Only in isolated cases will there be partial lane closures on alternating sides.
- Since the current number of through lanes is to be preserved as far as possible, no diversions for non-local traffic will be signposted. Only in exceptional circumstances will southbound traffic be diverted at Neumünster via the B 205, A 21 motorway to the A 1 motorway; the same route will apply in reverse for northbound traffic.
- Extra public transport services will be provided during the construction phase to help reduce traffic on the A7. This service is geared especially to commuters.
- There are no fundamental restrictions on large goods vehicles and heavy duty transporters continuing to use the A 7.

In brief
The Hamburg Roof

The Schnelsen tunnel is already under construction and due for completion by the end of 2019. The park on the tunnel will be laid out about 2021. Overall, at the end of construction work, the roof will be 560 metres long, stretching from the Heidloholstrasse crossing to a point past Frohmestrasse at the Hamburg-Schnelsen junction. The green park on the tunnel roof covers about three hectares (7.4 acres) and features a promenade on the west side with allotment gardens on the east. The alterations will create an open space at Frohmestrasse with room for, e.g., a café or festival events in the centre of the district. North of Frohmestrasse the allotment gardens will occupy the entire width of the roof.

Stellingen section
Upgrade in North Hamburg

The Stellingen section is one of the busiest stretches of this autobahn. Here the need for a wider motorway is thus especially urgent; when the roughly four-year construction period is over, the upgraded road will be ready to cope with future traffic flows. When the road tunnel is finished, the park on its top will be laid out.

Overall, the noise reducing tunnel will be 893 metres long, starting in the south at Kieler Strasse and extending north to the bridge carrying the rail freight bypass. The park will be divided into two distinct parts. South of Wördemanns Weg most of the space will be occupied by allotment gardens, to the north a grassland park will offer room for many different leisure activities. A wide promenade on the roof will link up with the Kollau hiking trail. In addition, acoustic walls between four and nine metres high at each end of the tunnel will reduce traffic noise, making life more pleasant for the local residents.

Altona section
The roof in Altona will in future offer much space for recreational activities.

DEGES
The A7 motorway in and around Hamburg is one of the busiest stretches of road in the country. The vehicle count on the section of autobahn between the Hamburg Northwest intersection and the Hamburg-Stellingen junction alone is 154,000 per day. And the situation will not get any better: traffic forecasts predict an extra 11,000 vehicles by 2025, bringing the total to 165,000. Not only is the volume of traffic double the national average, but so too is the frequency of accidents resulting in personal injury.

The Federal Ministry of Transport and Digital Infrastructure has decided that the motorway needs to be widened if the A7 is to keep functioning as a major artery for north-south traffic. Seeking to ensure the best possible noise reduction outcomes for the local residents and to seize the unique urban development opportunities, designers envisioned the “Hamburg Roof”: the motorway will be widened by one lane in each direction and three tunnels – in Schnelsen, Stellingen and Altona – will reduce noise nuisance in the adjoining districts to a minimum.

**Quick facts: the main objectives**
- Good traffic flows
- Fewer delays and accidents
- Comprehensive noise abatement
- Renewal of urban districts

**Quick facts: noise abatement measures**
- Noise reduction tunnel
- Highly effective sound-absorbing road surface
- Overhangs on sound barriers

**Good traffic flows**
Traffic can continue to use the A7 in both directions while road work is in progress. The key is shifting all through lanes to one side of the motorway (phase 2). With traffic using one half, the new lanes and tunnel structures are built on the other half of the road (phase 3). When one half section of tunnel is finished, traffic will be routed over the new lanes so that the other four lanes can also be enclosed. Thereafter all eight lanes can be opened to traffic (phase 4).

**During construction: no lane closures**
- Today the A7 has six through lanes in Stellingen and Altona and four in Schnelsen.
- During construction work all lanes will be shifted to one side.
- Road works then commence on the other side.
- In future there will be four through lanes in each direction in Stellingen, Stellingen, three each way in Schnelsen, three each way in Stellingen, three each way in Altona. Green spaces will be laid out on the roofs.

**The objective**
Improved quality of life

The objective of the “Hamburg Roof” project in conjunction with upgrading the A7 is to take the opportunity to improve the local residents’ quality of life. Putting the road into tunnels in Schmelten, Stellingen and Altona will in future protect the residents and neighbouring settlements from excessive traffic noise. At the same time the new parks on the roofs of the tunnels will offer space for recreation and leisure pursuits. Alongside the tunnels urgently needed housing can be built on sites that were previously too noisy.

**Construction work**
Keep traffic moving

But noise reduction is not the whole story; the new spaces on top of the tunnels will help to restore local and cross-city links that were severed when the autobahn was first built in the 1970s. Old, established connections between the districts will be revived, or even completely re-thought. And so the “Hamburg Roof” project stands not only for motorway improvement, but also for an urban renewal scheme creating new green spaces, less noise pollution throughout the west of Hamburg and housing developments in the newly quiet areas next to the motorway.

**Quick facts: noise abatement measures**
- Noise reduction tunnel
- Highly effective sound-absorbing road surface
- Overhangs on sound barriers

**Good traffic flows**
- Fewer delays and accidents
- Comprehensive noise abatement
- Renewal of urban districts

**Comprehensive noise abatement**

**Reunion of urban districts**
Old, established connections between the districts will be revived, or even completely re-thought. And so the “Hamburg Roof” project stands not only for motorway improvement, but also for an urban renewal scheme creating new green spaces, less noise pollution throughout the west of Hamburg and housing developments in the newly quiet areas next to the motorway.