

## In brief

### The Hamburg Roof

#### Schnelsen section

Upgrade in North Hamburg



Visualization DEGES/V-KON media

The tunnel roof in Schnelsen looking towards the park from Frohmestrasse

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 Heidlohrstrasse 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.



Visualization DEGES/V-KON media

Tunnel roof in Stellingen at the rails to the depot, looking towards the south.

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



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Artist's impression of the future Altona roof park

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.



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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 a wide arc along 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 A 7. 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.

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**MORE RECREATIONAL  
SPACE - WIDENING  
AND COVERING THE A7**

## What it's about

### The Hamburg Roof – widening the A 7 Federal trunk road

The A 7 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.



Close to gridlock: the A 7 today

The Federal Ministry of Transport and Digital Infrastructure has decided that the motorway needs to be widened if the A 7 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.



Highly effective acoustic barriers minimize traffic noise

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: the main objectives

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



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## The objective

### Improved quality of life

The objective of the "Hamburg Roof" project in conjunction with upgrading the A 7 is to take the opportunity to improve the local residents' quality of life. Putting the road into tunnels in Schnelsen, 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.



The new space on the Hamburg Roof will be turned into a park for leisure and recreation

#### Quick facts: noise abatement measures

- Noise reduction tunnel
- Highly effective sound-absorbing road surface
- Overhangs on sound barriers



Visualization: DEGES/V-KON media

## Construction work

### Keep traffic moving

Traffic can continue to use the A 7 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). Work can then start on the park on top of the tunnel roof.

#### During construction: no lane closures

- ① Today the A 7 has six through lanes in Stellingen and Altona and four in Schnelsen.
- ② During construction work all lanes will be shifted to one side.
- ③ Road works then commence on the other side
- ④ In future there will be four through lanes in each direction in Stellingen and Altona, three each way in Schnelsen. Green spaces will be laid out on the roofs.

