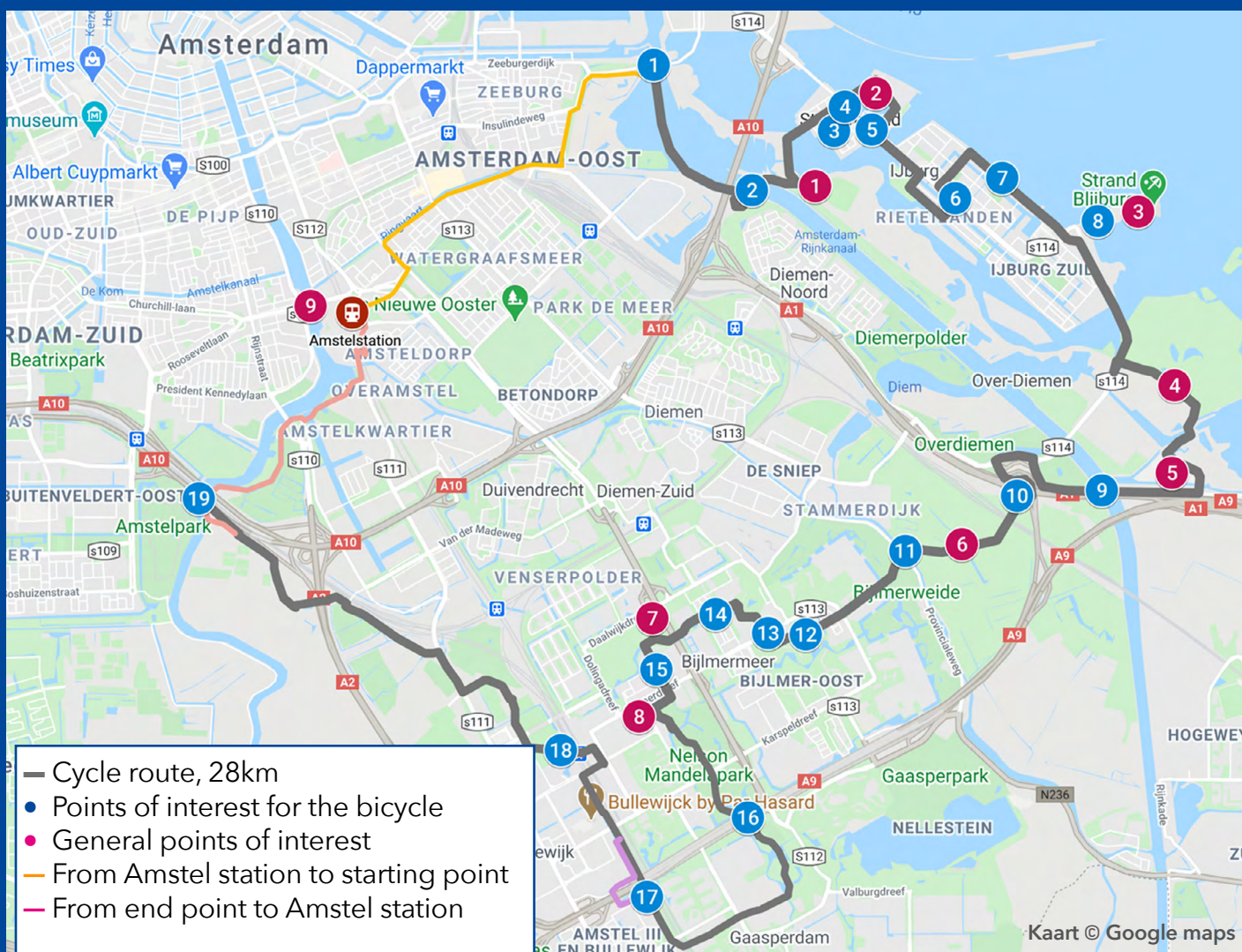


# Amsterdam Bike City

## Cycle route New East (Nieuw Oost)



The route including the points of interest and descriptions is also available in this online map.

# Cycle route New East

What better way to discover Bike City Amsterdam than by bike? These do-it-yourself cycle routes introduce interesting, beautiful and challenging cycle provisions in the city and beyond. The New East route takes you along the eastern side of the city, across the new islands of IJburg and through “no-mans-land”, skirting large infrastructure projects and then to the 1970’s urban expansion to the southeast of Amsterdam. Discover the bicycle paths of Amsterdam’s new residential areas and experience how the bicycle can overcome the barriers created by large infrastructure projects.

## The route

The route starts under the **Amsterdam Bridge** on the west side of the Amsterdam-Rhine Canal.

From Amstel Station, the starting point is easily accessible via the orange route on the map (4km). The pink route on the map takes you from the end of the cycle route back to Amstel Station (3km).

In the description below, the interesting cycling points below are numbered B1, B2, etc. These numbers correspond to the blue dots on the map. Red dots indicate the other points of interest - R1, R2, etc. - on the map.

### B1. Amsterdam Bridge

Amsterdam Bridge connects Amsterdam East with Zeeburgereiland and IJburg and, via Schellingwoude Bridge, with Amsterdam North.

As IJburg and Zeeburgereiland develop further, the cycle paths on the bridge are starting to become overcrowded. There are plans to construct an extra bridge or to widen the existing bridge. In the short term, there is a plan for a ferry connection between Zeeburgereiland and the Eastern Port Area. More information about this in the Zeeburgereiland and IJburg mobility plan . In addition to the cycle paths on the bridge, steps with bicycle gutters lead up from the canal bank. Around 2012, new shallower steps were installed. You can try them.

*Cycle in a southeasterly direction along Amsterdam-Rhine Canal, which is a major shipping route. Just past the high viaduct of the A10 motorway, you turn right and cycle up Nescio Bridge via a circular ramp.*



### B2. Nescio bridge

Nescio Bridge (built in 2006 - 780m long and 10m high) connects the new district of IJburg with Amsterdam East and Diemen for cyclists and pedestrians.

Just like Amsterdam Bridge, Nescio Bridge is becoming increasingly busy. The 4-metre-wide cycle path is too narrow in rush hour, especially on the ramps where the traffic speed can be high. This sometimes results in dangerous situations. Despite the shortcomings, Nescio Bridge is beautiful, necessary and convenient. And the view from the top is spectacular.

*Cycle over the bridge, watching your speed on the descent. At the bottom **Diemerpark (R1)** is on the right. The route turns left.*

### R1. Diemerpark

The green recreation area of Diemerpark was built on a former site for polluted waste. It has now been sealed and covered with a layer of clean soil. As a result, large trees cannot grow in [Diemerpark](#) .

*At the bottom of Nescio Bridge, turn left onto Diemerzeedijk, then take the first exit on the right over the bridge to [Steigereiland](#) , the most easterly island of IJburg.*

### B3. IJburg

IJburg is built on artificial islands in IJmeer, a lake. Reclamation of the islands started in 1999 and the first residents came in 2002. As of 2020, the first part of IJburg on the current four islands is almost complete. About 24,000 people now live here in about 9,300 homes on an area of 180 hectares. Although the population density varies by district, there is an average of about 13,500 inhabitants per km<sup>2</sup>. The second part of IJburg is currently under construction. IJburg is the last expansion of Amsterdam as other new developments are being built within the boundaries of the existing city.

*Follow **Jan Olphert Vaillantlaan** as far as **IJburglaan**, the main road with the tramline.*

### B4. IJburglaan (1)

IJburglaan is the main road on IJburg and forms the main route for car, tram and bicycle. The street has a variety of cycle paths. There are one-way cycle paths on both sides at some places, two-way cycle path on one side or two-way cycle paths on both sides at others.

*Cross IJburglaan and go straight onto **Haringbuisdijk**.*



### R2 Floating houses IJburg

The largest floating suburb in Europe with 75 floating houses, connected to lanes and bridges, each with its own mooring. It was designed by the architect Marlies Rohmer in 2011.

*Go back to IJburglaan by turning right twice. Cross IJburglaan via the crossing on the right.*



### B5. Bicycle crossing with school rush-hour space

Crossing the busy IJburglaan and its tramway is complicated, so traffic lights were installed with barriers for the tramway. Many children and parents cross on their way to school at this location, but there was not enough room to wait - especially between the tramway and the road. In 2019, the crossing was widened from 4m to 8m, so more space is available for the many cyclists travelling during the school rush hour.

*Turn left, onto the cycle path along IJburglaan. Turn right (**Vennepluimstraat**) at the traffic lights and then left on the corner (**Mattenbiesstraat**). Take the first left (**Diemerparklaan**), back to IJburglaan, where you cross and immediately turn left.*

### B6. IJburglaan (2)

At this part of IJburglaan, there is a one-way cycle path on both sides. Nevertheless, quite a few cyclists ride in the opposite direction. One reason for this is that IJburglaan, with its tramway, can only be crossed at the intersections. Cycling in the opposite direction is often the shortest and safest way to reach the shops. There is a plan to make sections of the bike path two-way.

*Continue on IJburglaan and take the first right (**Talbotstraat**). Continue straight until **Bert Haanstrakade** along the bank of IJmeer. On the bike path, turn right.*

## B7. Bert Haanstrakade

Along the water and without intersections, Bert Haanstrakade is a fast, safe and pleasant cycling route. For some cyclists, it serves as a good alternative to the busy IJburglaan.

*Follow Bert Haanstrakade until the major intersection where the coast of IJburg bends to the left. On the left, the Second Phase of IJburg is emerging.*

## B8. Second phase of IJburg

In the second phase of IJburg, three new islands will be added, with about 8,000 dwellings covering 40 hectares. The construction is now (2021) in full swing and the first homes will be completed in 2023. During construction, **R3. Blijburg, Amsterdam Beach** can be found somewhere on the new islands as a nice swimming spot in hot weather.



Municipality of Amsterdam

*Take the route over the intersection and continue in the same direction on the cycle path along the wide **Muiderlaan**. Cross the bridge and turn sharp right down the ramp, following the green signs towards Muiden. At the bottom right under the viaduct continue to **R4. Diemerzeedijk**.*

*You are now cycling along the old seawall. There are sheep on the left and a power station on the right.*

*After the bridge, turn right, and a little further left and follow the bend until the main road, **Maxisweg**.*

On the right is **R5. Maxis**, one of very few 'large out-of-town shopping centres' in the Amsterdam region. Maxis is easily accessible by car but also integrates some space for cyclists.

*Turn right on **Maxisweg** and cycle onto **Muiderfietsbrug**.*

## B9. Muiderfietsbrug (Muider bicycle bridge)

Along the A1, on the bridge over the Amsterdam-Rhine Canal, the traffic situation had been dangerous for years. A narrow parallel lane on the bridge's northern side was used in two directions by local traffic, cyclists, and many regional buses.

The simplest solution to this problem was to remove the cyclists from the parallel road by giving them a bike bridge. However, this simple solution proved complicated in practice. After a lengthy process involving seven different governmental organisations, the proposed infrastructure was a success. In 2010, Muiderfietsbrug was opened for cyclists.



Muiderfietsbrug under construction, 2009

*Take the cycle path over the bridge and follow the bend. Cross at the traffic lights and turn left (**Diemerdamweg**). At the next traffic lights, turn left and follow the cycle path through **Diemerknop**.*

## B10. Diemerknoop: cycling through no-mans-land

At junctions of major infrastructure projects such as Diemerknoop, thousands of people pass by daily in car or train. But for people on bicycles or on foot, and for other living creatures, such traffic junctions often form insurmountable barriers. At Diemerknoop, plans for the new connection to IJburg included bicycle paths in the expansion. A new bike connection between IJburg and Amsterdam Southeast was realised around 2017.



Diemerknoop

*Follow the cycle path over and under the various motorway tracks and through green 'no-mans-land'. After the viaduct under the railway you enter **Diemberbos, Diemer forest (R6)**.*

*Follow the route, more or less straight on, and at the end of the forest go up **Veeneik bridge**.*

## B11. Veeneikbridge

[Veeneikbridge](#) over river Gaasp, built in 2002. It connects the Amsterdam Southeast district with the Diemberbos (Diemerforest) and since 2017, with IJburg. The connection is now part of the Bicycle Plusnetwork (Dutch: Plusnet Fiets).

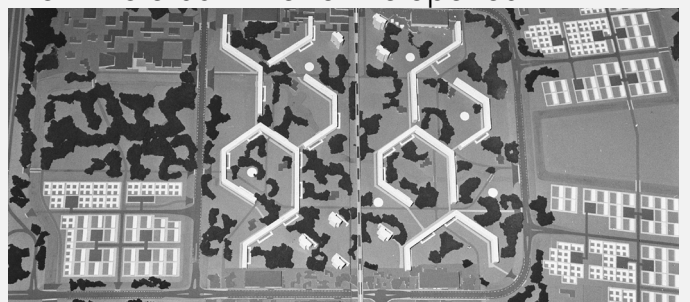


Veeneikbrug

*Follow the cycle path over the bridge and straight ahead, **Guldenkruispad**. At the intersection with traffic lights, cross and continue straight on. After passing a bridge and a passage under apartment building Grubbehoeve, you reach the Bijlmer Museum.*

## B12. De Bijlmer, young city history

The Bijlmer is a residential area in Amsterdam Southeast built from 1966 with high-rise blocks of flats in a honeycomb pattern. Inspired by the idea of the 'functional city' (CIAM), living and working were strictly separated. This also translated into the infrastructure with elevated roads, parking buildings for cars, and car-free public space on the ground floor. A network of cycling routes connected all parts of the Bijlmer through tunnels under the elevated roads. A metro line was built for the connection to the existing city, some 8km from the Bijlmer. This first Amsterdam metro line opened in 1977.



Original plan for the Bijlmer, Amsterdam 1965

The Bijlmer did not become the ideal city that the planners had in mind. Living in high-rise buildings turned out to be less popular, and there was little variety in homes. The local amenities were inadequate, and the city was a long way away. And with all the greenery and the tunnels, the public space turned out to be unsafe after dark.

In 1992 and 2016, the [Bijlmer was given a major facelift](#). Huge apartment buildings were demolished and replaced by low-rise housing. As a result, there is now a wider range of homes and many elevated roads were brought back to ground level. Some high-rise blocks remained and were renovated. This includes the Bijlmer Museum, where you are now. This is now a protected urban area. The Bijlmer is now one of the most diverse districts in Amsterdam both in urban planning and in population.



Bijlmer Cycle Route

*Follow the cycle path between the blocks. Just past the passage, under the Groeneveen block, turn right onto **Nellesteinpad** cycle path. A little further on, you cross **Bijlmerdreef**.*

### **B13. Bijlmerdreef**

Bijlmerdreef was elevated initially, but with the renovation, part of the road has been brought down to ground level and transformed into a lively street with homes and shops. Cyclists ride along on the access roads. Near the shops parking cars sometimes make it difficult for cyclists.

*Continue along Nellesteinpad over **Annie***

**Romeinplein.** A little further, near the block, bear to the left along the block, following **Nellesteinpad** again. By the low-rise houses, turn left through along the residential street **Emanzana**.

*Where the street makes a corner, go straight into **Strandvlietpad** cycle path.*

### **B14. Bijlmer low-rise buildings**

On the site of the old blocks, low-rise houses with gardens were built. The original solitary cycle path Strandvlietpad has been partly merged into residential streets.

*Follow Strandvlietpad along the water. Here and there the path follows the 135-degree angles matching the honeycomb structure of the old blocks.*

*After the high viaduct under the Gooiseweg and two 45-degree turns, take a left onto the bridge over **Nadezja Mandelstamstraat**.*

### **R7. World of Food**

For a special place to eat, with a mobility theme, turn right just past the Gooiseweg viaduct. In a former multi-storey car park, there are now dozens of eateries with food from all over the world.

*Continue the cycle path of the **Nadezhda Mandelstamstraat**.*

### **B15. Moped bumps**

Special bumps have been put in the cycle path near the school. These are designed to make mopeds slow down. Cyclists are hardly bothered by the bumps.



Mandelstamstraat

Continue along the cycle path and after the viaduct under Bijlmerdreef turn right over a bridge to the **Anton de Komplein**. A little further is the Amsterdamse Poort Shopping Centre (R8).

Turn left at Anton de Komplein. At the park via a bridge a bit to the left into **Reigersbospad** through **Nelson Mandelapark**. Follow the path past the sports fields, under the viaduct of Karspeldreef. After a left turn, turn right and up the hill to the park emerging over the A9 motorway.

### B16. Park on highway

The A9 motorway, Gaasperdammerweg, is a major barrier and a source of noise and pollution. Cyclists and pedestrians used to go through tunnels under the highway. When the motorway was widened from 2x3 lanes to 2x5+1 lanes, it was built at [ground level in a tunnel](#). This helps to improve the environment and reduce noise and air pollution. The tunnel is 3km long and has an opening in the middle at the junction with Gooiseweg. A park is being built above the tunnel with four cycle crossings. As the work progresses, the route over the tunnel may differ from the map.



Gaasperdammertunnel under construction.

Photo: Rijkswaterstaat

Continue on **Reigersbospad** over the tunnel. After the second bridge, turn right onto **Meibergpad**.

After one kilometre, the path crosses the Amsterdam - Utrecht railway line at **Holendrecht** Station. Turn right after the viaduct onto the new cycle route along the railway.

### B17. Railway park

[Spoorpark](#) is being developed beside the railway line; a green carpet with facilities for sports and recreation, walking and cycling. The cycle path through Spoorpark will be a pleasant direct connection between Bijlmer Station and the university hospital UMC. The area west of Spoorpark, [Amstel3](#), is being transformed from offices to a mixed neighbourhood. The development will provide up to five thousand new homes to be built in high density by 2027 and possibly even more later.



New homes in high density next to Spoorpark.

Follow the railway line as much as possible via Spoorpark. Now (2021), not all parts are ready and there may be diversions.

At **Hoogoorddreef**, just before Bijlmer Arena Station, turn right, under the railway. Then turn left through the tunnel onto **Hoekenrode**. On the square near the station you go left, under the station.

## B18. Bijlmer Arena: station, stadium and more

Bijlmer Arena Station is a central location in Amsterdam Southeast. The station is close to the Johan Cruyff Arena, home of FC Ajax, and surrounded by large shops, a cinema, a concert hall and offices. On the other side of the railway is the shopping centre, Amsterdamse Poort, and surrounding residential areas. In the coming years, the area around the stadium will be transformed into a [lively city centre](#) with new homes in high-rise buildings.

The Johan Cruyff Boulevard, a pedestrian area where cycling is allowed, is situated along and below the station.



Johan Cruyff Arena of B18 Johan Cruyff boulevard 2016

Follow Johan Cruyff Boulevard and turn right at **De Passage**, past the stadium's main entrance, under an overpass, over a roundabout and with a bend to **Holterbergweg** where you cross and turn right. A little further, turn left (**Buitensingel**) and at the end right and immediately left again up to the **viaduct over the A2 motorway**.

Past the viaduct, turn right along the Amstelland green area. At the end, turn left and a bit further right onto **Rozenoord Bridge** over the Amstel.

## B19. Rozenoord bridge

Rozenoord Bridge carries the motorway A10, the ring-road around Amsterdam, over the River Amstel. The cycle path along the bridge is an essential link in the cycle route between Amsterdam Southeast and Amsterdam South. When the Rozenoord Bridge opened in 1982, there was extra space for cars. This meant that on the Berlage Bridge (R9), which is located slightly north, two lanes for cars could be transformed into cycle paths. This was a major improvement for cyclists and for the connecting streets that experienced less car traffic.



Rozenoordbrug 2020 ML

*Rozenoord Bridge is the destination of this cycle route.*

*The pink route on the map takes you back to Amstel Station (3km).*

This cycle route was created by Amsterdam Bike City, platform for knowledge, innovation, and experiments about cycling for Amsterdam and the region.

Do you have questions or ideas for the platform, or do you want to receive the newsletter?

Please contact us via <https://bikecity.amsterdam.nl/en/network/>

Colophon:

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