



Operation plan Amsterdam

DELIVERABLE 4.1

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City of Amsterdam

Summary sheet

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Project partners

Organisation	Abbreviation	Country
Gemeente Amsterdam	AMS	The Netherlands
Promotion of Operation Links with Integrated Services aisbl (POLIS)	POLIS	Europe
Taxistop asbl	Taxi	Belgium
Autodelen.net	Auton	Belgium
Bayern Innovativ GmbH	BI	Germany
Cargoroo	CA	The Netherlands
URBEE (E-bike network Amsterdam BV)	URBEE	The Netherlands
Gemeente Nijmegen	NIJ	The Netherlands
Transport for the Greater Manchester	TfGM	Great Britain
Stad Leuven	LEU	Belgium
TU Delft	TUD	The Netherlands
University of Newcastle upon Tyne	UN	Great Britain
Ville de Dreux	DR	France

Stadt Kempten (Allgäu)	Kemp	Germany
Universiteit Antwerpen	UAntwerp	Belgium

Document history

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1 About the eHUBS project

One of the main outputs of the eHUBS project is to design and deploy/adapt 92 eHUBS in 6 pilot cities with in total 2,395 shared LEVs (Light Electric Vehicles) and 672 EVs (Electric Vehicles). Amsterdam will deploy 15 of the total 92 eHUBS realized by pilot cities.

1.1 eHUBS approach in Amsterdam

Each pilot city has its own approach in implementing these eHUBS. eHUBS is one of the projects in Amsterdam that work on a more attractive, accessible, liveable and unpolluted city for everyone with less private vehicle ownership and use. The city will research whether eHUBS are a full-fledged alternative for the private car which results in reaching the cities goals.

In Amsterdam the eHUBS will be deployed on neighbourhood level, focussing on the first mile. The approach in Amsterdam focuses on eHUBS realised in close cooperation with inhabitants in neighbourhood districts; *a bottom-up approach*. eHUBS will be designed and realized at request of the neighbourhood, accustomed to their needs. Amsterdam has developed a process that aims for the highest level of transparency, inclusiveness, democracy and objectivity, this is described in the Deliverable 2.1: *Method / procedure for selection / implementation of eHUBS in Amsterdam*.

2 Location determination in Amsterdam

2.1 Background information on location selection

As described in *Deliverable 2.1: Method / procedure for selection / implementation of eHUBS in Amsterdam*. A request for an eHUB in a neighbourhood will be done by neighbourhood citizens. These locations will be reviewed by officials. Several 'checks' have been built in the process in order to make sure the process is transparent and accountable for up front. First an official check will be executed on:

- parking pressure in that neighborhood;
- planned construction works;
- other projects with claims on public space in that neighborhood;

Furthermore, when no risks/objections can be found to continue in this neighborhood, the municipality will develop a set of rules for this specific neighborhood:

- User area of the eHUB is set at 500 meters around the eHUB
- The upper limit of the vehicle ceiling
- Charging infrastructure possibilities;

2.2 eHUBS location's in Amsterdam

In table 1, the status per potential neighbourhood eHUB can be found.

Potential eHUBS	Initiative enlist	Initiative submits plan	First official's check and set of rules	Exploration potential + organising support	Initiative submits final plan	Second official's check	Placing eHUB	Intervention and research	Evaluation
Centrum Eiland	x	x	x						
Watergraafsmeer (Meer Delen)	x	x	x	x					
ED de Pijp	x	x	x	x	x				
Elsenhagen	x	x							
Weespertrekvaart	x	x	x						
Frans Hals	x	x	x	x	x	x			
Marine Terrain	x	x	x	x	x	x			
Buiksloterham	x	x	x	x					
Zuidas 1	x								
Zuidas 2	x								
Zuidas 3	x								

Table 1: Status potential neighbourhood eHUBS

2.2.1 Centrum Eiland

Neighborhood vision on the Centrum Eiland eHUB:

Centrum Eiland is a newly developed island in the Amsterdam 'IJburg' district. This island has no public parking spots for its residents. They all have to park in privately owned parking spots, either by themselves or from the owner of the building they live in. However, there are quite some parking spots for visitors of the city beach. Since its relatively quite expensive to build a parking spot in your new to build house, we are looking together with the residents in which way we can transform some of the visitor parking spots to so called eHUB spots. In this way, the people wouldn't have to bring their car when they move, but more importantly for them don't need to build a garage or parking spot when participating in the project.

Set of rules determined by the official's check

The initial plan is approved by de official governments check, with the remarks to also include 'Vesteda' a housing cooperation for mostly social housing also active on the island.

- eHUB is possible, max 15 parking places
- 500 meters around ehub
- Check needed on charging infrastructure

2.2.2 Watergraafsmeer (Meer Delen)

Neighborhood vision on the Watergraafsmeer (Meer Delen) eHUB

Meerdelen is a neighbourhood initiative in the 'Watergraafsmeer' area. The inhabitants here want to start sharing e-mobility with each other through means of an eHUB in order to create more green, cleaner air and more room for children to play. They want to organize the eHUB through a cooperation, meaning that they will organize their own mobility and share this. As a government we will treat them as any other shared mobility company for safety, fiscal en permit regulation. However we do find it

interesting to research together with them and some other initiatives to organize a shared mobility organization without profit targets, but merely social targets. In this way we increase resilience of the shared mobility network as well as reducing costs making the eHUB more accessible for different income levels.

Summary

- More green, space, safety and cleaner air in the neighbourhood
- Improvement of social cohesion
- 2 EV's, 5 ebikes, 2 e cargo bikes

Set of rules determined by the official's check

- eHUB is possible, max 10 parking places
- 500 meters around ehub
- Check needed on charging infrastructure

Final plan

Offer at the eHUB

Infrastructure

Communication

2.2.3 ED de Pijp

Neighborhood vision on the ED de Pijp eHUB

ED de Pijp is looking to cooperate with Meerdelen. They both want to start a cooperation and then together work in on the mobility modes, since scale reduces costs. The vision they have for their neighborhood is a bit different. They want to convince 200 people to sell their car and hand in their parking permit. They already have written commitment of over 50 people. The city agreed that for every two cars sold, or two parking permits hand in the neighborhood receives 1 parking sport of public space. From the 200 sold cars en parking permits 20-30 are needed for the eHUB others can be used for bicycle parking, greenery, underground garbage dumpsters and room for children to play.

15 cars

30-50 ebikes

8-10 e cargobikes

Set of rules determined by the official's check

- eHUB is possible, max 10 parking places
- 500 meters around ehub
- Check needed on charging infrastructure

Final plan

Offer at the eHUB

Infrastructure

Communication

2.2.4 Elsenhagen (community block)

Neighborhood vision on the Elsenhagen eHUB

- Limited parking space provided, but flexible modes of mobility is desired
- Alternative modes of transport offered within neighbourhood, reducing the necessity of buying/owning a private car

Set of rules determined by the official's check

- eHUB is possible, max 10 parking places
- 500 meters around ehub
- Check needed on charging infrastructure

Final plan

Offer at the eHUB

Infrastructure

Communication

2.2.5 Weespertrekvaart

Neighborhood vision on the Weespertrekvaart eHUB. Newly build house with no parking spots or parking permits. Together with the next door apartment complex we will realize an eHUB,

- 5-10 parking spots
- EV's
- 10 ebikes
- 3-4 cargobikes

Set of rules determined by the official's check

- eHUB is possible, max 10 parking places
- 500 meters around ehub
- Check needed on charging infrastructure

Final plan

Offer at the eHUB

Infrastructure

Communication

5 Communication

The city of Amsterdam -in close collaboration with the neighbourhood initiative, participation organisation and mobility providers- will provide several communication moments during the development for each eHUB.

Creating awareness about the project

The city will inform the neighbourhood through a general communication campaign (paper newsletter and digital promotion of the news) within 500 meters of the eHUB. Here, neighbourhood citizens will be invited to join/be informed about the creation of an eHUBs in their neighbourhood. Besides official channels, the neighbourhood initiative behind the eHUB will use its own communication channels to promote and inform the neighbourhood on the development of the eHUB. A clear call to action will be to join the informative evening, or sign up for more information about the project.

Providing information

Though the organisation of an informative evening, the interested neighbourhood citizens will be informed about the project, the process and are invited to play a more active role in the creating of the eHUB.

Neighbourhood campaign

The neighbourhood initiative (together with the participation organisation) will start an campaign to further inform and engage neighbourhood citizens to join the planning phase of the creation of the eHUB. The neighbourhood will be asked to take a vote to determine the mobility providers to receive the permit for the eHUB. The result of this vote will be presented in a final plan.

Informing about the eHUB

If the final plan is approved the city will inform the neighbourhood on the planned timeline of the eHUB. Furthermore, the offer and usage of the modes of mobility are promoted. This stage is crucial for effective uptake of the eHUB.

The eHUBS Consortium

The consortium of eHUBS consists of 15 partners with multidisciplinary and complementary competencies. This includes European cities, leading universities, networks and electric and shared mobility providers.



 @eHUBS_NWE
#eHUBS

 <https://www.linkedin.com/groups/13711468/>

For further information please visit <http://www.nweurope.eu/ehubs>



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