



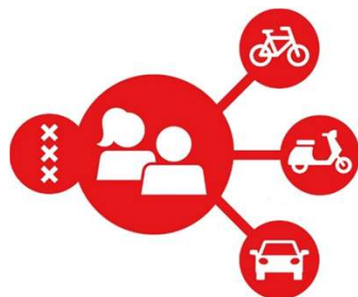
Mobility hubs in Amsterdam

How and where to scale-up?

Sharedimobihub

May 22nd 2023

Auke Adema / Angelique Morcus

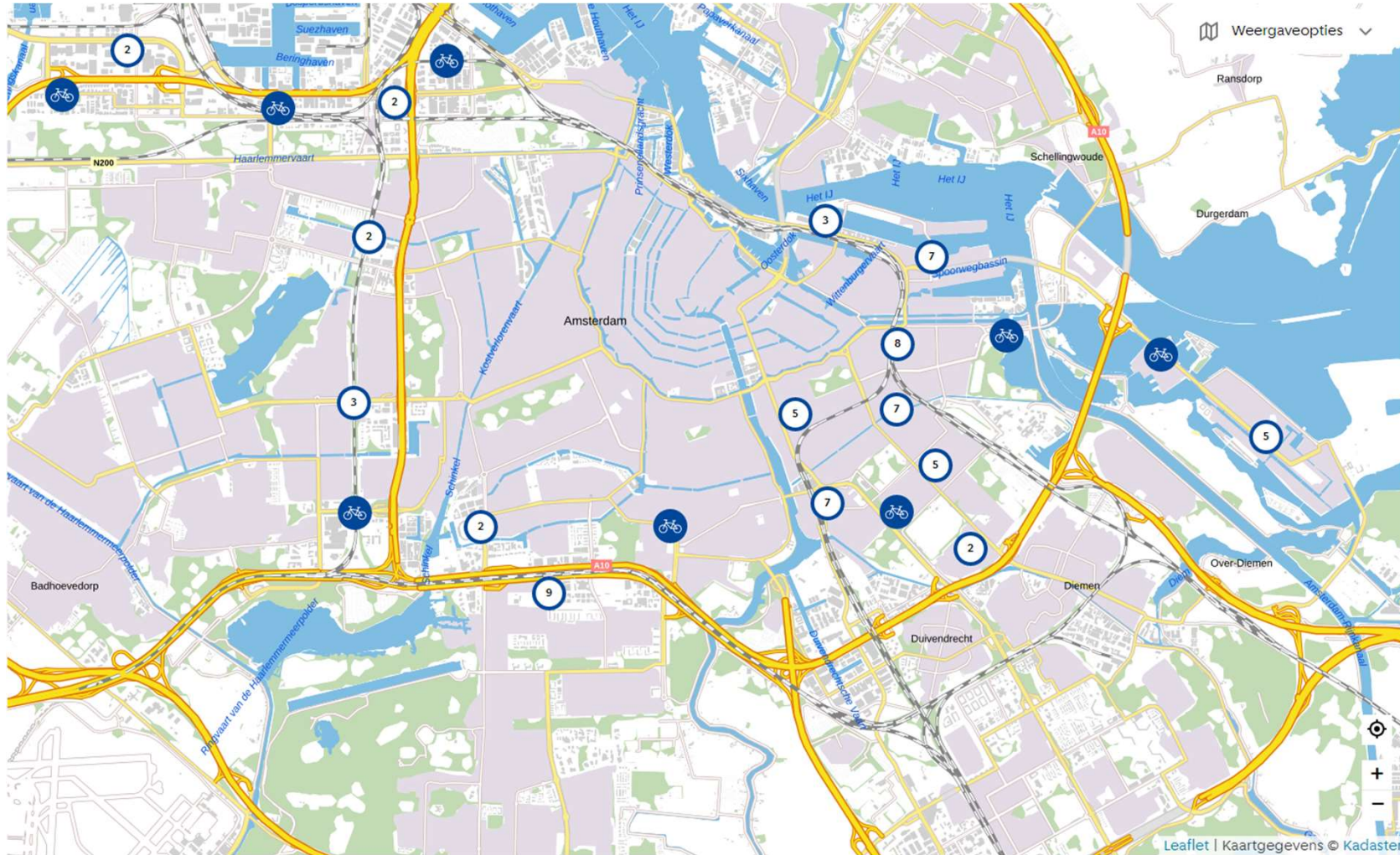




Content

- Current situation shared mobility
- Typology hubs
- Bottom up approach:
 - E-hubs (2020 – 2023)
 - Short term upscaling plan neighbourhood hubs
- Top down:
 - Spatial Strategy neighbourhood and district hubs
 - Road map

3. Current situation: local shared bikes system (experiment)
2023: 800 (of which 200 electric) -> 2024: ?



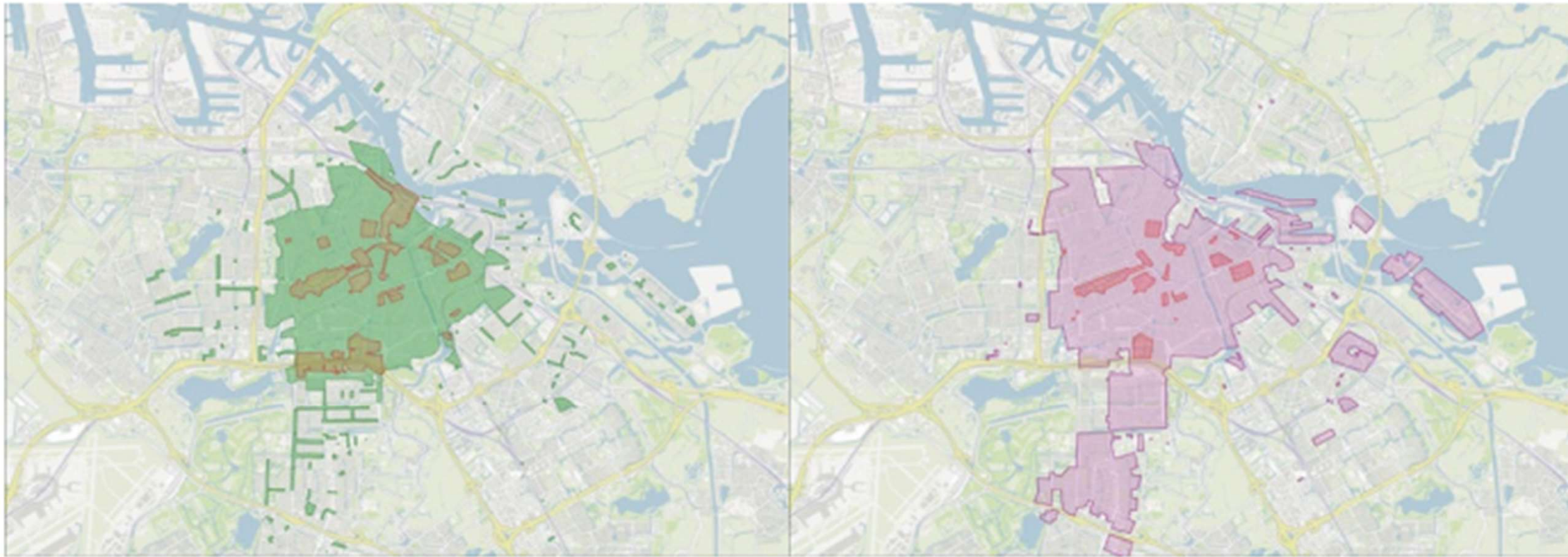


4. Current situation: shared cargo bikes (experiment)

2023: 110 -> 2024: max 750



- ✘ 2. Current situation: shared mopets servicearea**
- ✘ 2023: 770 -> 2024: max 1550**
- ✘**



Figuur 14 Servicegebied gebied felyx en Check augustus 2022



Current situation: freefloating shared cars service area

2023: 2500 -> 2024: max 3000



✖ **Current situation: Back-to-one shared cars**
✖ **No max number**
✖





5 types of hubs

A shared network for passenger transport in the city



Private hub

Shared mobility on private property, operated by users, owners or cooperatives.



Neighbourhood hub

Small-scale offer of shared transport in neighbourhoods, always within 5 minutes walking distance.



District hub

Central location in the district where different transport modes and functions come together.



City hub

Convergence of transport modes on (inter)urban nodes, mostly at train stations.



Regional hub

Transition of urban and regional transport network, central role for parking.



E-hubs: experiment with neighbourhood hubs

- 20 locations
- International learnings (funded by another Interreg)
- Location selection criteria: neighbourhood initiative
- System on its own -> no connection with city wide shared mobility system



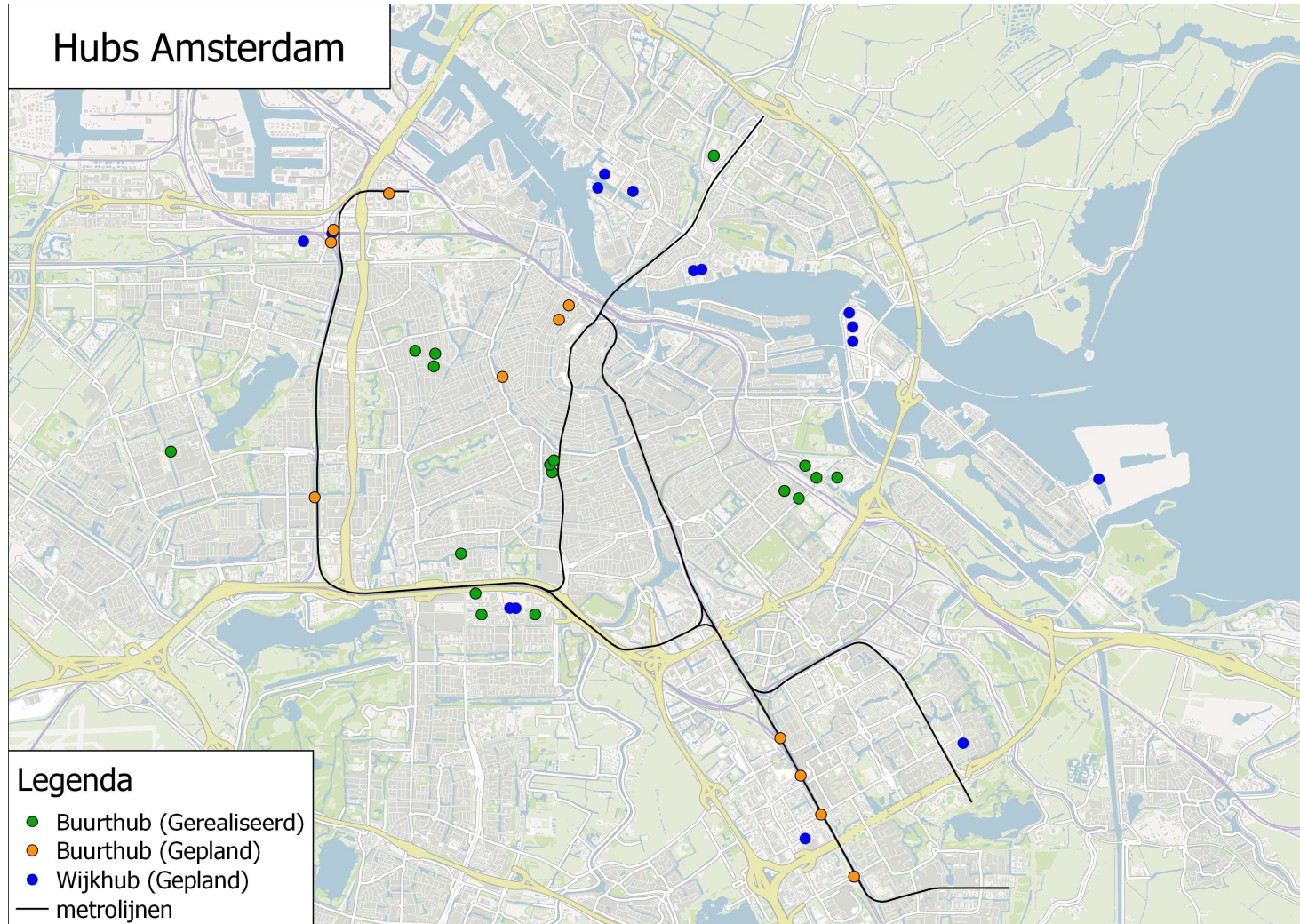


Short term upscaling plan neighbourhoodhubs

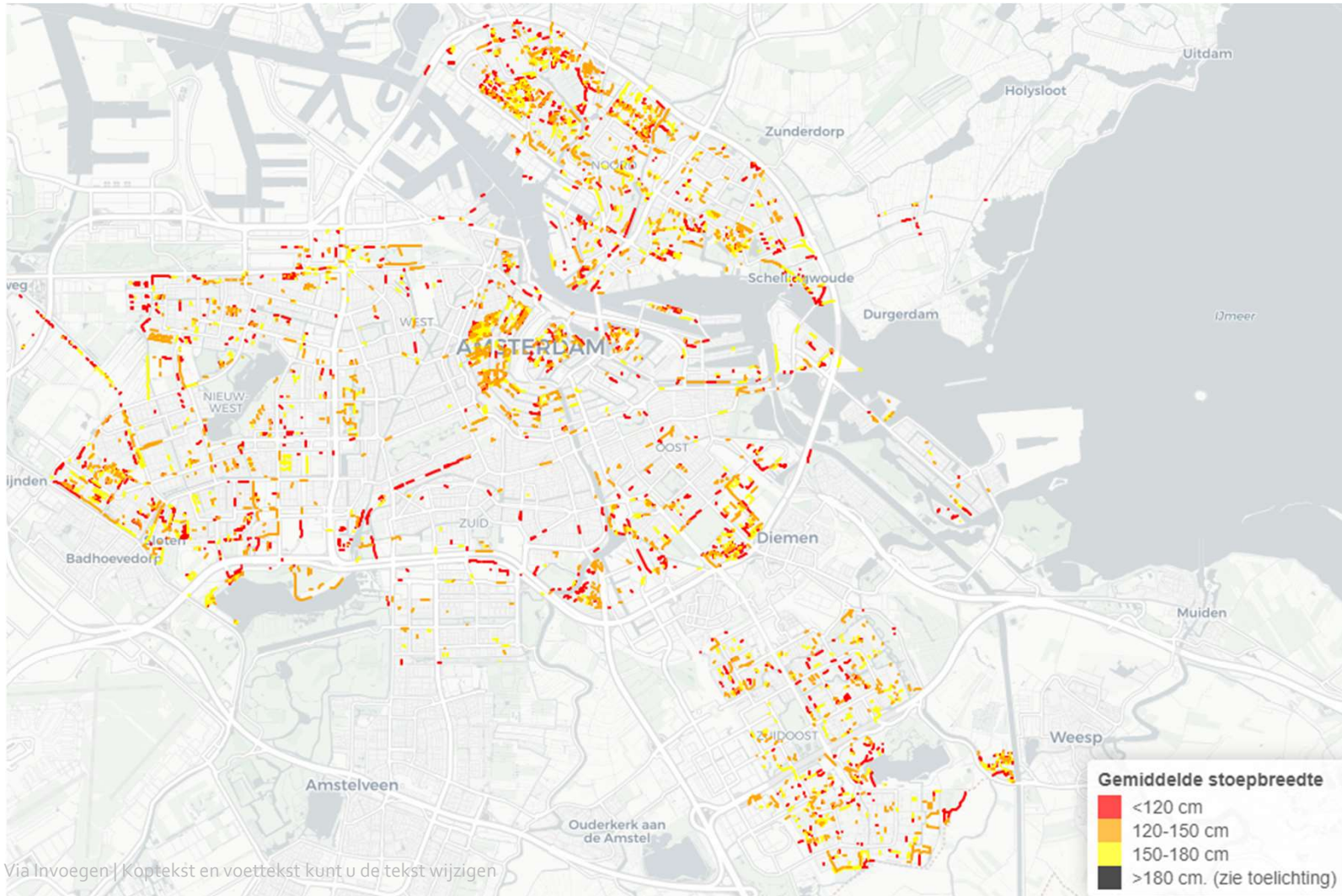
- Ehubs locations + 20 new locations
- Connection with city wide shared mobility system -> no free floating around the hub
- Location selection criteria:
 - **Public transport locations**
 - Areas with high demands for public space / parking complaints SM / narrow sidewalks
 - Outskirt areas with a low numbers of freefloating shared mobility (policy goal)
 - Areas where parking regulations are introduced
 - Indoor facilities / (car/bike) parkings
 - Data from SM operators (open app requests for SM)
 - Areas with crowded parking facilities



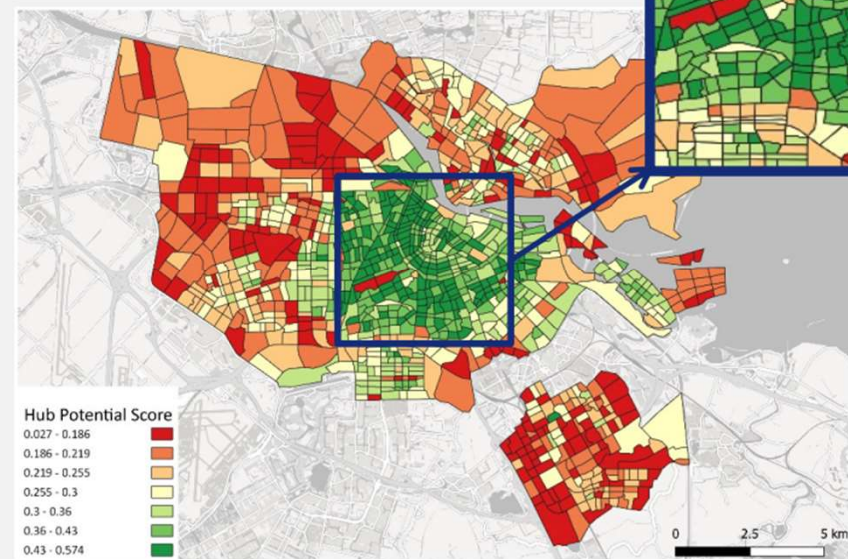
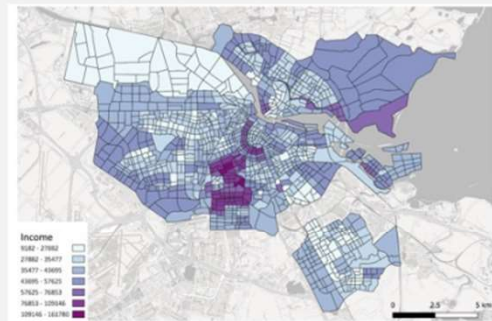
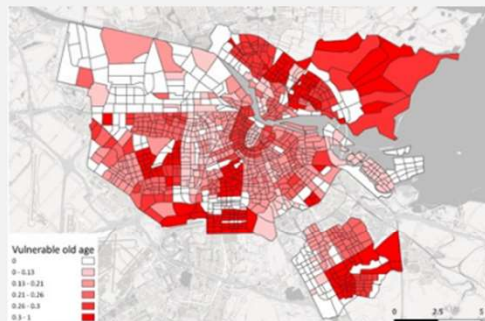
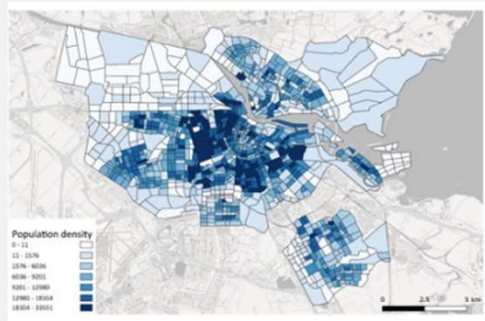
Neighbourhood hubs (current and in development)



XXX Sidewalks width



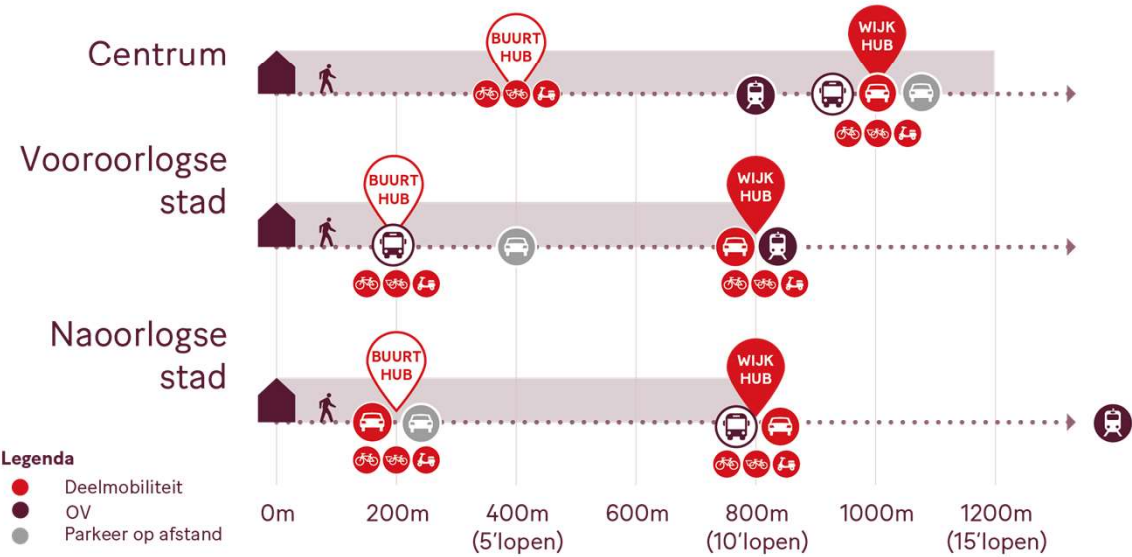
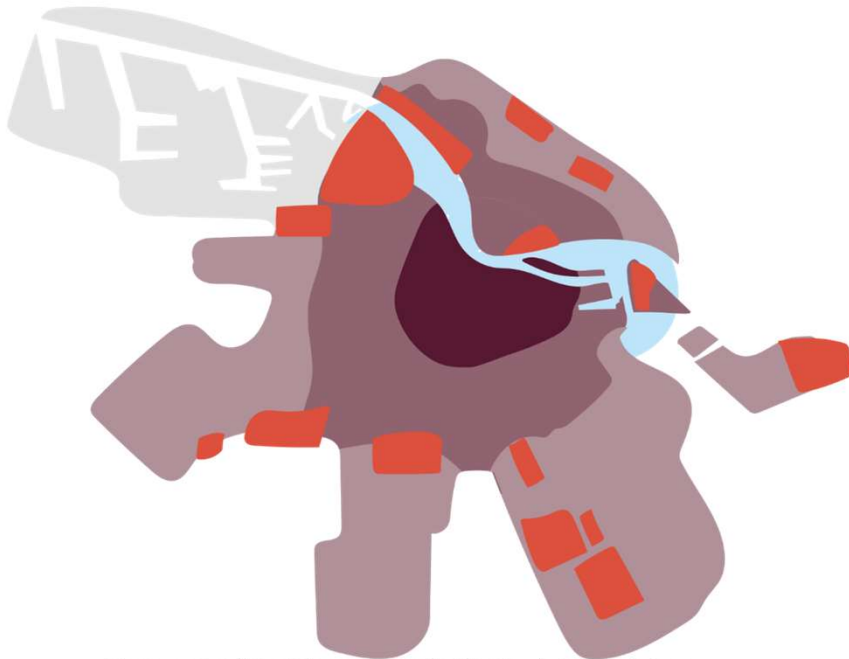
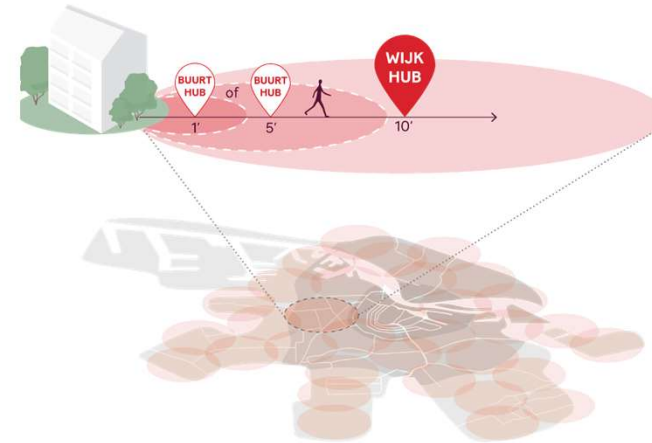
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Spatial strategy neighbourhood and districts hubs

centrum
vooorlogse stad
naoorlogse stad
Gebiedsontwikkelingen

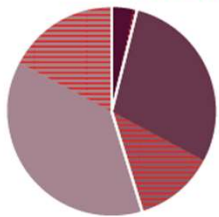




Spatial strategy neighbourhood and districts hubs

194 Wijkhubs

8 in het Centrum
1 vanuit ontwikkellocaties

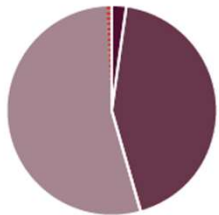


56 in de vooroorlogse stad
24 vanuit ontwikkellocaties

73 in de vooroorlogse stad
33 vanuit ontwikkellocaties

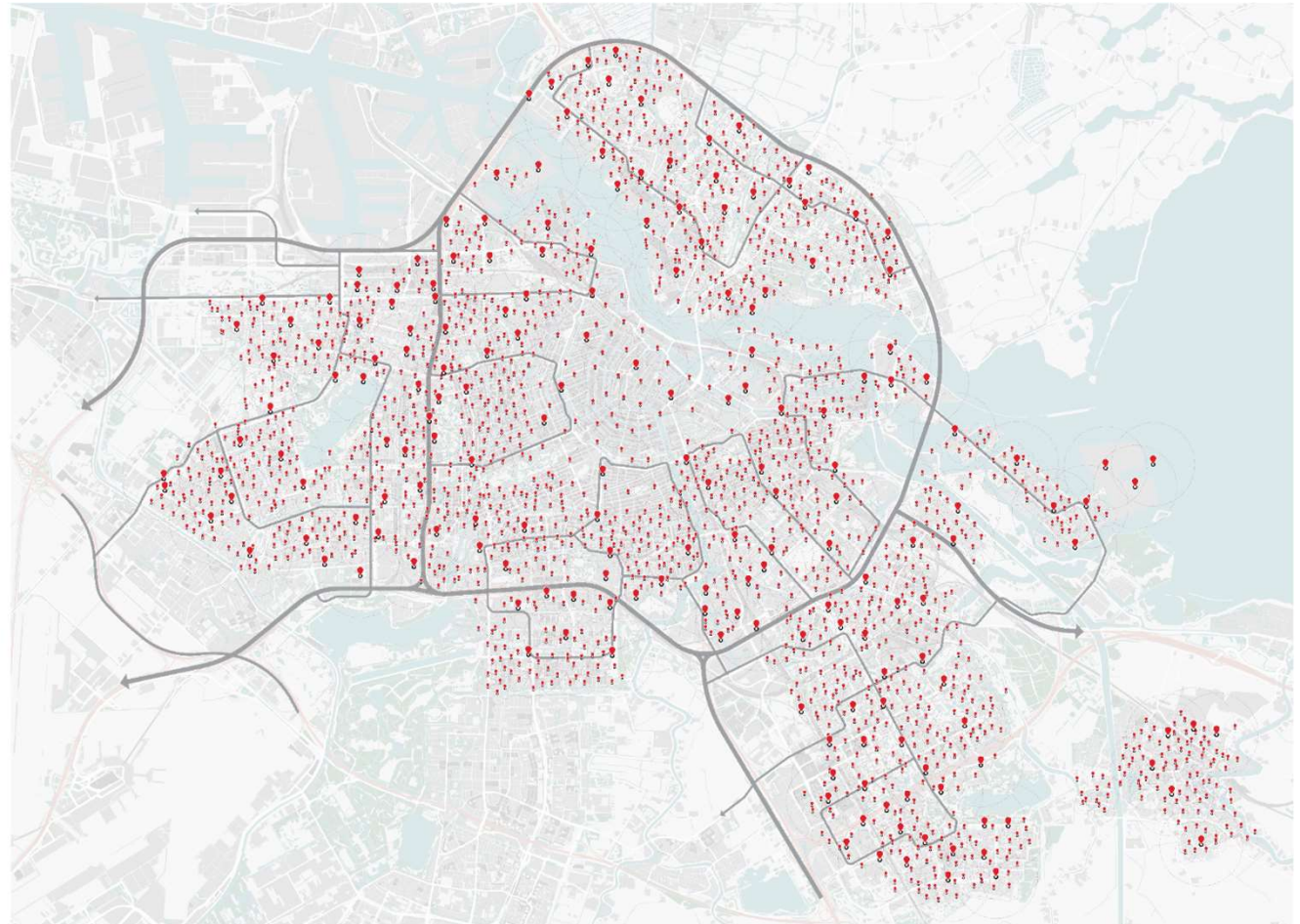
1.892 Buurthubs

45 in het Centrum
0 vanuit ontwikkellocaties



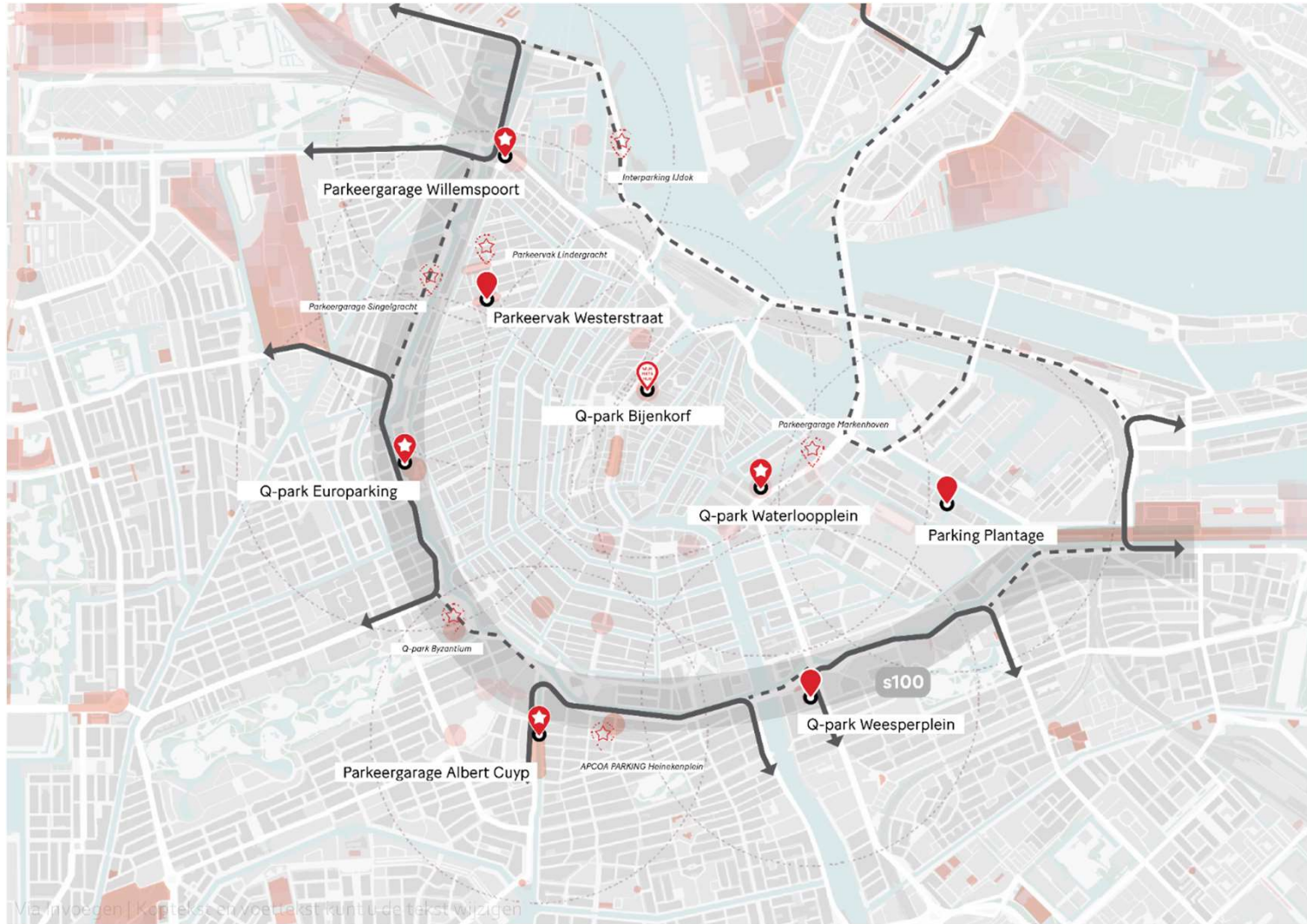
815 in de vooroorlogse stad
7 vanuit ontwikkellocaties

1.013 in de vooroorlogse stad
12 vanuit ontwikkellocaties





Spatial strategy neighbourhood and districts hubs



Via invoegen | Kopieëren | Verplaatsen | Kunt u de tekst wijzigen



What's next / road map

- Spatial strategy is a long term plan to facilitate the city with enough shared mobility
- De execution speed depends on choices of the decision makers:
 - Freefloating or (fysical or digital) hubs
 - Multimodality or by unimodality
 - Growth of the number of shared mobility
 - Indoor vs outdoor locations

These choices can differ by area