



Hubs

City of Amsterdam

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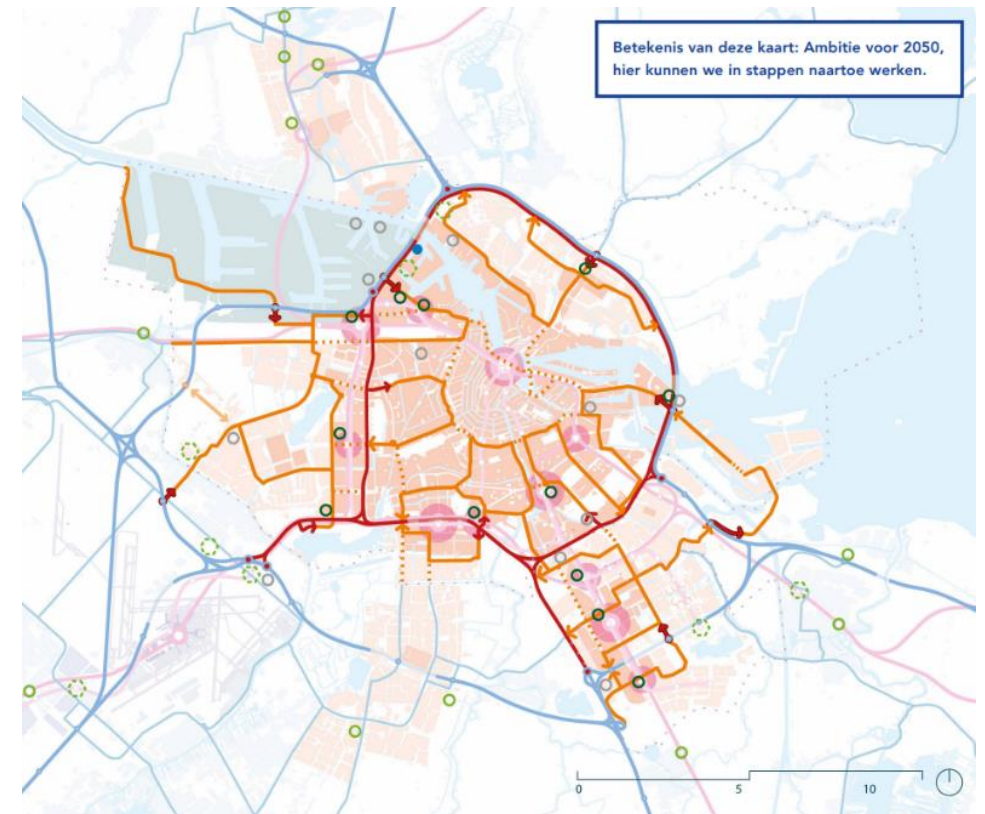
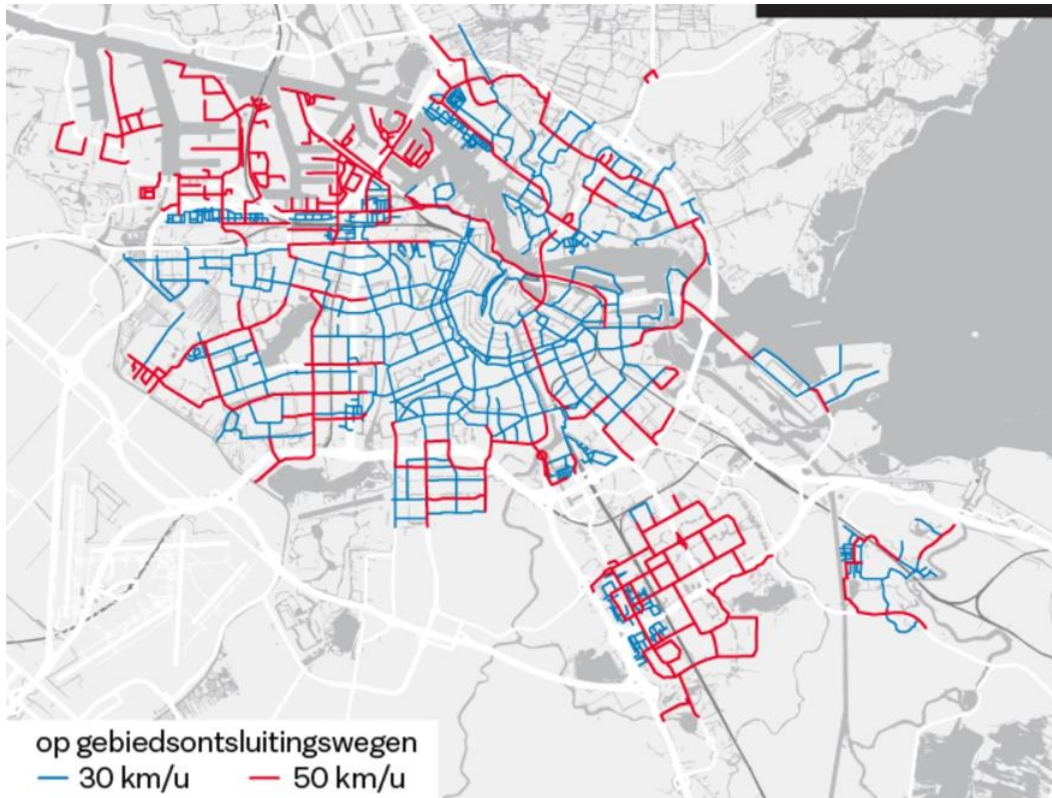


Mobility and Logistic Hubs



Mobility developments and measures:

- Growth of city: houses/inhabitants, work, tourism
- 50 -> 30 km/h
- Low / zero emission zone 2025 - 2030
- Logistics / coach restrictions
- Road closures for cars (long term)
- Other use of space needed and wanted (less parking space % available for parking)



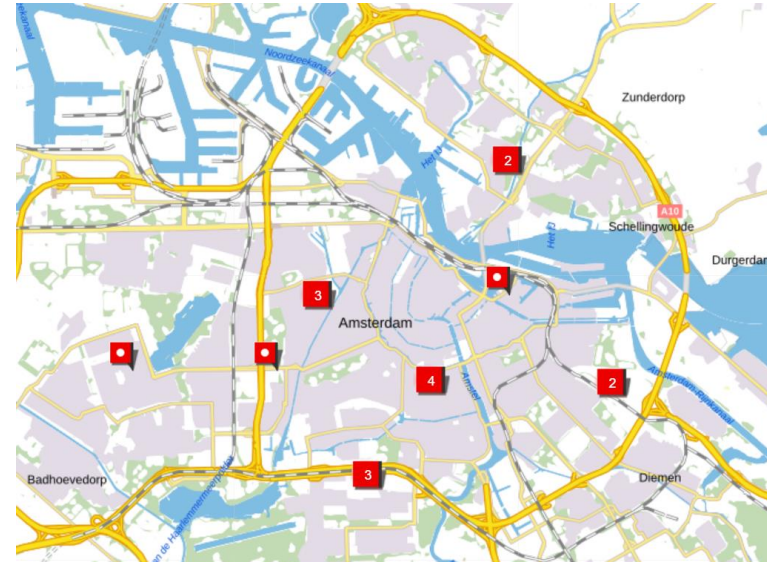
✖ ✖ ✖ How it started

Vision/plan on Hubs (2021) [hubsvisie_amsterdam \(1\).pdf](#)

- 6 types of hubs

E-hubs: experiment with neighbourhood hubs (2020 – 2022)

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



✖✖✖ Mobility Hubs



- How to facilitate shared mobility in the city?
- Freefloating -> Back-to-many
- Spatial plan shared mobility historic centre (✖ freefloating)
- National look and feel for shared mobility parking areas / hubs (multiple shared mobility)
- Streethubs location selection criteria:
 - Public transport locations (co-financed by local transport authority)
 - Outskirt areas with low numbers of shared mobility
 - Areas where car parking regulations are introduced
- Car parkings -> District hubs
- P+R / Specials: Smart Mobility Hub





Towards a: Spatial Strategy Hubs

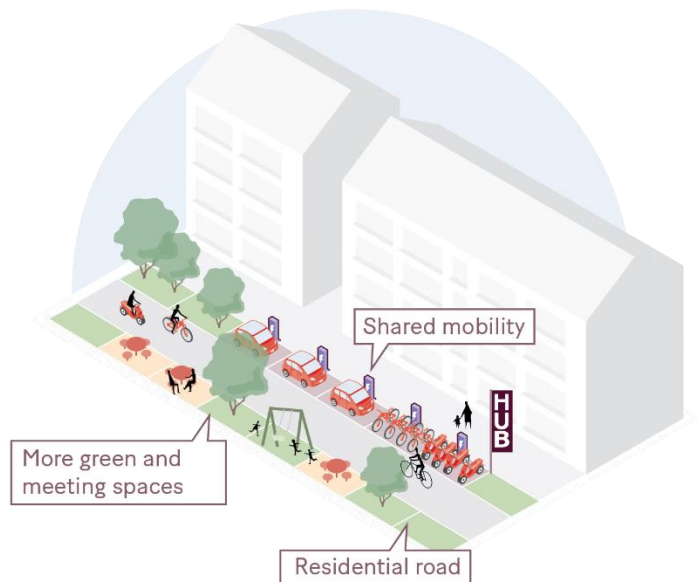
District and street hubs as facilities for the residents of Amsterdam

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Street and district hubs

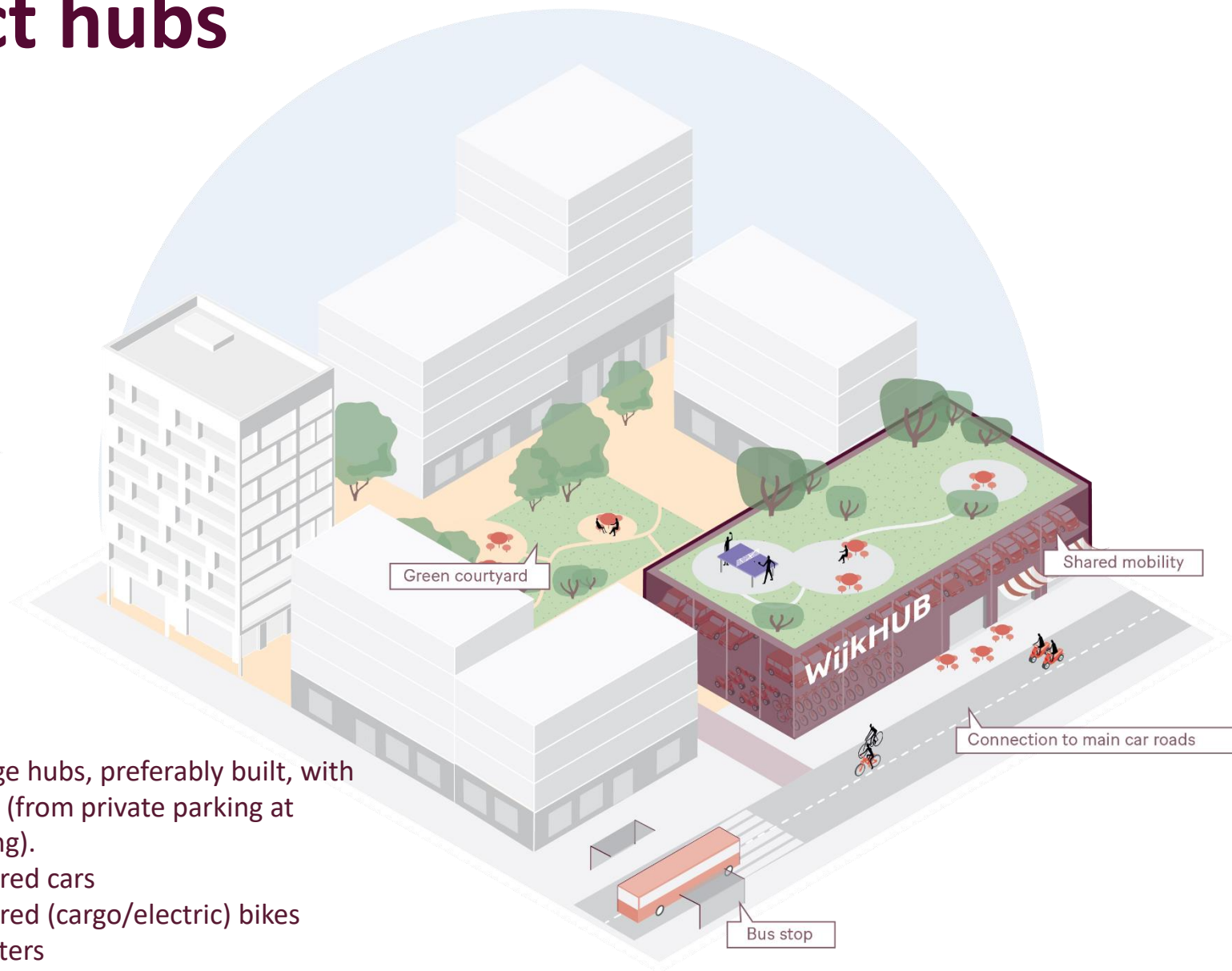


Street hubs: Small hubs in public space.

- Up to 10 shared cars
- Up to 10 shared (cargo/electric) bikes
- Up to 5 scooters

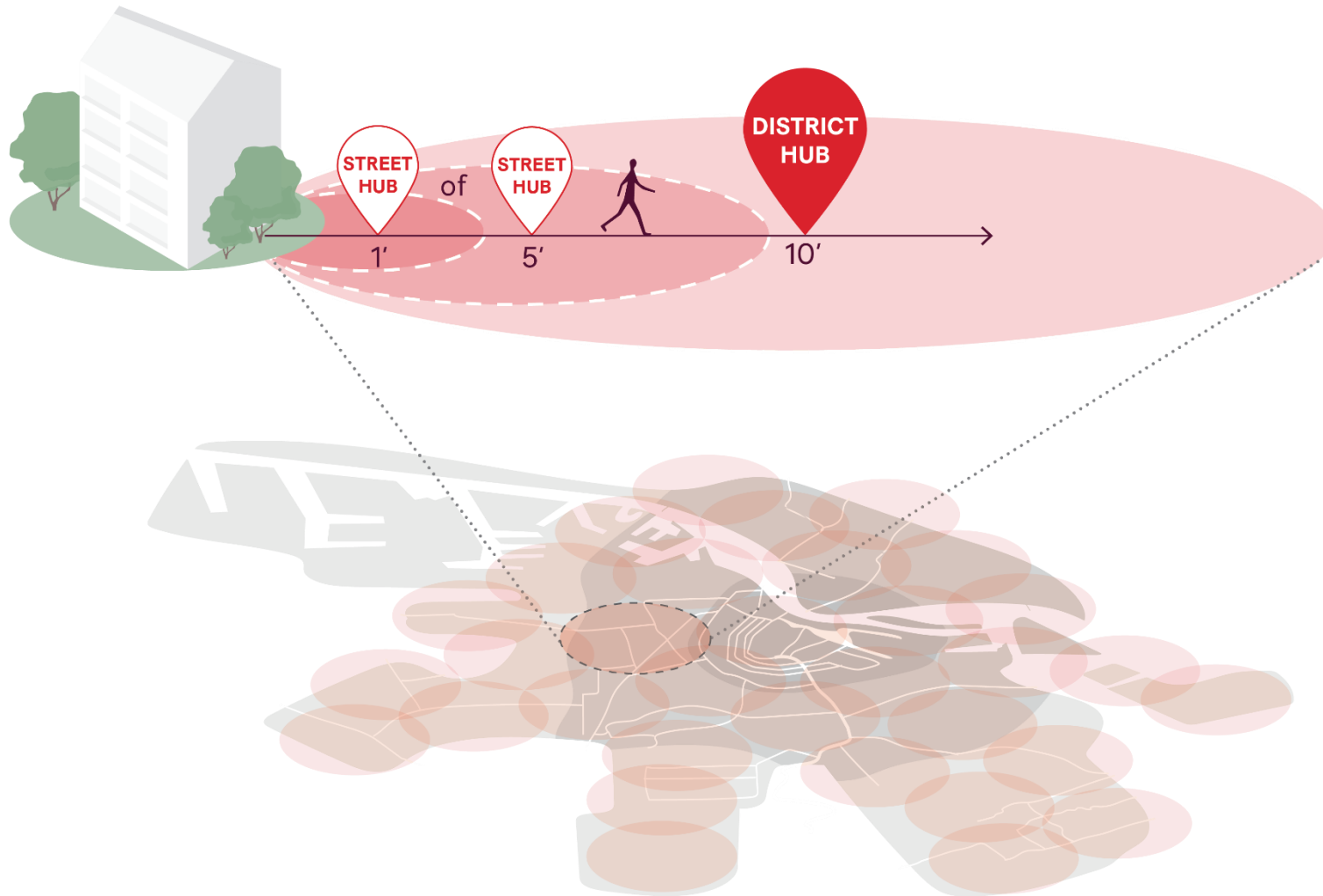
District hubs: Large hubs, preferably built, with a mix of functions (from private parking at distance to housing).

- Up to 100 shared cars
- Up to 100 shared (cargo/electric) bikes
- Up to 50 scooters



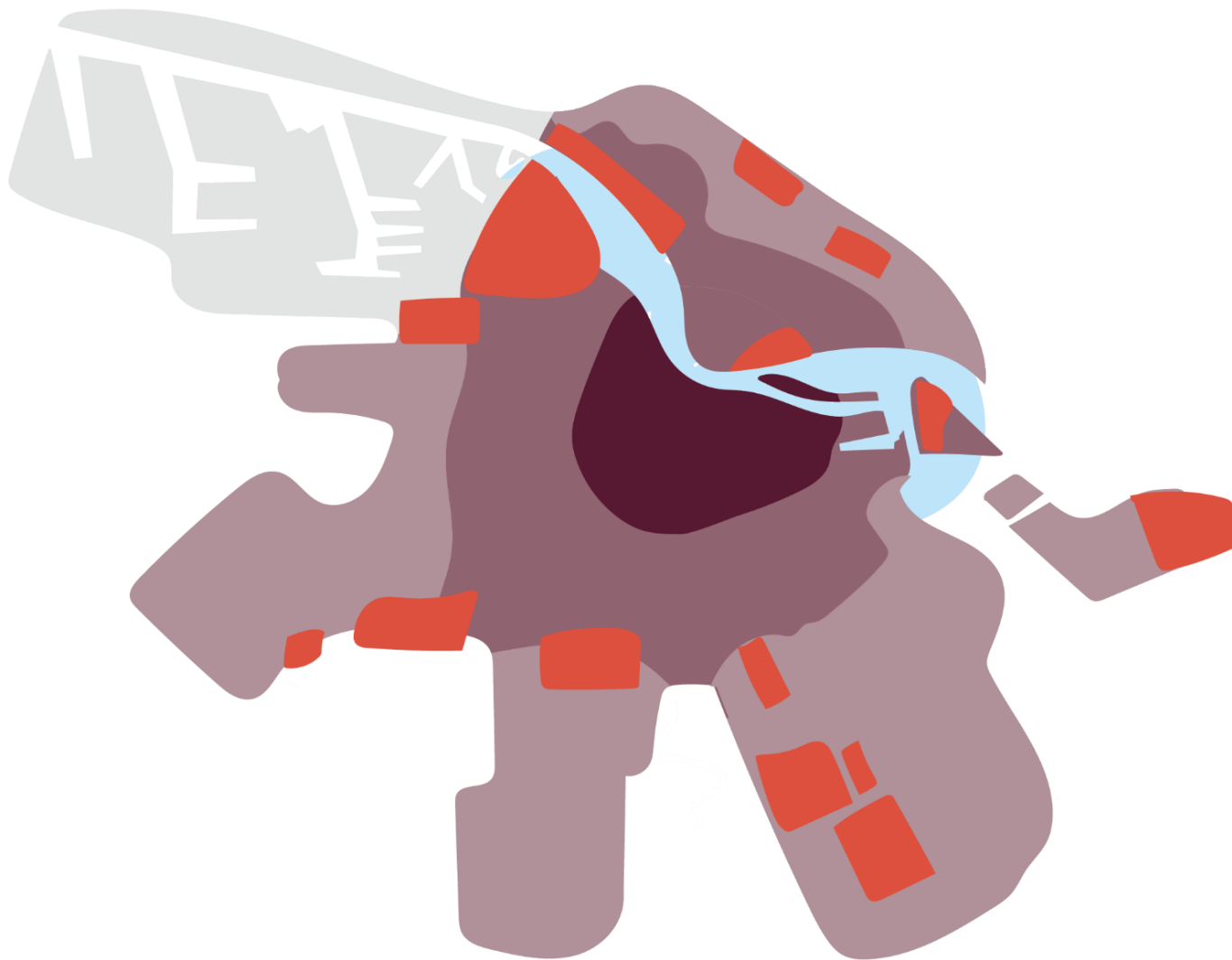
XXX The goal of the spatial strategy

A city-wide network





4 Area types



Centre



Pre-war city



Post-war city

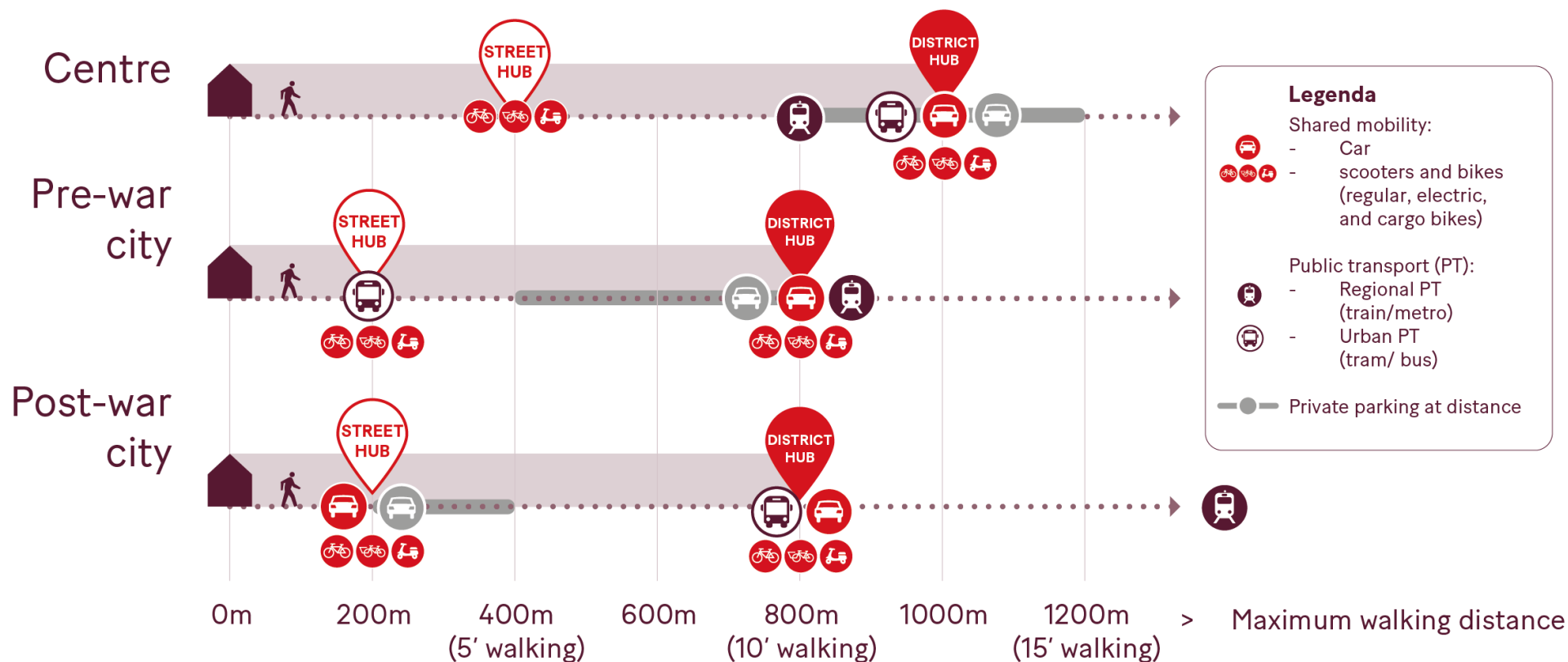


Area developments



Individual trips

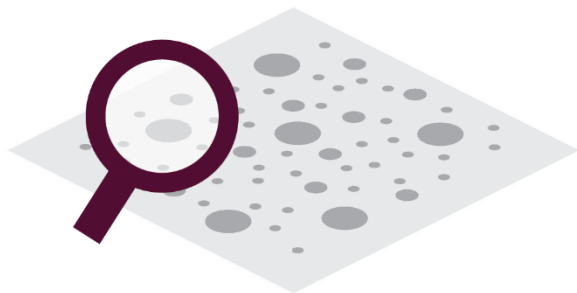
Different mobility behaviours per area type



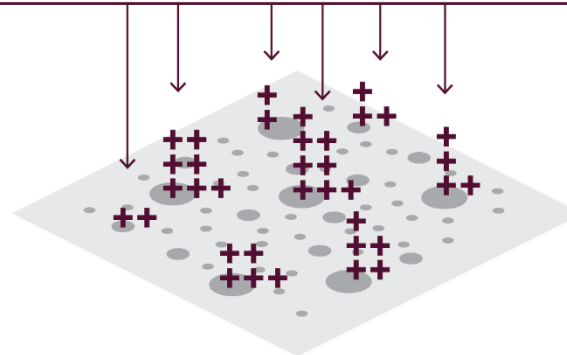
Selection method

Promising locations, scoring criteria, and network selection

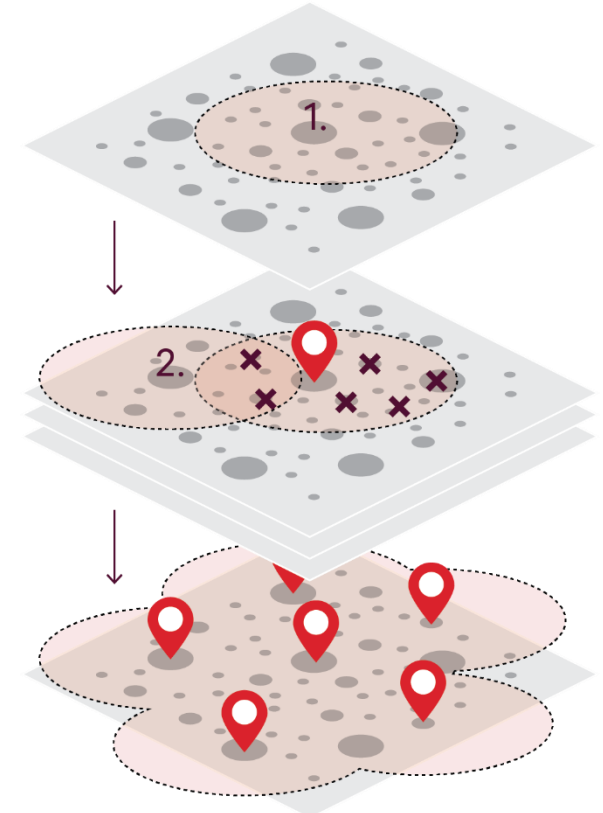
	District hub:			Street hub:		
	Centre	Pre-war city	Post-war city	Centre	Pre-war city	Post-war city
Public ownership of land	✓	✓	✓	✓	✓	✓
Public ownership of building	✓	✓	✓	0	0	0
Parking garage or large parking lots	✓	✓	✓	0	0	0
Vicinity to main access roads	+++	+++	+	0	0	0
Vicinity to public transport stops	++	++	++	+++	+++	++
Vicinity to amenities	+	+	+++	+	+	+++
Vicinity to high population densities	+	+	+	++	++	+



Step 1: Promising locations



Step 1: Location criteria



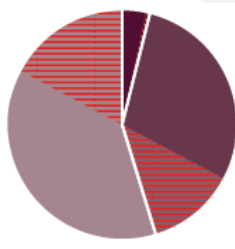
Step 1: Selection and prioritization



City-wide network

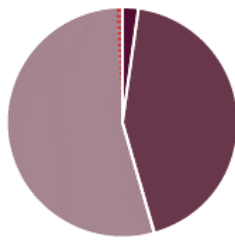
Of street and district hubs

197 district hubs

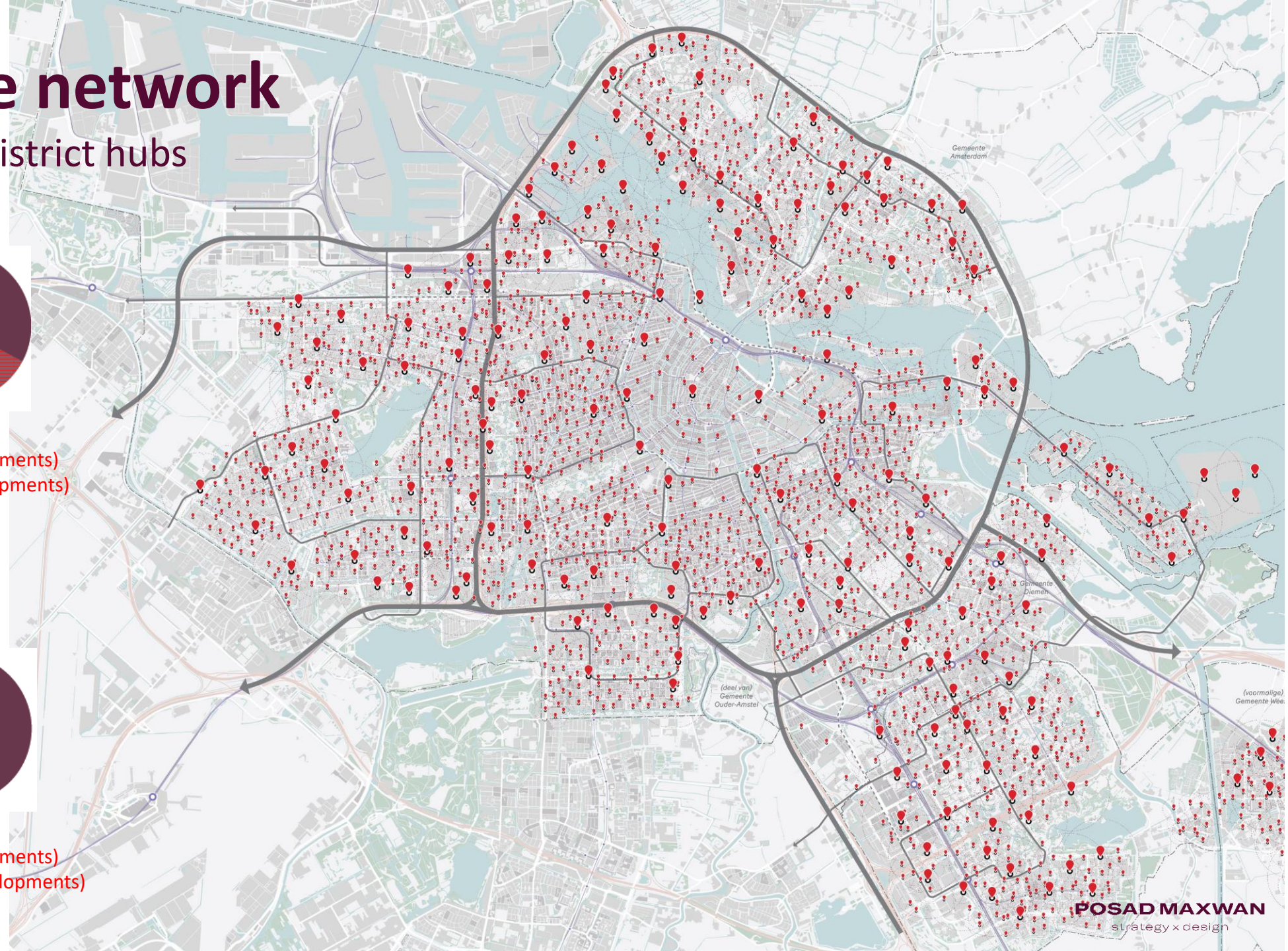


10 in the centre (1 in area developments)
85 in the pre-war city (24 in area developments)
102 in the pre-war city (33 in area developments)

2,189 street hubs



53 in the centre (0 in area developments)
923 in the pre-war city (7 in area developments)
1,213 in the pre-war city (12 in area developments)





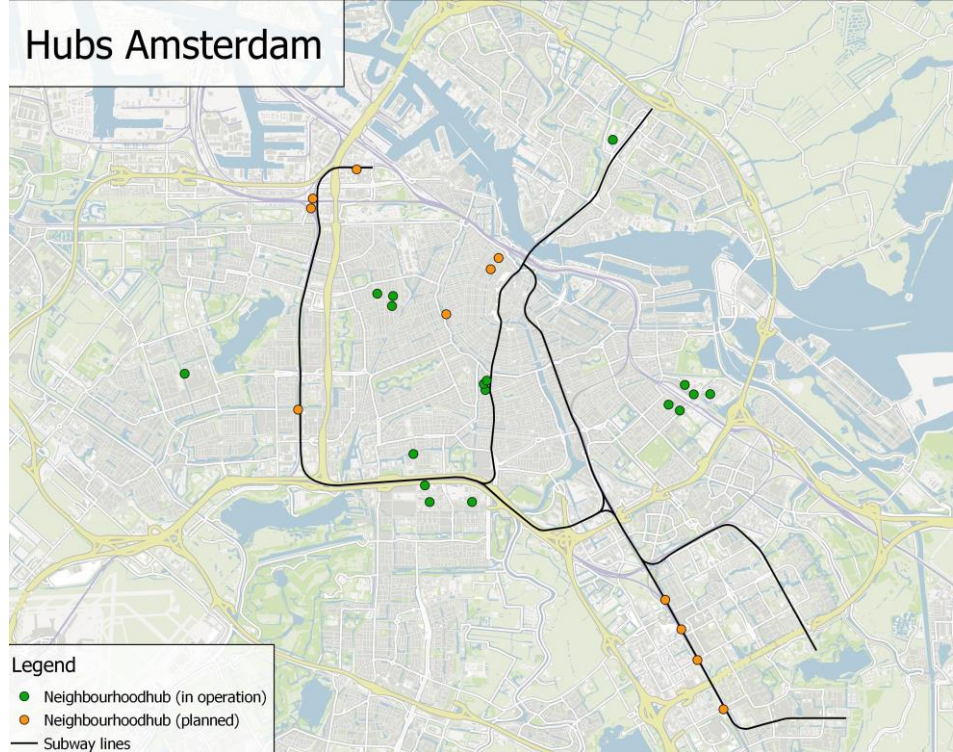
Upscaling plan neighbourhoodhubs (2023 – 2025)

- Transition of E-hubs locations + around 20 new locations (in our project)
- Co-funded bij National and Regional transport authority and a European co-fund
- Connection with city wide shared mobility system -> no free floating around the hub
- National look and feel hubs
- Location selection criteria:
 - Public transport locations
 - Outskirt areas with low numbers of shared mobility (policy goal)
 - Areas where parking regulations are introduced
 - Places with hindrance (eventvenues, shopping malls)
- Hubs in the historic centre and 'De Pijp' area as alternative for freefloating
- Spring 2023 – summer 2024: tender SM provider specially for neighbourhood hubs
- Summer 2024 and onwards: new SM providers which operate citywide (freefloating & hubs)



Current	2024	System
800	TBD	Back-to-many
110	750 (max. 1.250)	Back-to-one
770	1.200 (max. 1.500)	Free floating -> back-to-many
Free-floating shared cars: 1.100 (max 2500, 500 per provider)	Free-floating shared cars: 3.000 (600 per provider)	Free floating
Back-to-one (zone) shared cars: 1650 (no max)	Back-to-one shared cars: No max number	Back-to-one (zone)

XXX Current situation street and districthubs



Streethub

- Small hub in public space
- Always within 5 minutes walk



Districthub

- Central location in district
- More functions come together

✖ ✖ ✖ Currently collaboration with....

- Area developments (Questions district hubs about finance, ownership and exploitation)
- Restructuring projects
- University and de University of applied sciences of Amsterdam > connecting the campussen with the city
 - 60.000 potential users (students and staff)
- Healthcare institutions
- Employee approach
- Collaboration with the region > Public Transport Authority

70 hubs in preparation



❌❌❌ P+R Park and Ride (P+R) - City of Amsterdam

- P+R preferably at greater distance from Amsterdam
car → train/bus
- P+R city border
car → metro, tram, bus or bike



❌ Smart Mobility Hub 2027

- ❌ ■ Parking for events (JC Arena, Ziggo Dome, etc)
- ❌ ■ International Touringcar Hub
- Taxi
- P+R
- Drop-off
- Shared Mobility
-



XXX Challenges: New urban development area's

- How to facilitate shared mobility (cars) in the new city with none or very little public parking in the public space
- Parking standard policy: minimum of of parking spaces for low en middle high expensive housing
- New policy: Parking standard for shared mobility?



XXX Logistic Hubs

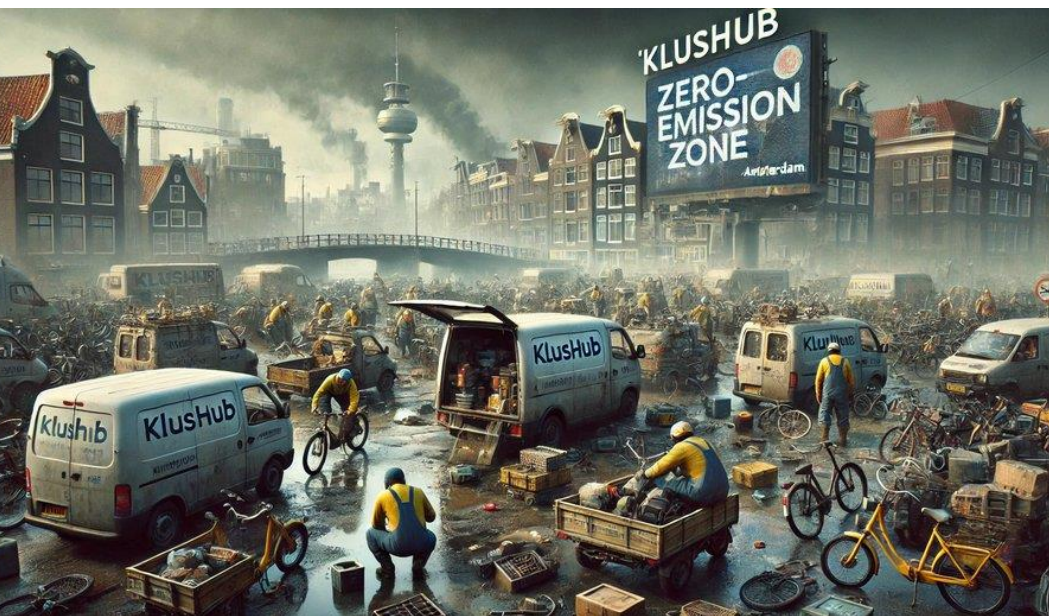
- Amsterdam Logistics Strategy (2022)
- Urban Logistics Work Plan (2023)
 - supplying the city via hubs: consolidation of goods/stuff to supply the city to reduce the amount of logistic movements
 - Implementation of zero-emission zones would increase the need for hubs at border of the city for the exchange from fossil fuel transport to zero-emission transport

CTP logistics hub 220.000m²



XXX Research

- An additional 15 ha of hub space for logistics is needed in 2030.
- The logistics sector is not transforming its organisation into supplying via hubs amongst others because already a lot is organised via existing hubs and networks.
- Not possible to ensure consolidation via legislative measures (Rebel 2024)
- Growth of logistic freight in cities is expected. The companies have to work more space efficient working and the growth of use of LEVV's ('Ontwikkeling logistieke stromen' (Districon, 2024))
- Cityhubs for freight are an expensive extra point in logistics chain. No large developments are expected. Existing networks of transporters and their hubs are expected to be used and smaller businesses will use the larger transport companies and their zero emission vehicles (Cilolab Topsector Logistiek 2024)

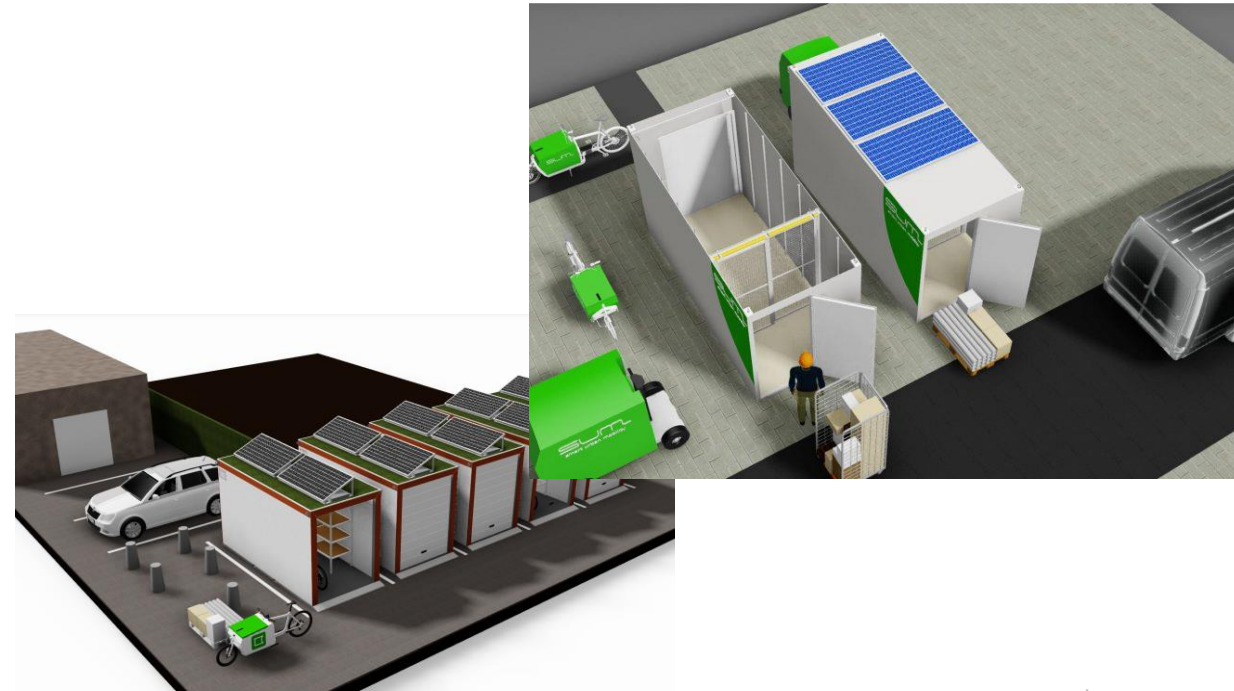


Klushub



XXX Logistic Hubs future

- At this moment no urgency for active interference to develop logistic hubs, purchase land or other financial interventions like subsidies or lower prices land sales. Other cities (Utrecht) have the same conclusion.
- City keeps growing, the scarcity of space is growing and pressure on it is increasing. Therefore
 - At least preserve existing hubs
 - Stimulate the development of logistic hubs at specific industrial/commercial areas
 - Keep monitoring



✖
✖
✖ End



Why mobility hubs?

To gain and save space

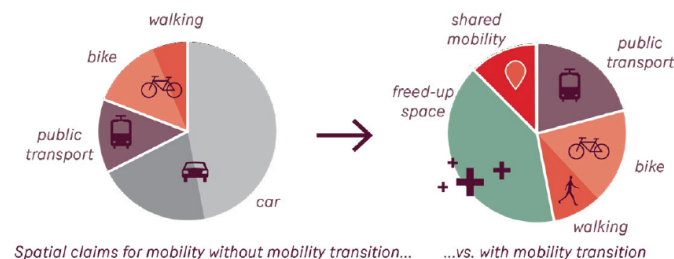
1. Household Growth

Until 2040, Amsterdam's population is expected to grow, leading to increased mobility demands.



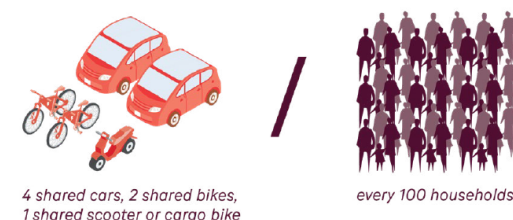
2. Space Demands

To prevent the expansion of space for cars, investments are required in pedestrian and cycling networks, public transportation, and shared mobility options.



3. Shared Mobility

Shared mobility encourages the shift from ownership to usage, reducing the need for space dedicated to stationary vehicles. The indicative number of shared vehicles needed is as follows:



4. Mobility Hubs

In the future, shared vehicles will increasingly be provided through mobility hubs, ensuring the spatial quality of our public spaces and making shared mobility accessible at strategic locations for everyone.



5. Re-purposing Parking Spaces

Mobility hubs are best implemented on existing parking sites, as these locations require minimal transformation and are distributed throughout the city.



6. An Inclusive Solution That Creates Space!

Mobility hubs make shared mobility accessible to everyone at strategic locations. The space freed up from private cars can be utilized for other urban transitions.

