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Summer school integrated mobility challenges in future metropolitan areas

4 teams × 4 scenarios

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Stations as Nodes

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**exploring the role of stations
in future metropolitan areas
from a French and Dutch
perspective**

**Delft University of Technology,
Faculty of Architecture and the Built Environment**

Delft Deltas, Infrastructures & Mobility Initiative

Amsterdam Institute for Advanced Metropolitan Solutions

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Summer School Integrated mobility challenges in future metropolitan areas: 4 teams x 4 scenarios

Manuela Triggianese

Joran Kuijper

The Amsterdam Institute for Advanced Metropolitan Solutions (AMS), the Delft Deltas, Infrastructures & Mobility Initiative (DIMI), University of Paris-Est and ARENA architectural research network join Delft University of Technology in the organization of the interdisciplinary 2018 Summer School: 'Integrated Mobility Challenges in Future Metropolitan Areas'. The Summer School is a follow up of 'Making the Metropolis' edition held in Amsterdam in August 2017 and the 'Stations of the Future' event held in Paris in March 2018. By participating to this summer school, 42 graduate students, young professional and researchers have explored interdisciplinary approaches towards a sustainable integration of stations here defined as intermodal nodes.

Four teams were dealing with the following themes: the role and function of the station in future metropolitan areas, growing number of users, sustainability challenges, programming of transport nodes, public and semi-public spaces (and social dynamics), exploration of alternative, marginal and emerging social uses of stations as meeting places and culture, urban integration and integration in the overall mobility system and urban fabric, accessibility to and from the stations/airport as well as between rail-metro stations and other mobility nodes (e.g. bus, bike and car sharing).

The station is the central link in the mobility chain as well as a key element in the organization of the intermodal transport. The development of a station project from both a governance and financial perspective can be used to revitalize city areas, to promote a high level of (station) architecture and public spaces, and to adopt new technologies contributing to safety while enhancing the experience of the station users.

Working on the Sloterdijk station area is more than working on an infrastructural node, it's about developing a sustainable neighbourhood with public and social values. As a neighbourhood its development deals with many stakeholders.

The main question we addressed during the 8-days workshop were: which approaches and scenarios can be tested and applied to these intermodal nodes, particularly when dealing with lack of space and growing number of users? We have exchanged knowledge of sustainable solutions by applying different strategies on

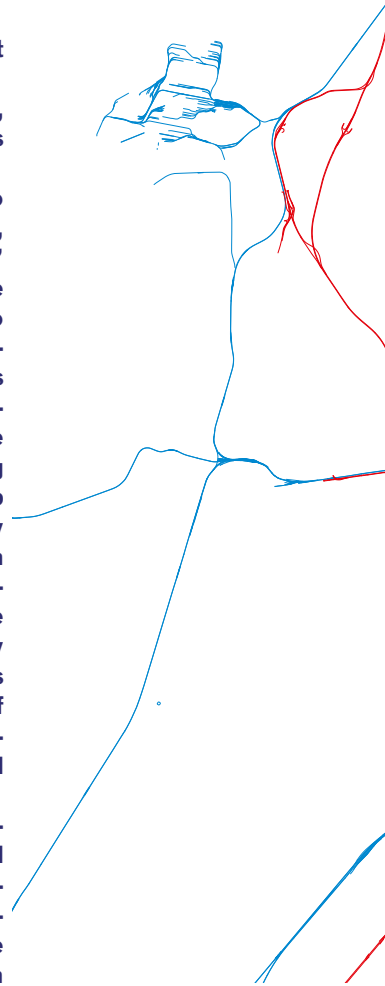
Sloterdijk station area. This test-bed and design location is considered as an urban generator for future developments in Amsterdam. Sloterdijk is part of a vast development area called 'Haven-Stad'.

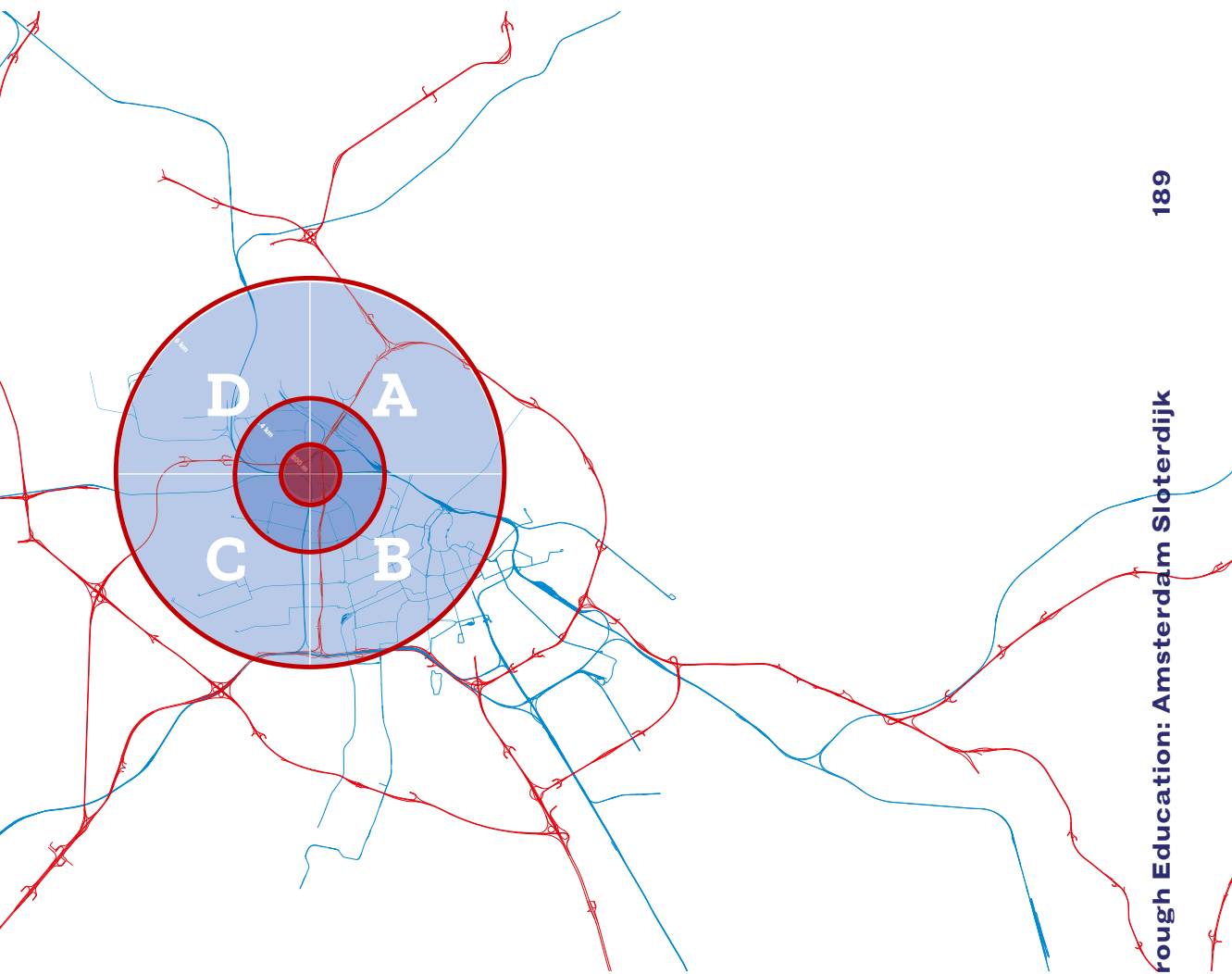
This summer school was built upon the expertise of five different institutions.

By understanding the fundamental challenges in the Connected, Vital and Circular City (AMS Research Themes), the participants were able to create interdisciplinary answers to these challenges.

"Railway stations have become much more than just a place to get on and off trains. Instead, they are places to work, do business, meet, shop and relax. Cities began seeing them as a 'Grand Projects' to boost their image, to serve as a symbol and eye-catching entrance into the city. The development of a station project can be used to promote a high level of architecture and the revitalization of city areas." The Summer School 'Integrated Mobility Challenges' was organized in working design sessions. The studios created an interactive setting at AMS Institute and Faculty of Architecture and the Built Environment at Delft University of Technology, facilitating disciplinary exchange. Participants were distributed over four sub groups. The teams focused on the following themes: **Connected City** (by dealing with mobility, infrastructure, logistics and metropolitan development issues); **Vital City** (social interaction and urban spaces); **Circular City** (local and regional networks, data and knowledge sharing, business-cases, resource security and buildings as energy sources). Groups were supervised by at least one expert as well as one appointed professor of a participating institution. As results of the design sessions, lecture series and on-site visits, four design proposals were discussed and presented within plenary mid-term and final reviews.

In the following articles, 4 design scenarios x 4 teams are presented. Each group developed strategic proposals of urban renewal and architectural intervention of Amsterdam Sloterdijk station, by looking at its influence on the areas to the Nord-East (Group A), South-East (Group B), South-West (Group C) and Nord-West (Group D). The teams investigated the role of this intermodal hub in the future urban scenario of the metropolitan area of Amsterdam.





Note

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See also:
Manuela Triggianese,
Euralille twenty years on.
OverHolland 16/17,
pp. 111–139