Gateway Sloterdijk 2050

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Publication date
2018

Document Version
Final published version

Published in
Stations as Nodes

Citation (APA)
Triggianese, M., & Kuipers, T. (2018). Gateway Sloterdijk 2050. In M. Triggianese , R. Cavallo, B. Nacima, & J. Kuijper (Eds.), *Stations as Nodes: Exploring the role of stations in future metropolitan areas from a French and Dutch perspective* (pp. 195-197). TU Delft OPEN Publishing. https://books.bk.tudelft.nl/index.php/press/catalog/book/682

Group B

Gateway Sloterdijk 2050

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An Infrastructural Node in a Fragmented Area

Situated at the core of a multi-layered urban area with a typical industrial and business zone character,[1] Amsterdam Sloterdijk station is located at the intersection of four different districts: Sloterdijk I (north-east, facing the harbour), Bos and Lommer (south-east, towards the city centre), Slotermeer (south-west, also known as the Nieuwe West area) and Sloterdijk II (north-west or Westpoort). It is also placed at the heart of the Brettenpark (or Brettenzone), the area that runs horizontally from the Westerpark to Spaarnwoude. The Brettenzone was already included by master planner Cornelis van Eesteren in his General Expansion Plan of 1934, as a functional green division between a residential area (Western Garden Cities) and industry (the Westelijk Havengebied). For the Structure Vision Amsterdam 2040, the Brettenzone is referred to as an 'east-west gradient' between culture and nature. The station building is located next to the motorway and in an area where the municipality wants to realize more housing, hotels and public facilities. Sloterdijk centrum is also part of the City of Amsterdam's new vision for a port city, published in 2017.[2] Does the building have to be converted into something else? Due to its interesting multifaced urban character and as a major mobility hub in the fast-growing global metropolis of Amsterdam, the (re) development of the Sloterdijk area is a major opportunity to support the City of Amsterdam's major policy objectives on tourism, housing supply and future mobility, while creating a vibrant and dense urban place.

At the same time, the number of train passengers in all big stations in Amsterdam has been on the rise for many years, and this number will break records in the near future. Amsterdam Central Station now counts 185,000 passengers per day, in 2030 that will be 300,000. At Sloterdijk station, today around 50,000 visit the node, while in 2030 about 110,000 people will pass through the station every day. As a consequence, and in order to improve accessibility, safety measures and passenger flows, a large number of investments has been planned by the Dutch Railway manager ProRail to overcome this situation: for example at Sloterdijk station, new parking facilities for bicycles and new vertical connections (escalators). Looking at the different layers of the station building (the interior layout and the exterior connections), it becomes clear that Sloterdijk is a multimodal node with a very interesting integrated mobility system. Tram, buses (for long-distances), bike, train, metro and cars are currently crossing and parking at Sloterdijk.

When considering mobility transitions, mass transit must be the spine of the transport system with bikes as the main first/last-mile mode. Policy should favour shared over single-use modes to prevent future traffic increase from automated vehicles and align with the city's aim to have only zero-emission vehicles by 2030.

Main Port for Netherlands Tourism

The primary goals for the development of a new strategy for Sloterdik Centrum

Scenario made by Group B
imagery by Isabella Flore, Sabrina Menger, Benedetta Gatti, Lindsay Wiginton, Ana Cvetić, Jolien Kramer, Salwa Cherkaoui El Baraka, Sebastiaan van Niele, Tom van Vilsteren

are: to reinforce the integrity of the node in a fragmented urban place, facilitating current seamless pedestrian flows, and to redevelop the node as a 'place' with a more defined urban character,[3] for the current users of the station and the future inhabitants and visitors (target group).

A group of young professionals started the research and design process with a SWOT analysis, strategic planning technique, by identifying strengths, weaknesses, opportunities and threats related to the project planning of the Sloterdijk area in comparison with Amsterdam's city centre. Based on the results of this comparative analysis, the proposed strategy, *Gateway Sloterdijk 2050***, envisions the Sloterdijk area as a gateway for tourists, commuters and future residents alike. To support this vision, the Sloterdijk train station will evolve from its current state as a transport node to a major key point in a cultural and mobility network, becoming one of Amsterdam's prominent city centres. The design of the station and its surroundings will be unified, and a unique identity will be developed for the station.**

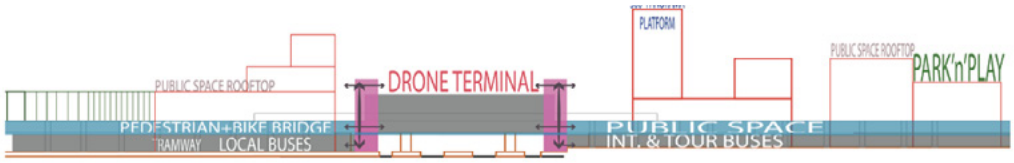
In the near future, the strategy proposes directing flows of visitors, particularly tour bus groups and international bus traffic, to the station. This, combined with the first phase of new residential development, will build the critical mass required to establish new programmes and activities at the station. Over time, the strategy proposes major infrastructural changes to improve the flows of passengers to and through the stations and overhaul the indoor and outdoor public space. Legacy transport infrastructure (such as the parking lot) will be transformed over time to accommodate an expansion of mass transit and new shared modes. The phasing plan recognizes that the future is unpredictable and leaves room for flexible uses and adaptation to new realities.

Policy Instruments and Design-Driven Solutions

Gateway Sloterdijk 2050 **proposes policy and design solutions guided by the following principles: establish Sloterdijk as a main port for Netherlands tourism, plan for future mobility (growth in volume and modes), promote accessibility for all users, and emphasize a liveable public space. Recognizing that change will be incremental, the strategy proposes phasing and an evolving role for the station over time.**

Main port for Netherlands tourism (2018–2030)

–Retain and improve Flixbus depot
–Relocate tour bus depot to Sloterdijk
–Improve Flixbus depot
–Establish tourism information centre
–Equip tourists to use sustainable mobility
–Marketing to new types of tourists



Future mobility (2018–2050)

–Develop new mobility demonstration centre in partnership with Havenstad employers (for instance BMW, Nissan)
–Limit or eliminate private car parking in new buildings
–Expand car- and bike-sharing options in new buildings and at station
–Increase cost of parking at station each year and use new revenue to build electric chargers
–Convert parking spaces to drop-off lanes for shared mobility (de-emphasize single-occupancy)
–Establish new metro and train line connections

Accommodating future passenger flows (2030–2050)

–Accommodation for +500 touring buses
–Cars are phased out gradually
–Bike parking located in various spots + underground
–Link platform 9 and 10 with a bridge
–Unification of the public space
–Views across the space

Liveable public space (2030–2050)

–Indoor/outdoor public space
–Public space with amenities for play and relaxation
–Green space
–Open spaces for various usage, flexibility for future needs
–In design terms this would mean starting from the reorganization of modes
–From fragmented to unification
–Bikes access from both sides station
–Ferry service at canal
–Redirect passenger flows
–Increased volumes for transit, pedestrian, cycling
–Redirect passenger flows
–New bike parking
–New entrance and platform over east tracks
–Parking converted to e-car, e-bus and shared mobility drop-off area

Master Plan

–Covering tracks east side
–Unified public space (indoor/outdoor)
–Improve station access and flows

Room for a Flexible and Unpredictable Future

The role of Amsterdam Sloterdijk station has already evolved over time. With the proposed strategy, the capability of the station to reinvent itself will be enhanced, along with its prominent role for the future of the district, for the city of Amsterdam and its region. From being an infrastructural node, Sloterdijk will become one of Amsterdam's centres, in a dense urban community, offering alternative services and flexible uses for the visitors to come. At the same time, urban and suburban networks are tending towards a metro-type service and the competition between mobility modes has increased and will continue to increase. This is a great opportunity for rethinking our mobility places, how they are becoming a combination of transport and urban facilities, a place 'to be' and not only a place 'to pass through'.

Notes

1 The 1986 Teleport project made Sloterdijk a destination for offices. For more information, see: http://www.weekvanhetlegegebouw.nl/sloterdijk-toen-nu-straks/.

2 Haven-Stad vision consists of the intensification and (re) development of 12 subareas. The full document is available at: https://www.amsterdam.nl/projecten/haven-stad/.

3 The Node-Place model was developed by Luca Bertolini and it was based on TOD (Transit-Oriented Development) theory. For more information about the Node-Place model, please read: L. Bertolini, 'Spatial Development Patterns and Public Transport: The Application of an Analytical Model in the Netherlands', *Planning Practice and Research*, vol. 14 (1999) no. 2, 199–210.