

GWL terrein Amsterdam

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Presentation

- Living on GWL terrein, from the point of view of mobility
- Can car free neighbourhoods contribute to a less car-focused living in cities?

Amsterdam traffic/
GWL terrein/
GWL and mobility



Amsterdam traffic



- Compact city
- Mixed traffic (trams – buses - cars- bicycles – lorries- scooters – pedestrians)
- Busy and chaotic ...



And bicycles..



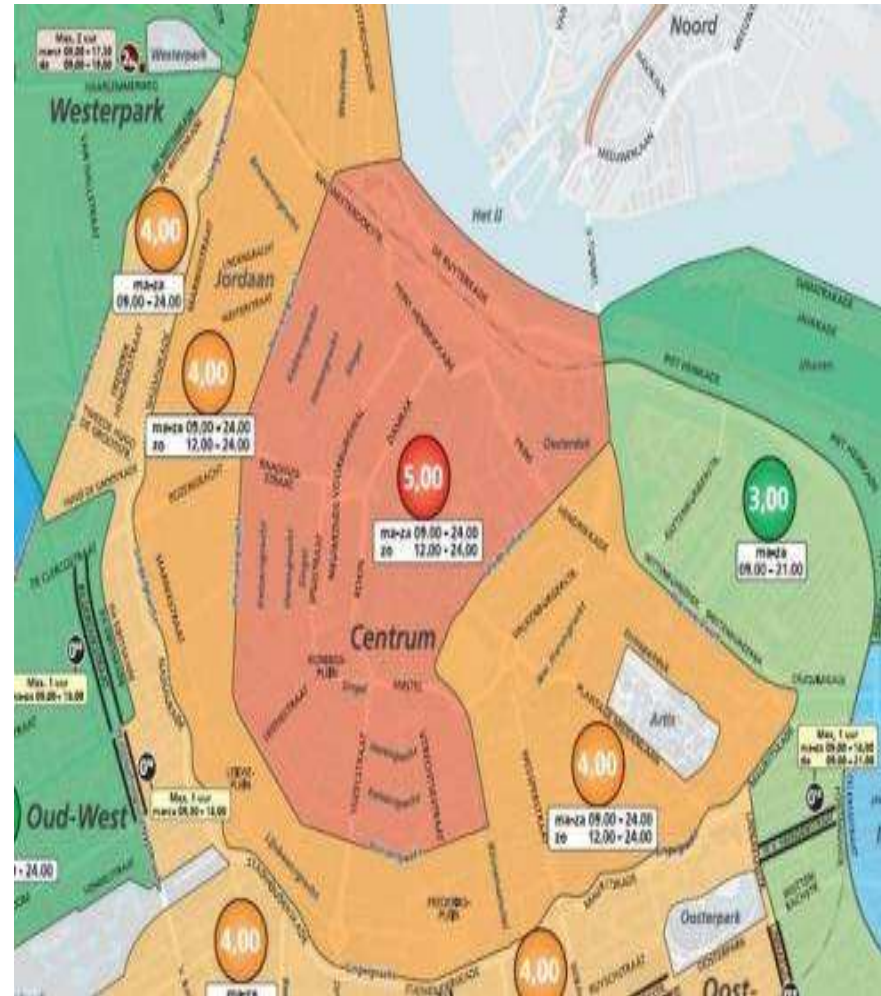
Bicycle infrastructure



- 550.000 bicycles (72%)
- 400 km bicycle lanes
- Parking facilities
(bicycle flat at central station)
- 2007 – 2010: 69 million euro investment in bicycle measures (infrastructure)

Paid parking

- Inner city: 5 euro/hour
 - Westerpark (GWL): 3 euro/hour
- = > 30% decrease in car use for trips to inner city (since 1980s)
- = > 20% increase in bicycle use in inner city



Road safety (Amsterdam)

- 216 traffic victims/100.000 inhabitants
- 25 traffic deaths/year; of which: 8 cyclists
- 4-5 cyclists/year die in crashes with lorries
- 66 “black spots” (cross roads with > 6 victims in 3 years)



GWL terrein



Situation of GWL terrein



History

- 1851-1994 Site of the Amsterdam Water Company
- 1989 Water Company decided to leave the site; decision to turn it into a residential area.
- 1990 Idea for a car free, eco-neighbourhood (local inhabitants).
- 1991 -1993 Research on possibilities (e.g. survey among residents of surrounding neighbourhoods).
- 1993 Schedule of requirements: 600 homes/6 ha; car free area; discouraging car ownership.
- Jan. 1994 Ecoplan Foundation (joint venture) for finance and commissioning.
- 1994 Urban plan; (future) residents participated in design teams.
- 1994- 1998 Site was constructed/ Residents moved in (1996 - 1998).

GWL site; areal view

**Urban plan (Kees Christiaanse;
KCAP): 600 homes/6 ha**

W/ N: Two high rise, multi
storey buildings

Middle: 14 Small 4 storey
blocks

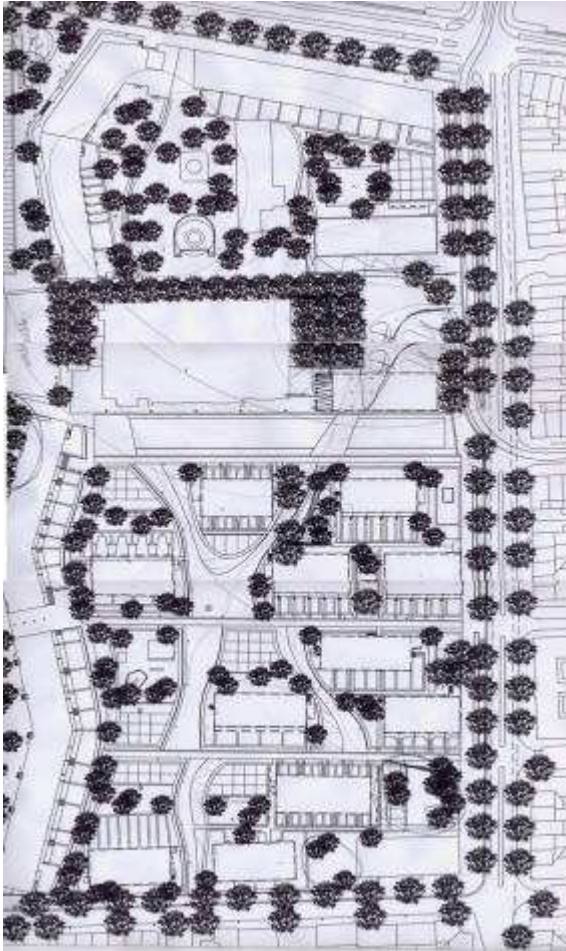
Industrial, historic buildings
(brown)

Watertower (white)

Around GWL: roads; canal,
park, industry, old
neighbourhoods



Design of the outside area (Adriaan Geuze, landscape architect, West 8)



- Size: 400 x 150 mtr
- Private gardens, communal gardens, fields, fruit trees, trees, hedges.
- A canal (divides area between north-south)
- paths (roads), squares, pavements; 2 bridges; 3 gateways
- Open spaces

architecture



Industrial (historic) buildings



Social facts

- 100 homes/ha => high, urban density.
- 300 owner occupied and 300 rented apartments (= social housing) => mixed incomes
- Majority of original residents came from nearby neighbourhoods
- 45% of households have kids (Amsterdam: 25%)
- Lifestyle: Majority votes left/green-left
- 21% non-western immigrants (Moroccan, Surinam)
- Popular residential area (few people move)

Social organization

- Koepelvereniging = Umbrella organization (for residents groups and property owners).
- Concierge (maintenance)
- E-mail newsletter; website, guided tours
- Social activities (street soccer competition, garden activities)



GWL and mobility

Traffic sign GWL area:



Traffic situation:

- GWL= pedestrian area, bicycles are “guest” here; no scooters ...
- Cars are not allowed (except for emergency services)
- No bicycle lanes
- Traffic situation (bicycles/pedestrians) is exceptional in the Netherlands

Public space



Traffic situation around GWL terrein



Use of public space



Playground (kids);

Socializing

Gardening

Letting dogs out..

Visitors (café-restaurant)



Traffic:

Walking

cycling (quite limited)

scooters



Bicycles..



- Apartments have private storage spaces (under flats) for parking bicycles.
- Also parking facilities outside.
- Policy (borough): removing bicycle wrecks
- Bicycle theft

And cars...



- 129 car parking spaces (at the edge of GWL)
- 110-115 parking licenses for GWL residents.
=> Parking supply < 0.2 (in suburban areas: > 1.5).
- Car sharing facility (5 cars). 10% of households
- Waiting list for a parking license (+ 7 years)
- 38% of GWL-households own a car.
- Paid parking: 3 euro/hour

Neighbourhoods around GWL terrein

**Supermarket (in shopping street)
No car parking facilities**



**Car free streets (recently
reconstructed)**



Lessons from GWL

(Completely) car free living is an illusion

However:

- More than half of GWL-households do not own a car
- Life style of most GWL residents is (much) more “**bicycle focused**” than “car focused”, because of:
- Practical reasons (licenses/paid parking/limited space for car parking; short distances in city (Amsterdam): < 5 kms.
- Cultural/status aspect (bicycle gained status among urban middle class; part of “urban life style”).

Conclusions

Car free residential concept (case of GWL):

Creates attractive, green and save environment within the inner city.

Made it possible/attractive for middle class families (with children) to stay in the city.

In combination with other measures (e.g. paid parking) it may contribute to an urban, less “car focused” life style...