

Report on Mobility Meeting Oostenburg

Datum: 30-4-2024

Location: The Neighborhood Room

Time: 7:30-9:30 PM

Present: Rob van Dijk, Sander Plas, John Tjong Tjin Joe (residents and organization), Peter Balm (Q-Park), Ilse Lek (area broker on behalf of the Municipality of Amsterdam), Jeanette van Eijk (Greenwheels), Femke van der Valk and Zofia Nowakowska (Researchers into car dependency, Municipality of Amsterdam) and involved residents of Oostenburg
Reported absent: Ruben Modderman (Syntrus Achmea), Rens Nijenhuis (Stadgenoot)

Introduction

John and Sander welcome everyone and explain the purpose of the evening. Mobility for Oostenburg means accessibility by car, motorcycle, scooter, bicycle, public transport. etc., but also the options for parking and shared transport (shared cars, scooter, bicycle). After this, a short round of introductions will be made by all attendees. It appears that residents have diverse needs, some use various vehicles and others only use public transport.

Presentation by Ilse Lek

Ilse is an area broker on behalf of the municipality. She does not make decisions, but connects residents and other parties with the right departments in the municipality. She has recently received a lot of questions about mobility in Oostenburg. In terms of shared mobility, shared scooters have recently become available, but not shared cars. In the immediate vicinity of Oostenburg, such as Wittenburg and Czaar Peterstraat. The reason for this is that Oostenburg is a car-free neighborhood. This means that only loading/unloading spaces and disabled parking spaces are planned. So-called 'hubs' are being considered, which are fixed places for shared scooters, where shared cargo bikes and shared bicycles can also be parked.

Regarding the yard in the INIT building that cleaning vehicles now use: In the course of 2025, the large vehicles will be placed elsewhere, the small cleaning vehicles will continue to function from this location. It is not known whether space will become available for bicycle parking, for example, once the large cars are gone. The space belongs to Stadswerken and they may need the space for their own activities. The cleaning cars are known to cause nuisance, but she does not know exactly how many of these cars are electric. The Corridor next to the Q-Park is not yet in use due to safety requirements.

Presentation Peter Balm

Q-Park has its origins in Maastricht, where the head office is still located. Started as a real estate company and then specialized in parking garages. All garages are not owned, but are rented by Q-Park, including those in Oostenburg. During the establishment of Q-Park Oostenburg, many agreements and obligations were made towards Stadgenoot. Peter is aware of the important role that Q-Park plays in the field of parking in Oostenburg. Q-Park will be the main parking lot for various groups such as the employees of the INIT building, catering visitors and residents. Residents have the option of a reduced rate for a subscription. This agreement runs until 5 years after the start of Q-Park Oostenburg, but the intention is to extend this because the residents are an important target group. Only the SOO plot, the area between INIT de van Gendhallen and the waters, is not covered by the

scheme. This has all been agreed with the developers. This may change once the rest of the buildings at Oostenburg have been completed, but this will be determined based on the occupancy at that time. The residents present ask Peter about the parking rates. For example, it is almost impossible for visitors to the seniors' homes next to Q-Park to pay because the costs are so high. Peter indicates that special rates for visitors of residents may be considered. Regarding the question about possible shared cars in the Q-Park, Peter says that he has received this question for the first time. He is even a bit surprised because he had understood that shared cars would be housed in the buildings of Syntrus Achmea. He is not negative about shared cars in the Q-Park, which is often done in other garages. He just wonders why it is not possible in the other buildings at Oostenburg? Agreements have been made about this with Stadgenoot.

Presentation Jeanette van Eijk

Greenwheels is the largest provider of shared cars, represented in 190 municipalities, 2800 cars and 170 NS stations. Car sharing is particularly financially beneficial if you drive less than 10,000 km per year; if you need a car every day, your own car is still cheaper. We try to be as accessible as possible for the user. That is why it is preferable to stand along the road, but if that is not possible in a car-free neighborhood, other options are considered. The occupancy of the Greenwheel cars must be at least 20% if it is to be interesting for Greenwheels to park a car somewhere. Greenwheels is certainly interested in also operating shared cars in Oostenburg.

Other questions and comments from residents

- At the moment, the access from the Isaac Titsinghkade to the Conradstraat is closed due to the construction of the Oosterlingen. This means that many residents, for example, have to walk all the way from senior housing to get to the tram on Czaar Peterstraat. **Question for Stadgenoot: Can't a temporary passage be made here for pedestrians?**
- **Question for Q-park: can an adjusted parking rate apply to visitors of residents?**
- The company 'Heen en Weer' can also be used for short local journeys. <https://heenenweeramsterdam.nl/>
- The Dijkgracht cycle path is part of the Oostenburg mobility plan as a car-free district. It is the shortest and most comfortable way to and from Central Station by bicycle. Residents agree that this should be constructed as soon as possible.
- Oostenburger Middenstraat remains a construction street instead of a normal road in a residential area. As long as the Van Gendhallen are not ready, Stadgenoot does not want to improve the street design. Progress at the Van Gendhallen is being slowed down by objections from some residents who foresee possible nuisance from boats. Residents of Oostenburg insist that the delay at the Van Gendhallen be lifted. In addition, residents believe that temporary improvements to the street are possible.

Conclusions and action points

Many points have been discussed regarding mobility at Oostenburg. Shared transport is the most urgent. Residents want to strike while the iron is hot. Stadgenoot and Syntrus Achmea were unfortunately unable to attend, but informed us by email that a discussion had recently taken place with the municipality. The possibility of 3 shared cars in a Syntrus Achmea building and in Q-park were discussed. They want contact with providers. The meeting

showed that Greenwheel and Q-park are interested in sitting down with Stadgenoot and Syntrus Achmea for solutions in Oostenburg. We will inform these parties about this and trust that solutions will be achieved quickly.

Conclusion & Summary regarding Parking and Car Sharing

Parking

Q-Park indicates that no matter what the current resident contracts state, it has no intention of stopping the reduced rate for local residents 5 years after the completion of the garage (17 February 2025) - and therefore instead charging the full amount of EUR 414 per month. At the same time, however, Peter from Q-Park indicates that he does not make decisions about rates. It would be nice if, either from Q-Park or from Achmea/Stadgenoot, residents would be clearly communicated what will happen to the rates for residents' parking subscriptions after a.s. February.

With regard to parking subscriptions for residents of plots that currently fall outside the resident subscription scheme, Q-Park indicates that it would be happy to enter into discussions with the relevant parties (SOO?) if there is a need to offer residents' subscriptions there too or to arrive at some other arrangement. However, Q-Park is bound by agreements with various parties (municipality/Achmea/Stadgenoot) and must in any case guarantee that sufficient parking spaces are available to adhere to existing agreements.

The following also applies to reduced rates for visitors of residents: everything is negotiable, but a party such as Stadgenoot/Municipality/Achmea will have to discuss it with Q-Park.

Shared cars

Municipality of Amsterdam: Parking on the street, even for shared cars, is not an option at the moment. In line with the 'low-traffic' principle of the district, this will have to be resolved by the relevant parties in the parking garages in the district.

Greenwheels: From a practical point of view, it prefers shared cars on the street, but at the same time realizes that they will also have to move to parking garages in due course. This is also in line with Greenwheels' mission to "make neighborhoods more livable" - the cars must eventually leave the neighborhood. Greenwheels indicates that it has some technical challenges regarding shared cars in parking garages, but is working on solutions.

Greenwheels further indicates that the costs of parking in garages can be an obstacle - it should not be much more expensive than a parking permit of +/- 45 euros per month that they pay in the neighborhoods around Oostenburg. Greenwheels is happy to think and work together to find a solution.

[A Q-Park resident subscription currently costs 193 euros per month; for non-residents: 414 per month]

Q-Park: Indicates that it is bound hand and foot by agreements with, among others, project developers and the municipality regarding available places, resident rates etc. Q-Park cannot simply determine rates itself and must pay the rent for the parking garage and therefore operate the garage profitably. In short, giving a significant discount to Greenwheels on their own initiative is not an option. Q-Park continues to consistently refer back to the parties (municipality, Stadgenoot, Achmea) with which agreements have been made previously. Q-Park would also like to contribute ideas and work, but is of the opinion that the initiative should primarily lie with Stadgenoot and perhaps Achmea.

Conclusion regarding car sharing: in order to get this off the ground, the parties absent from the consultation (Stadgenoot / Achmea) will have to take the initiative and consult with Q-Park about possibly revising agreements made and/or the parking costs of should partly subsidize the shared cars.

In addition, it is still an option, whether or not in collaboration with Greenwheels, to use the 3 ground floor parking spaces in Achmea's De Mark garage for shared cars. The initiative for this also lies with Achmea.

In summary:

- parking (shared) cars on the street is not an option;
- Q-Park likes to talk and think about shared cars or residents' subscriptions, but wants to 'do business' with parties such as Stadgenoot/Achmea/SOO/Municipality and will not solve things on its own or with residents or Greenwheels;
- Greenwheels wants to install shared cars, but has some technical challenges to overcome with regard to parking garages. Parking costs become a problem if there is no significant discount/subsidy compared to the standard Q-Park rates.
- Shared cars in De Mark (Achmea), whether or not in collaboration with Greenwheels, are still an option.
- So: it's Stadgenoot/Achmea's turn.