



STATION LELYLAAN

FROM TRAVELLING POINT TO VIBRANT PUBLIC SPACE

Amsterdam, The Netherlands

June 2022

Vervoerregio Amsterdam

Station Lelylaan

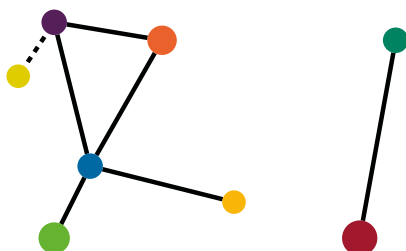
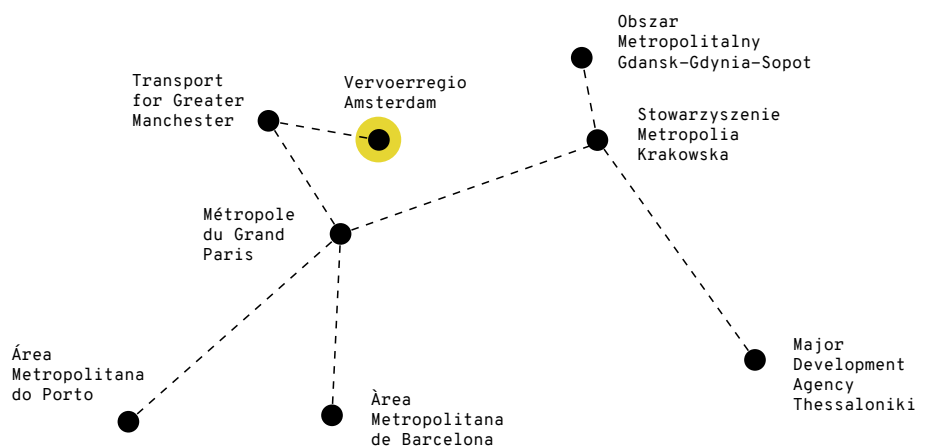
From travelling point to
vibrant public space

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Brief

The Station Lelylaan area in the Nieuw-West district of Amsterdam is an important hub in the transport system of Amsterdam and the surrounding municipalities and even the rest of the Netherlands. With the worse social security of all stations in Amsterdam Lelylaan will undergo a big reconstruction in the coming years. With a better station a lot of the problems will be solved, but not all. The surroundings of the station need to become a more attractive public space where people want to be instead of fleeing it as soon as possible.

That is why Vervoerregio Amsterdam wants to involve the neighbourhood in creating new solutions for a more relaxed travel. With the strategic goals of de Vervoerregio such as a nice and safe travel experience: more attention to comfort, experience, safety and information, mobility and surroundings are matched: more attention to fitting in and spatial quality and close proximity of daily activities: strengthen the compaction task the organisation wants to give more attention to the spatial aspects of (public) transport, a task that will be strengthened by the RiConnect project and the conclusions reached by it.



RiCONNECT
RETHINKING INFRASTRUCTURE

On the network

RiConnect is a network of eight metropolises whose purpose is to rethink, transform and integrate mobility infrastructures in order to reconnect people, neighbourhoods, cities and natural spaces.

We will develop planning strategies, processes, instruments and partnerships to foster public transport and active mobility, reduce externalities and social segregation and unlock opportunities for urban regeneration.

Our long-term vision is a more sustainable, equitable and attractive metropolis for everyone. It is an URBACT project and is co-financed by the European Regional Development Fund.

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1. General description

Background

The Lelylaan Station is the only train station in Amsterdam Nieuw-West, a fast growing district in the municipality of Amsterdam. Though the station is a very important hub in the fast growing area, it is deemed the socially most unsafe station in Amsterdam. Although there are a lot of new developments in the area, the Lelylaan Station is not really felt as a part of the neighbourhood. Participants don't feel safe around the station. It is deemed unsafe and unappealing. The station is seen more as an obstacle than an asset to the area. Because of the changing neighbourhood, quite expensive new buildings, and social housing that is being sold, there is a danger of creating parallel societies within the district.

With the RiConnect project de Vervoerregio is aiming to bring the neighbourhood together and find common ground to make the Lelylaan a nicer place to be. The Lelylaan Station will become more than a hub to take a train, tram or metro, it will become a more attractive place to be with all different groups in the district involved. For de Vervoerregio the RiConnect project is also a way of looking at the way the organisation is involved in the shaping of the public space, as the organisation wants to make a shift from being a merely transport-focused organisation to a more spatial sensitive one.

In the RiConnect project the Vervoerregio hopes to find examples and input on how participation of different stakeholders can help to realize the strategic goals of VA. In this case improving Station Lelylaan and connecting the station to its surroundings. In this we hope to build a framework for future projects of the Vervoerregio where building new coalitions by participation will result in better results for VA and other stakeholders. We also hope to build a first internal understanding for European project cooperation and make ready internal processes needed to support future European engagement, as we think this is vital to reinventing and innovating the Vervoerregio. Furthermore we hope to improve our knowledge on how to integrate urban development and infrastructure. We hope to establish Station Lelylaan as a part of the Nieuw-West neighbourhood rather than a different entity as it is perceived now.

The Amsterdam metropolitan area sprawls 1,003 km² around the city of Amsterdam and consists of 15 municipalities. Its current population, primarily concentrated in Amsterdam (55%), Haarlemmermeer and Zaanstad (20% combined between the two) stands at 1.54 million people. This figure is expected to increase to 1.8 million by 2040. The average unemployment rate is around 4.3% and is higher in less populated metropolitan municipalities.

The Vervoerregio Amsterdam was founded as a regional authority for infrastructure and transport planning in 2017. Its founding took place due to the abolition of city regions by the national government and following a tradition of municipal cooperation that began in the 1960s. Since then, it has linked metropolitan municipalities and transport and mobility stakeholders in the area in order to improve connections and accessibility in the region. Its main responsibilities, which were shaped primarily by local, regional and national jurisdictions, are to develop traffic and transport policies, deliver tram, metro and bus services, build and maintain local and regional rail infrastructures, coordinate and plan studies for regional infrastructure projects and provide funding for mobility-related projects.

The Vervoerregio Transport Authority's democratic legitimization stems from its Regional Council, where all municipalities are represented according to demographic weight. The three-member VA executive board is made up of transport deputies from the three largest municipalities (Amsterdam, Haarlemmermeer and Zaanstad), who are elected to four-year terms. The role of the Vervoerregio Amsterdam Transport Authority is to co-fund mobility infrastructure in the region and harmonise municipality plans for regional consistency. The Authority also develops infrastructure projects but these remain within the respective district's jurisdiction.

Cooperation programs exist between the Transport authority, its municipalities and the national government in order to jointly develop future mobility infrastructure ("Samen bouwen aan bereikbaarheid" Programme / Building accessibility together). The Vervoerregio Amsterdam Transport Authority creates a common policy for the municipality that should be applied throughout the region. These policies also consider traffic flow and redistribution of traffic volumes.

2. URBACT Local Group

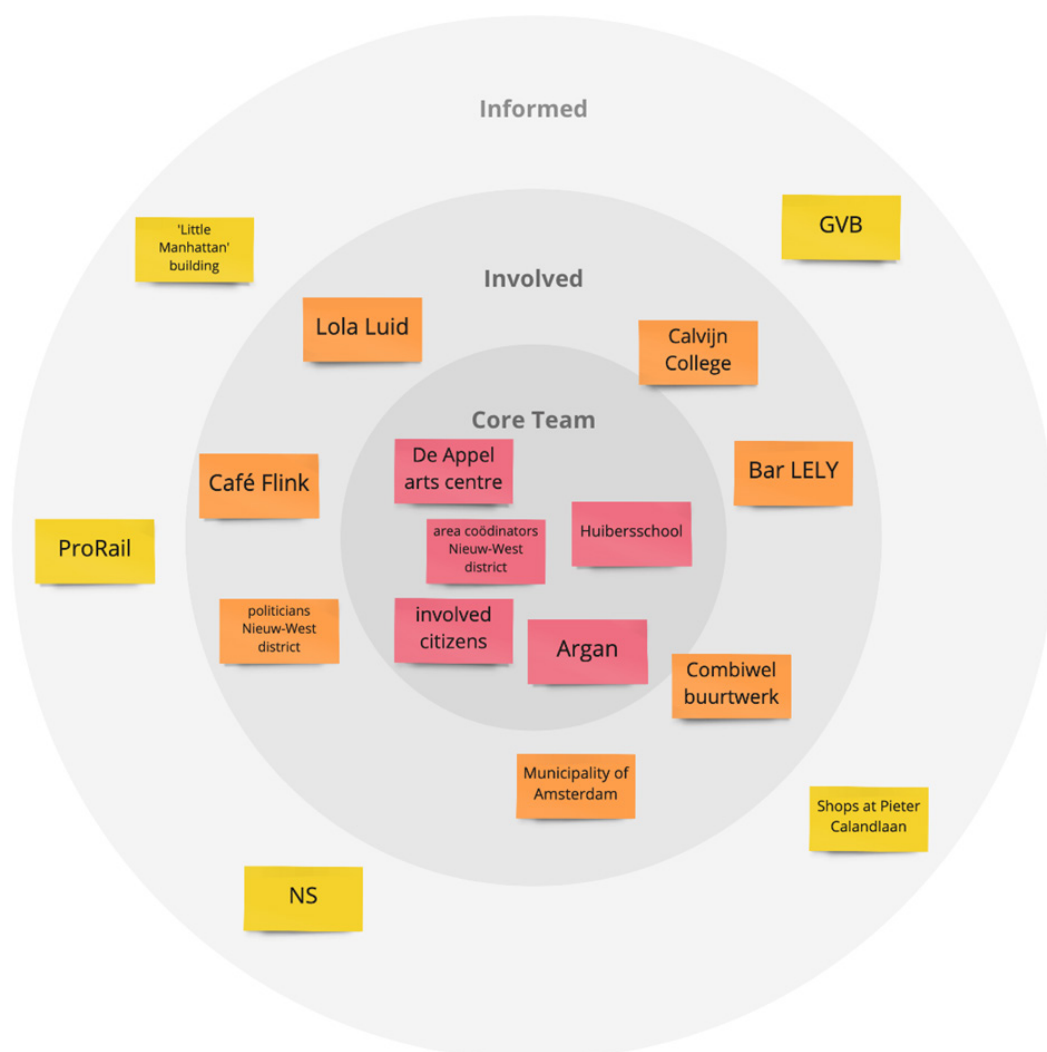
2.1

Stakeholder mapping

MEMBERS AND STAKEHOLDERS

On the figure belows all stakeholders of the project are laid out on a map. This stakeholder map gives a visual representation of all the people who can influence the project and how they are connected. The map is divided in: core team, involved and informed.

The core team is created to take concrete actions and to discuss the plans for the area. They have a big influence on the project. Next comes the involved stakeholders. These stakeholders also have a lot to do with the project. They influence the project by taking part at workshops and by discussing the feasibility. And finally we have the informed stakeholders. We don't expect direct action from them on the project. We inform these stakeholders about our plans and we gather also their input about the project because they are located in the project site.



2.2

Organization of ULG

PROCESSES AND TOOLS

The forming of the ULG was rough, we started the process quite late and of course due to Covid-19 the engagement of the neighbourhood was hard. The involved citizens form the heart of the ULG. With the implementation of the Small Scale Action, more entrepreneurs and organizations, especially De Appel and Lola Luid.

Small businesses in the area will hopefully benefit from the actions and with the renovation that will start next year it will contribute to a positive investment climate and have positive economic input for the whole neighbourhood.

2.3

Engagement strategy

ROLES AND INVOLVEMENT

The ULG consists of people who have been invited through announcements in local newspapers, through a local community center, a private home owner collaboration, and people who have been invited by those people. Local organisations such as a arts centre and a Dutch-Moroccan organisation were contacted as well as several high schools and primary schools. Entrepreneurs in the Pieter Calandlaan were also contacted, though with little success.

With a part of the ULG we had opening interviews to see what topics are important for the neighbourhood. We organized three workshops in 2021 to gather problems and solutions for the area. Keeping the ULG informed and giving them the role they deserve has been the biggest challenge during this project in covid-19 times.

2.4

Planning process

LIST OF MEETINGS

Date	Activity
2021/04/20	Meeting with representative of municipality of Amsterdam
2021/05/20	Meeting with relevant actors in public sector
2021/05/26	Meeting with relevant actors in private sector
2021/06/08	Workshop #1
2021/06/17	Meeting with project coordinators municipality of Amsterdam
2021/06/26	Workshop #2
2021/06/30	Workshop #3
2021/07/10	Meeting with area coordinators municipality of Amsterdam

3. IAP Site

3.1

Definition of IAP area

THE IAP SITE

Station Lelylaan is a busy train, metro, tram and bus station in the Nieuw-West district of Amsterdam. The district is one of the relatively new parts of the city. This station is an important node of transport for the region as it joins part of the national train network, two metro lines, two tram lines and several buses serving the Lelylaan node. As a result, many travellers transfer through this station in the Amsterdam daily urban system. The Schiphol airport can be reached easily from here, as it takes only 7 minutes travel. One of the tram lines connects the east and west sides of the city and is the de facto backbone of transfers from the west to the centre of the urban area. Thanks to the renewal of the Lelylaan node, new physical connections can be added through new cycle paths and walking routes. The station's acceptance in the community and sense of identity will also be improved, so that inhabitants will have a higher incentive to travel through this station. Regional and municipal level goals are shared: both levels seek to offer a comfortable transfer station where passengers feel safe and can find their way to their next transport mode easily. The node is being rethought in order to make car use superfluous.

The neighbourhood in which Lelylaan is situated is a less prosperous part of Amsterdam, but the dynamics are quickly changing. A lot of houses are being built on the east side of the station, mostly higher price renting lots, with a small number of owner-occupied property close to the station. In the older 1950s buildings on the westside groups that mostly inhabited the neighbourhood are being pushed away by young, higher middle class inhabitants who profit from the selling of the social housing lots. All participants of the project feel the dichotomy between the new, white, wealthier group and the original, less prosperous group with mostly a non-western background. In this project and in trying to integrate the infrastructure we have to keep this situation in sight and try to help close the dichotomy with our activities. Almost all participants are annoyed by the waste that is very present in the streetscape and concerned with the safety of the station, especially at night. There are a lot of facilities in the neighbourhood, though a lot of new inhabitants would like to see a greater diversity in shops and restaurants. The lack of well maintained green spaces is also a subject that comes up a lot. Participants are heavily conflicted over the question of the importance of the older buildings in the neighbourhood. Stadsdeel Nieuw-West (in which Station Lelylaan is located) is one of the seven administrative districts in Amsterdam. The Nieuw-West district is 32,38 km².

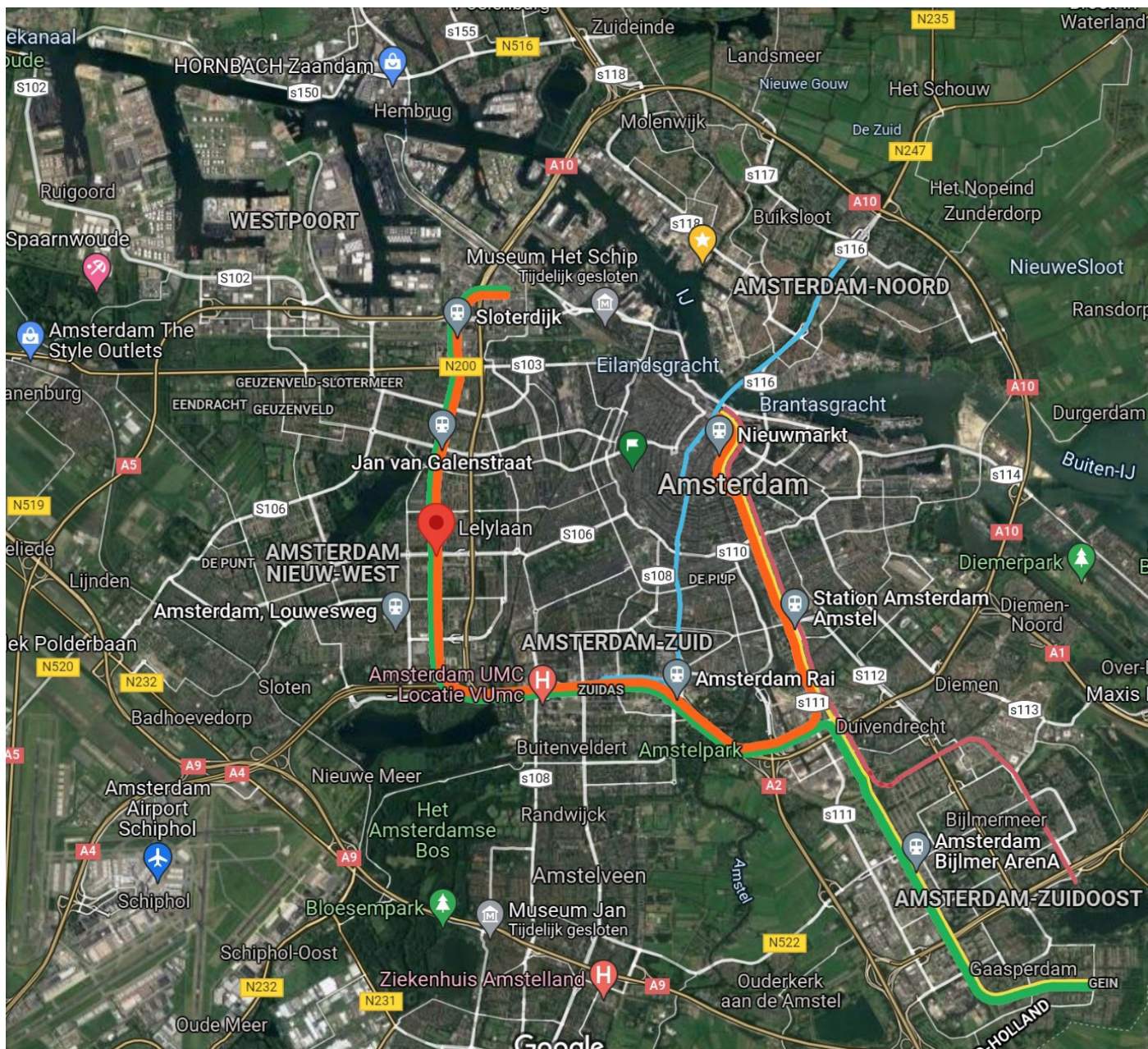


Image 1: Map of Amsterdam with Amsterdam Airport Schiphol, Station Lelylaan and the city centre (Nieuwmarkt station)

Source: VA

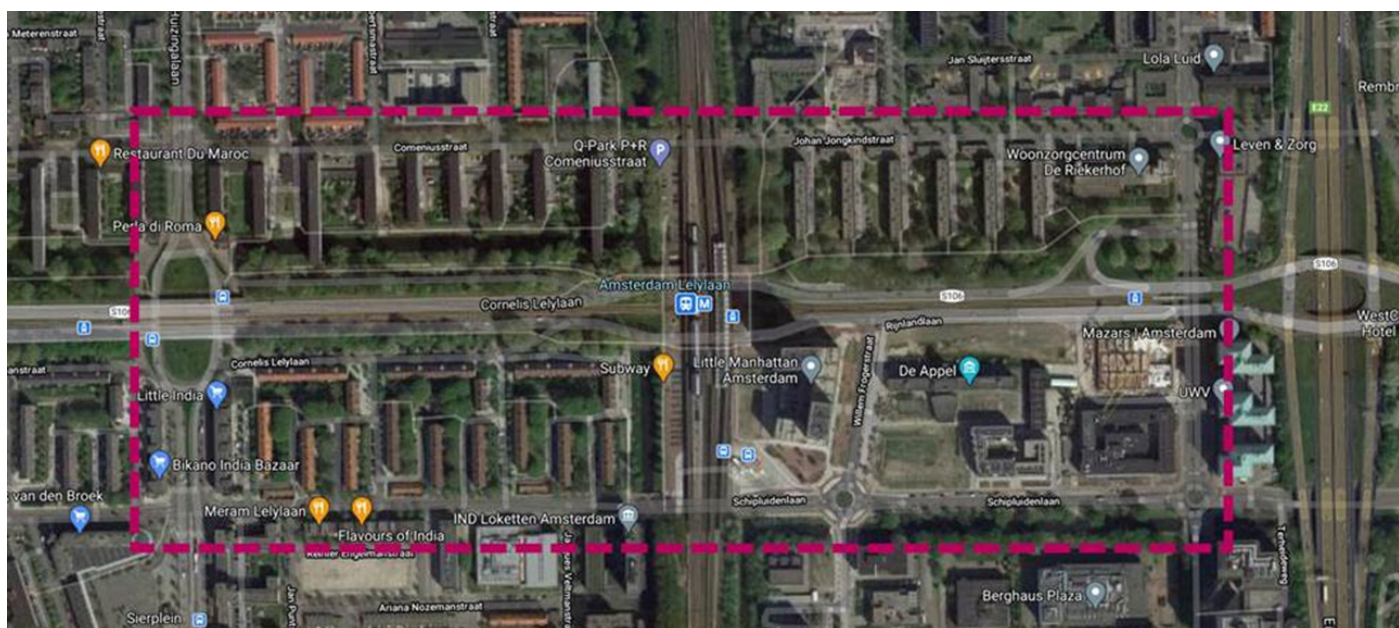


Image 2: Project site

Source: VA

3.2

Diagnostic of planning area

BASIC PARAMETERS OF THE SITE

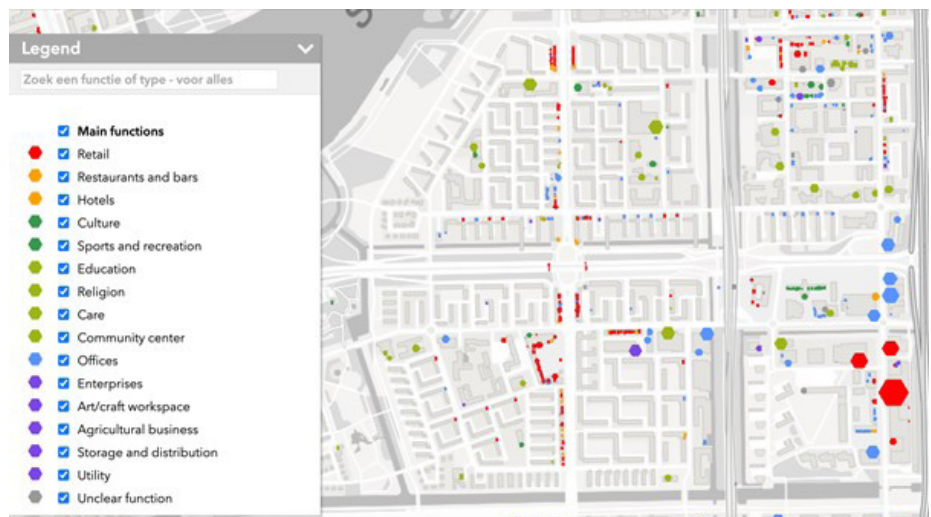
Population of Stadsdeel Nieuw-West in numbers

Number of inhabitants	159.522
Housing units	70.417
Subscriptions at chamber of commerce	16.960
Food shops	163
People working in the area	85.670
Schools in primary education	38

Population of Stadsdeel Nieuw-West in percentages

Housing cooperation property	48,60%
People with no higher education than preparatory secondary vocational education (vmbo)	32%
Inhabitants between 0-17 years	20,30%
Non-western background	53,10%

Non-residential functions in the area



Participants in the interviews we conducted feel that a lot of functions in the neighbourhood are quite accessible from the station, and that there are enough shops and restaurants but they are not as close as they would ideally be. Participants differ on the question if they would like to see more pluralism in the facilities.

Worth mentioning are the great recreational green areas that are accessible within 15 minutes cycling. Rembrandtpark, de Sloterplas and Vondelpark are all high quality green spaces very close to the station. On the contrary, smaller green spaces are hard to find in the Lelylaan area and when they exist, they are very poorly maintained.

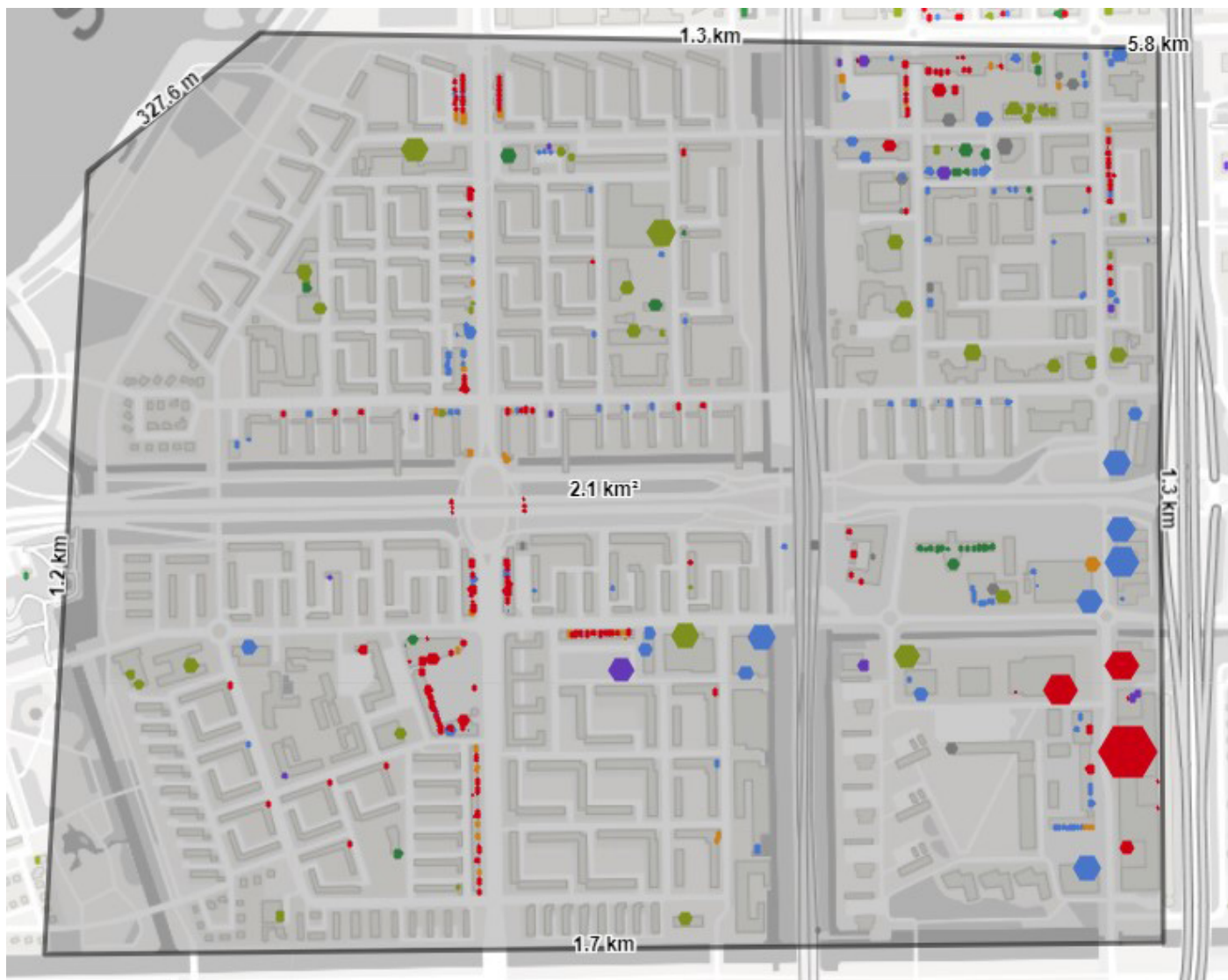


Image 3: Site area

Source: VA



Image 4: Cycling distances within 15 minutes of Station Lelylaan



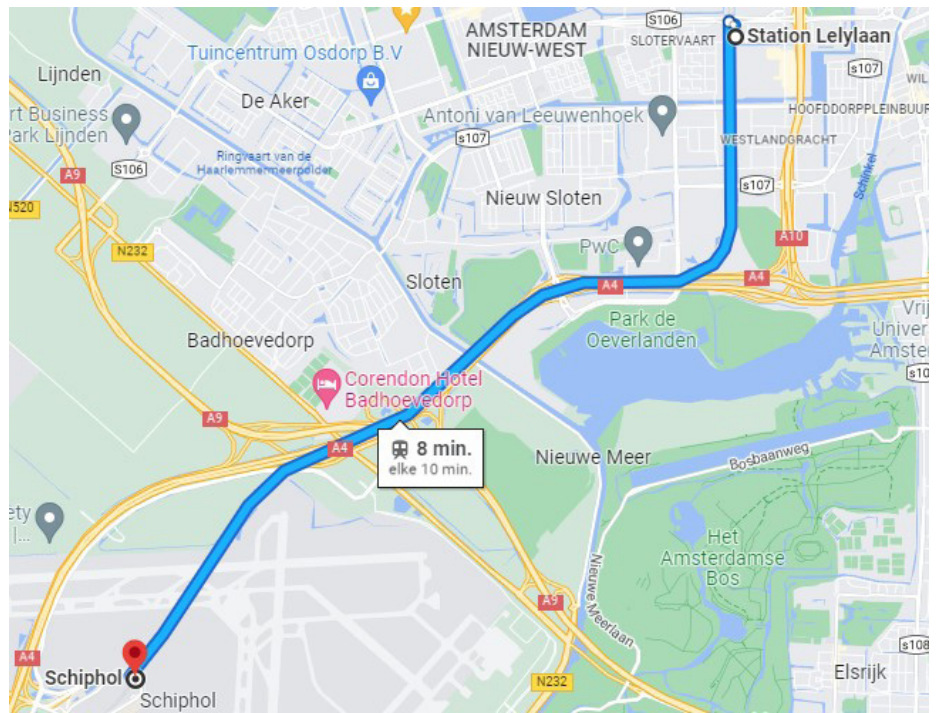
Cycling distances within 5 minutes



Image 5: Walking distances within 15 minutes of Station Lelylaan



Walking distances within 5 minutes of Station Lelylaan



As the Image above shows, how Schiphol Airport can be easily reached by train from the Lelylaan Station. It takes only 6 to 8 minutes by train to get to Schiphol Airport from Lelylaan Station and It Is the first following stop.

4. Site Analysis

4.1

Analysis

The site's main goal is to (re)design the urban fabric of Lelylaan and nearby surrounding neighbourhoods, not only as a technical, functional transport-hub but also as an attractive public place for various kinds of users and functions during the project and after its completion.

One of the biggest challenges for the Lelylaan station is the limited available space for public partner goals, which contrasts with its proven functionality. Its compact nature facilitates passengers' transferring via short walking distances from one mode of transport to the next. On the other hand, this feeling of safety, the quality of public space and station identity should be improved. The urban environment is built around huge infrastructure, resulting in obstacles between the neighbourhoods.

This station is an important node of transport for the region as it joins part of the national train network, two metro lines, two tram lines and several buses serving the Lelylaan node.

As a result, many travellers transfer through this station in the Amsterdam daily urban system. The Schiphol airport can be reached easily from here, as it takes only 7 minutes travel. One of the tram lines connects the east and west sides of the city and is the de facto backbone of transfers from the west to the centre of the urban area.

Thanks to the renewal of the Lelylaan node, new physical connections can be added through new cycle paths and walking routes. The station's acceptance in the community and sense of identity will also be improved, so that area inhabitants will have a higher incentive to travel through this station. Regional and municipal level goals are shared: both levels seek to offer a comfortable transfer station where passengers feel safe and can find their way to their next transport mode easily. The node is being rethought in order to make car use superfluous.

4.2

Emerging topics

POSITIVE

- The station has a great accessibility and a lot of different transport lines.
- There are a lot of inhabitants in the area. The district has a young population compared to the rest of Amsterdam. Potentially a great mix of different demographic groups.
- A strong sense of pride of neighbourhood with the original inhabitants.
- There are a lot of new developments in the neighbourhood which brings new opportunities.
- The area is close to a lot of high quality green spaces.

NEGATIVE

- The neighbourhood is changing fast which brings danger for the original population > gentrification. There is a risk of only creating one sided housing opportunities.
- The public space is in a bad shape (there is lots of waste). Sidewalks and cycling paths are not in an acceptable state. Green spaces are poorly maintained.
- Nobody feels responsible for the surroundings of the station, which leads to an unsafe feeling around the station. The public space is male-dominated. There is a lack of meeting opportunities for youngsters.
- There is a lack of great trust in the municipality. There is a feeling nobody is taking control of the developments that are taking place.
- Cars are seen as a big problem for a lot of groups. There is a high speed car road cutting through the area. There are too much car parking spaces which also don't help the feeling of safety.

+ POTENTIALS

- There is public space is available and not designed yet and potentially available for new projects (though changing quickly). People in the neighbourhood want to have new facilities, want to be more active in the neighbourhood and want to meet more people in the neighbourhood. For all of those requests there is opportunity in the available space.
- People want to create a public place for the whole city, which is possible also because of limited tourism in the area.

5. Urban Strategy

5.1

Vision of the project

The Lelylaan area will be a vibrant area where the older urban identity will be preserved but adding a boost of liveliness and fresh impetus. The Lelylaan station is not only an important node of transport but the station and the area around the station will transform into pleasant places to recreate. There will be an increase in functions around the train station, which makes it easier for people to take part in the public transport infrastructure. It will become an attractive area where people from the whole neighbourhood come to reside. The public space will become a lot more clean and people will feel the responsibility for keeping it that way. As the first important infrastructure hub tourists encounter after Schiphol if travelling per plane, it will be a pleasant, clear and mature impression of Amsterdam and the Netherlands. We will make the neighbourhood safer, create a vibrant public space, bring people together, keep the public space clean and create better information services.

5.2

Project goals

Make the neighbourhood safer

- Make the station and its surrounding a safer place to be (especially at night and for minority groups). The station is deemed one of the most unsafe train stations in the Netherlands, to improve this is one of the main goals of the renewal of the station and the RiConnect project.
- Create the feeling of openness and a public space for everyone. The area is quite male dominated and not as accessible for people with a handicap, in the plans we will address these problems.
- Open up the surroundings of the station. This is more a goal for the renewal of the station, in which this will be a great component, but to strengthen this by our actions is important.

Creating a vibrant public space (economy)

- Make the surroundings of the station more vibrant. Create more opportunities for new and old entrepreneurs in the area.
- More active in terms of economic activities. Create a place where people like to come to consume goods, drinks and food.
- More diversity in shops and restaurants. Create a neighbourhood in which the wishes of the mixed neighbourhood are fulfilled.
- More functionalities closer to the station. Create more functionalities for people who are or could be travelling through the station.

Bringing people together (non-consumption)

- Close the dichotomy between old and new groups in the surroundings. Create spaces and activities where different groups will want to meet.
- Create recreational places with non-consumption opportunities. Create places that are accessible for people who don't want to consume goods, drinks or food.
- Organise cultural and sports activities attractive for different groups. Create activities that are attractive for different groups.
- Activate the art scene in the neighbourhood and bring them in contact with the rest of the area. Create opportunities for all inhabitants to enjoy art.

Keeping the public space clean

- Lessen the waste found on the streets. Create solutions for all the waste to not pollute the public space.
- Better maintain green spaces in the area. Create a plan to help keep smaller green places attractive.
- Create the feeling of responsibility for the public space. Create a plan to make all inhabitants for the public space they are in.

Creating better information services

1. Get a clearer picture of upcoming projects and activities by different actors. Come up with a (interactive) scheme of all different actors in the area.
2. Get a clearer picture of who is responsible for different parts of the area (the municipality, de Vervoerregio, the different transport operators, system operator). Come up with a (interactive) scheme of who is in charge of what ground in the area.
3. Get a clearer picture of who is communicating about what with inhabitants and entrepreneurs. Create an accessible information system for activities and plans for the neighbourhood.

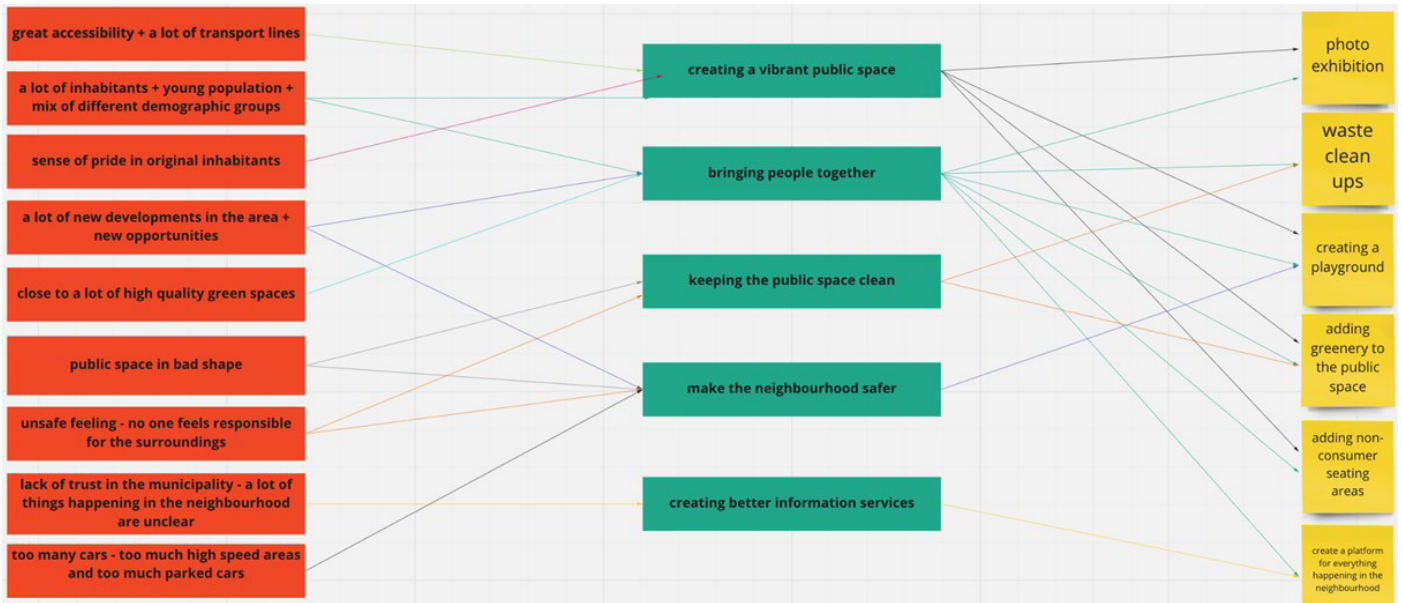
5.3

Metropolitan vision

The goals and vision for the RiConnect project will help the whole Vervoerregio being better in integrating infrastructure with the neighbourhood around it. It will help de Vervoerregio to see what we can do on a local level, with 'soft' actions. It will help realize the goal of the Vervoerregio to have more commitment to the public space and to give travellers a nicer, more relaxed journey and to make the door-to-door journey more integral. The RiConnect project will provide de Vervoerregio the tools to grow in their new ambitions and to be a more complete organization.

5.4

Logical framework



6. Small Scale Action

6.1

Current situation

During the workshops we held with the ULG a small scale action was chosen. All ULG-members agreed about the waste problem the Lelylaan station and the area around it is suffering from. They were determined to make a contribution and to help achieve a cleaner area. Together we decided to create a small neighbourhood party where the theme is: "A Clean & Safe Lelylaan". This party is an opportunity to make people aware of the importance of public clean-up. It's a day where neighbours can meet each other and where children can participate in clean-up activities to make them aware of the problem at a young age. It is also an opportunity to recruit people for a public clean-up group.

6.2

Goals of action

A public clean-up with active neighbours can help create a more attractive area around Lelylaan whilst also meeting new people. By giving a group of inhabitants ownership this clean-up can become a manner of improving the neighbourhood and active participation in the community. The goals of the small scale action are:

- Increasing social cohesion
- Creating awareness of the waste problem
- To recruit neighbours for a public clean-up group



Image 6: Signage announcing the Small-scale action
Source: VA

6.3

Proposed action

The activities that were available on the day of the small scale action were:

- A face painter for children
- A waste grab bingo race with prizes for children
- A waste grab race with prizes for children
- A stall with fruit skewers and popcorn
- A stall with coffee, tea and lemonade
- A bench where children can make signs to ask the people in the neighbourhood to keep their neighbourhood clean
- A bench where children can draw with felt-tip pens
- A table where people can sign up if they are interested in participating in a screening group
- Sidewalk chalk for children to cheer up the sidewalk
- Two wish trees where people can hang their wish for the neighbourhood on a card and hang it on the tree
- Litter picking hoop and grabbers for everyone to use and to clean up the area

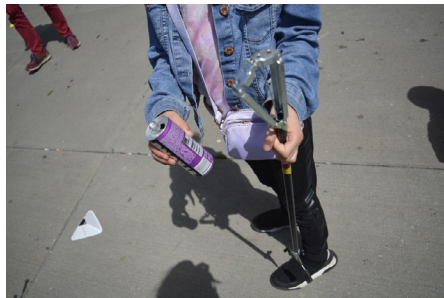


Image 7: Children activities at the Small-scale action

Source: VA

6.4

Output of the end product

The small scale action was carried out on June 11th 2022. A week before the SSA took place, the ULG Invited people from the neighbourhood through flyers. Overall the SSA was a success. A lot of people from the neighbourhood came to Lelylaan together with their children. It was a diverse group of people. The children were practicing with the litter grabbers and played games like a race, and the adults were In conversation about their wishes for Lelylaan. We gathered a lot of wishes and Input. A lot of adults also joined the public clean-up group and wanted to be more Involved In these kind of activities. An unforeseeable circumstance that arose was that we actually planned more activities. We also requested a bouncy castle, pop up tents, 5 tables with benches and market stalls. Unfortunately the supplier cancelled the same day. This was a situation we didn't see coming, because the same day In the morning they were still willing to deliver. But all In all, It was a nice day and the neighbours really enjoyed it.




Image 8: Neighbours at the Small-scale action
Source: VA

6.5

Budget and resources

The costs of the SSA were quite low. This is because the supplier canceled our request to order the bouncy castle and the other furnitures. As a result, we have been able to save considerably on costs. It was really unprofessional the supplier canceled at the last minute, otherwise we could have spent the budget on a plan B and made it a bigger day. Many children came to the SSA for the bouncy castle, but these were not present. A bouncy castle was depicted on the flyer. Fortunately, they were able to keep themselves busy with other activities, but we were sorry that we could not fulfill the promise. It was also too late to come up with a plan B, because they canceled it last minute. In the future, we can prevent a situation like this by organizing the SSA well in advance, so that we can spend the budget at a later date on something that contributes to Lelylaan. Due to staff changes, we had a tight schedule, which meant that we were unable to give the SSA a follow up before the deadline.



Questionnaire evaluation “Clean Lelylaan Party”

Circle the answer

Statement 1: Before the neighborhood activity, I experience Lelylaan station and the surrounding area as a clean neighbourhood.

1 Strongly disagree	2 Disagree	3 Neutral	4 Agree	5 Strongly agree
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Statement 2: I think the Clean Lelylaan Party is a good and fun way to draw attention to the litter problem.

1 Strongly disagree	2 Disagree	3 Neutral	4 Agree	5 Strongly agree
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Statement 3: Neighborhood activities should be organized more often in Lelylaan and the surrounding area.

1 Strongly disagree	2 Disagree	3 Neutral	4 Agree	5 Strongly agree
------------------------	---------------	--------------	------------	---------------------

Statement 4: The Clean Lelylaan Party has made me more aware of the litter problem.

1 Strongly disagree	2 Disagree	3 Neutral	4 Agree	5 Strongly agree
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Statement 5: I believe that the Schoon Lelylaan Party is a way to activate local residents to keep the neighborhood clean.

1 Strongly disagree	2 Disagree	3 Neutral	4 Agree	5 Strongly agree
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Image 9: Small-scale action questionnaire

Source: VA

6.6

Output of the end product

To evaluate the results of the SSA a Likert scale has been used. This method involves a series of statements that respondents may choose from in order to rate their responses to evaluative questions. The form at the previous page was used as the Questionnaire.

The citizens that attended the SSA were asked to fill in the form. We noticed that there was a language barrier, so it was a bit challenging. Many people were not able to fill in the form on their own, so we tried to help them. In total, four people filled in the form.

Below are shown the average scores of the statements:

Average score on a scale of 1 - 5

- Statement 1: 2,5
- Statement 2: 3,5
- Statement 3: 4,8
- Statement 4: 4,2
- Statement 5: 4,5

Some lessons learned from the SSA:

- People with children come especially for a bouncy castle
- If you introduce activities in a fun way, children want to help clean up litter and get to work (together)
- The Flyers had a good effect and people really came
- This approach leads to a diverse group of local residents; mostly non-native speakers. It is therefore important to keep the language simple in communication actions.
- With a large dependence on a third party closer to a plan B

7. Integrated actions

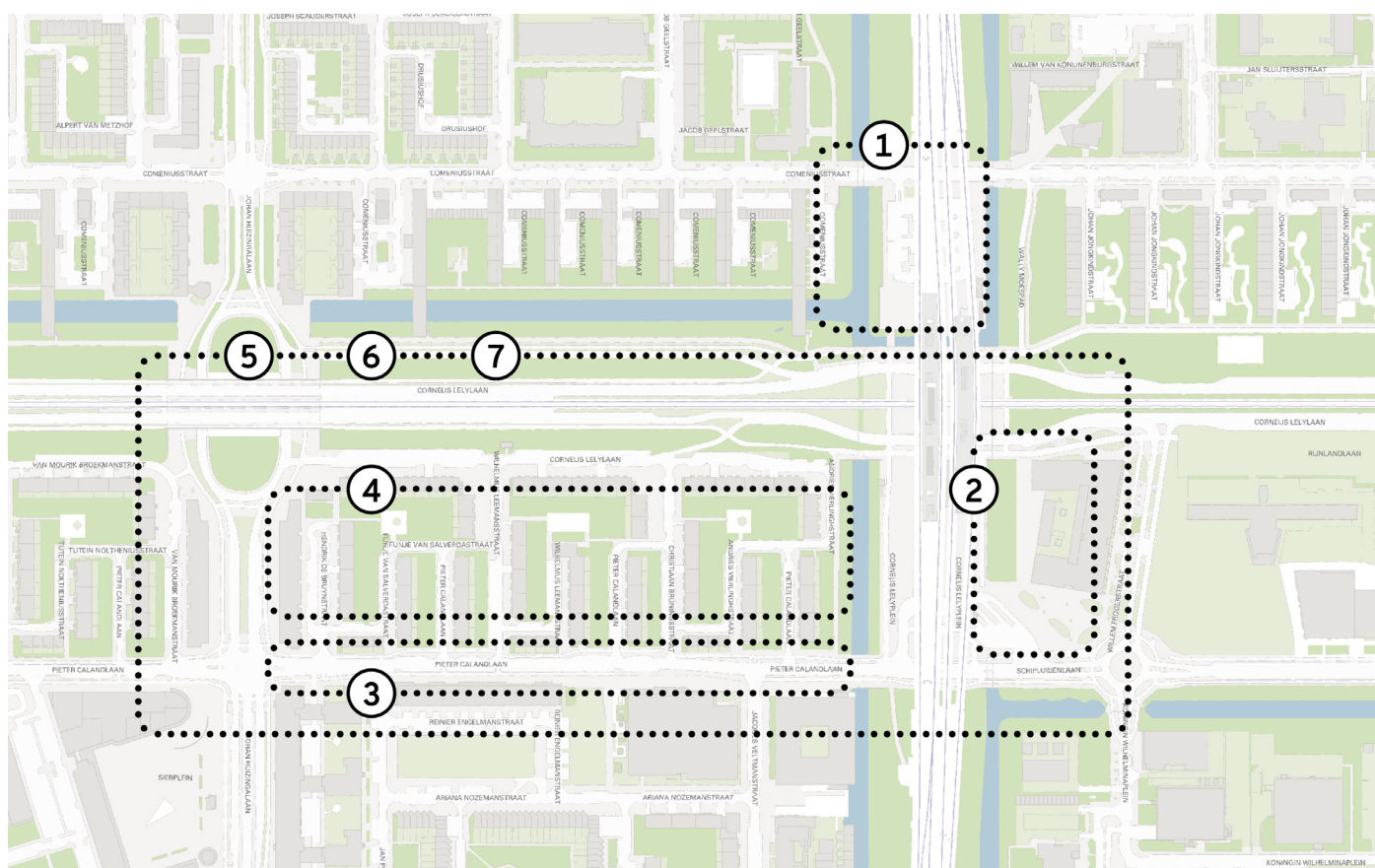
7.0

Introduction

In this chapter we are proposing 7 actions to Improve the Lelylaan station and the area around It. The actions are based on the output of the workshops with the ULG. These actions provide an Insight to the municipality of Amsterdam and the Vervoerregio about the wishes of stakeholders on local level. We hope this will improve their policies and plans for station Lelylaan and Its surroundings. On the map below the aimed action are marked and numbered. In the following subparagraphs the plans for these marked area are explained.

Image 10: Integrated actions locations

Source: VA



Action 1 Lelylaan recreational space

7.1.1

Current situation

Currently the space at the P+R is a dark, uninviting place. It's a desolated area around the station with cars that are mostly out of use and exits of the station that have been closed off, which creates a place with blind walls and little light. There is a lot of space with a lot of potential but as of now people run from the place instead of using it.

7.1.2

Goals

The actions around the new recreational space are meant to make the place more open and inviting. To make the area a playful space neighbours want to re-side rather than flee. The water that is around the area should be more integrated with the rest of the place, which will also give the whole area a more open feeling.

7.1.3

Description of action

- New pedestrian bridges between p+r space and the vertical parts of the Comeniusstraat and the p+r and wally moespad.
- Remove bushes at the side of the vertical parts of the Comeniusstraat, to make the water accessible.
- Build platforms on both water parts
- Create a relaxing park on the current P+R space
- Add seating in the area
- Add green in the area

Image 11: Current situation
Source: Google Maps



Time-frame: This will have to take place together with the renovation of the station which will start in 2023.

7.1.4

Lead agency and stakeholders

The municipality is currently looking at how to improve this space. It is their land so most of the initiative and resources will have to come from them.

Action 2 Activate square Bar LELY

7.2.1

Current situation

Bar LELY is seen as the only vibrant centre in the neighbourhood by a lot of inhabitants. In front of the restaurant however, there is now a desolate space with a lot of potential.

7.2.2

Goals

Activating the square in front of Bar LELY will have a big effect on the station and the whole area. If this space is vibrant it will contribute to the success of the station after renovation, something especially important for de Vervoerregio. People will want to reside and visit the area rather than escape it.

7.2.3

Description of action

- Add a small park on the square
- Have a regular farmersmarket
- Have a pop-up to get people to help with the design of the place
- Add non-consuming spaces
- Add more seating

Time-frame: This action could start quite soon, given ProRail will grant permission. The pop-up to ask people for their ideas on the space could take place in the spring of 2022, with working-out starting later in the year.

7.2.4

Lead agency and stakeholders

For this action help from track operator ProRail is needed, as it is their ground. Lead agency could be Bar LELY as they have come up with a backed plan for the area before (with a non-commercial goal). Resources could come from entrepreneurs in the area who could adopt a bench, from the municipality and from de Vervoerregio.

Image 12: Current situation

Source: Google Maps



Action 3 Street conversion Pieter Calandlaan

7.3.1

Current situation

The Pieter Calandlaan is an important arterial road in the area, but it is not an attractive space. There is a lot of traffic and waste and the local shops, which could be a huge asset to the area, are not as inviting as they could be. In addition, the high school in the street, Calvijn College, could be more integrated in the street.

7.3.2

Goals

Get the potential out of the street and upgrade the quality of the most important corridor to the station and make it more friendly for cyclists, pedestrians and children.

7.3.3

Description of action

- Create child friendly environment
- Reduce car speed
- Redesign the surface of the street
- Eliminate parking spaces in the street
- Plant new trees
- Create seating in front of calvijn college
- Expand school gardening and make it accessible for the neighbourhood

Time-frame: This action could start soon, especially in collaboration with Calvijn College.

Image 13: Current situation

Source: Google Maps



7.3.4

Lead agency and stakeholders

These actions could be developed in collaboration with the district Nieuw-West. If they don't want to fund the whole project at once, people from the ULG could apply for funds on the small projects in the successful budget program Nieuw-West Begroot.

Action 4 Activation of the courtyards

7.4.1

Current situation

The courtyards between the housing buildings between the station and Johan Huizingalaan have a great potential of being high quality green spaces fit for intensive use. They are currently not as attractive as they could be and not used a great deal.

7.4.2

Goals

The goal of this action is to activate the green spaces near the housing buildings and to better the quality of living, also possibly adding alternative, fun walking routes to the station.

7.4.3

Description of action

- Urban gardening as tool for neighbourhood inclusion
- Low cost green interventions
- Fence paintings
- Pop-up activities for neighbourhoods
- Adding urban furniture

Time-frame: This action could start in the first half of 2022.

7.4.4

Lead agency and stakeholders

Image 14: Current situation
Source: Google Maps



These actions could be developed in collaboration with the district Nieuw-West. If they do not want to fund the whole project at once, people from the ULG could apply for funds on the small projects in the successful budget program Nieuw-West Begroot.

Action 5 Lelylaan walking route

7.5.1

Current situation

Right now, walking around the station is quite a task. The quality of sidewalks is bad and the high car density hinders a safe and relaxed walking experience.

7.5.2

Goals

The goals of this action is to encourage people in the neighbourhood and people who make use of the station to make more use of walking areas.

7.5.3

Description of action

- Redesign the street
- Lower the velocity of cars
- Create better connections for pedestrians

Time-frame: These are bigger interventions which need more planning, so it would be safe to say this will take place from 2023 onwards.

7.5.4

Lead agency and stakeholders

This could be a collaboration between the municipality, the district and de Vervoerregio. Physical interventions need to be done by the municipality but de Vervoerregio and possibly the district could help with the resources.

Image 15: Current situation
Source: Google Maps



Action 6 Lelylaan as an art space

7.6.1

Current situation

Currently there is no art in the area, except for a light installation by the municipality. The area is known for being grey and dark, which could be improved by adding (colourful) art. The goal of this project is to let people feel more safe around the area and to make the place playful and fun, something to which art can contribute.

7.6.2

Goals

The goal of this action is to invite people to really make use of the area, to reside instead of fleeing the area as soon as exiting the station.

7.6.3

Description of action

- Creating public art
- Activate area and reduce barriers through art
- Start with a small scale action
- Adding signage to get to know the area

Time-frame: The small scale action could start in early 2022, after which more permanent options can be installed soon.

7.6.4

Lead agency and stakeholders

The small scale action will be initiated by de Vervoerregio and funded by RiConnect. If there will be permanent art in the area, help of the municipality is required.

Image 16: Current situation
Source: Google Maps



Action 7 Neighbourhood management

7.7.1

Current situation

There are some neighbourhood initiatives in the area but they are not as well connected as they could be to make the neighbourhood feel more connected.

7.7.2

Goals

Centralize all information on what is happening in the neighbourhood and creating a sense of community in the area.

7.7.3

Description of action

- Organising events in public spaces to reach integration of neighbours to the new public spaces
- Organising children activities
- Organising a public clean-up day (that can be repeated every month)
- Create awareness around different topics such as violence, how to live together, etc
- Create a digital platform for activation of public spaces
- Initiate open calls for participate in the participatory budgeting of the district

Time-frame: This action could start in the beginning of 2022.

7.7.4

Lead agency and stakeholders

In this action different private and public actors should work together. The funds for the digital platform can come from RiConnect, funds for the events can come from the district.

8. Implementation strategy

In this chapter the Indicators of the actions are discussed. The chapter is divided in two parts. In the first part a clear overview is given. In the second part, more attention is paid to every single action and its Indicator.

8.1

Indicators and monitoring strategy

In this paragraph the table below is created to simplify and to give a quick and clear overview of the Indicators.

Indicators							
ACTIONS	Lelylaan Recreational Space	Activate square Bar LELY	Street conversion Pieter Calandlaan	Activation of the courtyards	Lelylaan walking route	Lelylaan as an artspace	Neighbourhood Management
Crime and safety	X	X	X	X	X	X	X
Recreation	X	X		X			
Social Inclusion	X	X	X	X		X	X
Urban furniture	X	X		X	X	X	
Pedestrian experience			X	X	X		
Quality of sidewalks	X				X		
Clean streets	X	X	X	X	X	X	X

8.1

Detailed explanation

1. LELYLAAN RECREATIONAL SPACE

Measuring recreation isn't limited to just one Indicator. Recreation includes different kinds of social effects. A recreational space can be measured through qualitative and quantitative methods.

- Social experience;
 - QuickScans; asking people around Lelylaan how they experience the neighbourhood before and after the renovation. This can be done through an interview or QuickScans held by students/pupils. In these QuickScans you can also ask if one lives nearby Lelylaan or if he/she comes from another city. This way you can also measure the amount of visitors.

- Cultural experience;
 - Observations; observing how much people reside and hang out at Lelylaan after the renovation. The more busy the targeted area becomes, the more it proves that people like to stay and hang out.
- Quality of infrastructure
 - A park
 - Seating and benches,
 - Green coverage rate
 - Bridges

Sidenote: The quality of Infrastructure can be easily indicated because it is something tangible. So if it is added then you have the output immediately. The outcome is more the intangible, so actually the effect we want to reach/the impact on people. This can be measured by the mentioned bullets above.

2. ACTIVATE SQUARE BAR LELY

Activating Bar LELY has several Indicators because of the variety of activities. It's focus is on creating a vibrant place where people participate in activities. The effects can be measured by the amount of people residing at the station and their (social) experiences. But some other Indicators can be:

- Safety
 - Crime Rates
 - Community-police relations
- Amount of visitors of Lelylaan
- Amount of people hanging around
- Seating and benches
- ULG Attendance (to invent popup)
 - Ability to marshal support from diverse groups
- QuickScans; carried out one week before the activity has taken place and while it takes place. These can be held by students/pupils.

3. STREET CONVERSION PIETER CALANDLAANY

This action is a combination of qualitative and quantitative methods. It affects the social and physical side of the action. It's about redesigning the surface of the street, creating seating, eliminating parking, but also about expanding gardening to gather people together to improve the social cohesion. Indicators can be:

- Safety rate
 - Street lightening
 - Car speed rate
 - Community-police relations
- Car parking rate
- Green coverage rate
- Seats and benching
- Social inclusion
 - Asking for social experiences through QuickScans.
 - Participation of people in urban gardening; asking the participators or asking the involved urban gardening organisation how successful it became in Lelylaan.
 - Ability to marshal support from diverse groups

4. ACTIVATION OF THE COURTYARDS

In this action we try to create a colorful space with attracting walking routes to the station. One can think of urban gardening, fence paintings, adding urban furniture etc. The focus is especially on creating a more green and colorful area. This can be indicated through:

- Green coverage rate
- Colour coverage rate
- Presence of urban furniture like art in the public space
- Participation of people in urban gardening;
 - Asking the participants or asking the involved urban gardening organisation how much people participate (attendance rate) in it or how successful it became in Lelylaan.

Social experience of citizens walking through the courtyards measured through:

- QuickScans held by students/pupils
- Online Survey (sharing the link through a newspaper to house)
- Conversations with citizens walking through the courtyards

5. LELYLAAN WALKING ROUTE

This action tries to create a safe and relaxed walking route through redesigning the streets, lower velocity of cars and better connections for pedestrians. To accomplish this, the quality of sidewalks needs to be improved and the high car density reduced. These actions can start from 2023 and onwards. The action results can be indicated through the following indicators:

- Social (relaxed) experience pedestrians
 - Easy accessibility and attractiveness of the walking route by pedestrians
 - Traffic Volume
 - Shelters from rain
- Online Survey (sharing the link through a newspaper to house)
- Safety:
 - Speed rate of cars
 - Crossing the road safety
 - Pedestrian signal availability
 - Drivers obey crosswalks
- Quality of sidewalks:
 - Obstructions
 - Physical state of the sidewalks

6. LELYLAAN AS AN ARTSPACE

In this action we want to add more art in the area. The area is known for being grey and dark. Maybe there can be a combination of art, light and colour. Indicators can be:

- Colour coverage rate
- Availability/presence of public art
- Lightening (a colourful artwork that also gives light maybe? There are some in the Netherlands)

- Availability/presence of signage
- Social safety
 - QuickScans, online survey, conversations with citizens of Lelylaan
 - Community-police relations

7. NEIGHBOURHOOD MANAGEMENT

In this action we try to connect the neighbourhood Initiatives. The Information needs to be centralized and a sense of community created. The Indicators could be:

- Availability of digital platform
- Ability to marshal support from diverse groups for public clean up or other activities.
- Cleaningness
 - Uncollected waste
 - Tree leaves
 - Animal droppings
 - Sticky residue on the pavement

8.2

Project prioritization, Gantt Chart and Milestones

A prioritization calculation was made. The results are shown below In order of priority. We can conclude that the activation of Bar Lely Is the most In line with the formulated goals. Lelylaan as a Walking Route scores the lowest. The difference between these two actions is that Activating Bar Lely Is a more social Intervention and Lelylaan as a Walking Rout is a more physical Intervention. Probably Activating Bar Lely scores the highest because It has the most social elements, which are more In line with the goals.

This Impact Is easier reached through social activities where people are Involved and It's less easier reached through changing or renovating the hard Infrastructure. Social actions are the ones that can also be Immediately Implemented than the physical ones. They need less coordination and they can be carried out on short term. Although, It needs to be mentioned that the soft changes are also the most difficult ones to enable and to make stick when we try to Implement. Behaviour Is something subjective and Intangible and therefore more difficult to measure.

Small project and actions Is something that the municipality of Amsterdam needs to work on with Its stakeholders. The municipality operates a lot on local level. They cooperate with different kind of stakeholders, Including citizens. Citizen participation Is a tool the municipalities use often to gain an Insight In the living environment of the citizens. The VA Is less familiar with citizen participation and small projects and more concerned with bigger Infrastructural projects. After all, the VA belongs to the region. In the future, the project and its actions must either be something for the municipality to work on or the neighbourhood in cooperation with the municipality of Amsterdam.

1. Activate Bar Lely					
#	Criteria	Name	Score	Total	Weighted score
A	Project Development Goals	Make the neighborhood safer	4	3,6	3,6
		Creating a vibrant public space (economy)	5		
		Bringing people together (non consumption)	5		
		Keeping the public space clean	3		
		Creating better information services	1		
Final Score					3,6

2. Neighborhood management					
#	Criteria	Name	Score	Total	Weighted score
A	Project Development Goals	Make the neighborhood safer	3	3,6	3,6
		Creating a vibrant public space (economy)	3		
		Bringing people together (non consumption)	3		
		Keeping the public space clean	5		
		Creating better information services	4		
Final Score					3.6

3. Activation of the courtyards					
#	Criteria	Name	Score	Total	Weighted score
A	Project Development Goals	Make the neighborhood safer	4	3,4	3,4
		Creating a vibrant public space (economy)	4		
		Bringing people together (non consumption)	5		
		Keeping the public space clean	3		
		Creating better information services	1		
Final Score					3,4

4. Lelylaan as a art space					
#	Criteria	Name	Score	Total	Weighted score
A	Project Development Goals	Make the neighborhood safer	4	3	3
		Creating a vibrant public space (economy)	3		
		Bringing people together (non consumption)	4		
		Keeping the public space clean	3		
		Creating better information services	1		
Final Score					3

5. Street conversion Pieter Calandlaan					
#	Criteria	Name	Score	Total	Weighted score
A	Project Development Goals	Make the neighborhood safer	5	3	3
		Creating a vibrant public space (economy)	3		
		Bringing people together (non consumption)	3		
		Keeping the public space clean	3		
		Creating better information services	1		
Final Score					3

6. Lelylaan recreational space					
#	Criteria	Name	Score	Total	Weighted score
A	Project Development Goals	Make the neighborhood safer	4	3	3
		Creating a vibrant public space (economy)	3		
		Bringing people together (non consumption)	4		
		Keeping the public space clean	3		
		Creating better information services	1		
Final Score					3

7. Lelylaan walking route					
#	Criteria	Name	Score	Total	Weighted score
A	Project Development Goals	Make the neighborhood safer	4	2,2	2,2
		Creating a vibrant public space (economy)	2		
		Bringing people together (non consumption)	2		
		Keeping the public space clean	2		
		Creating better information services	1		
Final Score					2,2

GANTT CHART & MILESTONES

The Gantt chart and its legenda is shown below. Every action is clustered by a colour that defines a certain goal. The activities that require the least coordination with stakeholders are the ones that can be carried out in the first or second quarter of 2022. One can also refer to these actions as small scale actions. The preparation and implementation of these actions takes place around 2023 and beyond. They may coincide with the renovation of the Lelylaan station that is already planned in 2023. That is why it is important to coordinate well with the project management team of the VA and the municipality of Amsterdam to see where we can strengthen each other within this renovation.

It's also remarkable that the most actions are in line with the green mark. The green mark includes a combination of social and physical interventions that varies from small scale action to bigger interventions. The orange mark is more about the bigger project that includes a hard infrastructural change. These are scheduled for 2023 and beyond.

Then you have one action related to place management. This one is more about the process and the development of the neighbourhood. It is remarkable that almost all of these activities can be carried out in 2022. There are no hard infrastructural interventions included. It is especially the task of the neighbourhood in cooperation with the municipality (and/or non-profit organisations) to manage these actions and to initiate further initiatives.

Also the yellow mark includes just one action. This mark is about turning space into place. Placemaking connects people to public spaces, such as parks, city centers, squares, city gardens, playgrounds and neighbourhoods. Actually placemaking is more a process where people work together with the municipality and developers to create an attractive and functional space. Citizens should feel at home and should feel that they really want to stay longer than planned. These spaces become places of social interaction. Placemaking often has a temporary role in urban transformation areas. But with permanent functions you can also give a sustainable impulse to the city as a whole. As the Gantt chart shows, the action Activate Bar Lely, is a combination of these temporary and permanent functions.

Legenda

Turning space into place

This group of activities is mainly focused on creating more social cohesion, improved sense of community and a more vibrant place. The aim is to get the potential out of this (unused) space and apply more meaning to it. It's a combination of social and small physical actions. Turning space into place also means transforming the social meaning of Lelylaan and improving the image.

Place management actions

This group of activities is mainly focused on the process of the development of Lelylaan. Stakeholders play a big role, they need to be continuously involved in new plans in coordination with the district. The action aims to keep people involved and updated about the neighborhood by creating a centralized point of information.

Activation of area physically and socially

This group of activities aims to create an area that is inviting. The changes need to be in favor of the children and pedestrians. A safe environment where people are able to hang out and enjoy the colorful ambiance.

Urban planning & big infrastructural change

This group of activities includes the issues of urban planning and infrastructural changes. This means a change in the structures, systems and procedures. This involves a physical intervention to the streetscape and changes in the usage policies for those areas.

WP	Activity	2022			2023			2024			2025>		
		I-IV	V-VII	X-XII	I-IV	V-VII	X-XI	I-IV	V-VII	X-XII	I-IV	V-VII	X-XI
1	Activate Bar Lely												
1.1	add a small park on the square												
1.2	have a regular farmersmarket												
1.3	have a pop-up to get people to help with the design of the place												
1.4	add non-consuming spaces												
1.5	add more seating												
2	Neighborhood Management												
2.1	organising events in public spaces to reach integration of neighbours to the new public spaces												
2.2	organising children activities												
2.3	organising a public clean up day (that can be repeated every month)												
2.4	create awareness around different topics such as violence, how to live together, etc												
2.5	create a digital platform for activation of public spaces												
2.6	initiate open calls for participate in the participatory budgeting of the district												
3	Activation of the courtyards												
3.1	urban gardening as tool for neighbourhood inclusion												
3.2	low cost green interventions												
3.3	fence paintings												
3.4	pop-up activities for neighbourhoods												
3.5	adding urban furniture												
4	Lelylaan as an art space												
4.1	creating public art												
4.2	activate area and reduce barriers through art												
4.3	start with a small scale action												
4.4	adding signage to get to know the area												
5	Street conversion Pieter Calandlaan												
5.1	create child friendly environment												
5.2	reduce car speed												
5.3	redesign the surface of the street												
5.4	eliminate parking spaces in the street												
5.5	plant new trees												
5.6	create seating in front of Calvin College												
5.7	expand school gardening and make it accessible for the neighbourhood												
6	Lelylaan recreational space												
6.1	new pedestrian bridges between P+R space and the vertical parts of the Comeniusstraat and the P+R and Wally Moespad.												
6.2	remove bushes at the side of the vertical parts of the Comeniusstraat, to make the water accessible.												
6.3	build platforms on both water parts												
6.4	create a relaxing park on the current P+R space												
6.5	add seating in the area												
6.6	add green in the area												
7	Lelylaan walking route												
7.1	redesign the street												
7.2	lower the velocity of cars												
7.3	create better connections for pedestrian												

8.3

Displacement Impact Assessment

This report investigates the impact of social and physical (infrastructural) interventions on the Lelylaan station and its surroundings. With the Displacement Impact Assessment (DIA) we try to analyse forms of displacement. It is highly possible that the process of urban development and upgrading neighbourhoods leads to a displacement of neighbourhood's residents by rising rents and living costs brought about by gentrification. The neighbourhood is already changing fast and that brings danger (gentrification) to the original population. There is a risk of only creating one sided housing opportunities. This can lead to an acute displacement crisis that is particularly felt by minority communities. The pressure on housing, generated by luxury real estate development, and short term rentals, compounded by lack of adequate affordable housing, makes these communities highly vulnerable to displacement.

Gentrification and displacement can have a big impact on the old, current and new generation. It is highly possible that the original inhabitants lose their sense of cultural identity and heritage if living in the neighbourhood of Lelylaan becomes unaffordable. If the residents move out of Lelylaan and live further, like on the periphery of the city, there will be new mobility challenges. This will especially be the case for residents who are most transit dependent, such as the elderly, youth, or mobility impaired residents. One can think of challenges such as, Increased transportation costs or Increased commute times. These challenges also come with an Increased risk of Isolation and add to the cost of living.

In the table below the rest of the displacement impacts are examined.

	Forced	Responsive
Direct displacement	Deterioration in housing quality	Removal of necessary amenities (parking, utilities)
Indirect/economic displacement	<ul style="list-style-type: none"> • Privatization of public housing/commercial rental • Investors who use housing as an asset to store capital • Changes in land use or zoning • Competition between (local) shopkeepers and the farmer market 	<ul style="list-style-type: none"> • Rent increases • Parking fees increases • Loss of social networks and cultural transformation of a place • Homelessness (loss of shelter, disrupted communities) • decreased turnover / bankruptcy
Exclusionary displacement	<ul style="list-style-type: none"> • Discriminatory policies • Policies restricting density, unit size, etc. • Resistance to affordable housing/workspace development • Due unaffordable rents residents are forced to leave the city and live on the periphery of the city 	<ul style="list-style-type: none"> • Housing has become unaffordable for population living in an area previously, or newcomers who would have chosen to live there otherwise • Excluded low-income residents • Gentrification • Increased transportation costs because residents leave further away

8.4

General Risk Assessment

In this paragraph we try to make a structured risk analysis. The aim is to identify the most important risks and control measures. The risk-analysis is structured as follows: cause>risk>effect>control measure. Using the table below, an attempt is made to improve and standardize risk management. It describes per action which risks may arise and what kind of control measure may help.

A risk is an uncertain event that has a negative or positive effect on the achievement of our strategy and related objectives. Risks are caused by changes in external or internal factors that have an effect on a project or on the business operations. These changes are the risk causes.

The most common risks are lack of commitment to the project and lack of financial resources. Besides these common risks there is another remarkable risk that comes with citizen participation. Citizens that involve in policymaking activities must be able to account for their decisions to neighbourhood organizations and the wider community. However, there may be a section of the local population (the minority) that may feel less represented or they may disagree with the decisions taken by a small group of active citizens and professionals. The core question is how the professionals that are involved in these projects deal with such representation issues. Are they trying to involve the underrepresented section? And how do they ensure that the interests of non-participating groups are taken into account?

Cause Due to...	Risk ... it is possible that ...	Effect ... causing ...	Control measure
Activate square Bar LELY			
Construction work	On short term the space is not available	That the activities cannot be carried out	As long as there is no clarity, it is most likely that
	On long term, possibly there is the ambition to put a building there		
Lack of commitment to the project	No permission of ProRail (track operator)	That the activities cannot be carried out	Involving ProRail from the start in the project and its workshops
	Low turnout at ULG meetings	Little support for the pilot	Keeping good contact with the ULG, reminding them of the importance through emails
No funding possibilities	There is lack of financial resources	Actions cannot be financed	Finding out which opportunities there are on European level and at the VA
Bad weather	Bad experience or low attendance at the pop-up like a foodfestival or farmersmarket	The output giving a negative social effect	Making the activity rainproof (umbrella's, rainproof market with a tent)
Lack of coordination with Team project management of the VA	There is lack of support for our actions	Conflicting actions with those of Team project management that leads to stagnation of the project	Involving Team Project Management and updating them regularly

Cause Due to...	Risk ... it is possible that ...	Effect ... causing ...	Control measure
Neighbourhood Management			
Lack of digital dexterity in the elderly	Elderly are not able or handy enough to access or understand the digital platform	A certain group gets excluded	<ul style="list-style-type: none"> • Updating them via the traditional way, like newspaper. • Organising an event where they can practice with the digital platform with an ipad.
Differences in educational background	The same group of people participating in the participatory budgeting of the district	Lack of diversity, not all voices are heard	Address and overcome barriers to create equal chances for all, not depending on someone's educational background or command of the Dutch language.

Cause Due to...	Risk ... it is possible that ...	Effect ... causing ...	Control measure
Activation of the courtyards			
Not involving in time and insufficient coordination with The municipality of Amsterdam as a road manager, housing corporations and home owners association	These parties feel lack of commitment to the project	The municipality of Amsterdam as a road manager, housing corporations and home owners association are not willing to cooperate.	Involving these parties on time to discuss the opportunities and to create more commitment to the project.
Lack of safety in the neighbourhood	Added (small) interventions become victim of vandalism	Destruction of these small skill actions	Security camera's, local police patrol

Cause Due to...	Risk ... it is possible that ...	Effect ... causing ...	Control measure
Lelylaan as a artspace			
laws and regulations	The municipality doesn't give permits for the use of (permanent) art	The small scale action cannot be carried out	Try to object or to Look for an alternative (colorful) small scale action
Lack of coordination with Team project management of the VA	There is lack of support for our actions	Conflicting actions with those of Team project management that leads to stagnation of the project	Involving Team Project Management and updating them regularly

Cause Due to...	Risk ... it is possible that ...	Effect ... causing ...	Control measure
Street conversion Pieter Calandlaan			
The zoning plan	It is not possible to eliminate parking spaces	No walking boulevard can be created	Involving the municipality on time to discuss the opportunities
Lack of information about financing options	lack of financial resources	It is possible that the actions cannot be carried out	Mapping out the various financing options in a timely manner
Lack of coordination between the municipality of Amsterdam and Team Gebieden & Programma's of the VA	There is lack of support for our actions	The actions cannot be carried out	Encourage the municipality to take over the project. We should coordinate this with team Gebieden & Programma's of the VA.

Cause Due to...	Risk ... it is possible that ...	Effect ... causing ...	Control measure
Lelylaan recreational space			
Slow decision-making due to unforeseeable circumstances	The project stagnates	The actions cannot be carried out or are delayed	Trying to realize only the smaller actions that need the least coordination with other parties.
Municipality doesn't agree with the actions	The project stagnates	The actions cannot be carried out	Trying to achieve commitment to the project by involving the municipality from the start and coordinate our plans with theirs.

Cause Due to...	Risk ... it is possible that ...	Effect ... causing ...	Control measure
Lelylaan walking route			
Slow decision-making due to unforeseeable circumstances	The project stagnates	The actions cannot be carried out or are delayed	Trying to realize only the smaller actions that need the least coordination with other parties.
Municipality doesn't agree with the actions	The project stagnates	The actions cannot be carried out	Trying to achieve commitment to the project by involving the municipality from the start and coordinate our plans with theirs.
Lack of information about financing options	lack of financial resources	It is possible that the actions cannot be carried out	Mapping out the various financing options in a timely manner

8.5

Outlining Potential Funding Sources

In this paragraph an attempt has been made to outline the potential funding sources.

Local funds

Nieuw-West Begroot

On national level there are some funding sources available. One of these is called Nieuw-West Begroot this is a funding source of the municipality of Amsterdam. This funding source is meant for the plans in the city. The municipality of Amsterdam finds it important that her residents think along and participate in decisions about the plans that are implemented in the city. Because citizens know best what is needed in their immediate living environment. In this project, residents of West directly determine how € 300,000 of the budget will be spent.

Subsidy Residential initiatives in West

Individuals and organizations can apply for a subsidy at the municipality of Amsterdam for residents' initiatives that help improve the neighbourhood. One can ask for subsidy for activities that complement the existing range of physical (locations and buildings) or social facilities. Or fill a gap in the existing offer. Applying for a subsidy should be under certain conditions. Residents that apply for subsidy should be actively involved in the initiative. Activities should not have taken place and they should be one-off. Initiatives should not be commercial and they need to offer more than entertainment. The activity should also be sufficiently supported by several residents and partners in the neighbourhood. If one is eligible for the subsidy then the activity needs to be announced through the communication channels known to the neighbourhood, such as jekuntmeer.nl, neighborhood newspapers, flyers, neighborhood websites and Facebook pages.

Regional funds

- VA (Need to check within the organisation)

National funds

- (Need to check within the organisation)

EU funds

On International European level there are also funding sources available an organization can apply for:

- EU Funding-Horizon Europe
- EU Funding-LIFE
- Recovery and Resilience Facility



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