

# Studio Antwerp - Amsterdam

05-09 June 2023

## Summary and contact

Email [greet.deblock@uantwerpen.be](mailto:greet.deblock@uantwerpen.be), [thomas.vanoutrive@uantwerpen.be](mailto:thomas.vanoutrive@uantwerpen.be),  
[l.bertolini@uva.nl](mailto:l.bertolini@uva.nl)  
 Website <https://www.todisrur.eu/>

*Table 1. Information summary*

First network-wide training event summary	
Year:	2023
Project month:	30
Meeting times:	05-09 June 2023
Instruction language:	English
Disciplines:	Planning, Urban Design, Transport Studies, Landscape
Organisers:	University of Antwerp, University of Amsterdam

## Aims and program description

### TOD Studio Antwerp - Amsterdam: specific aims and program description

The Studio Antwerp - Amsterdam will be a five-day event focused on strengthening of research skills and knowledge of methodologies specific to the ESRs individual research (1), liaison with representatives of partner organisations (2) and learning of TOD projects in context of Flanders and the Netherlands through field work and site visits (3). Therefore, the Studio is focused around three main activities:

- (1) Academic workshop
- (2) Policy workshop with the Partner Organizations
- (3) Field work and on-site presentations during visits of old, new and on-going TOD projects in Flanders and in the Netherlands.

## Content

In this studio, we will:

### Strengthen methodology knowledge during the Academic day (June 5)

The academic day will be focused on:

- Explore and discuss interactions/tensions between theory and empirical application.
- ESRs will get the opportunity to formulate and discuss their theoretical frameworks and will learn how to develop a conceptual frameworks.
- Through presentations and panel discussions, participants will have a chance to listen and discuss different challenges and opportunities that supervisors have used theory in their research.

### Liaise with Partner Organizations during the Policy Workshop (June 6)

The Policy workshop will sit the ESRs, supervisors and representatives of partner organisations on one table and - discussion on topics relating to inclusiveness of TOD, top-down practices and local issues of TOD.

The involved POs are:

Labo Ruimte is an organisation formed by the partnership between the Team Vlaams Bouwmeester and the Department of Environment & Spatial Development of the Flemish Government. Through design, research and participatory debate, Labo Ruimte actively addresses pressing socio-spatial questions and investigates innovative spatial solutions for just transition towards sustainability.

Unlimited Urban Management (UUM) is an independent consultancy agency that offers integrated services of process management and urban design in complex and large-scale projects on transformation of existing station areas, redevelopment of rail corridors and urban areas, and on regional strategies combining mobility and urban planning. UUM is especially known for combining new ways of governance and collaboration through means of urban design and visualisation.

NS Stations is the NS organisation responsible for managing, operating and developing more than 400 stations and station areas in the Netherlands, in close cooperation with a number of partners.

European Passengers Federation (EPF) links Europe's major passenger organisations. EPF acts as an advocate for passengers' interests at European level. With its end-user focus it is committed to improving passenger rights and achieving a better and more inclusive and accessible (multimodal) door-to-door travel experience.

Knivsta Municipality (Knivsta kommun) coordinates the development of two new neighbourhoods in the western Knivsta urban area and Alsike station community. The urban development program focuses on sustainable and innovative solutions in all areas, such as public transport, local services, care, natural values, technical infrastructure and design of new buildings, as well as mobility solutions for connecting the neighbourhoods to the surrounding rural areas.

Travellers' association Rover, based in the Netherlands, aims to represent the voice of the traveller in public transport, and raise issues with transport companies, governments and through the media. Rover is committed to good public transport as an attractive alternative to the car and the plane. Rover advises transport companies and (regional) authorities on timetables, rates and other public transport matters. In addition, through political lobbying and traveller-friendly protest actions, Rover aims to publicity to expose situations in order to enforce improvements.

Founded in 1997, AREP is a subsidiary of SNCF Gares & Connexions. Its mission is to invent a post-carbon future. AREP operates and innovates in all the fields that are essential to the renewal of architecture and places, covering everything from architectural, urban and landscape design to engineering, including design, programming consulting services and project management.

In 1960, a Government initiative gave rise to L'Institut Paris Region (IPR) in an effort to establish a master plan for the Paris Region. Since 1983, IPR has been affiliated to the Regional Council. With 60 years of experience in the development of the metropolis of

Paris, it was progressively involved in a wide range of urban development and planning projects on an international scale.

### Expand the knowledge on TOD in the Flemish context (field trip on June 7)

Project Leuven Regionet is a strategic regional project aiming a long-term vision for transport orientated development of Greater Leuven

### Expand the knowledge on TOD in the Dutch context (June 8-9)

During the last two day of the Studio, multiple field trips aimed at learning about TOD projects in the Netherlands will be organised with the idea to:

- Get acquainted with older and more recent TOD projects in the Dutch province of Noord-Holland, as well as framing them in a broader TOD strategy called “knooppuntontwikkeling”.
- Experience the Noord-Holland rural-urban region from within during a visit to Spanborek.
- Learn about innovative methods for TOD planning in practice: from imagination to planning process during a workshop led by UUM.

## Outcomes (skills and knowledge acquired)

By the end of training week, ESRs will have acquired:

- Technical research skills: enhancing in-depth knowledge of research methods specific to each project during the academic day.
- Scientific communication skills: communication of the studio results, discussion sessions.
- Presentation skills: preparing a presentation and presenting their work during the discussion session with representatives of the partner organisations.
- General knowledge into the research field: enhance their understanding of the main themes and problematics of the TOD-IS-RUR project.
- Specific knowledge into the research field: through a series of field visits of TOD projects in Flanders and the Netherlands, the ESRs have enhanced their knowledge of context specific TODs.
- Communication skills with non-academic partners through liaison with partner organisation on mobility policy and practice.
- Knowledge to develop policy recommendations for social inclusive TOD, as well as policy guidelines for assessing and improving just forms of TOD.

## Organization of Studio Antwerp - Amsterdam

### *Locations*

Universiteit Antwerpen  
Prinsstraat 13 2000 Antwerpen

Municipality Leuven  
Provincieplein 1, 3010 Leuven

Herberg Spanbroek  
Spanbroekerweg 33, 1715 GH Spanbroek

Municipality Heerhugowaard  
Parelhof 1, 1703 EZ Heerhugowaard

## Workshop Attendance and Participation

Attendance during the whole workshop is obligatory. If ESRs are not able to attend the session, they are to inform their supervisor(s), the organisers of the workshop and the Project Management Team in advance. The ESRs should make sure to turn in their assignments if they are required.

## Materials

The reading materials will be made available in advance. For the bibliography, see Appendix.

## Participating ESRs, supervisors and PMT

Role	Name	Supervisor/co-supervisor	Host organization
ESR1	Mariana Santos	<i>Prof. Nathalie Roseau (supervisor)</i> <i>Prof. Massimo Moraglio (co-supervisor)</i>	Ecole des Ponts ParisTech, France
ESR2	Flore Guichot	<i>Prof. Paola Viganò (supervisor)</i> <i>Prof. Greet De Block (co-supervisor)</i>	École polytechnique fédérale de Lausanne, Switzerland
ESR3	Krzysztof Janko	<i>Prof. Dorothee Brantz (supervisor)</i> <i>Associate Prof. Frauke Behrendt (co-supervisor)</i>	Technische Universität Berlin, Germany
ESR4	Harriet Dunn	<i>Prof. Jonathan Metzger (supervisor)</i> <i>Prof. Stijn Oosterlynck (co-supervisor)</i>	KTH Royal Institute of Technology, Sweden
ESR5	Carla Cruz	<i>Prof. Mattias Qviström (supervisor)</i> <i>Prof. Dorothee Brantz (co-supervisor)</i>	Sveriges Lantbruksuniversitet (SLU), Sweden
ESR6	Lisa Buldeo Rai	<i>Prof. Luca Bertolini (supervisor)</i> <i>Prof. Jonathan Metzger (co-supervisor)</i>	University of Amsterdam, the Netherlands
ESR7	Maya El Khawand	<i>Prof. Caroline Gallez (supervisor)</i>	Université Gustave Eiffel (UGE), France
ESR8	Leon Vauterin	<i>Prof. Ruth Oldenziel (supervisor)</i> <i>Prof. Thomas Vanoutrive (co-supervisor)</i>	Eindhoven University of Technology, the Netherlands
ESR9	Andre Klaassen	<i>Prof. Greet De Block (supervisor)</i> <i>Prof. Mattias Qviström (co-supervisor)</i> <i>Prof. Ann Verhetsel (co-supervisor)</i>	University of Antwerp, Belgium
ESR10	Sandra La Rota	<i>Prof. Thomas Vanoutrive (supervisor)</i> <i>Prof. Luca Bertolini (co-supervisor)</i> <i>Prof. Caroline Gallez (co-supervisor)</i>	University of Antwerp, Belgium
Coordinator	Greet De Block Matthias Blondia	WP3	University of Antwerp, Belgium
PM	Irina Grcheva		
Supervisor	Caroline Gallez	WP2	Université Gustave Eiffel (UGE), France

Role	Name	Supervisor/co-supervisor	Host organization
ESR1	Mariana Santos	<i>Prof. Nathalie Roseau (supervisor)</i> <i>Prof. Massimo Moraglio (co-supervisor)</i>	Ecole des Ponts ParisTech, France
ESR2	Flore Guichot	<i>Prof. Paola Viganò (supervisor)</i> <i>Prof. Greet De Block (co-supervisor)</i>	École polytechnique fédérale de Lausanne, Switzerland
Supervisor	Nathalie Roseau	WP1	Ecole des Ponts ParisTech, France
Co-supervisor	Massimo Moraglio	WP1	Technische Universität Berlin, Germany
Supervisor	Paola Vegany	WP1	École polytechnique fédérale de Lausanne, Switzerland
Co-supervisor	Stijn Oosterlynck	WP1	University of Antwerp, Belgium
Supervisor	Luca Bertolini	WP2	University of Amsterdam, The Netherlands
Supervisor	Thomas Vanoutrive	WP3	University of Antwerp, Belgium
Scientific advisory board	Nik Luka		McGill University, Canada

## Trainers (internal and external)

Trainers	Name	Brief description of the role/session contribution
Internal trainers	Prof. Greet De Block Prof. Thomas Vanoutrive Prof. Luca Bertolini prof. Caroline Gallez prof. Nathalie Roseau prof. Paola Viganò prof. Stijn Oosterlynck	Organiser Organiser Organiser Discussant Discussant Discussant Discussant
External trainers	Edwin van Uum, UUM Koen Vermeulen, UUM Paul Chorus, PNH Stephan Reniers, Regionet Leuven Benny Reviens, Gemeente Bekkevoort Daan Van Tassel, Stad Leuven Wiet Van Daele, Stad Leuven Patrick Rentinck, municipality Dijk en Waard	Workshop leader Workshop leader Discussant Discussant Presenter/discussant Presenter/discussant Presenter/discussant Guided tour organiser
Scientific Advisory Board	Nik Luka	Discussant/moderator
Partner Organisations representatives	Sofie Troch, Labo Ruimte Helena Van Pottelberge, Labo Ruimte Nils Le Bot, AREP Edwin van Uum, UUM Danique Ton, NS Stations Kathryn Bulanowski, EPF Pernilla Westerback, Knivsta kommun	Discussant Discussant Discussant Discussant Discussant Discussant

	Pär Gustav Fridlund, Knivsta kommun Naomi Geelen, ROVER Brigitte Guigou, Institut Paris Region	Discussant Discussant Discussant
--	--	--

## Calendar

Monday, 5 June 2023	
Academic day <i>Location: Willem Elsschot- en Thomas Greshamzaal, <a href="#">Hof van Liere</a> (Stadscampus, Prinsstraat 13)</i>	
09:30 - 10:00	Coffee/tea
10:00 - 10:10 10:10 - 10:30 10:30 - 11:00 11:00 - 12:30	Morning session Introduction to the studio (Greet and Luca) Presentation and instructions for the workshop (Thomas) Individual time for the ESRs to construct conceptual framework Each ESR presents (1 min) Feedback (5 min)
12:30 - 13:30	Lunch
13:30 – 15:00     15:00 - 15:45 15:45 - 15:55 15:55 - 16:20 16:20 - 16:30	Afternoon session Presentations on tensions between theory and empirical work Panellist 1: Prof. Greet De Block Panellist 2: Prof. Stijn Oosterlynck Break Panellist 3: Prof. Nathalie Roseau Panellist 4: Prof. Luca Bertolini Open panel discussion (moderators: Andre and Sandra) Break ESR reflections Summary of the day (Thomas)
Evening lecture and a collective dinner <i>Location: <a href="#">Stadsform</a>, Stadswweg 6 2000 Antwerpen</i>	
19:30 - 21:30	An <a href="#">event</a> by Stadsform x Urban Studies Institute “How do we pedestrianize our cities?”. A collective dinner with food from Nimmanhaemin.
Tuesday, 6 June 2023	
Policy workshop with non-academic partners <i>Location: Willem Elsschot- en Thomas Greshamzaal, <a href="#">Hof van Liere</a> (Stadscampus, Prinsstraat 13)</i>	
09:30 - 10:00	Coffee/tea

10:00 - 12:15	<p>Morning session: Contextual/local qualities and concerns related to TOD</p> <p>Topic 1: Top-down and bottom-up dynamics: ESR4 (Harriet), ESR5 (Carla), and ESR7 (Maya)</p> <p>Topic 2: TOD and social ex/inclusion: ESR3 (Krzysztof) and ESR8 (Leon)</p> <p>Respondents: Knivsta Municipality, NS Stations, EPF, IPR</p> <p>Moderator: prof. Nik Luca</p>
12:30 - 13:30	Lunch
13:30 - 16:00	<p>Afternoon session: Instruments for integrating local perspectives in TOD planning</p> <p>Topic 1: Including rural-urban voices: ESR6 (Lisa) and ESR10 (Sandra)</p> <p>Topic 2: Redefining transport and land use relations: ESR1 (Mariana), ESR2 (Flore), and ESR9 (Andri)</p> <p>Respondents: AREP, UUM, Labo Ruimte, Rover</p> <p>Moderator: prof. Luca Bertolini</p>
16:00 onwards	Free evening
<b>Wednesday, 7 June 2023</b>	
Field work - visit to Leuven and the project Regionet Leuven	
08:45	departure from Antwerp at Felix Pakhuis, Oudeleeuwenrui 29
08:45 - 10:00	bus travel
10:00 - 10:30	Stop 1: Bekkevoort, presentation by Benny Reviers and Stephan Reniers
10:30 - 11:00	Reniers
11:00 - 12:00	bus travel
12:00 - 13:00	<p>Stop 2: Kessel-Lo, the site of the project Knoop van Kessel-Lo (the node of Kessel-Lo), presentation by Daan Van Tassel (Stad Leuven)</p> <p>Stop 3: Provinciehuis Leuven (walking distance from the stop 2), presentation of the project Regionet Leuven by Stephan Reniers (coordinator Regionet Leuven)</p>
13:00 - 14:00	Lunch at the cafeteria of Provinciehuis Leuven
14:00 - 14:20	bus travel
14:20 - 15:00	Stop 4: Leefdaal
15:00 - 15:20	bus travel
15:20 - 16:10	Stop 5: Wijkmaal, presentation van Wiet Van Daele (Stad Leuven)
16:10	departure towards Amsterdam Central Station
(around) 18:30	arrival at Amsterdam Central Station
Evening in Zaandam	
18:39, 18:43, 18:53, 18:58	train to Zaandam (the train ride is c.12 min)
19:00 onwards	<p>Free dinner</p> <p>Self-guided tour of Zaandam</p>

Thursday, 8 June 2023	
Field work in Spanbroek - RUR exploration and imagination <i>Location: <a href="#">Herberg Spanbroek</a> (Spanbroekerweg 33, 1715 GH Spanbroek)</i>	
10:00	Departure to Spanbroek from Zaandam train station
12:00 - 13:00	Lunch
13:00 - 15:00	Crash course Spanbroek
15:30 - 18:00	Imagination workshop
19:00	Collective dinner
Friday, 9 June 2023	
Field work in Heerhugowaard - TOD in Noord-Holland <i>Location: Groene zaal, <a href="#">Wijkcentrum De Horst</a> (Van Eedenplein 5, 1702 GW Heerhugowaard)</i>	
08:45	Meeting time
09:00	Departure to Heerhugowaard from Spanbroek Raadhuisje bus stop
09:45 - 11:00	Arrival to Heerhugowaard and guided tour of the station area
11:15 - 13:00	Serious game (UUM)
13:00-14:30	Lunch
14:30-16:00	Studio reflections
16:31, 17:01, 17:31	train to Amsterdam Centraal (50 min.) and beyond

## Description of the program

### Monday, 5th June 2023

#### *Academic day 09.00-16.30*

During the academic day, ESRs will get the opportunity to explore interactions and tensions between theory and empirical application. The morning session is structured around a hands-on workshop where ESRs will participate in an exercise to formulate, reflect, as well as get feedback on their individual theoretical frameworks. The afternoon session consists of four short presentations where supervisors with different disciplinary backgrounds from the TOD-IS-RUR project will address challenges and opportunities they have faced when using theory in their own research. The presentations will be followed by an open panel discussion where participants will get the opportunity to discuss and elaborate on any questions that might arise.

The academic day will provide a space for reflection as well as inspiration from established researchers regarding conceptual thinking and the bumps they themselves



have met on the road in their work. ESRs will get instructions on how to develop a conceptual framework, define research gaps, summarise their research,...

The day will end with a reflection where ESRs will be asked to think about the practical and theoretical takeaways of the day for their own research.

In preparation for the afternoon session, participants will be asked to read the materials in the link below. Please note that the readings will be completely uploaded on the 26th of May: [Readings for the academic day 5th June](#)

*“How do we pedestrianize our cities?” (Stadsform x Urban Studies Institute)  
19.30-21.00*

The academic day will end with a public event at Stadsform, where Kelly Gregg (University at Buffalo, US) will lead a dialogue on the development of public spaces that support social engagement. The series is organised by Stadsform in collaboration with the Urban Studies Institute, Universiteit Antwerpen. Dinner will be provided at the venue.

*Description of the event:*

Often we enjoy vibrant public spaces and pedestrian districts without fully understanding the transformations of those places over time. Many cities have been improving their public spaces and urban streets by prioritising spaces for people over automobile movement. From this, the modernist concept of pedestrianization in urban areas has been reinvented in the contemporary context. Furthermore, the covid-19 pandemic has only accelerated and diversified these ongoing efforts. Using archival, newspaper, and professional documents, along with expert interviews, Kelly Gregg (University at Buffalo, US) will highlight ongoing research relating to the process of transforming public spaces and street designs from both a contemporary and historic context in America and Belgium. This research specifically questions what can be learned from past planning and design processes; how have these planning and design processes changed over time; what actors have been involved and how has the implementation of street design changed over time?

## Tuesday, 6th June 2023

*Policy workshop with non-academic partner organisations  
09:30 - 16:00*

Although TOD, in its essence, concerns harnessing the feedback between transport and land use in order to create urban development in vicinity of public transport stops (in short: creating and transforming neighbourhoods in relation to mobility), the TOD discourse mostly foregoes these local dynamics in favour of a top-down planning approaches. This hardly leaves room for contextual qualities and local concerns in TOD, especially not in rural-urban areas (i.e. often associated with ‘bad’ urbanism, at least from a narrow TOD perspective). During the workshop we will present and tackle this issue from two perspectives.

(1) Morning session: *Contextual/local qualities and concerns related to TOD*. During the morning session we will highlight a number of local and place-specific concerns, as well as the difficult relation between these concerns and current top-down planning through two topics:

*Topic 1: Top-down and bottom-up dynamics* will be presented by ESR4 (Harriet Dunn), ESR5 (Carla Cruz), and ESR7 (Maya El Khawand)

In most of Europe, public transport is planned and managed at the level of the nation and/or region. Consequently, transport and mobility policy is often defined from a top-down perspective. However, the impact of actual development of/around public transport stops has a fundamentally local impact that is generally not taken fully into consideration when planning the network. This mismatch is amplified by the power dynamics between governance scale levels [ESR 4]. We will explore two examples illustrating the consequences (and the potential) of a power asymmetry between the national/regional level and the local level in TOD planning. A first example focuses on landscape: landscape amenities and local places of leisure are explicitly rooted in local interest, and rarely on the radar in mobility planning [ESR 5]. A narrow notion of accessibility focusing mainly on access to jobs creates the risk of a mismatch between the accessibilities provided by a public transport network, and the actual (local) accessibility needs of communities that are connected to/by this network. When local accessibilities would be taken into account when planning TOD's, there is a substantive potential to reduce mobility dependency within the contexts being planned for [ESR 7].

Respondents to this session are: Knivsta Municipality, NS Stations, EPF, IPR.

*Topic 2: TOD and social ex/inclusion*, presentations by ESR3 (Krzysztof Janko) and ESR8 (Leon Vauterin)

TOD can have exclusionary effects. A substantive part of existing discourse implicitly, and mostly unintentionally, caters to the needs of specific social groups, while other groups are underrepresented when balancing public interests in TOD projects. In this regard, social sustainability needs to be more explicitly included in TOD discourse (equivalent to environmental and economic sustainability) [ESR 8]. One way to do this is to highlight the potential role of active mobility (walking and cycling) in rural-urban TOD's (rather than the predominant focus on public transport accessibility). However, this requires a more integrated approach to walking and cycling [ESR 3].

(2) Afternoon session: *Instruments for integrating local perspectives in TOD planning*. During the afternoon session, also divided into two topics, we will discuss a number of TOD planning tools, specifically intended to bring contextual/local perspectives into the fold.

*Topic 1: Including rural-urban voices* presented by ESR6 (Lisa Buldeo Rai) and ESR10 (Sandra La Rota)

Bringing the rural-urban focus into TOD discourse, implies letting go of certain elements that have defined the urban lens, by understanding, and thus unravelling the underlying bias in planning. Audio-visual tools can be used to empathise with currently unrepresented perspectives [ESR 10]. New perspectives on TOD can further be discovered from understanding the spatial imaginaries that different actors have (for the future) of their rural urban landscape [ESR 6], bringing both the plurality and locality of visions into view.

*Topic 2: Redefining transport and land use relations* presented by ESR1 (Mariana Reis Santos), ESR2 (Flore Guichot), and ESR9 (Andri Klaassen)

Territories are in constant evolution; they gradually develop and re-develop, realising planned visions over the long term. Or not: the tension between real estate dynamics and transport plans interferes with the historic urbanisation process. This is also true

for TOD, and the analysis of long-standing cases can highlight where these tensions come into play. Thus, by analysing the successes and challenges associated with the implementation of TOD over time, best practices and lessons learned can be identified [ESR 1]. At the same time, these tensions need to be explicitly tackled in new territorial visions that are being proposed for public transport in rural-urban regions [ESR 2]. This is not only a question of avoiding mechanisms of exclusion. Rather, there is an explicit potential in transport planning to alleviate/correct the exclusionary tendencies of real estate and land use dynamics [ESR 9].

Respondents to this session are: AREP, UUM, Labo Ruimte, Rover.

## Wednesday, 7th June 2023

### *Field work - visit to Leuven and the project Regionet Leuven* *08:45 - 16:00*

The bigger part of the day is reserved for a field trip to Greater Leuven, visiting sites tackled in the project Regionet Leuven. Regionet Leuven is a strategic regional project aiming a long-term vision for transport orientated development of Greater Leuven. As part of the field trip, we will visit several urban and rural areas, such as Bekkevoort (a village), Kessel-Lo (municipality of Leuven), Leefdaal (a village), and Wijgmaal (municipality of Leuven), where we will follow presentations on the development for the areas. We will also follow a presentation of the project Regionet Leuven by Stephan Reniers, the project coordinator.

#### Description of the project:

Greater Leuven is an attractive, dynamic region in growth. The number of inhabitants is increasing, together with the growth of economic activity and the knowledge economy. The downside of such urban growth is the pressure to keep access to quality mobility, without declining the quality of life. Moreover, a large part of the population outside the cities and village centres relies on car-based transport. Consequently, this is leading to overcrowded roads and difficult-to-reach facilities. Regionet Leuven, aims to reduce the pressure of urban growth to urban-rural mobility, and preserve the remaining open space as much as possible. The idea is to help residents become less car dependent by developing both, a network for high-quality public transport and a high-quality bicycle network. At the same time, the project supports development of new homes, workplaces and facilities in the cities and easily accessible village centres.

Regionet Leuven is a strategic project involving co-creative work of various partners working together on a long-term vision for the region. Since 2014, Regionet Leuven has brought various administrations in the Leuven region to the table for far-reaching coordination on a sustainable spatial and mobility policy. The project arose from a spatial-technical feasibility study that was developed by BUUR in collaboration with various universities. As a strategic project, Regionet Leuven tackles problems and responds to opportunities through a shared vision with all our partners, engaging all actors in the ongoing spatial planning and decision-making process. The future plan is to focus on a mental shift towards sustainable mobility-driven spatial development among the wider population, through actively involving the residents and giving them an important and active role in the process.

### *Evening arrival to Zaandam (Greater Amsterdam)* *Around 19:00*

After the evening arrival to Zaandam, participants are invited to take a self-guided tour of the station area, a 20 year old, still unfolding TOD which transformed the area and the image of this small city, just outside of the metropolitan core of Amsterdam. Be sure you have read the article in the booklet prior to arrival!

## Thursday, 8th June 2023

### *Field work in Spanbroek - RUR exploration and imagination*

We will visit the outskirts of the RUR in Spanbroek, a village of 4000 inhabitants. We start the day by experiencing the long, slow travel by public transport, starting from the Zaandam TOD in the Metropolitan Region of Amsterdam (MRA). In the afternoon we will take a “crash course” of the area, in a self-guided and playful manner, via an explorative “scavenger hunt” in groups of 2 to 4 people, either by public transport or by bike. Afterwards, our observations of the area will come in handy, when the participants will be guided through an “Imagination Workshop” as designed by ESR 6 Lisa Buldeo Rai in the context of her research. We will be imagining several alternatives for life in and around Spanbroek.

The day ends with a collective dinner.

## Friday, 9th June 2023

### *Field work in Heerhugowaard - TOD in Noord-Holland*

To finish our stay at Spanbroek, we will experience again the travel by public transport to another, more nearby urban centre, Heerhugowaard, which is on the same transport corridor as Zaandam but farther removed from Amsterdam.

Heerhugowaard is in the midst of a TOD-style redevelopment. We will start with a tour of the station area, guided by the municipality and the Province. Next, we will get acquainted with serious games as an innovative method for project management. We will play a game on sustainable development of Heerhugowaard, led by UUM.

After lunch, we will end the studio with some individual and collective reflection time.

## Getting to Antwerp

From Brussels-Zaventem Airport: Brussels Airport is the most frequently used gateway to Antwerp.

By Train: there is a direct train from Brussels Airport to Antwerp Central Station. The trip lasts ~38 minutes and the fare is ~11.80 EUR. More information on the Belgian Railways website here: <https://www.belgianrail.be/en/>

By Bus: Airport Express offers a direct shuttle from Brussels Airport to the center of Antwerp (~10 Euro). More details: <https://www.airportexpress.be/>

### From Brussels South Charleroi Airport

When flying with Ryanair, you can arrive at Brussels South Charleroi Airport. You can travel to Antwerp by train or by bus shuttle. If you travel by train, first take a bus to the Charleroi South train station. The trip to Antwerp lasts 1h40' and the fare is ~15 EUR. More information on the Belgian Railways website here: <https://www.belgianrail.be/en/>

### From Amsterdam Schiphol Airport

There is a fast train (Thalys) from Amsterdam Schiphol Airport to Antwerp Central Station. The trip lasts ~55 minutes and the fare is ~73 EUR. More information here: <https://www.thalys.com/be/en/>

## GETTING AROUND TOWN

### Get around by public transportation

The public transportation company De Lijn ([www.delijn.be/en/](http://www.delijn.be/en/)) operates a network of buses, trams, and underground tram connections in the city and surroundings. A 10-ride card costs 16 EUR. They can be bought at self-service machines or at fixed points (i.e., supermarkets and any place that sells newspapers). You can also buy a single ticket in the bus, which costs ~3.00 EUR.

### Free Wi-Fi

The city of Antwerp offers free Wi-Fi zones.

## Getting to Zaandam, Spanbroek, Heerhugowaard

From Amsterdam-Schiphol Airport: Schiphol is the nearest airport.

Amsterdam central station is the nearest train hub serviced by a number of international trains, like Thalys (the fastest to Antwerp, Brussels, Paris), IC Brussels (a bit slower, but more flexible and cheaper, to Antwerp, Mechelen, Brussels), IC Berlin, Eurostar (London).

By public transport: there are frequent trains from Schiphol and Amsterdam to Zaandam and Heerhugowaard. There are bus or bus+train connections between Spanbroek and the nearest cities (Hoorn, Obdam, Heerhugowaard). Public transport inside the Netherlands can be paid contactless by card or phone; this is the cheapest and easiest way. (A declaration can afterwards be retrieved through the [OVpay app](#).)

## Accommodation in Antwerp (4-7 June)

Here below, we provide a short list of suggested hotels located within a walking distance to the University of Antwerp. Of course, you are also free to choose another alternative accommodation.

Please note that booking and payment are the responsibility of the participants.

### SUGGESTED FIRST-CLASS HOTELS

RADISSON BLU ASTRID HOTEL\*\*\*\* Koningin Astridplein 7 - 2018 Antwerp  
[www.radissonblu.com/astridhotel-antwerp](http://www.radissonblu.com/astridhotel-antwerp)

Bernardin guesthouse Sint-Jacobstraat 3; 2000 Antwerpen  
<https://www.bernardin-antwerpen.be/>

### SUGGESTED MIDRANGE HOTEL

Quality Hotel Antwerpen Centrum Opera\*\*\*\* Molenbergstraat 9-11, 2000 Antwerp  
<http://quality-hotel-antwerpen-centrum-opera.hotels-antwerpen.net/nl/#main>

IBIS ANTWERPEN CENTRUM\*\*\* Meistraat 39 - 2000 Antwerp  
[www.ibishotel.com](http://www.ibishotel.com) (Email: H1453-SB@accor.com)

PARK INN BY RADISSON ANTWERP\*\*\*\* Koningin Astridplein 14, 2018 Antwerpen  
<https://www.radissonhotels.com/>

LEONARDO HOTEL\*\*\* De Keyserlei 59, 2018 Antwerpen  
<https://www.leonardo-hotels.nl/?sessionreirect=1>

DE KEYSER HOTEL\*\*\*\* De Keyserlei 66-70, 2018 Antwerpen  
[http://www.hoteldekeyserantwerp.com/index\\_nl.htm](http://www.hoteldekeyserantwerp.com/index_nl.htm)

### BUDGET MINDED ACCOMMODATION

A-STAY ANTWERP Pelikaanstraat 86, 2000 Antwerp  
<https://www.a-stay.com/>

THE ASH - ANTWERP STUDENT HOSTEL Italiblei 237, 2000 Antwerp  
<https://www.ash-antwerp.com/>

IBIS BUDGET ANTWERPEN CITY CENTER Lange Kievitstraat 145 – 2018 Antwerp  
[www.ibis.com](http://www.ibis.com)

Booking via Booking Tool UAntwerpen (but it could be cheaper via other booking portals, even with the discount of 10%)

How to book a hotel with discount codes (please follow the steps in the right order):

- Go to the online [booking tool](#)
- First enter the discount code UAACB19 and click on 'Validate'
- Then enter the arrival and departure dates and click on 'Search'
- You'll see an overview of all available hotels and their Best Available Rate -10%, at that moment, including any cancellation conditions

## Accommodation in Zaandam (7-8 June)

For the full TOD experience, we recommend staying in one of the hotels adjacent to Zaandam's central train station, as listed below.

Please note that booking and payment are the responsibility of the participants.

### SUGGESTED FIRST-CLASS HOTELS, WITH TYPICAL ZAANDAM LOOK

Zaan Hotel Ebbehout 22, 1507 EA Zaandam  
[www.zaanhotel.com](http://www.zaanhotel.com)

Intell Hotels Amsterdam Zaandam Provincialeweg 102, 1506 MD Zaandam  
[www.inntelhotelsamsterdamzaandam.nl](http://www.inntelhotelsamsterdamzaandam.nl)

## SUGGESTED BUDGET HOTELS

Best Western Zaan Inn Grenehout 22, 1507 EB Zaandam  
[www.zaaninn.nl](http://www.zaaninn.nl)

easyHotel Amsterdam Zaandam Ankersmidplein, 1506 CK Zaandam  
[easyhotelbenelux.com/amsterdam-zaandam](http://easyhotelbenelux.com/amsterdam-zaandam)

## Accommodation in Spanbroek (8-9 June) – booked!

We have booked this group accommodation. Separate invoices will be provided by UvA.  
Note that you do not have to book accommodations for this night.

Herberg Spanbroek Spanbroekerweg 33, 1715 GH Spanbroek  
[www.herbergspanbroek.nl](http://www.herbergspanbroek.nl)

## Accommodation in Amsterdam – optional

For those planning to stay the weekend in Amsterdam, it can help to email hotels or hostels with a group booking, that might give you quite a discount. Airbnb is strictly regulated and has very limited availability.



## Appendix: Bibliographic references Studio Antwerp - Amsterdam

De Block, G (2016) *Ecological infrastructure in a critical-historical perspective: From engineering 'social' territory to encoding 'natural' topography*. *Environment and Planning A: Economy and Space*, 48(2), 367–390

Segerink, J & De Block, G (2022) *Technodiplomatic processes of territorialization: negotiating Chinese sovereignty through infrastructure in semi-colonial Tianjin*. *Territory, Politics, Governance*, 1901–08.

Straatemeier T, Bertolini L, Brummelstroet, M, & Hoetjes, P (2010) *An Experiential Approach to Research in Planning*. *Environment and Planning B: Planning and Design*, 37(4), 578–591.