



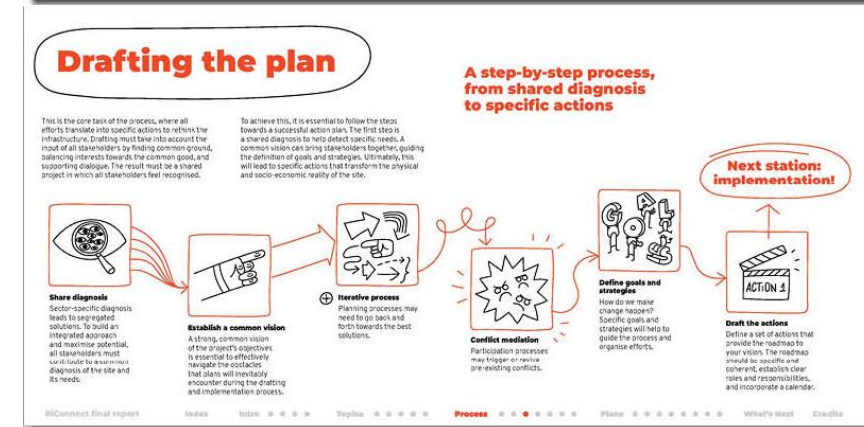
1. Metodología integración infraestructuras
2. Dimensión Metropolitana
3. Construir relato europeo

APN RiConnect

Presentación #InfoDayES
Vic 8 de Febrero de 2023



1. Diseñar una metodología para integrar una infraestructura de movilidad



2. Dimensió metropolitana emfatitzando la realidad municipal



Arenosa i Ranha, AMP



Oldham, TfGM

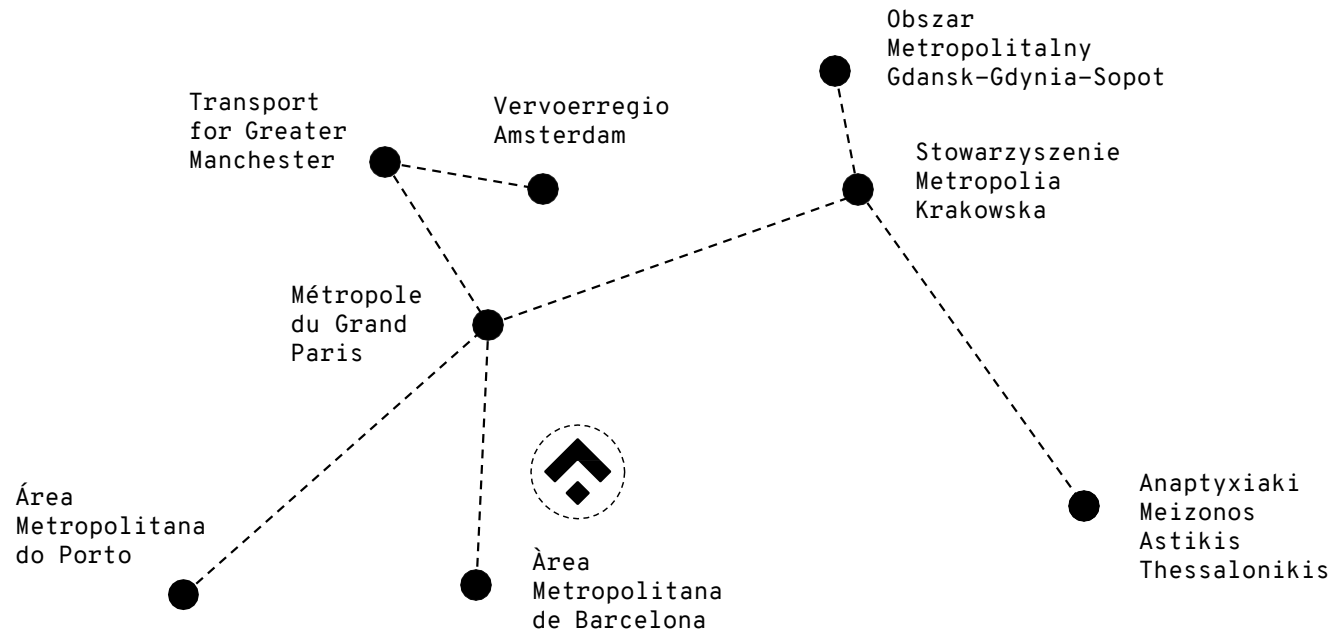


Livry-Gargan, MGP



Montcada i Reixac, Cerdanyola, Ripollet i Barberà, AMB

RiConnect Rethinking infrastructure



Amsterdam - Lelylaan



Hel peninsula, OMGGS



Skawina, KMA



Kalamaria, MDAT



2. Dimensió metropolitana emfatitzando la realidad municipal

RiConnect Integrated Action Plan

ARRANHA
CIRCUNVALAÇÃO ROAD (N12) BETWEEN THE LOCATIONS AREOSA AND RANHA PLACES

Project funded by the European Union, Government of Aragón, and the Regional Government of Aragón

June 2022
Municipality: Arranha

RiConnect Integrated Action Plan

THE COMPACT CITY STORY
DEVELOPMENT DIRECTIONS OF THE SKAWINA MOBILITY HUB WITH ITS SURROUNDINGS

Project funded by the European Union, Government of Poland, and the Regional Government of Poland

June 2022
Municipality: Skawina

RiConnect Integrated Action Plan

FROM CAMP TO PARK
RECONNECTING A FORMER MILITARY CAMP

Project funded by the European Union, Government of Slovakia, and the Regional Government of Slovakia

June 2022
Municipality: KODRA

RiConnect Integrated Action Plan

ENHANCING THE ENTRANCE TO THE METROPOLITAN AREA
CONNECTING THE TWO SIDES OF A MAJOR ROAD INFRASTRUCTURE

Project funded by the European Union, Government of Spain, and the Regional Government of Spain

June 2022
Municipality: Madrid

RiConnect Integrated Action Plan

INTEGRATED MOBILITY SOLUTIONS FOR HEL PENINSULA

Project funded by the European Union, Government of Finland, and the Regional Government of Finland

June 2022
Municipality: HELSINKI

RiConnect Integrated Action Plan

OUR STREETS FOR ALL
APPROACH TO THE KING STREET AREA OF OLDHAM

Project funded by the European Union, Government of the United Kingdom, and the Regional Government of the United Kingdom

June 2022
Municipality: OLDHAM

RiConnect Integrated Action Plan

STATION LELYLAAN
FROM TRAVELLING POINT TO VIBRANT PUBLIC SPACE

Project funded by the European Union, Government of the Netherlands, and the Regional Government of the Netherlands

June 2022
Municipality: LELYLAAN

RiConnect Integrated Action Plan

AVINGUDA DEL VALLÈS
HUMANIZING THE N-150 ROAD

Project funded by the European Union, Government of Spain, and the Regional Government of Spain

June 2022
Municipality: AVINGUDA DEL VALLÈS

6. Small Scale Action

6.1 Description

The current chapter sets the main assumptions of a Small-scale Action within the RiConnect project. Because of the character of the project activities and the need of preparing IAP as a participatory approach the main objectives of the SSA were:

- Consultation of preliminary assumptions of IAP with a wider range of stakeholders, including local society.
- Testing a draft of actions identified during action planning process with URBACT Local Group.
- Preserving Functional and spatial concept of The Skawina Mobility Hub with its surroundings.

Due to the scale of the project, its social importance, the complexity of the site functions and the number of stakeholders, Charterre is the most adequate technique for consulting and testing the stakeholders in the physical design. Charterre workshops are based on the local community in decision-making processes concerning the city space, which is a common environment and should be shaped in the agreement of decision-makers, residents, and other interested parties.

The participants represented various groups: officials, town planners, developers, residents, community workers, and specialists in various fields related to the city development. All the participants shared their commitment. Participatory value was the participation of a group of residents and social stakeholders. They were not numerous, but very active. The representation of the Municipality and other local and metropolitan institutions needed to take part in thematic sessions was also significant. Some participants took part in Charterre as a dual role of local government officials, specialists, experts, and residents. The available value of the workshop was getting to know and confirm in one place and time different perspectives and opinions on a wide range of topics: from public services, transport, security, to the advantages and deficiencies of public spaces, recreational infrastructure, greenery, and architectural aesthetics. All these aspects affect the quality of life in the city.

Workshops approach consisted of several participatory visits, including open discussion, brainstorming, addressing needs, engaging priorities, choosing between options, and testing solutions through joint sketching and working on a model. One of the important elements of the process was the collection, mapping of critical points, collective memory, points of importance, gaps, conflicts, and spatial barriers. The continuous movement of each of the four energy sessions was the joint collecting spatial observations in a table. This enabled the creative movement enabled an integrated approach to the complex urban issues discussed during thematic and design sessions. Thanks to this, it was possible to achieve the goal, which is to develop a common vision of site development.

Most of the conclusions heard during the workshop were incorporated into the 3D model. It is presented during the last open session. After the public presentation and discussion, this model was revised in consideration of the comments of stakeholders gathered at the final session.

6.2 Execution

3. IAP Site

3.1 Definition of IAP area

THE IAP SITE

The IAP Area (Skawina Mobility Hub with its surroundings) - and Skawina Town together - is located on the East-South and off-Ranha Functional Area, about 20 km from the center of The City of Kraków. The Municipality of Skawina is a satellite urban & conurbation - a small town with traditional connections with The City of Kraków as a core city of the Kraków Functional Area.

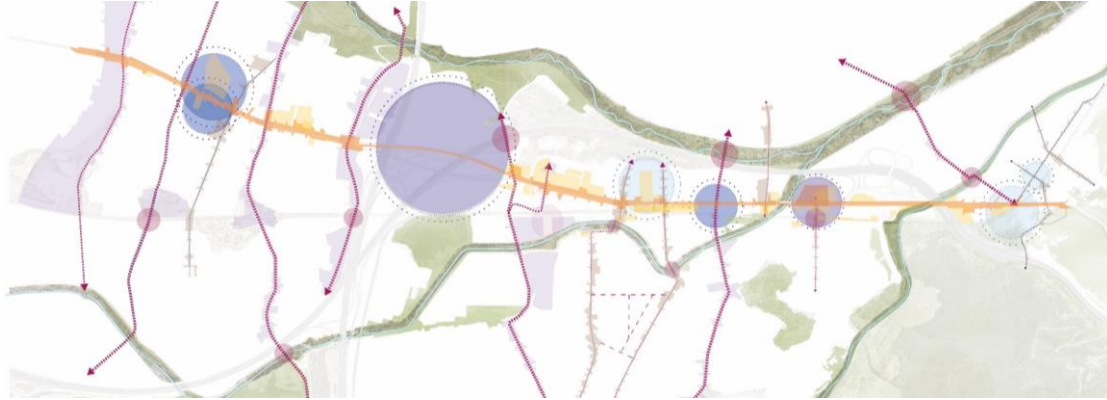
Map 1: IAP Area
Map 1: Location of the IAP Area in the Kraków Metropolitan Area

Residence of Skawina moves from Skawina to the City of Kraków, but also from Kraków to Skawina (a lot of industrial areas with workshops). It determines the needs of passengers - a fast way to The City of Kraków, but also the opposite direction. Moreover, a lot of Skawina residents live, study and work in Skawina, without everyday trips to The City of Kraków. That is why it's important to take into account the perspectives of passengers and residents of the IAP Area during project activities.

The IAP Area is a representative example of changes in mobility in Kraków Functional Area, connected with mobility investments and new functions of public spaces resulting from development of mobility infrastructure.

The Skawina Mobility Hub - as a main point of the IAP Area - includes the Skawina Railway Station with a Park & Ride (P+R) parking space, a bus terminal, a shared bicycle station, and the nearest surroundings. The project area is located between Krakowska Street and Krakowska Street, bounded by Nopodgórska Street and on the East by the Skawinańska (Skawinańska) Estate. It is an area of about 16.73 ha with about 750 residents.

2. Dimensió metropolitana emfatitzant la realitat municipal



Más de 2000 personas

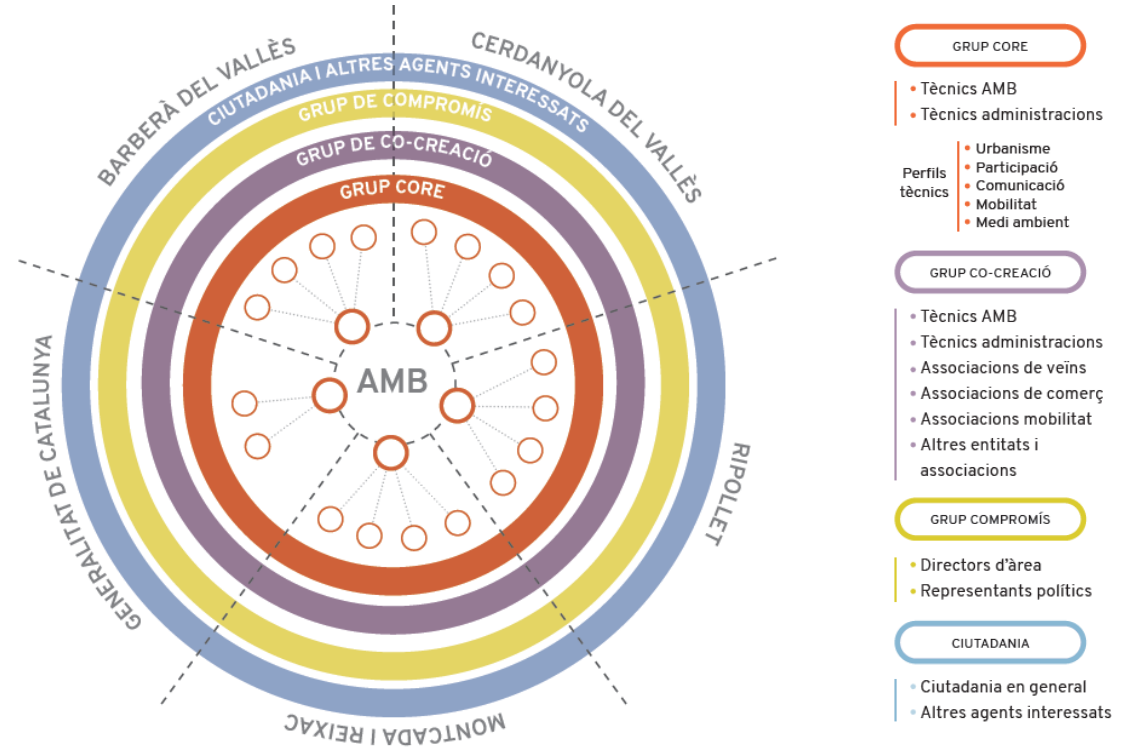
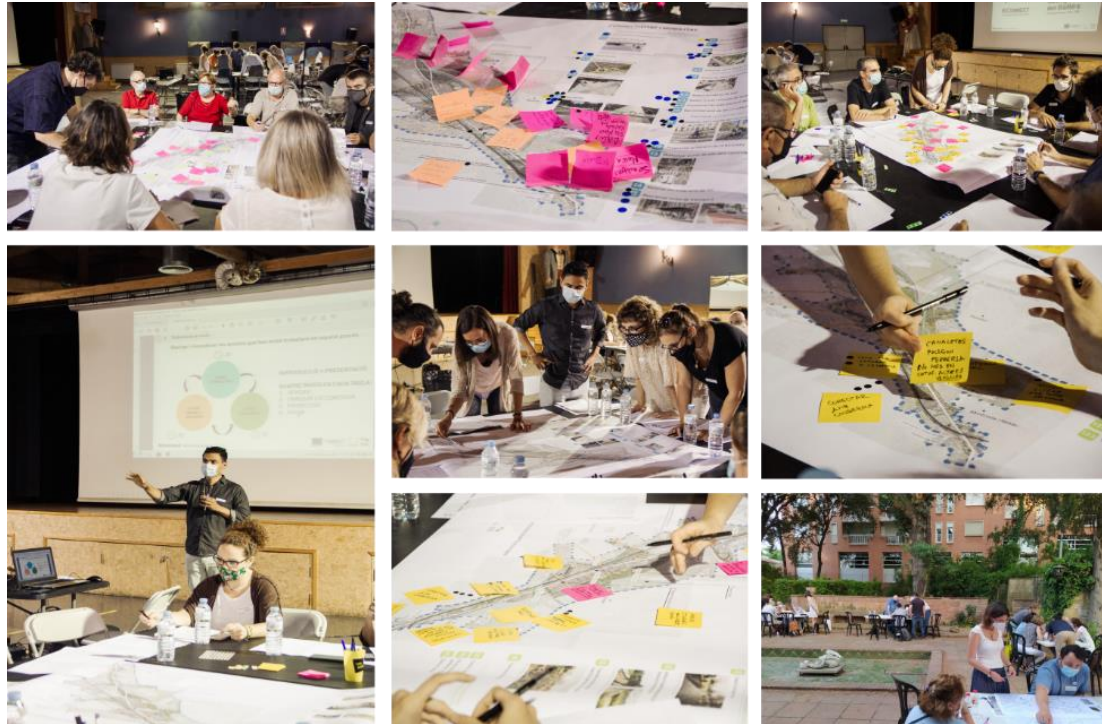
23 Reuniones del grupo Core

8 Sesiones del grupo de Co-creación

3 Reuniones del grupo de compromiso

3 Sesiones abiertas a la ciudadanía


- La dimensió lineal, 6 km
- Organizació ULG
- Visibilitat del canvi
- Estabilitat del grup de co-creació
- El compromís en la implementació





3. Construire un relato europeo

Walk'n'Roll Cities Guidebook


Innovations in mobility and public space







Where streets belong to people



4.2

Pedestrian priority: liberating city streets from cars



What's the problem?
One of the big challenges city dwellers face is the physical separation of urban areas that designate different functions - like housing - to parts of the city which are considerably further from the residents' jobs. This leads to a greater demand for transport. Many cities can only meet this demand by using motorised vehicles. Unfortunately, cars require more and more space and for this reason today, most cities' streets are designed for cars, and not for people. Besides occupying scarce city spaces, car-oriented urban mobility has a range of other negative effects like wasteful use of energy, excessive GHG (greenhouse gas emissions) and air pollution, high social costs and harmful health consequences.

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5.2

Tempo 30



What's the problem?
Our city streets historically were developed to ensure safe and uninterrupted mobility of people. With the proliferation of cars, streets were redesigned to prioritise the movement of motorised vehicles, compromising the safety of vulnerable street users, as pedestrians and cyclists. Designing streets to accommodate high car traffic flows, can result in increasing pedestrian injury rates and even fatalities in cities.

What can cities do about it?
Reducing traffic fatalities and severe injuries requires an integrated set of measures, including changes in street design, awareness-raising actions, and even completely banning cars from certain streets. Speed has a significant impact on pedestrian safety, so limiting the speed of motorised vehicles is always to one of the most impactful interventions to prevent severe incidents. There is increasing evidence that simply reducing the speed limit from 50 km/h to 30 km/h in most streets in a city, can almost immediately bring about positive results. It's an inexpensive intervention, but still, a very significant one.

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6.5

Financial resources, regulations



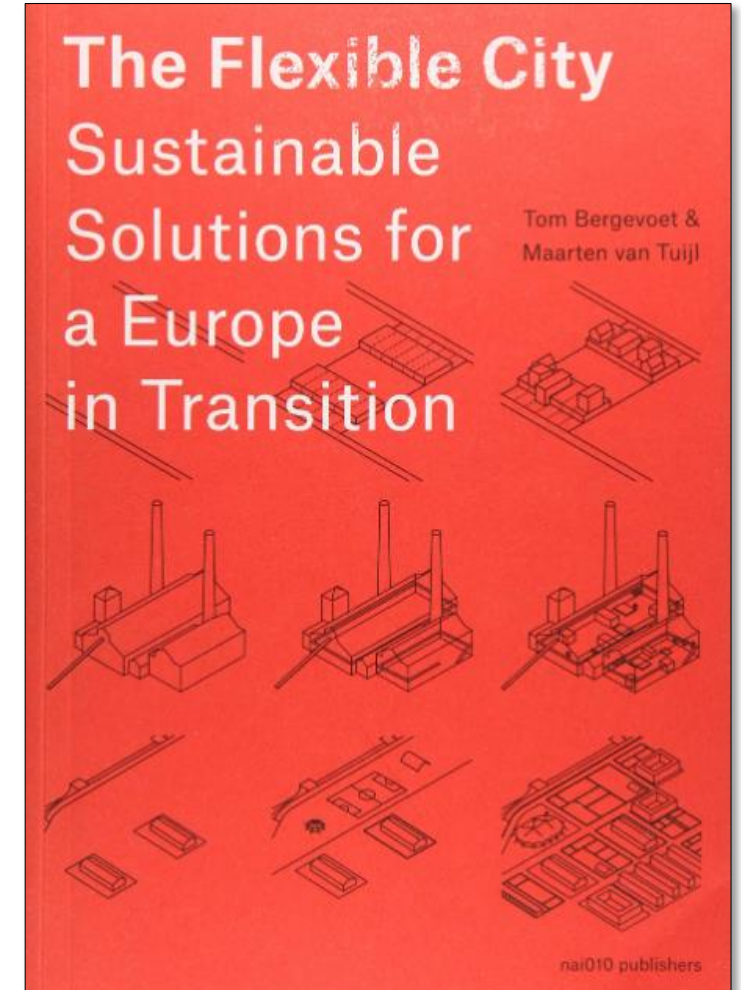
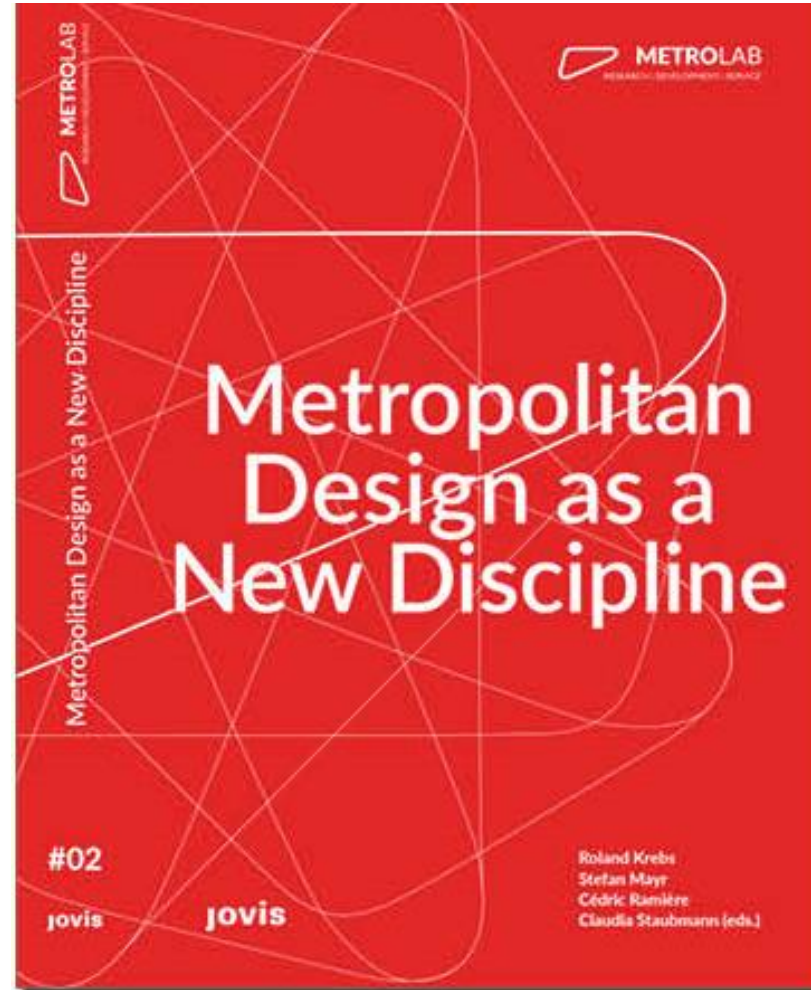
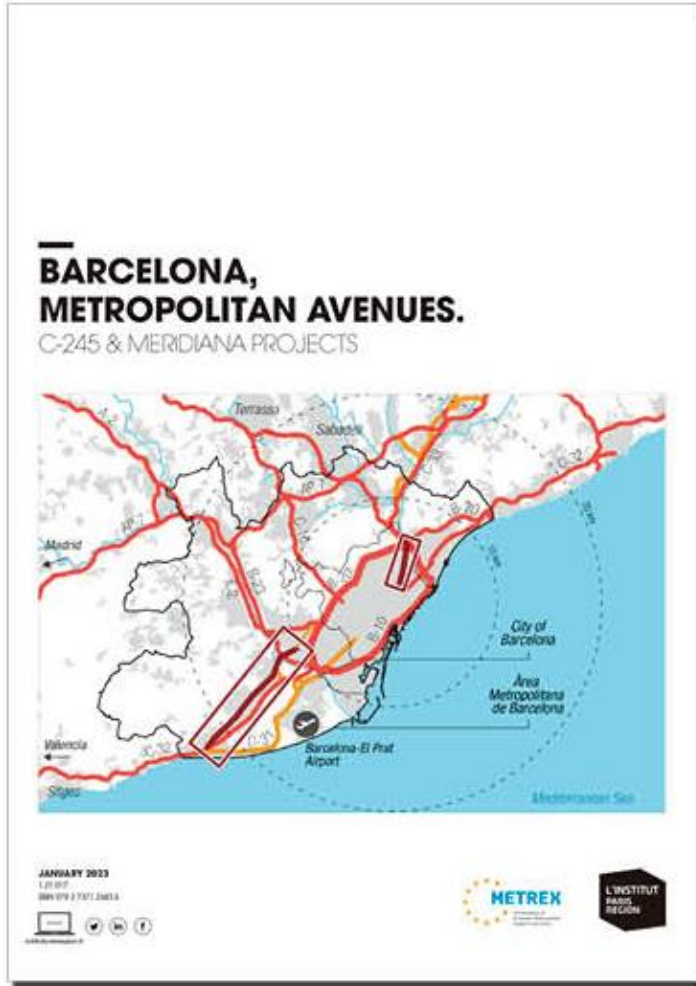
Legal framework
Local municipalities have a wide range of competences, among them, the duty to manage and enforce regulations. For example, urban design rules are important means to translate visions into reality, which might have impacts that are even more tangible than costly new infrastructure. During Covid-19 pandemics, there were many examples of tactical urbanism interventions, which could even be turned into permanent solutions. The Barcelona Superblock plan (chapter 5.7), for instance, provides an interesting approach of how innovative ideas can be tested with temporary interventions, which can then be followed by more expensive measures and developments.

In many cases, however, local authorities face barriers that keep them from achieving the objectives that were originally intended with the regulations. Common challenges include the complexity of current laws, for instance, a municipality might improve a public space by restricting and limiting car use in certain streets, but as a consequence, generate a specific process. As new regulations in other national government responsibility, at the local level there's little cities can do to control the increase of rents. All this means that municipalities have to carefully count the alternatives of their regulations.

Trustee is an important part of local governance. Cities are in very different positions across countries, to what extent they can determine different types of laws. For example, local urban laws can provide an important opportunity to get a partial return of the public money that has previously been invested in the development of public infrastructure. However, such real estate value dependent taxes are not allowed in some countries as part of the local laws.

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3. Construir un relato europeo





APN RiConnect

Muchas gracias!

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