



ARRANHA

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

Areosa and Ranha, municipalities of Porto, Gondomar and Maia, Portugal

June 2022

Porto Metropolitan Area



ARRANHA

Circunvalação road (N12)
between the locations
Areosa and Ranha places

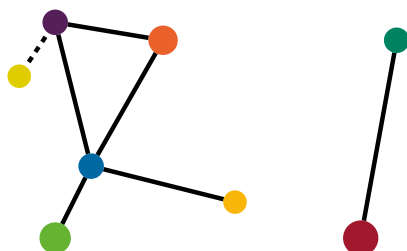
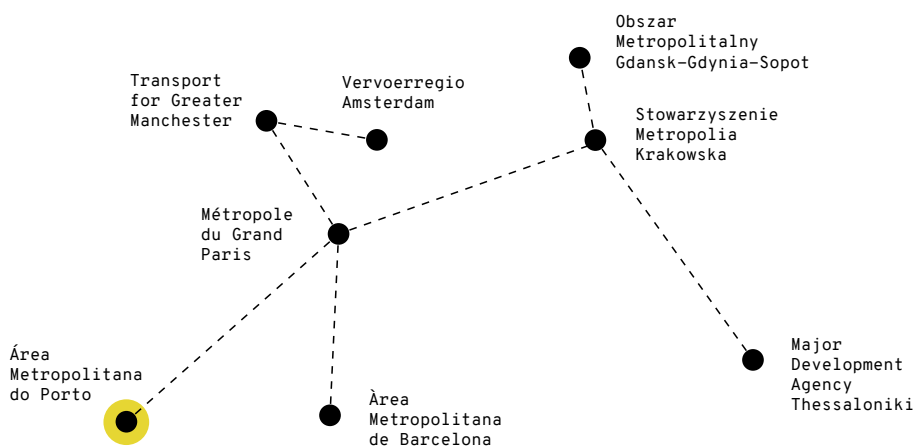
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Brief

ARRANHA is located in the centre of AMP and concentrates a series of urban problems whose solution has a direct impact on the mobility system of the AMP, on the urban structure of the municipalities it covers, and the social network around it, due to the importance of the road N12 which crosses all the area.

It is fundamental to change the structure of the N12 to a more municipal nature, which will benefit residents of the municipalities it crosses, but it has to be combined with the reinforcement of the surrounding mobility network so that there is no transfer of traffic and problems, so the objective will involve reducing the use of individual transport and reinforcing the use of other modes of transport, namely public transport. The N12, due to its characteristics, is a fundamental axis in the AMP, so it is unavoidable to start a process of reconversion, oriented towards a new living space for the metropolitan population.

The privileged location of ARRANHA constitutes an opportunity for the development of the area as an important inter-municipal urban centre.



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

1.1

Relevance of RiConnect to the organization

BACKGROUND

AMP is a heterogeneous territory with very different characteristics among its municipalities and within the municipalities themselves. Many of these differences are accentuated by the existence of divided territories, either by natural barriers, such as hills and rivers, or by human barriers, such as roads or rail infrastructures. These divisions arise from social, economic, and environmental disparities, among others. There are several examples in AMP in which railways and roads segment urban centres and create marginalized places that consequently become degraded areas.

What we intend with this project is to display a form of local intervention that allows to reduce or even remove the negative impact that a road infrastructure has on the surrounding territory and society.

It intends to intervene in part of one of the main national level roads of AMP, at a particular crossroad that constitute itself as an urban centre, due to its relevance at the metropolitan and regional level, which presents all the problems mentioned above and their negative impacts, aiming with this urban intervention to minimize the social issues which derivate from the total absence of urban qualities.

The project, although started from an existing study, will undergo a new design proposal for the road and the surrounding area, that will consider inclusivity and smooth mobility along with the civic engagement of local citizens in a co creation process, in order to plan the transformation of the Road and the existing vision of it, into a Street that will allow the enjoyment of people whilst being functional.

This project should serve as an inspiration for the AMP and instigate the resolution of similar urban issues that exist in several municipalities, and to demonstrate that it's possible to adequately intervene along the entire road.

At the local level, it is expected to minimize social problems, involve the local community, increase the economy, and promote the attractiveness of the area, having the potential for an urban expansion focus, being located at a convergence point of 4 municipalities and an important center for all of these. Also, it is situated in the central core of the AMP, enjoying a privileged location in the entire region.

1.2

Governance scheme & metropolitan structure and challenges

The Porto Metropolitan Area is governed by a structure constituted by three bodies:

- Metropolitan Council - Deliberative body
- Executive Committee - Executive Body
- Strategic Council for Development - Advisory Body

The Metropolitan Council consists of the presidents of the 17 municipal councils of the municipalities that make up the AMP. Among them is elected a Board of the Metropolitan Council consisting of a president and two vice-presidents. As main competences of the Metropolitan Council, we highlight:

- Define and approve the political and strategic options of the metropolitan area;
- Approve the metropolitan area action plan and budget proposal and its amendments and revisions, as well as review the inventory of all assets, rights and obligations and their valuation, as well as review and vote on the accounting documents;
- Approve investment and development plans, programs and projects of metropolitan interest, whose legal regimes are defined in a specific statute;
- Approve the creation or reorganization of metropolitan services;
- To resolve on the participation of the metropolitan area in decentralized cooperation projects and actions, namely within the framework of the European Union and the Community of Portuguese-Speaking Countries;
- To resolve on the concrete composition of the strategic council for metropolitan development;
- Ratify the rules of organization and operation of the strategic council for metropolitan development;
- To pronounce and deliberate on all the subjects that aim at the accomplishment of the attributions of the metropolitan area.

There aren't elected officials in the metropolitan area organizational structure, which sometimes causes some constraints due to the friction between elected officials in different municipalities. The position of politicians differs: some are advocates of regional cohesion and are always available to implement inter-municipal projects and to network; others opt for a more individualistic stance and competition from neighbouring municipalities. The diversity of political parties also influences the operational stability of the AMP.

The Metropolitan Executive Committee is the executive body of the metropolitan area. It consists of five people (three of them are currently full time): a first secretary and four metropolitan secretaries, elected by the municipal assemblies upon presentation of a list of candidates approved by the metropolitan council at its first meeting.

In general, the Metropolitan Executive Committee is responsible for preparing and submitting to the approval of the metropolitan council the necessary plans for the accomplishment of the metropolitan attributions, as well as proposing to the Government the investment and development plans, programs and projects of metropolitan interest; to participate, with other entities, in planning that directly relates to the attributions of the metropolitan area, issuing an opinion to submit to the consideration and deliberation of the metropolitan council; to comment on central government plans and programs of metropolitan interest; and ensure the articulation between the municipalities and the central government services in all the powers conferred to it by law.

In terms of organic structure, AMP follows a model of hierarchical structure, consisting of nuclear (Departments) and flexible (Divisions) organic units. It consists of a nuclear organic unit - Department of General Administration, which integrates the Accounting Division and three more flexible units: Community Funds Management Division; Mobility Planning and Management Division; and Technical Support Division.

The RiConnect Project in AMP is coordinated directly by the Metropolitan Executive Committee, and integrates staff from different units, in a multidisciplinary perspective of horizontal and vertical institutional integration.

2. URBACT Local Group

2.1

Stakeholder mapping

MEMBERS AND STAKEHOLDERS

Considering the location of the IAP in AMP, the stakeholders involved include representatives from the 4 municipalities, supra-municipal entities, and all those that somehow can contribute to find solutions to the problems in the area.

Image 1: ULG members

Source: AMP

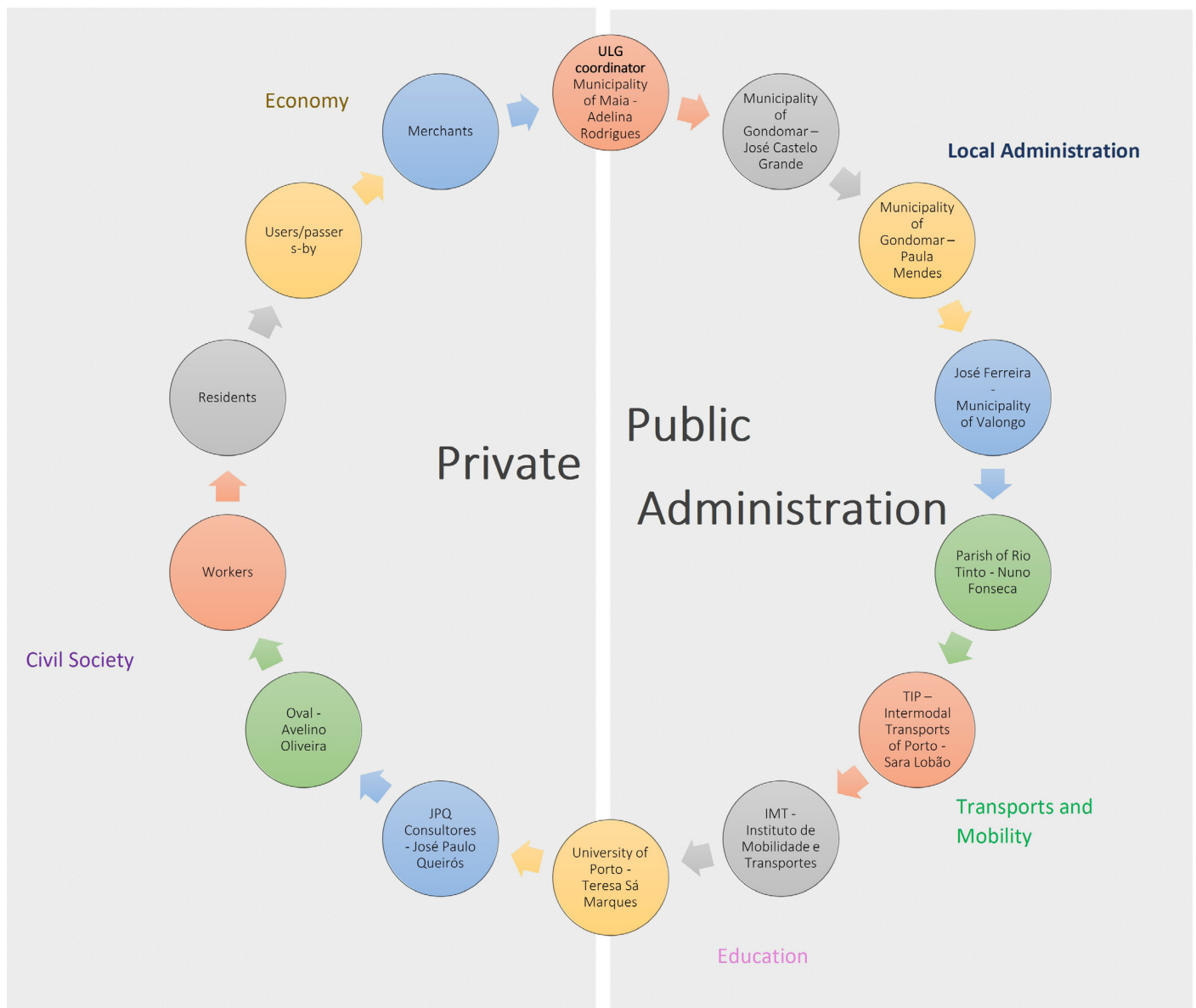




Image 2: ULG governance model
Source: AMP

The ULG is constituted by two groups: a larger group (Discussion Group) involving all stakeholders and citizens, and from this group, there is a small and restricted group – the Decision Committee - constituted by AMP, Gondomar Municipality, Maia Municipality, and Rio Tinto Parish, whom will have the power to make the decisions.

The coordinator of ULG is Adelina Rodrigues, Head of Energy and Mobility Division in Maia Municipality, one of the municipalities where IAP area is located and the first municipality in AMP to develop SUMP. Adelina is an Engineer with a Master in Energy Management; she has experience in international projects related to sustainable mobility, and she integrates several intermunicipal working groups, related to mobility and energy issues, including the metropolitan SUMP working group. Adelina has experience in managing and coordinating working groups, and she knows quite well the studies that already have been made in our IAP. As a Head of an AMP municipality, she knows the internal procedures of AMP, the officers and the managers, as well as the institutional contact. She is also a very thoughtful person, with good relationship and organization skills.

In the ULG are already represented the municipalities of Gondomar and Maia (and even Valongo, by the participation of Arq. José Manuel Ferreira, which is not located in IAP but has advantages with the project); Rio Tinto Parish; TIP (Intermodal Transports of Porto SA); IMT (Transport and Mobility Institute); Porto University (Department of Geography, Faculty of Arts); private specialists and consultants: Arq. Avelino Oliveira (OVAL), José Paulo Queirós (JPQ Consultores). We already have the participation of residents, workers, merchants, and other citizens.

Two important stakeholders that should be involved in all this process are I.P., Infraestruturas de Portugal, which is the entity who have the legal administration of the N12 road; and Porto municipality. Both entities didn't accept to integrate ULG.

It would have been interesting to be able to involve other entities, but due to the pandemic situation and the lack of a culture of Portuguese participation, it was unfortunately not possible.

2.2

Organization of ULG

PROCESSES AND TOOLS

The promotion of the ULG and the various activities carried out under it were and are carried out using some tools used for Analysis and Assessment of the local situation of the planning perimeter (Walkshops, Cartography of Social Perception, SWOT Analysis; Tools for Co-Creation (Collective Visioning and Brainstorming, Integral Scenarios, Case Studies Discussion, Situation Analysis) and tools used in Feedback and Evaluation (Role Play and World Café).

2.3

Engagement strategy

ROLES AND INVOLVEMENT

The participation of citizens, whether residents, workers, or passersby, is fundamental for the success of the interventions we want to carry out in our area of intervention. In order to be welcomed by people, all interventions in the public space must be participated, explained and properly communicated to people.

On the other hand, the participation of the private sector is equally essential, whether for financial support, for the creation of jobs, for the dynamization of space, or for the weight they represent as part of society and the local environment.

In this context, we aim to engage citizens and the private sector through their participation in activities scheduled for the Discussion Group of ULG. Whenever justified, citizens and the private sector are invited to participate in the meetings and activities developed in the project and in the workshops. In addition, the dissemination actions of the activities developed will have this target audience as the main focus.

2.4

Planning process

LIST OF MEETINGS

Date	Activity
2021/03/12	Workshop Online - Brainstorming
2021/03/25	Workshop Online - Brainstorming
2021/04/09	Workshop Online - Brainstorming
2021/05/18	Walk shop and Emotional mapping
2021/06/01	Workshop - Integral Scenarios e Role play
2021/06/15	Workshop - World café
2021/06/22	Workshop Online - Case Study

DESCRIPTION OF MEETINGS

Meeting 1

When and where: 2021/03/2012, online

Who: ULG members (AMP; Maia Municipality; TIP; CACAO Consultancy and José Ferreira)

Agenda: Definition of the various tasks to be carried out during the project; preparation of the ULG meeting schedule.

Goals: Preparation of ULG meetings in order to respond to all tasks related to project execution.

Results: The organization and scheduling of the meetings were carried out.

Meeting 2

When and where: 2021/03/25, online

Who: 14 people (ULG members, representatives of public institutions and members of civil society)

Agenda: Presentation of the project and the study area; brainstorming activities using Miro to define objectives and goals to achieve with the project.

Goals: Definition of IAP objectives and goals.

Results: Definition of a vision for the project; suggestion of various actions to be taken; definition of several objectives to be achieved.

Meeting 3

When and where: 2021/04/09, online

Who: 16 people (ULG members, representatives of public institutions and members of civil society)

Agenda: Presentation of the project and the study area; summary of activities developed in the previous meeting; definition of project aims; suggestions for actions and initiatives that can contribute to these goals.

Goals: Definition of possible actions and interventions to be carried out under the IAP.

Results: List of various actions and activities to implement in the IAP.

Meeting 4

When and where: 2021/05/18, in the Intervention Area (Areosa-Ranha)

Who: 5 people (ULG members)

Agenda: Walkshop and Emotional mapping of the area.

Goals: Know the area and identify the best and worst points.

Results: Emotional map.

Meeting 5

When and where: 2021/06/01, AMP office

Who: 5 people (ULG members)

Agenda: Presentation and discussion of the IAP SWOT analysis; distribution and presentation of role play characters; role play performance; conclusions of the session.

Goals: Test any solutions to be implemented in the IAP considering the existing SWOT analysis.

Results: We were able to test some of the possible reactions to the implementation of some actions and some of the ways and arguments of dealing with people's opposition.

Meeting 6

When and where: 2021/06/15, AMP office

Who: 5 people (ULG members)

Agenda: Synthesis of conclusions drawn from the workshops held so far and organization of the contributions received: tool application - World Café.

Goals: Organize and systematize ideas about the actions to be developed in the IAP and the SSAs to be implemented.

Results: List of actions with the greatest interest and relevance to be included in the IAP.

Meeting 7

When and where: 2021/06/22, online

Who: 6 people (ULG members)

Agenda: Presentation of several case studies related to deactivated viaducts.

Goals: Presentation of some case studies and analysis of the potential for replication in the IAP.

Results: It was concluded that there is enormous potential in the Areosa viaduct, but that there are many constraints that would need to be eliminated in order to be able to enhance the space.

3. IAP Site

3.1

Definition of IAP area

THE IAP SITE

The Circunvalação Road (N12) is a road of great metropolitan relevance with a length of 17km sideways with 4 municipalities, presenting different physical, economic, and social aspects along its route. It forms the central core of AMP and has metropolitan relevance due to its historical importance in the development of the north of the metropolitan area, and for being the 'ring road' where several transport infrastructures, of municipal, regional, and national relevance, converge.

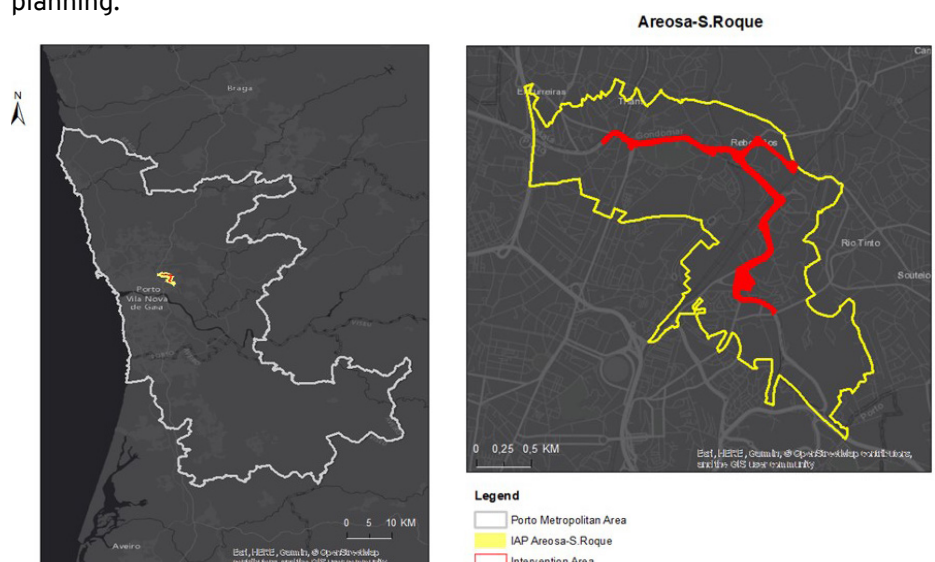
It is mainly characterized by segmenting the territory administratively, economically and socially, in addition to being nationally known as one of the Portuguese roads with the highest accident rate.

The characteristics of the Circunvalação Road (N12) configure it like a highway, more than a municipal road, when in reality its location and its current context should make it suitable to serve instead the mobility needs of the population, and the need for public, social and leisure space.

It is in this context that it appears in the IAP. However, because of its dimension and of its heterogeneous features all along, our IAP site will focus on a specific segment called "Areosa - S.Roque". This specific area, the site of our project, is centred in one of the oldest crossroads in the Circunvalação and the one which developed to be an urban focal point, similar in importance to a small city center. The area around it has several layers of urban growth, either mixed or segregated, being the coherence element among them the lack of coherence, particularly because of the characteristics of the roads that sustained its development. Those in particular, have been intervened during the 20th century has the main National roads they are supposed to be, meaning the heavy traffic is the leit motiv of their form, with no regards to the pedestrian or any other mobility issue, becoming an example of the absence of urban planning.

Image 3: Location of the IAP Site.

Source: AMP



3.2

Diagnostic of planning area

BASIC PARAMETERS OF THE SITE

Areosa - S.Roque has a lot of potential: it has one of the biggest shopping malls of the region, there are mobility infrastructures, companies, job offers and residents, enough to have a sustainable grow. Also, it has excellent regional connections, as it stands in between two freeways and it's crossed by the metro line.

IAP has an area of 431,94ha, and is crossed in length by 3.6 km of N12. It concentrates 14 350 inhabitants. However, we limit the area of effective intervention in order to concentrate our actions on the road itself and the immediate environs, so this area has 18,26ha.

4. Site Analysis

4.1 Analysis

The 3 more relevant land uses in IAP are Residential, Green Land and Mixed-use (commercial and residential) (Figure 2).

The gross area occupied by roads is higher than the areas assigned to leisure, and the exclusively commercial area is much smaller than the agricultural area, comparing with the existing residential area. For the number of people residing in the area the need for leisure space is much higher than the existing, and so is the potential for commercial use development.

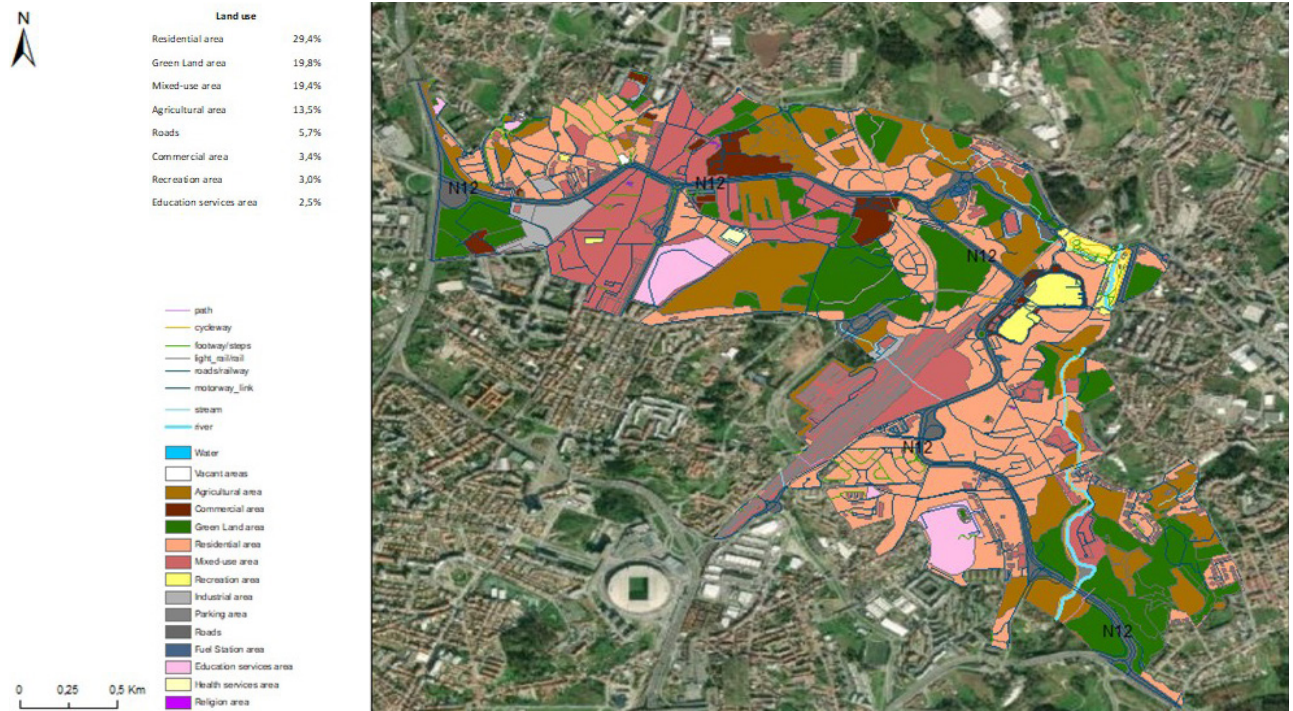


Image 4: Land use of IAP

Source: AMP

Regarding the land use, we can highlight:

- The presence of a University and a Highschool;
- The shopping center “Parque Nascente”;
- An Urban Park with kids playground, cycle paths, and walking route by the river (in the limits of the IAP);
- An industrial area;
- Train station and railway repair workshops nearby in Contumil;
- The retail is concentrated mainly in Areosa, and dispersed;
- The present agriculture activity is for self-consumption or small scale production.

Length of mobility routes	
Roads	78,3 km
Paths	4,7 km
Cycling routes	2,7 km
Rail	4,2 Km
Metro	4 Km

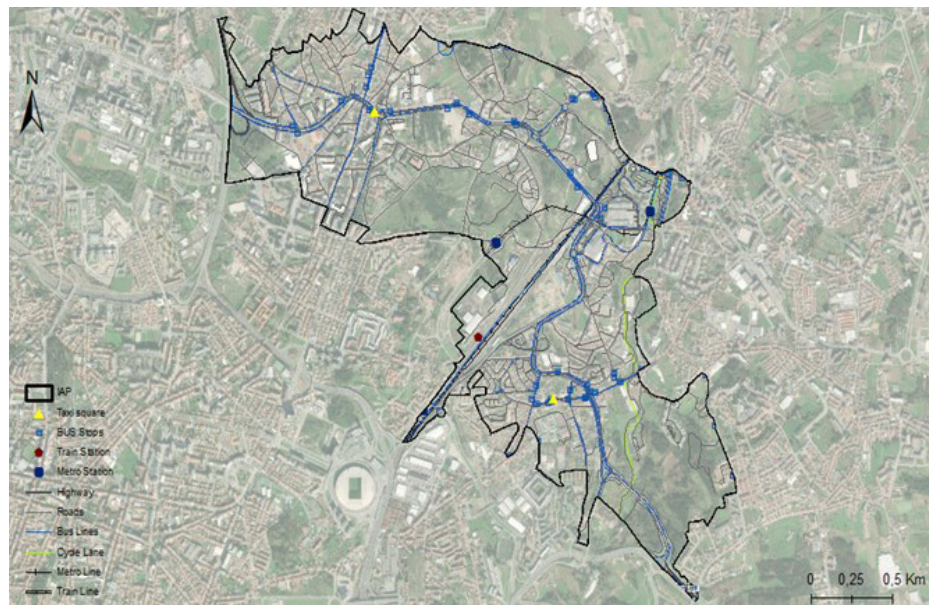


Image 5: Mobility network of IAP

Source: AMP

About mobility infrastructures, the road network has an absolute supremacy (Figure 3). There is no data on the space occupied by the sidewalks, but the empirical information we have is that they are discontinuous, nonexistent, in many places of very small dimensions, and that do not have the necessary security conditions. Besides the lack of sidewalks, there are serious problems to cross the road:

- In some parts of the road there is a great gap in both directions;
- Most of the road has rails in the middle;
- There's no safety in bus stops, no access nor enough space for people.

All this contribute for people avoidance to walk or cycle in N12, or even to use public transport.

4.2

Results of the survey conducted & Emerging topics

Based on the surveys carried out at the IAP to identify the most relevant topics to be addressed immediately, they were identified as Emergent Topics the Location; Traffic, Street design, Poor condition of urban space/road; Safety, Cycling and walking, Bus Stops; and Public Space, Green area, Landscaping, Urban Cleaning.

Location was considered the most positive thing for the IAP. It is a very well-located area, and it can facilitate the trips for and from most of all metropolitan and regional locations.

Traffic, Street design, Poor condition of urban space/road - Most of the people consider that traffic is the biggest problem of the area. It was designed for cars and it's used like a highway, which makes people feel insecure about using another transport mode. Also, the road is not well-maintained, and has an ugly aspect. The urban space itself has been very neglected. This topic needs some special attention because it's the one which has more complains, but it also has more political and administrative issues.

Safety, Cycling and walking, Bus Stops - People feel very unsafe in IAP due to traffic, it's impossible to cycle and very difficult to walk, there are no sidewalks, or they are too narrow. There are also big gutters near the sidewalks or the roadway. It's impossible to reach Bus Stops via sidewalks because they don't exist, and there is no room in bus stops to shelter all the people who wait for the buses. This topic is the one which people give more suggestions and priority to act.

Public Space, Green area, Landscaping, Urban Cleaning - Due to the degradation of urban space IAP is very ugly; people claim for more green area and public leisure space. Urban cleaning also needs to be improved, especially garbage recollection.

Emerging Topics	Positive	Negative	Suggestion
Traffic	0	16	3
Safety	0	9	4
Street design	0	4	9
Public Space	0	5	4
Green area	3	7	6
Cycling and walking (sidewalks)	0	10	11
New services and jobs	1	1	2
Parking	0	7	2
Landscape	0	5	1
Poor condition of urban space / road	0	5	4
Politics	0	2	1
Education	0	1	1
Public Transport	0	0	3
Urban Cleaning	0	3	0
Location	7	0	0
Bus STOPS	0	2	1
Traffic signs	0	0	2
Street lighting	0	0	2

Image 6: Survey results and emerging topics

Source: AMP

We made 18 inquiries using different methods, face-to-face, skype, and an on-line survey using google forms.

Most of the people interviewed do not have a positive image of IAP. On one hand, they recognize that it has a good location, with good access and with enormous economic and social potential. The N12 itself has the potential to become an excellent boulevard, a continuous and aggregating urban space. However, the view of the area nowadays is of a road with a highway profile, with huge amounts of traffic, and a horrible central divider that clearly and notoriously separates the urban area on two different sides. There are many road conflicts zones, as nodes or intersections, and it is not a pleasant area, without sidewalks or any kind of security for pedestrians. One of the reasons for that is the fact that it's under the rule of 'Portugal Infrastructures', a National level Institution, making imposible any intervention on it by the Municipalities. The respondents consider that the administrative issue is very important, due to the fact the Circunvalação intersects 4 municipalities and it's classified and managed as a National road.

According to what was reported in the interviews, the area concentrates all kinds of problems that are reported in the urban space: heavy traffic, insecurity, absence of infrastructure for smooth mobility, poor urban space qualification, areas resembling social ghetto, large infrastructure without planning, absence of parking, etc.

Also, the economic agents don't have clear information about the strategic objectives and economic possibilities in the area, which leads to a lack of investment, and subsequent environmental problems, absence of green and public spaces for leisure and recreation.

Overall, the suggestions for actions focus on the creation of sidewalks and crossings for pedestrians, as well as reinforcing safety for everyone. It was suggested that change or improvement of street lighting and traffic signs could also affect the security of pedestrians. Creating more green spaces (landscaping), limiting circulation of vehicles and the creation of a bus lane and / or cycle paths are also underlined.

In general, all respondents point to pedestrianization and the reinforcement of support for soft modes as a major impact on IAP. If there was a greater and better circulation for pedestrians, all buildings bordering the ring road would gain value and could increase the real estate and economic expansion in the area.

All interviewees' perspectives for the future of IAP are positive. the Circunvalação Road is considered a fundamental urban infrastructure in the Porto Metropolitan Area, whose need for intervention is undeniable. This road, in addition to bordering 4 large municipalities, connects the Douro River to the sea via the hinterland, connecting hospitals, universities, an immense residential area, all with great growth potential; thus, it is foreseeable that it will be intervened in the coming years.

For this to be achieved, a long-term intervention is necessary where there is an articulation of the urban network and the adjacent road network in a broad perspective to remove the pressure of traffic, while improving accessibility in the surroundings. It will be necessary to rethink the design of the road in order to integrate new elements that facilitate smooth modes and increase pedes-

5. Urban Strategy

5.1

Vision of the project

Arranha has a privileged location in the center of AMP, in an area of 4.31 km² where 14 350 inhabitants live. It is crossed by 3.6 km of the N12 road, which has 17 km along its entire length. It is an area with a lot of potential at the municipal and regional level: it has many mobility infrastructures: connection to highways, trains, metro, buses; has several companies, job offers and potential to attract new investors; and it has a strong potential to attract more resident population due to its predominantly mixed land use.

Our project aims to answer a set of problems that are found in different areas of the AMP with similar characteristics, and whose most relevant topics were previously identified in an earlier phase of this work. Our vision is “to change Arranha into a pleasant place to live and work”. However, even though this vision focuses on residents and direct users of the space, there are thousands who pass through it daily, so it is essential to ensure an integrated articulation with the metropolitan space in a perspective of mobility, since Arranha is an important node on the intercity and metropolitan road network.

5.2

Project goals

The objectives of the IAP are centered around 4 fundamental pillars: Mobility; Public Space / Environment; Economic Development and Housing. These areas are interconnected and are essential to ensure the integrated and sustained development of the vision that is intended for the area.

- Connect the two sides of the N12, physical and socially;
- Improve mobility and accessibility conditions:
 - Create conditions / infrastructures that advantage the use of other modes of transport (change the modal split);
 - Encourage travel in Public Transport as opposed to the use of Individual Transport;
 - Improve pedestrian infrastructure;
 - Emphasize the role of Areosa as an important road node;
 - Solve the traffic problem at the entrance / exit of the VCI in Ranha;
 - Reduce road traffic, studying other possible routes, since the N12 is a road alternative to VCI.

- Create qualified and environmentally sustainable public space:
 - Facilitate public space as an element of social connection;
 - Promote the appropriation of public space by citizens;
 - Create more areas to enjoy the public space;
 - Create more green spaces, and give more color and liveliness to the public space.
- Promote economic development, wealth generation and job creation:
 - Establish partnerships to create sources of financing;
 - Support local trade;
 - Maintain and promote the existing commercial axis;
 - Create new economic centralities.
- Requalify existing buildings and promote real estate investment:
 - Lift the rehabilitation of existing buildings;
 - Attract real estate investors. Create more green spaces, and give more color and liveliness to the public space.

5.3

Metropolitan vision

The vision and objectives defined for the “Arranha” project are in line with the vision established not only in the AMP Sustainable Urban Mobility Plan and in the objectives of the AMP 2030 Strategy, but also in the NORTE2030 vision:

“The AMP asserts itself, to national and European scale, through its capacity for resilience and transformation, as a cohesive and socially inclusive territorial space, environmentally regenerated, economically sustainable, competitive and innovative, culturally stimulating, cosmopolitan and creative that provides opportunities and quality of life for all, assuming itself as a polarizing center of the Peninsular Northwest.”

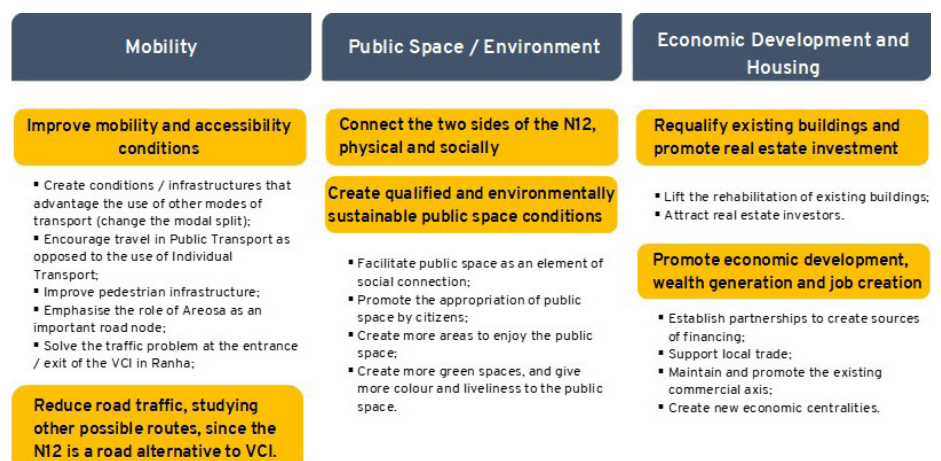


Image 7: Goals of the IAP
Source: AMP

5.4

Logical framework



Image 8: Logical framework

Source: KMA

6. Small Scale Action

One of the great weaknesses of our area of intervention is the degraded aspect and the absence of public space and a sense of belonging.

Urban art has played an important role in the requalification of cities, being indisputably associated with the city's visual landscape and different forms of ornamentation and participation in public space.

Urban art has the double advantage of allowing, on the one hand, an infrastructural and landscape revitalization of the space and, on the other, a social appropriation of it, through artistic expression.

Given the limitations that stand up in the implementation of SSA, related to ownership and legal legitimacy to intervene in the IAP, urban art emerged as a consensual action among stakeholders that could satisfactorily respond to some problems identified in the intervention area.

Action 1 Urban Art: Electricity boxes

6.1.1

Description

With the partnership and authorization of EDP (the electricity network management company) we are going to paint the existing electricity boxes in the area. We are working with an artist who already has experience in the use of urban art in the requalification of public space, with great success, in city centers of Maia and Porto, but this method has never been used in this neighborhood and in residential areas. We hope to create a sense of belonging and artistic taste in residents and passersby, under the threat of associating the intervention with vandalism.

The best located boxes were identified along the N12 along the entire section of the IAP, to create a logical route that can be covered on foot. The idea will be that a story is told in the boxes and that when walking along the route, you can see the story.

The objective of this action is to make the landscape of the place more attractive and attract other similar actions or that contribute to the dynamization of the place, in order to stimulate the space at the social and economic point of view.

Another action that we what we are preparing is the installation of small gardens at the bus stops. This action aims at two main objectives: intervention in public space with the creation of green spaces that sequester carbon and simultaneously promote the quality of the landscape. The objective of this action, in addition to visually improving the landscape, is the introduction of natural elements that are missing.

In order to carry out this action, we are still finalizing the necessary authorizations.

6.1.2

Execution and evaluation

For the implementation of the SSA, it is planned to spend around €5000 on urban art actions. To assess the results of SSA, we will conduct surveys targeted at residents, merchants, and passersby.

Involved stakeholders: Municipalities of Gondomar and Maia; AMP

Timeframe: executed

Action 2 Relocation of bus stops

6.2.1

Description

In Arranha it can be seen that many of the bus stops are located in areas with difficult access for pedestrians and impossible to access for people with reduced mobility. In addition, there are other stops whose location is not the most suitable as it makes circulation on the sidewalks difficult due to the way the shelters are placed.

The intention is to relocate the bus stops to places of better access or make some changes to them in order to eliminate or minimize existing constraints.

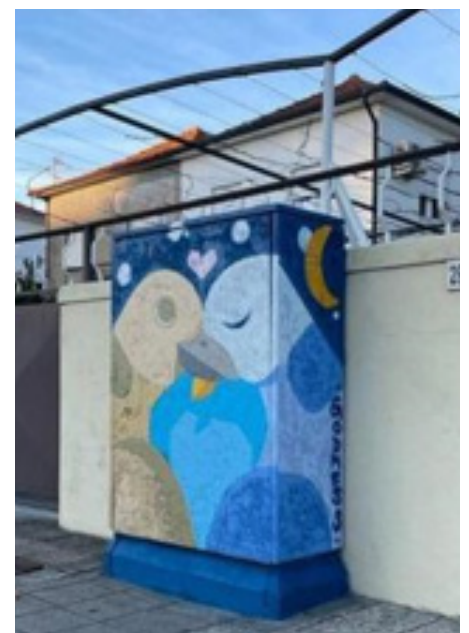
6.2.2

Execution and evaluation

In the Walkshop held, we had the opportunity to see the bus stops and their problems. Based on this first survey and on an assetmarking of solutions already implemented, we list a series of suggestions to be implemented in the existing stops in the area. In fact, there are some projects to be implemented by the municipalities of Maia, Porto and Gondomar that already provide for the relocation of stops, but they are not part of the solutions we analyzed, only relocation and new shelters.

Involved stakeholders: Municipalities of Gondomar and Maia; AMP

Timeframe: executed



7. Integrated actions

Action 1 Changing the design of the N12

7.1.1

Current situation

The profile and the way it's designed the N12 resembles a fast lane, with the existence of central separators that encourage faster speeds. This type of road is associated with a strong preponderance of the use of the individual car at the expense of other modes of transport. There is also a lot of road traffic that discourages and makes the use of soft modes dangerous.

7.1.2

Goals

The intention is to reconfigure the structure of the N12, converting it into a street, and incorporating new elements considered essential to make the territory more cohesive and attractive

Source: AMP

The objectives of this action are to transform this road into a street, through the reduction of road traffic and a better balance between the different modes of transport, with positive impacts on people's safety.



7.1.3

Description of action

Based on the project already developed for the entire length of the N12 in 2018, the intention is to reconfigure the structure of the N12, converting it into a street, and incorporating new elements considered essential to make the territory more cohesive and attractive:

- Removal of central separators: which will immediately give it the appearance of a municipal road by removing the central dividers;
- Creation of a dedicated bus lane;
- Lower sidewalks and promote inclusive mobility through differentiated floors;
- Safeguard danger zones at pedestrian crossings;
- General improvement of existing sidewalks and construction of non-existent ones.

Time-frame: Long term (2023 - 2029)

7.1.4

Lead agency and stakeholders

AMP and the Municipalities of Porto, Gondomar, Maia and Matosinhos will necessarily be the lead partners. Infraestruturas de Portugal and the central government will be important stakeholders.

Action 2 Reorganization of interfaces and parking

7.2.1

Current situation

There is a lot of illegal and irregular parking in ARRANHA, caused by the large use of individual transport and the inexistence of parking spaces capable of meeting demand. This irregular parking occurs essentially on top of sidewalks, making pedestrian access difficult and increasing insecurity.

The existing public transport stops in the area offer good connections to the various surrounding municipalities and main urban centres, but they do not meet the conditions to function as attractive interfaces that encourage the use of public transport instead of individual transport.

7.2.2

Goals

The aim of this action is, on the one hand, to create an important interface in Areosa, which, articulated with other interfaces of the metropolitan network, has the capacity to mobilize the population to travel by public transport, as it is simpler and more efficient than in private transport. On the other hand, as it is not always possible to travel by public transport, it is necessary to reorganize the parking lot.



Existent



Action

7.2.3

Description of action

With this action we intend to create an important Interface in Areosa. Public transport connections already exist, so it is necessary to create the physical infrastructure and consolidate the Interface so that it can promote the use of public transport at the expense of individual transport. This action has to be combined with the reorganization of the metropolitan interface network. Furthermore, this action is directly related to action 4, which consists of the reorganization of the Areosa square.

Along with the creation of the Interface, as not all journeys can be made by public transport, it is necessary to reorganize the existing parking lot (in conjunction with action 1) and evaluate the possibility of creating new parking spaces, considering the expansion of commercial spaces and residential (action 10).

In Ranha, taking advantage of the proximity to the metro, we could also consider creating an Interface. Here, however, it would be interesting to analyse the possibility of creating other road connections, linking the action with other ongoing projects in AMP.

Time-frame: Mid-term (2024 - 2026)

7.2.4

Lead agency and stakeholders

AMP and the Municipalities of Porto, Gondomar, Maia and Matosinhos will necessary be the lead partners. Infraestruturas de Portugal and the central government will be important stakeholders.

Action 3 Create pedestrian circuits in pedestrian logic

7.3.1

Current situation

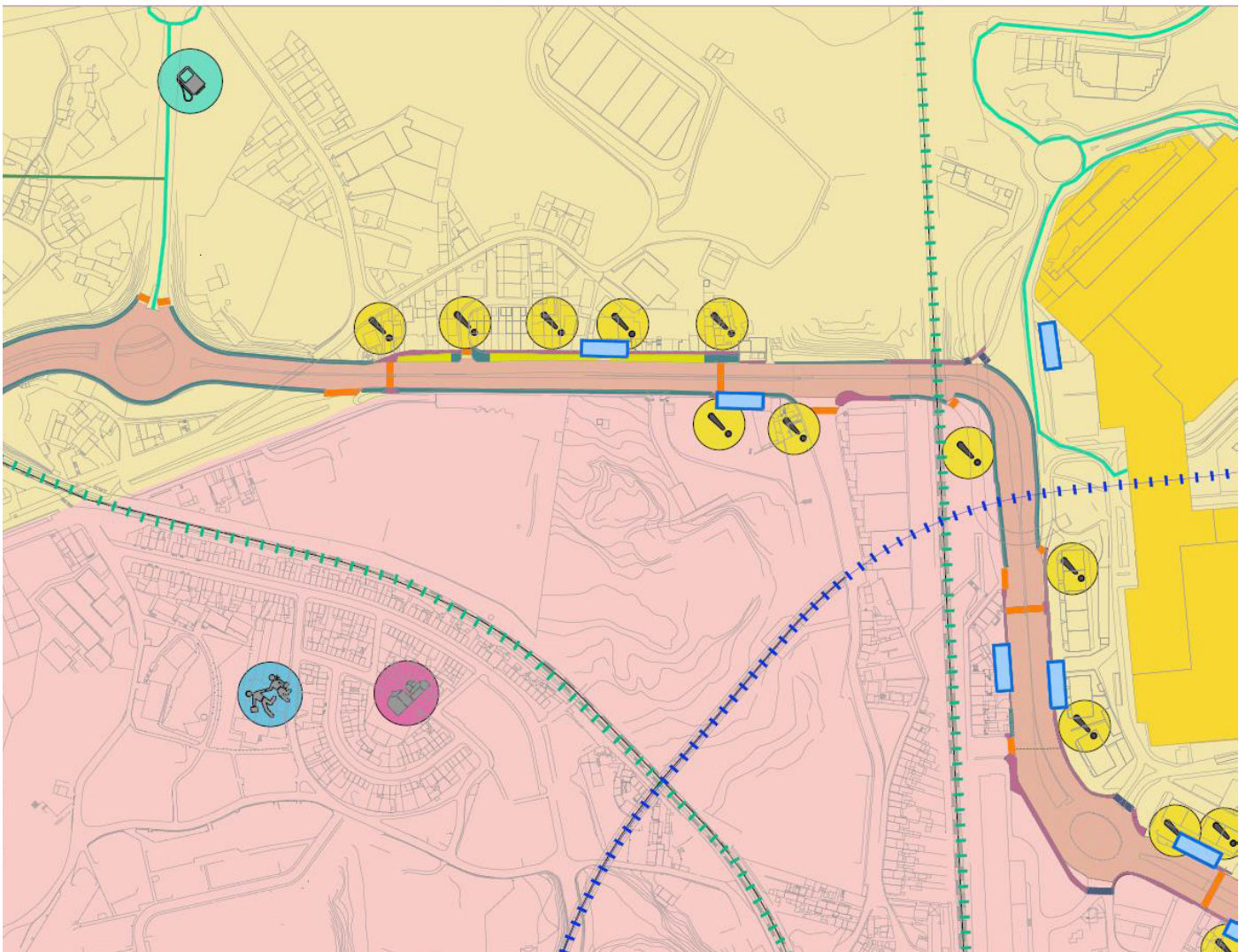
In ARRANHA there is a great deficit of footpaths for pedestrians: the existing ones have poor conditions of circulation and safety, there are no continuous routes throughout the entire area. This fact contributes to the weak adherence to pedestrian mode as a mode of transport, and considering that the area offers several spaces for traditional commerce, the difficulty of pedestrian circulation is harmful to commerce.

-  Hospital
-  Healthcare centre
-  Education | School
-  Education | Faculty
-  Residential area
-  Commercial area
-  Gas station

7.3.2

Goals

Create and improve the pedestrian paths most used by people and those that are intended to be strengthened in order to boost trade and services.



7.3.3

Description of action

This action aims to identify the walking paths that people use the most (origin-destination) and improve its infrastructure, creating safe and continuous paths. In addition, the routes will be marked using horizontal signs in order to promote their use in a logic of speed (the destination is certain minutes).

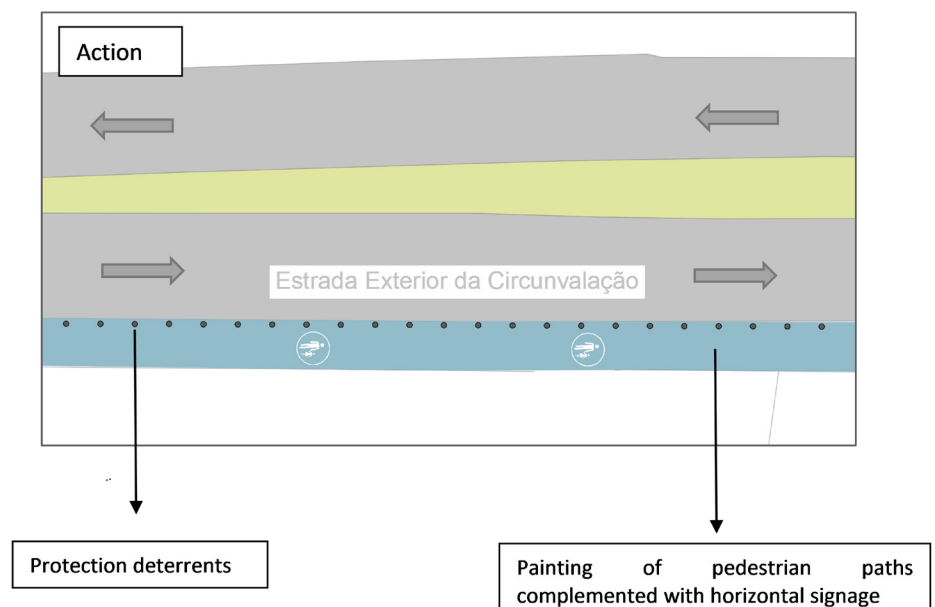
These routes will also serve to guide people to traditional trade and existing services.

Time-frame: Mid-term (2022 - 2024)

7.3.4

Lead agency and stakeholders

AMP and the Municipalities of Porto, Gondomar, Maia and Matosinhos will necessary be the lead partners. Infraestruturas de Portugal and the central government will be important stakeholders.



Action 4 Reorganization of the Areosa square

7.4.1

Current situation

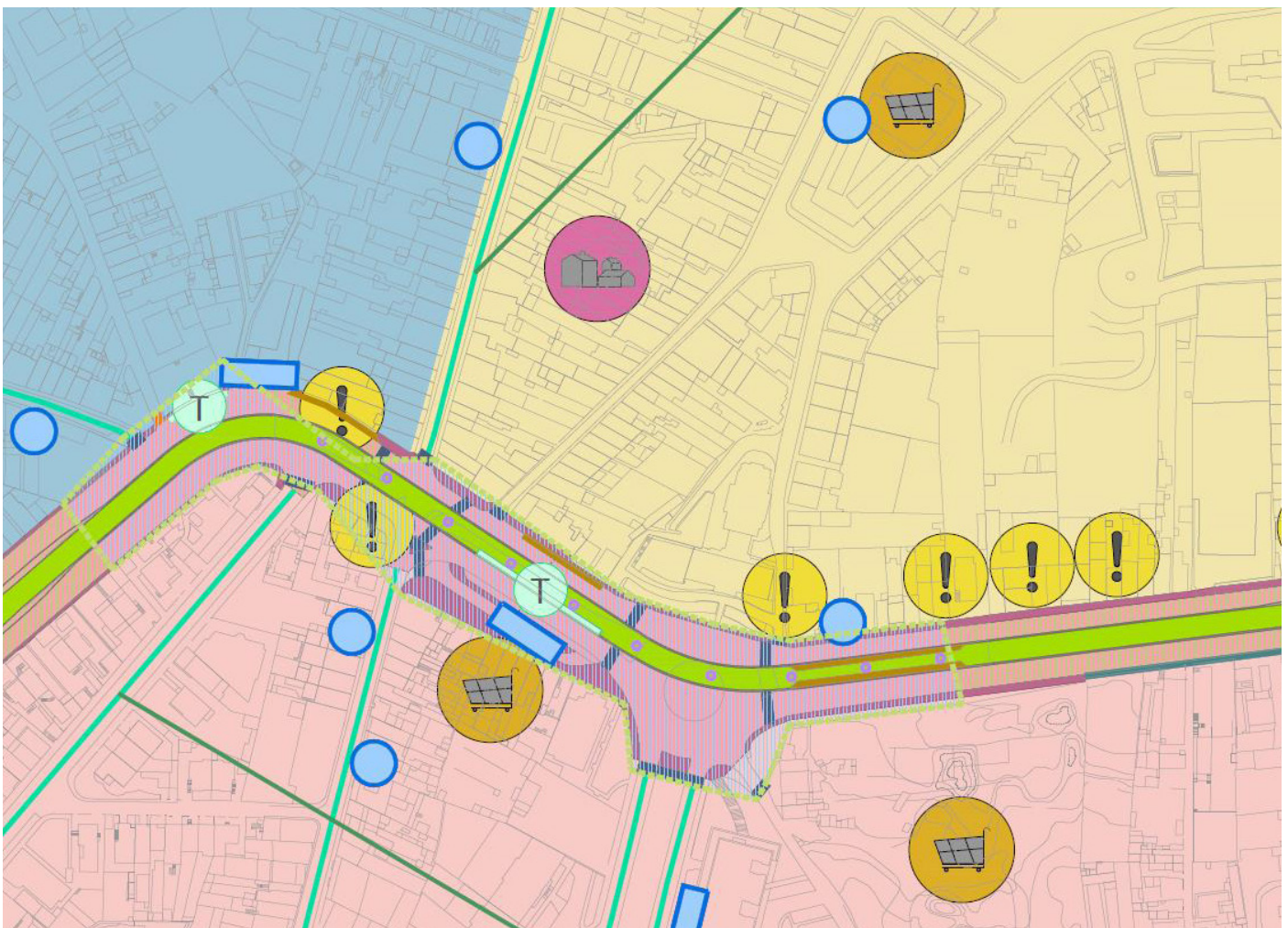
Areosa is the square where the municipalities of Porto, Gondomar and Maia meet, constituting an important inter-municipal link. From an administrative point of view, it is an important limit for a number of services, but from an urban and functional point of view it is a cluster of commercial and residential functions. The area is, due to its borderline location, neglected, having been losing vitality and accumulating problems. However, its privileged location means that it maintains a large affluence.

-  Hospital
-  Healthcare centre
-  Education | School
-  Education | Faculty
-  Residential area
-  Commercial area
-  Gas station

7.4.2

Goals

Reorganize Areosa in order to create a more cohesive square, where the car no longer has the total supremacy of space and coexists with other modes of transport, creating quality public space for citizens.



7.4.3

Description of action

This action is directly related to actions 1, 2, 9 and 10. It is intended to design a new square with the objective of reinforcing the existing functions of commerce and transport with new functions of public and social space: Areosa should take over the role of an important inter-municipal link, and simultaneously be a small urban center of commerce and services.

In terms of design, there are several options, which have to be combined with other projects that already exist in the respective municipalities, but what was concluded in the co-creation process was that it is essential to reinforce the role of Areosa and its current design does not serve the purpose it should serve. Areosa has to be restructured to serve people.

Time-frame: Long-term (2023-2026)

7.4.4

Lead agency and stakeholders

Municipalities of Gondomar and Porto

Action 5 Urban rehabilitation

7.5.1

Current situation

At the IAP, there are many degraded buildings, which clearly contrast with the new commercial spaces that have emerged in recent years. These buildings concentrate both residential functions and traditional commerce functions. The degraded building contributes to an ugly and unattractive image of the area.

7.5.2

Goals

The creation of ARU aims to accelerate the process of requalification of buildings in the area and simultaneously leverage economic development. The requalification of existing buildings and the creation of new housing spaces, either for families or for the creation of university accommodation, would consolidate the Areosa area as an urban center, not only as commercial support, but as a living space in the logic of the city of 15 minutes.

7.5.3

Description of action

An urban rehabilitation area (ARU) is a territorially delimited area that, due to the insufficiency, degradation or obsolescence of buildings, infrastructure, equipment for collective use and urban and green spaces for collective use, particularly with regard to its conditions of use, solidity, safety, aesthetics or health, justifies an integrated intervention, through an operation of urban rehabilitation approved in a specific instrument.

The delimitation of this is the responsibility of the municipal assembly, under a proposal from the municipal council, and its approval gave the area a significant set of advantages, such as tax benefits associated with municipal taxes on property. It also follows from that act the attribution to the owners of access to support and fiscal and financial incentives for urban rehabilitation.

The municipality of Gondomar already has an ARU defined at Rua D. Afonso Henriques, with about 73 ha, where the housing function predominates (except for Rua D. Afonso Henriques, where commerce is continuous throughout its development) featuring a significant density.

It integrates Rua D. Afonso Henriques from the Circunvalação/Areosa to Braz Oleiro (in an extension of just over 1700 meters), extending to the east in an average strip of 250 meters along Rua D. Afonso Henriques. However, given the potential already demonstrated on the banks of the N12, this area should also be rethought as an ARU.

The existence of this instrument should help owners and potential real estate investors take advantage of the opportunity to invest in the area.

Time-frame: Mid-term (2023-2024)

7.5.4

Lead agency and stakeholders

Municipalities of Gondomar and Porto; Real Estate Investors; Banks

Action 6 Local business support

7.6.1

Current situation

Areosa has always been an important centre of traditional commerce, but with the emergence of large shopping centres in the vicinity and the degradation of the area, it lost some of its vigour and closed many of the commercial spaces. Existing commerce and services are small spaces that essentially create jobs for their owners.

7.6.2

Goals

Streamline existing commerce and boost the emergence of new commercial spaces, creating new jobs.

7.6.3

Description of action

The pandemic has caused many people to avoid the confusion of large commercial spaces by looking for traditional stores to make their daily purchases. This change in habits created new opportunities for traditional commerce, both for existing commerce and for the emergence of new businesses.

In the case of ARRANHA, the existence of an already established trade can benefit from this new dynamic, and the existence of partnerships and incentives for consumers can accelerate this process. The action of Creation of projects and partnerships to encourage consumption in local businesses will perform the following activities:

- First, a parking partnership should be created: free parking for consumers. This incentive is one of the advantages of shopping malls, and will put local businesses on an equal footing;
- A marketing project for traditional commerce must be created, which encourages consumers.

Time-frame: Mid-term (2027)

7.6.4

Lead agency and stakeholders

Municipalities of Gondomar and Porto

7.7

Summary of action planning process

The actions were selected based on the problems identified and the solutions that the stakeholders will consider best suited to them. When meetings were held with stakeholders and proposed solutions were presented, the actions to be taken were consensual in view of the existing scenario.

The actions will be supported in the future by the entities responsible by their execution.

The proposed actions are aimed at the general population, but by promoting mobility, pedestrian safety, and public transport, they place a greater focus on the population with less economic power to travel in their own vehicle.

Image 9: Integrated Actions - IAP

Source: AMP

-  Hospital
-  Healthcare centre
-  Education | School
-  Education | Faculty
-  Residential area
-  Commercial area
-  Gas station

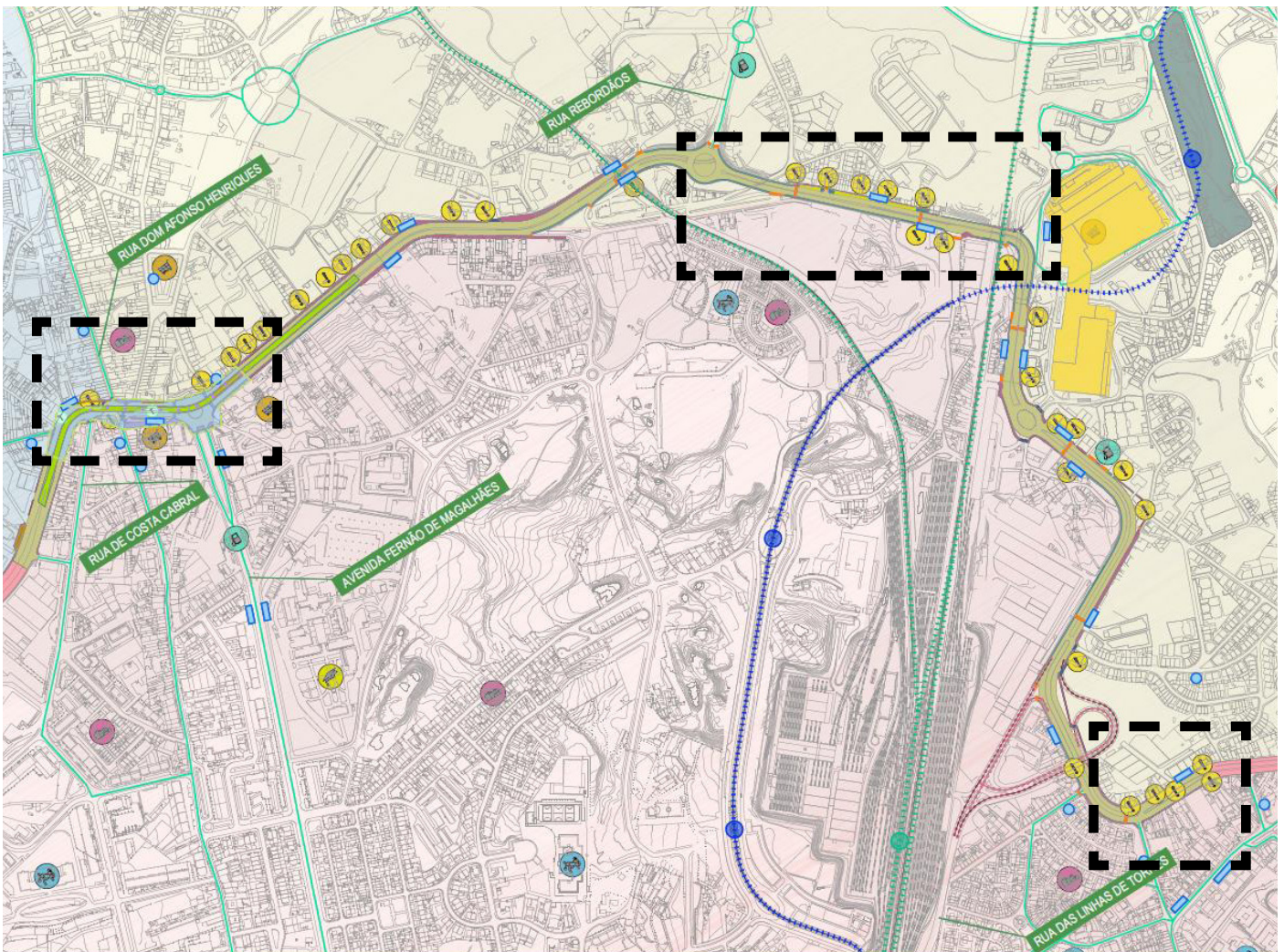
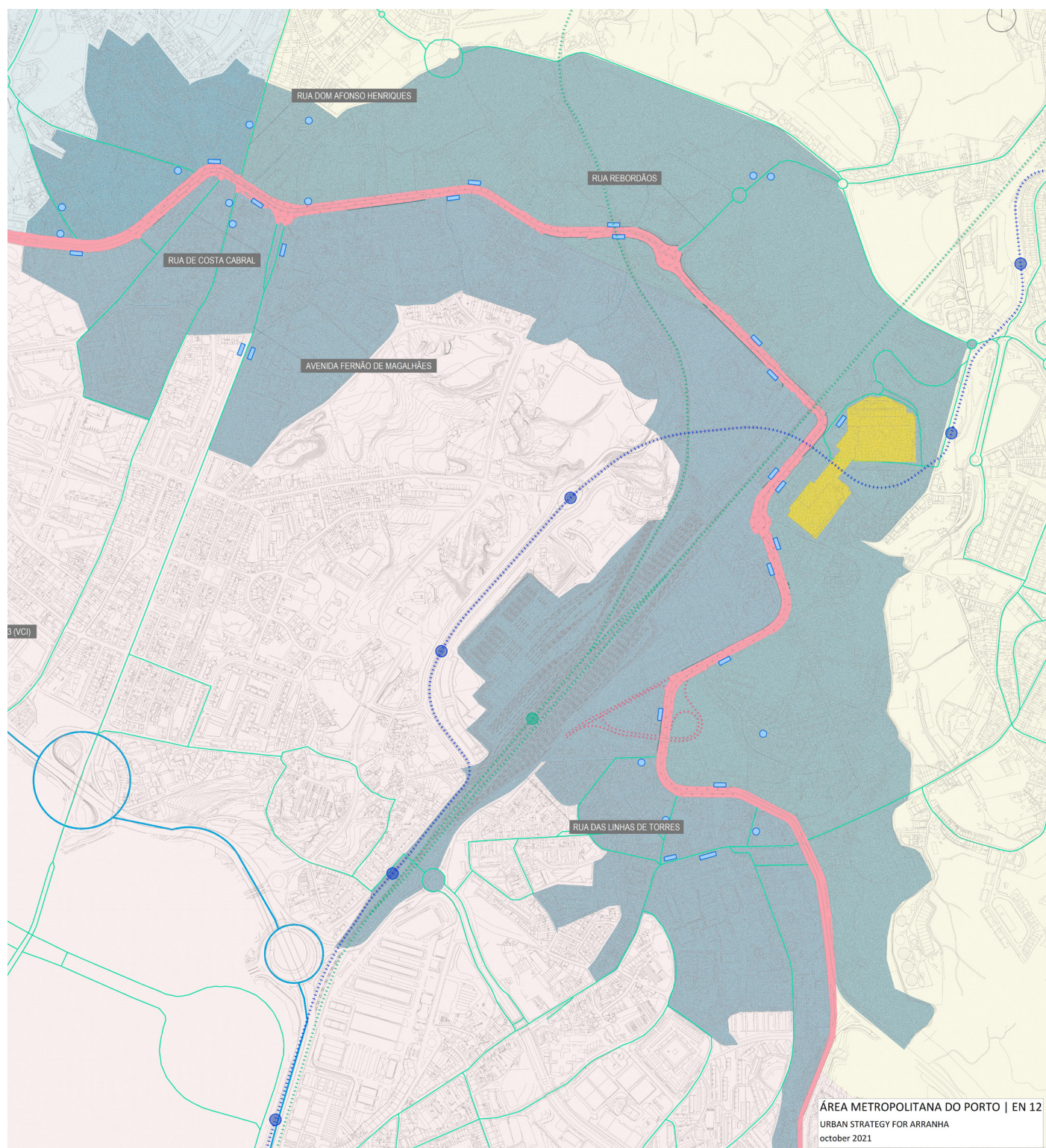


Image 10: Integrated Actions - IAP

Source: AMP



8. Implementation strategy

After approval of Arranha Action Plan and the provision of the budget for its implementation, the signing of the necessary agreements the project will go into the implementation phase:

- Kick-off of the project: re-assure commitment of all relevant stakeholders and to agree on the agenda for implementation. The detailed work plan should be communicated to and agreed upon by all relevant stakeholders, namely the ones from ULG. The activity (gantt) chart prepared and presented in the proposal should be reassessed, its feasibility – especially related to duration of activities, dependency of activities from each other, and related to responsibilities and involvement should be further detailed – and confirmed by the relevant stakeholders.

In order to follow-up and monitor deadlines, it is useful to define the “milestones” which are key events in the implementation of activities. They provide a measure of progress and a target for the project team to aim at. The simplest possible milestones are deadlines. Whenever individual activities deviate from the schedule, the consequences on other activities and resources must be considered. Causes of these deviations need to be analysed and timing may have to be adjusted.

8.1

Indicators and monitoring strategy

Monitoring, as well as evaluation, provides with opportunities at regular pre-determined points to validate the logic of the project, its activities and their implementation and to make adjustments as needed. Information from systematic monitoring also provides critical input to evaluation. It is very difficult to evaluate a programme that is not well designed and that does not systematically monitor its progress.

The ULG will have periodically meetings to be able to check the evaluation of the project and will answered some questions:

- Are the planned outputs being produced as planned and efficiently?
- What are the issues, risks and challenges that we face or foresee that need to be taken into account to ensure the achievement of results?
- What decisions need to be made concerning changes to the already planned work in subsequent stages?
- Will the planned and delivered outputs continue to be relevant for the achievement of the envisioned outcomes?
- Are the outcomes we envisaged remaining relevant and effective for achieving the overall objectives, goals and impacts
- What are we learning?

8.2

Project Prioritization, Gantt Chart and Milestones

Project Prioritization
Source: AMP

Project Arranha		
Actions	Score	Rank
01 Design the change of the N12	3,4	3
02 Reorganization of interfaces and parking	2,4	5
03 Create pedestrian circuits in pedestrian logic	3,8	1
04 Areosa square redesign	3,6	2
05 Urban rehabilitation	3,2	4
06 Local business support	2,2	6

Road Map
Source: AMP

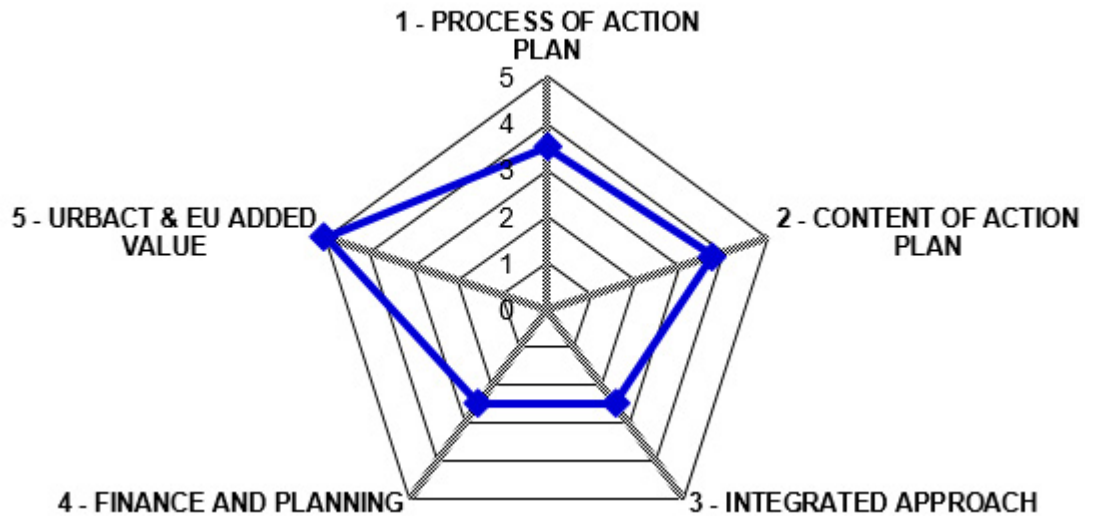
Actions	Rank	Implementation Phase								
		2022	2023	2024	2025	2026	2027	2028	2029	2030
01 Design the change of the N12	3									
02 Reorganization of interfaces and parking	5									
03 Create pedestrian circuits in pedestrian logic	1									
04 Areosa square redesign	2									
05 Urban rehabilitation	4									
06 Local business support	6									

Gantt chart

[illegible]

8.3

Displacement impact assesment



Displacement impact assessment
Source: AMP

8.4

General Risk Assessment

Politics and politicians are the main risk factor involved in the IAP due to the fact it's a border with shared management. Changes of the parties in government imply changes in policies, and their alignments are crucial, but extremely rare.

Economical instability is also a complicated issue, as it might limit interventions in the IAP.

8.5

Potential funding sources

In line with the new EU urban agenda, the city of Porto intends to work to help develop sustainable urban policies and promote the exchange of good practices. In summary, the challenges shared by European urban areas such as Porto are 5:

- Economic,
- Environmental,
- Climatic,
- Demographic,
- Social.

To address them, the new Structural and Investment Funds programming considers the following investments:

- EUR 200 billion is earmarked for the European Regional Development Fund (ERDF) which deals with sustainable urban development, support for competitiveness and job creation in small and medium-sized enterprises. Also financed by the ERDF, with EUR 8 billion, the Interreg program for the implementation of cross-border projects that aim to help border regions to develop their full economic potential
- EUR 42.5 billion from the Cohesion Fund is for Member States whose GNI per capita is below 90% of the EU average to support trans-European transport networks and energy and transport projects leading benefits to the environment
- 88 billion euros for the European Social Fund Plus (ESF+) are intended to support job creation, education, training and social inclusion.

In this Action Plan we intend to take into particular consideration the synergies between structural funds (managed by national and regional authorities) and direct funds. With particular attention, we intend to respond to the strategic objectives dedicated by both types of funds for interventions in functional geographical areas (such as the hinterland of ports and the area in which the services that influence it gravitate) and which they address, as highlighted in the Action plan, specific geographic or demographic problems. The Structural and Investment Funds intervene to meet two objectives: investments for growth and employment throughout the EU, with graduated intensity depending on whether they are less developed regions (average per capita GDP below 75% of EU average), more developed (average per capita GDP above 90% of the EU average) or in transition (average per capita GDP between 75 and 90% of the EU average).

Of particular interest - but not exclusively - the following programs will be for Porto, to be put in synergy with the structural funds:

- LIFE - Program for the Environment and Climate Action
- Horizon Europe - Cluster 5 - Destination 5: Clean and competitive solutions for all transport modes
- Horizon Europe - Cluster 5 - Destination 5: Clean and competitive solutions for all transport modes
- Horizon Europe - Cluster 5 - Destination 5: Clean and competitive solutions for all transport modes
- Transformation of the existing fleet towards greener operations through retrofitting (ZEWT Partnership)
- Horizon Europe - Cluster 2 - Destination 1: Innovative research on democracy and governance
- Connecting Europe Facility for Transport - Alternative Fuel Infrastructure Facility - Works - Zero Emissions
- Interregional cooperation programs.



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