

The RiConnect Chronicles

Kick-Off Meeting

TRANSNATIONAL MEETING

BARCELONA METROPOLITAN AREA

SEPTEMBER 26-27 2019



RiConnect
RETHINKING INFRASTRUCTURE

01



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How to read this summary

The intention of this document is to highlight the ideas most relevant to the subject brought up during the **RiConnect URBACT network kick-off meeting on 26-27 September 2019**.

The document is **organised chronologically** with two reasons in mind: first, it helps readers understand better how ideas were conceived; second, it helps participants recover information more easily.

It is designed **to be read digitally** and contains **links to online documents**.

*** Please do not print this document**

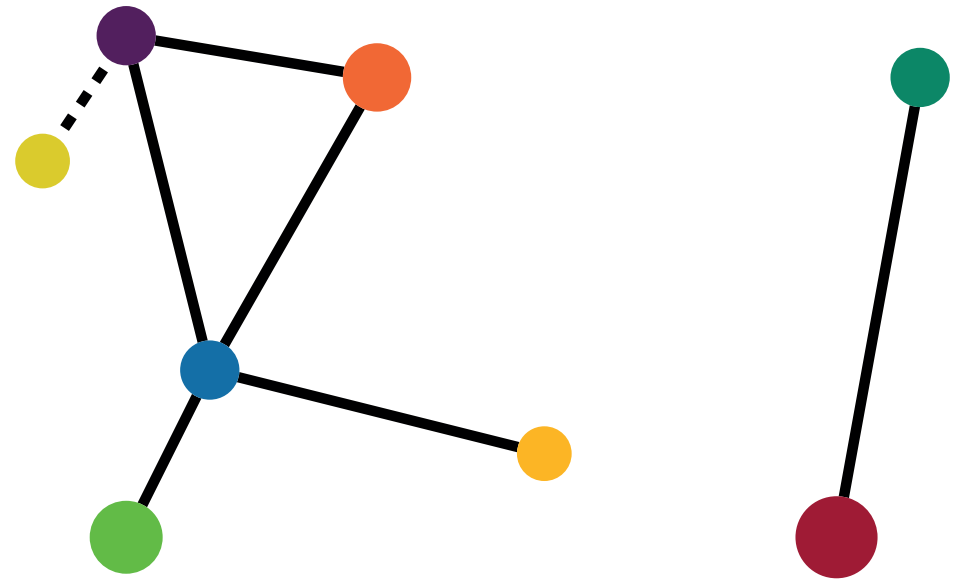


What is RiConnect?

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.



RiCONNECT

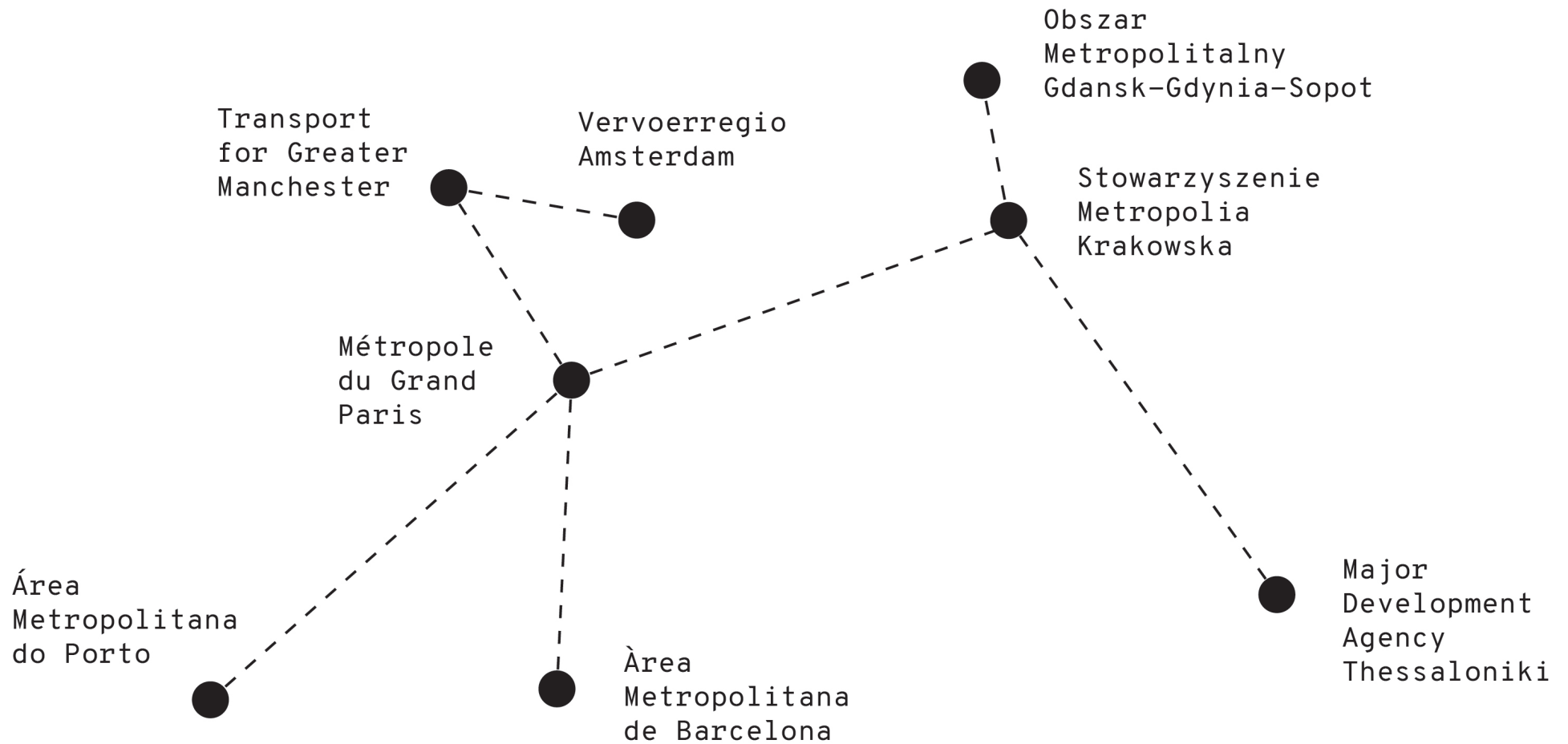
RETHINKING INFRASTRUCTURE

What are the main objectives?

1. To **structure the metropolis**, clarifying its navigability and mental map; **prioritising walkability, active mobility and public transport**. The idea is to **recover the continuity of second level roads and paths that can relink city centres**, joining isolated pieces of the urban patchwork, **breaking down physical and psychological walls**, and reducing isolation and deprivation.
2. To **redistribute mobility fluxes across the territory** (active mobility, public transport, goods and private mobility) **rescaling their intensity to ensure that everyone can easily gain access everywhere, using all manner of transport**. The goal is to **democratise mobility**, especially for an elderly society. A key point of this project is proper integration between the segregated road network with the local distribution network without jeopardising the urban quality, urban continuity and efficiency of overall mobility.
3. To **establish new positive synergies between the various urban, territorial and environmental systems with mobility infrastructure through new policies and planning instruments**. The transformation of infrastructures can activate strategic areas with the following three objectives: first, to **boost urban regeneration of deprived neighbourhoods and surrounding municipalities**, improving upon potential urban deficits; second, to **develop new metropolitan and local central areas**, providing new places for work and life, enhancing the character and sense of place of these areas and infrastructure itself; and, finally, to **guarantee the sustainability of the entire system by creating a long term consensual vision with progressive development actions** (on a step by step basis), using already built infrastructure as a priority (reuse and recycle existing infrastructure) but being prepared for large scale investment and transformation, when required.



Who is a member of this network?





Who is who?



JON AGUIRRE
URBACT National
Contact Point



JOSE ALONSO
Barcelona
Metropolitan Area



ELENA ARGELICH
Network Manager



ENRIC BATLLE
Batlle i Roig



MARIANELLA BOTTA
Barcelona
Metropolitan Area



JOAN CABA
Lead Partner



DAVID CAMACHO
BailoRull



JOSEP M. CARRERAS
Barcelona
Metropolitan Area



MICHAL GLASER
Obszar Metropolitalny
Gdansk-Gdynia-Sopot



LOLES HERRERO
Barcelona
Metropolitan Area



MARC IGLESIAS
Barcelona
Metropolitan Area



ORIOL ILLA
Barcelona
Metropolitan Area



CHRYSOSTOMOS KALOGIROU
Major Development Agency
Thessaloniki



SARA LOBÃO
Porto Metropolitan Area



ANNA MAJORAL
Barcelona
Metropolitan Area



JONATHAN MARSH
Transport for Greater
Manchester



NOEMÍ MARTÍNEZ
Communication Officer



CARLA OLIVEIRA
Porto Metropolitan Area



JAVIER ORTIGOSA
Barcelona
Metropolitan Area



MARTA PÉREZ
Barcelona
Metropolitan Area



KRZYSZTOF PERYCZ
Obszar Metropolitalny
Gdansk-Gdynia-Sopot



JUDITH RECIO
Barcelona
Metropolitan Area



ORIOI RIBERA
Barcelona
Metropolitan Area



ROSA RULL
Lead Expert



JORDI SÁNCHEZ
Vice-President AMB



BART SCHALKWIJK
Vervoerregio
Amsterdam



XAVIER TIANA
Barcelona
Metropolitan Area



EUGÈNIA VIDAL
Barcelona
Metropolitan Area



ELSIE WRAIGHTE
Transport for Greater
Manchester



DANIEL WRZOSZCZYK
Krakow Metropolis
Association

Kick-Off Programme

THURSDAY 26TH SEPTEMBER

Centre d'Estudis Comarcals del Baix Llobregat

- 8 : 15 Meeting point**
Plaça dels Països Catalans, Sants Estació, Barcelona
- 9 : 00 Ice-breaking coffee**
- 9 : 30 Welcome - Who we are**
Mireia Aldana, Presidency of the Area of Territory, Sant Feliu de Llobregat
Xavier Tiana, Head of International Relations, AMB
Joan Caba, Project Coordinator
- 9 : 45 What is it all about?**
Introduction to the kick-off programme by Joan Caba
Introduction to the Urbact programme by Jon Aguirre
- 10 : 15 RiConnect**
Introduction of topic by Rosa Rull
Workshop: The parade of RiConnect
- 11 : 45 Coffee break + Expo PDU**
Invitation to visit the PDU exhibition by Marta Pérez
- 12 : 15 Network quiz**
How much do you know about your partners? by Rosa Rull and Elena Argelich
- 12 : 45 RiConnect. Subtopics**
Defining the challenges and shared issues in an interactive session
by Rosa Rull, Javier Ortigosa, Marc Iglesias and Eugènia Vidal
- 14 : 00 Lunch**
- 15 : 00 Case study AMB and site visit presentation**
ByeByeVies Sant Feliu de Llobregat by Albert Ferrer
Mobility and urban integration of the C-245 by Oriol Ribera
- 16 : 00 Site visit**
Bicycle ride to the Llobregat river, C-245 project and Parc Agrari
- 18 : 30 Dinner**

FRIDAY 27TH SEPTEMBER

Barcelona Àrea Metropolitana Headquarters

- 8 : 15 Meeting point**
Venetian Tower, Plaça Espanya, Barcelona
- 8 : 45 Coffee**
- 9 : 00 Institutional welcome**
Jordi Sánchez, Vice-President of AMB Area for the Development of Urban Planning Policies
- 9 : 15 Methodology. What's next?**
Recap of the first day by Rosa Rull
Workshop: Designing the RiConnect logo by Noemí Martínez
What's next? URBACT methodology by Rosa Rull and Joan Caba
- 10 : 30 Financial and administrative management**
All you need to know about this topic by Elena Argelich
- 11 : 15 Coffee break**
- 11 : 45 Communication**
Communication plan's firsts steps by Noemí Martínez
- 12 : 15 Our first IAP poster**
- 13 : 45 Inspirational Talk**
Merging city and nature by Enric Batlle
- 14 : 30 Lunch**
- 15 : 30 Recap and possible one-to-one meetings**



day 1

Welcome. Who we are

9:30

Due to **mobility infrastructure's massive scale** (usually larger than municipal borders), **metropolitan areas must step forward and lead this task**. RiConnect acknowledges this challenge. It proposes a **network of metropolitan areas and transport authorities** with a supralocal perspective that shares the same objectives, while simultaneously **each partner enriches the strategies and actions** contributing with their own specific experience, and spatial, legal, economic and historical context.

* The first metropolitan area URBACT APN

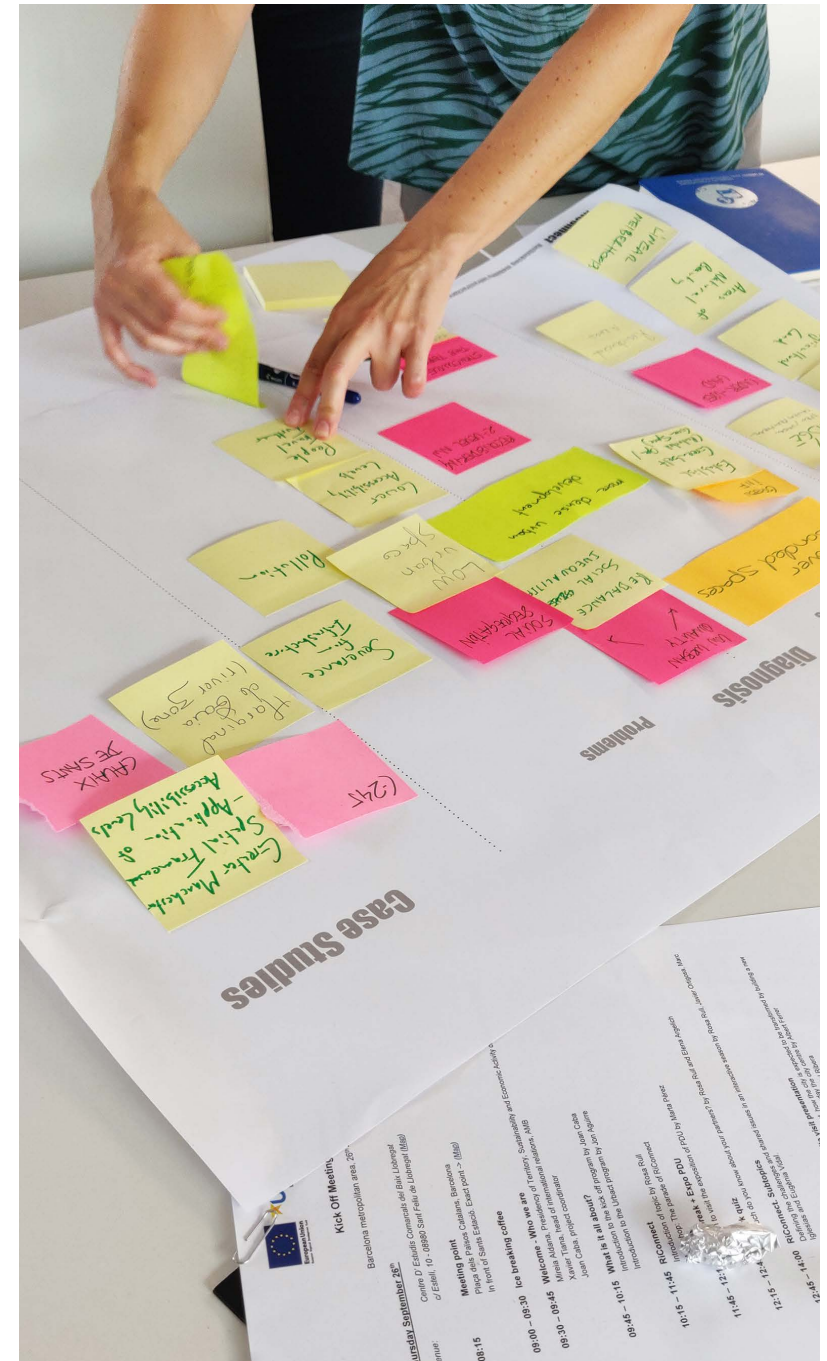
Why RiConnect? This network's title "**Rethinking mobility infrastructure to reconnect cities**" has two parts. "Rethinking mobility infrastructure" relates to **optimising and integrating various means of transport** (transport planning) as well as **how physical infrastructure can be reshaped** (urban design, urban planning, architecture, and civil engineering). The second part is "to reconnect cities," including people, neighbourhoods and natural networks. The word "connect" refers to **rejoining things and people by transforming the space, creating new places to meet** (urban design, urban and environmental planning) and of equal importance, **creating new mobility channels, especially for public transport and active mobility** (transport planning).



What is it all about?

Two days with four **main objectives**:

1. To develop the network's topics and main objectives
2. To get to know each other
3. To start working both at the network and local level
4. To get inspired and go home energised



URBACT Programme

10:00

Jon Aguirre

“ *URBACT enables cities to work together to develop new and sustainable solutions to major urban challenges, through networking, sharing knowledge, and building capacities for urban practitioners. URBACT is a European Territorial Cooperation programme fostering sustainable integrated urban development in cities across Europe. It has been funded by the European Regional Development Fund and EU Member and Partner States since 2002.* ”



RiConnect. Topic Introduction

10:15

“ *The fundamental aim of mobility infrastructure has always been to connect people, link settlements and structure the area. Humanity’s history is the history of mobility infrastructure. Without paths, bridges, tunnels and roads, there are no stories to tell.*

However, looking at Europe now, where most people now live in urban areas, often surrounded by overused, congested, noisy, and air-polluting mobility infrastructure, we must ask ourselves: how did we get here? How should we begin to address this issue? ”



URA

AT

per un gran
servici de tot tipus,
a l'habitarem molts
edificis total, així
com espais ambientals,
i totats als ciutadans.

aporta qualitat
més però, està
fragmentada i és

estructura veritable
i. Volem que
ambientals i la
que públic i altres

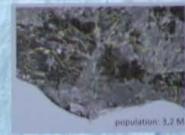
didats,
a i és un
ciutadans.

ustrial. És
es demandes
respn d'unes

dos tipus
conectades
i a en

al econòmic
conveniment,
i encara
el necessita
mes,
fats
entrament i

ndustrials
ivitat

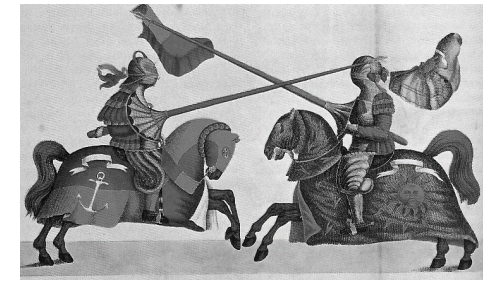


The RiConnect Parade

10:45

1. Everybody must take a **paper shash** and a **pen**.
2. Write a **sentence on a network topic**; an “affirmation”; if possible, this should be a very **provocative, radical affirmation**... even more radical than us.
3. Walk throughout the room and **greet each other**, and **write your opinion for or against the affirmation on a Post-It**. Try to argue for your position. 30’
4. At the end (it is better if everyone has **lots of Post-Its!**) we will go to the **photocall** to take some pictures of the result.

The tournament can begin!





Plenty of ideas to argue about!

Below you'll find all the **thought-provoking results:**

GREEN RECONNECTIONS

WITH SOCIAL SENSITIVITY

+ Blue (rainy)

Place Healthy People

Alternatives for people who rely on private transport (car)

Road clean air, more healthy

VALUING WALKING CROSSINGS

ROADS CAN BE GREEN! MUST

All streets have

Green street is the only way to keep city centres vibrant & growing population

LOWE THE IDEA

NBS

Incentives & schemes when not complying

Agree! All Streets!

USE SEGREGATED INFRASTRUCTURES ONLY FOR PUBLIC TRANSPORT

ROAD SPACE REALLOCATION?

Shared Public Infrastructures

+ ACTIVE MOBILITY

CONSIDERATION ONLY

THE SURROUNDINGS OF INFRASTRUCTURE ARE UPMOST IMPORTANT

I agree, it's not about the shape of the infrastructure, but the context, work environment

I agree, it's about the context, work environment

ROADS MUST PLANNED WITH NEIGHBOURHOODS

SITE SPECIFICITY

YOU MUST ACTIVATE THEM AND WORK WITH THE LANDSCAPE

DO NOT JUST BUILD INFRASTRUCTURE FOR THE CAR, BUT FOR THE PEOPLE WHO USE IT. YOU MUST ACTIVATE THEM AND WORK WITH THE LANDSCAPE.

DECONSTRUCT THE WAY WE PLANNED INFRASTRUCTURES

SOCIAL EDUCATION COMPETENCY

SPREAD KNOWLEDGE AT TECHNICAL UNIVERSITIES

Metropolitan Plans with universities of life

NEW METROPOLITAN MASTER PLAN

POLICENTRIC STRUCTURE

TRENDY PLACES SUBSIDIES

Local Communities?

ONLINE VOTING

MOBILITY EXTERNALITIES

ONLY E-BIKE

All streets have

I agree that we must rethink roads to favour the use of e-bikes, scooters and bikes

Metropolitan E-Bike

Imagine for the other population

Do E-bikes need their own lanes?

More Infrastructure for the people, less for cars

MORE PUBLIC SPACE

INFRASTRUCTURE AS COLLECTIVE SPACE

Better Public Spaces

Agree Planning our transport system in a more sustainable manner is the only way to keep our transport modes moving

HOW PLAN AND DESIGN INFRASTRUCTURES FOR A CARLESS FUTURE

I agree because the car is the main mode of transport in our society

HEALTHY, CONNECTED, INCLUSIVE STREETS.

I agree

to be more socially

CONNECTED SOCIAL COMMUNITY

Coffee Break: PDU Expo

11:45

Marta Pérez

During the coffee break, there was a parallel contribution consisting in a brief explanation of “**Metropolis of Cities**”, a travelling exhibition designed to help citizens learn about basic concepts regarding future metropolitan urban planning proposed by the Barcelona Metropolitan Area. **The Metropolitan Urban Master Plan (PDU)** is the urban planning tool aimed at updating the urban and territorial model in terms of **social cohesion, ecological sustainability and economic efficiency.**





Network Quiz

12:15

It was time to demonstrate **how much we know about each other!**
A set of questions about the most hilarious things in our metropolises were asked.

Please, check it individually:





Who is the man in the image?

- A. Antonio Gaudí, Catalan architect
- B. Christopher Columbus, explorer
- C. Lionel Messi, football player
- D. Joan Caba, lead partner



If we are at "Portus Cale", where are we?

- A. Porto
- B. Amsterdam
- C. Manchester
- D. Gdansk



In which city is this located?

- A. Not real image, it's photoshop!
- B. Thessaloniki
- C. Krakow
- D. My swimmingpool, preparing a BBQ



Who is the man in the image?

- A. Antonio Gaudí, Catalan architect
- B. Christopher Columbus, explorer
- C. Lionel Messi, football player
- D. Joan Caba, lead partner



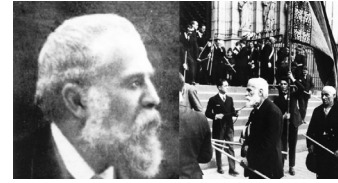
Where do we have to go if we want to study at Aristotle University?

- A. Porto
- B. Gdansk
- C. Thessaloniki
- D. Barcelona



Why do Amsterdam' windows not always have curtains?

- A. They don't have IKEA to buy them!
- B. They have solar panels instead
- C. It's forbidden. They invented Big Brother
- D. To take advantage of natural sunlight



Who is the man in the image?

- A. Antonio Gaudí, Catalan architect
- B. Christopher Columbus, explorer
- C. Lionel Messi, football player
- D. Joan Caba, lead partner



Beautiful! Where?

- A. Gdansk
- B. Amsterdam
- C. Venice
- D. Hollywood film studios



How often is the Eiffel Tower repainted?

- A. Never. It's not painted!
- B. Every 7 years they paint it pink
- C. Every 7 years they paint it brown
- D. No need! Pigeons do the work



Who is the man in the image?

- A. Antonio Gaudí, Catalan architect
- B. Christopher Columbus, explorer
- C. Lionel Messi, football player
- D. Joan Caba, lead partner



In which city can we see the first 1947 electronic computer and go party?

- A. Barcelona
- B. Amsterdam
- C. Manchester
- D. Krakow



How many partners does RiConnect have?

- A. 7
- B. 8
- C. 9
- D. 10

And the winner is...

The **prize** was a set of postcards containing photographs used during the kick-off meeting.

The **winner** was our lead partner, **Joan Caba**. However, **he was disqualified** (he was too involved on the preparations...).

At the end, almost everyone received their postcard.



Subtopics

12:45



Subtopics > Mobility Flows

13:15

Marc Iglesias

The mobility workshop was highly complex and thorough. **Various means of transport** were analysed. We discussed **problems, opportunities and trends**, as well as example cases for each.

Among the elements discussed, interest in advancing urban distribution management is emphasized: specifically, **demand management and internalization of impacts**.

We discussed fundamental elements (**costs, transport capacity, urban impacts, use of space, social equity, environmental, economic and public health impacts**) of **sustainable mobility** -public transport and active mobility- vs. **private transport**.

In this discussion, we offered different **examples** related to promoting **sustainable mobility**: metropolitan cycle lanes (Bicivia, Amsterdam Bike Lanes), **tramway as an electrification strategy** (Greater Manchester Tramway and Barcelona tramway) and **prioritization of bus lanes in the main corridors** (C-245 and Gran Via).

Finally, the workshop emphasized singular elements such as **collaborative mobility**, the role of urban planning and social effects of mobility. These elements were handled from a **multisectoral perspective**.



Mobility

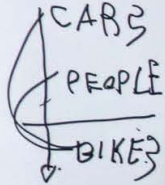
REDUCE COMMUTERS
REDUCING PRIVATE MOBILITY

WALKING DISTANCE
SERVICES

MASSIVE
TOURIST

C-245
Barcelona

URBAN
PLANNING
MIX USES



PRIVATE
CAR

Diagnosis

Opportunities

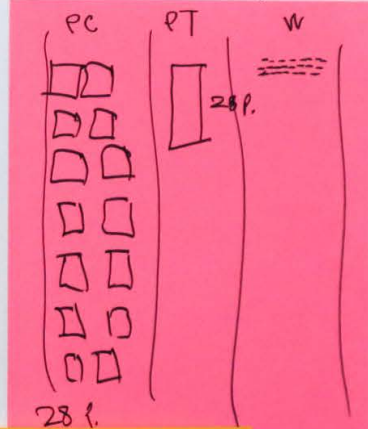
sharing
flexible
electric in
public services

- reduction car
↓
↑↑ space to new
USES

CITY ORGANIZE
POLICE/CITY

congestion
space use
pollution ~ noise
climate change

Problems



Case Studies

Great Vid
dada historia
dada his end

Gdansk
Południe
(South)
⊖

BCN
BIKE-LINES
and
BIC/VIA

London
new car park
are forbidden

MANCHESTER
TRAM NETWORK

DIAGONAL TRAMWAY

Bike soon
Amsterdam

LOGISTICS

NEEDS OF
TRANSPORTS
FLOWS ???

Order Services
GLOBO/UBER EAT/....

value/cost/price
PT vs PT

PRICE EXTERNALITIES
Parking and Driving
include use of space

city without
cars

reduce car
park space

enforcement
network
door to door

participate
GOOD QUALITY
TIME

bike, walking
sharing
public service
private

CITIZENS
VALUE
CAMPAIGN

EXTERNALITIES

GROWING MIDDLE
CLASS WITH HIGH
EXPECTATIONS.

SAFE PARK
SPACE

SOMEONE ELSE
INDIVIDUAL
VS COLLECTIVE

PARKING
SPACES

public
transport

COOPERATIVE
MOBILITY
CAR POOLING
CAR SHARING

ACTIVE
MOBILITY
MICROMOBILITY

INDIVIDUAL VS COLLECTIVE

BETTER
HEALTH

door to door
door - PT

Subtopics > Infrastructure

13:30

Javier Ortigosa

Various types of mobility infrastructures proposed by members were discussed at the infrastructure workshop. We debated on **problems or impacts that each case presented** as well as **opportunities** that these infrastructures might have in the future.

Re-using road infrastructure and changing road priorities for other modes like **public transport or cycling** was one of the most discussed topics. We analyzed the **Amsterdam ring road case** and how it could be a great opportunity if it were used for a **dedicated public transport service**.



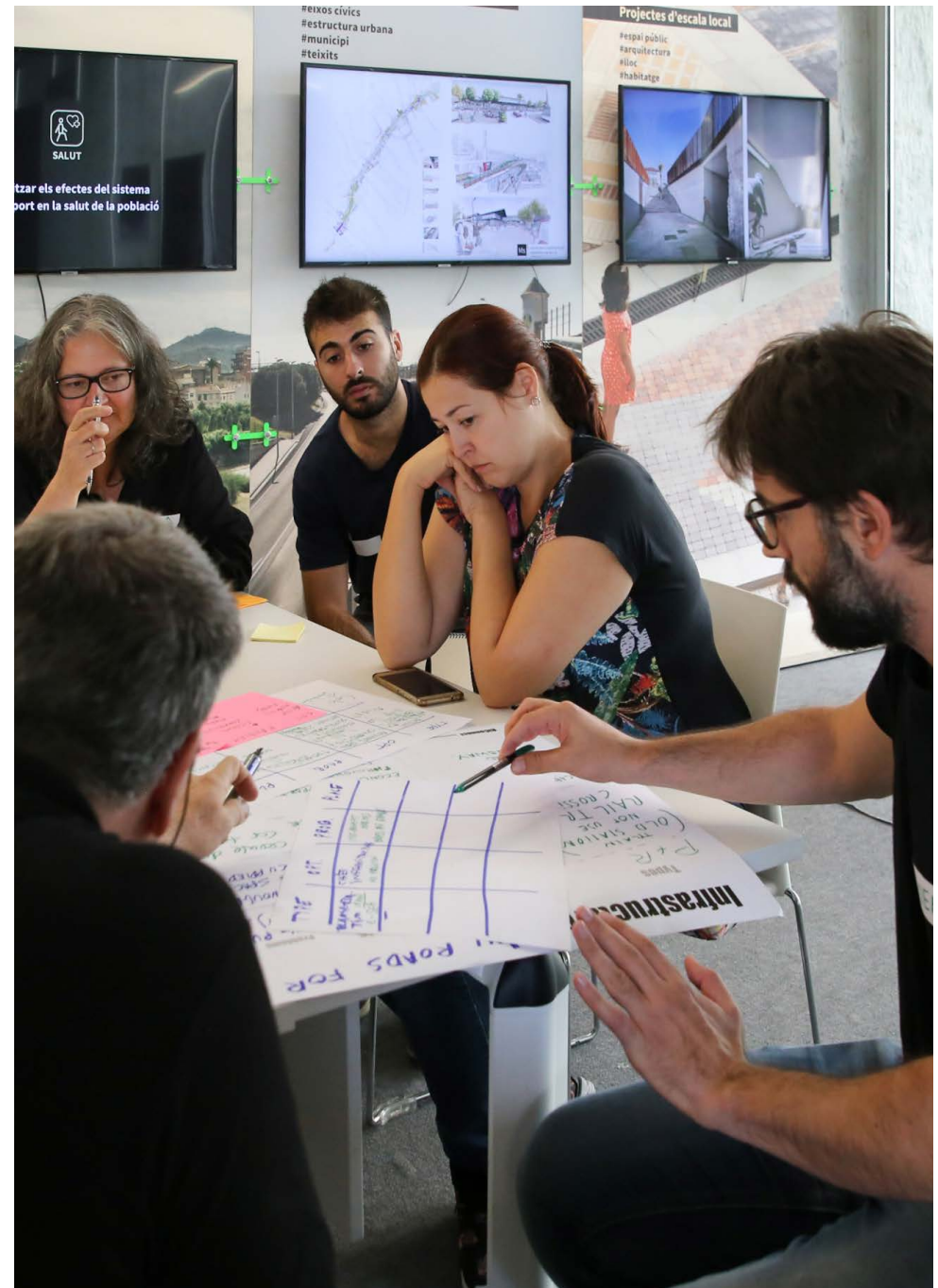
Along these same lines, the **guided busway** (Manchester’s BRT project) could represent an **economic and efficient opportunity to alter modal split**. Manchester and Porto also brought up road connectivity issues for cycling networks and the lack of metropolitan planning to this regard. Metropolitan cycling networks could help alleviate traffic with little investment.

Another interesting issue was the **mismatch between supply and demand**; in other words, the way new infrastructure projects are often built without an urban development plan that can provide the necessary demand for such infrastructure. That was the case of Porto and a new train station that is not well used. The case of Poland was also brought up, where a new railway line was built but where urban areas are not being developed accordingly since land ownership makes everything more difficult.

The cases handled by members of Area Metropolitana de Barcelona dealt with more **physical issues of infrastructure integration** such as the “4 camins” junction, representing an obstacle for urban fabrics and open spaces, and the case of “Baricentro,” where two railway lines cross but no intermodal station exists.

Finally, we discussed **parking issues and strategies like Park and Ride** that while they may bring **benefits to overall modal split**, they may also represent **great opportunity costs to urban space and bring with them transport externalities**. The member from Porto also brought up the issue of the so-called **“Kiss and Ride” initiatives** in schools and how they do not provide any benefits to children or overall quality of life.

We ended up with an interesting idea about **electric maritime or fluvial transport** similar to a metro line but with a series of stops along the coast.



Infrastructure

"ALL ROADS FOR CARS"

Types	Opportunities	Problems	Case Studies
P+R (TRAIN OLD STATION NOT USE) RAIL TRAIN CROSSING	CHANGE MOBILITY FLOWS	OCCUPYING PUBLIC SPACE (OPPORTUNITY COST) + EXTERNALITIES	KRAKOW
HIGHWAY-RING	NEW INTERMODAL ST. + NEW USES/AREA	NOT ENOUGH ACTIVITIES SINCE SPACE IS OCCUPIED BY HIGHWAY	BARICENTRO BCN
GUIDED BUSWAY.	RING FOR PUBLIC TR + BIKES + P+R	MODAL SHIFT ECONOMIC OPPORTUNITY THROUGHOUT CONURBATION.	AMSTERDAM
		TOO POPULAR, OVERCROWDED.	MANCHESTER

ROSA

TYPE	OPT.	PROB.	PLACE
REDUCTION BETWEEN 2 INF	RECONNECT OPEN SPACES ELIMINATE DUPLICATION BETHINK 2 LEVEL	↑ DEMAND	MARTWOL UNITA+ 4 CAMINS
Cycle Infrastructure	ACTIVE MOBILITY FLOWS		

TYPE	OPT.	PROB.	PLACE
TRANSPORTATION e-SEA	CHEP INFRASTRUCTURE NO POLLUTION	COST-BENEFIT ANALYSIS BOATS ARE EXPENSIVE	SEA/RIVER CITIES
CYCLE LANES	ACTIVE MOBILITY	→ NO CULTURE IN CYCLING → NO CONNECTIVITY AT CITY LEVEL	PORTO
KISS + RIDE PARK NEXT TO SCHOOL	CREATING WALKING URBAN NETWORKS	'LACK OF CATERING' BID FOR KIDS/HEALTHY PUBLIC	

OPT. ACTIVE MOBILITY FLOWS

PROBLEM: CYCLING CONNECTIVITY
ROADS
BRIDGES

MANCHESTER

Subtopics > Surroundings

13:45

Eugènia Vidal

Surroundings focuses on the **immediate context**, on the types of environment **traversed by our metropolitan mobility infrastructure**. These unintentional backgrounds are diverse and can be categorized according to different systems of logic. If we take into account a **land use** approach, most of these spaces have been reported to match a **great variety of uses**, from natural settings, to agricultural land, residential areas, commercial and industrial complexes, and other metropolitan uses such as airports and waste management facilities.

From a **spatial logic perspective**, transport hard infrastructure is linked to **peripheral areas** or to an **edge condition**. In this last case, the edge can refer to either the border between urban and open spaces areas, such as the sea or forest, or between the centre and periphery of an old city. Other categories are more subjective, such as those that consider these spaces **dangerous** or **beautiful natural sceneries**.

The diagnosis comprises **opportunities and problems**, aspects that are partially interrelated. Opportunities can be categorized into three major fields: **territorial model** with a commitment to a more dense urban development model and a better structured territory; **green infrastructure** based on recovery of abandoned spaces and the creation of greenbelts; and **social awareness** in relation to mobility for everyone and the combination of **hard and soft solutions** to improve the perception of neighbourhoods. Some problems



are directly related to the aforementioned opportunities. Two examples would be the need to have more space for transport infrastructure or **social inequality**, as well as **low accessibility levels**.

There is no entry related to **green infrastructure**, which is not seen as a problem, **only as an opportunity**. On the other hand, the problems related to the **territorial model** might differ according to each city as both **low-density** and **high-density** models have been pinpointed as challenging. Other issues are **pollution** and the **technical skills** required by these kinds of projects. In this sense, an **interdisciplinary approach** is challenging and we may have to reconsider our staff profile and training in order to **overcome the lack of cooperation**.

The discussed **case studies** can be **associated easily with the diagnosis**. Most were projects. Several were related to **waterscapes** with projects focused on **streams, rivers and sea fronts** such as Vila Nova de Gaia, Thessalonica and Cheonggyecheon in Seoul. The other group of projects **challenges the prevalence of only one kind of flux**. This is done by **changing the section and adding new fluxes**, such as for the Sants elevated garden or the C-245 project, both of which are located in the Barcelona Metropolitan Area. The exception to the list of projects is the Greater Manchester spatial framework application of accessibility levels, which is a policy tool to **improve and balance the level of transport accessibility**.



Surroundings

Types

Airport Area
Commercial and industrial areas

PERIPHERAL AREAS
URBAN SPRAWL

Residential Areas
RELATION OF WASTE MATERIALS
LAND

DAUGEROUS SPACES

Agricultural Land

Areas of Natural Beauty

CITY EDGE
OPEN / URBAN
CENTRAL PERIPHERAL

LINEAR NEIGHBOURHOODS

Opportunities

Recover abandoned spaces

GREEN INF

Establish Greenbelt (Protected Open / Green Space)

more dense urban development

Combine hard and soft solutions to create neighbourhoods villages.

RECONSIDERING 2-LEVEL NUL

KEEP THE URBAN AND ENVIRONMENTAL BALANCE

STRUCTURE THE TERRITORY

Diagnosis

LOW URBAN QUALITY

REBALANCE SOCIAL AND ENVIRONMENTAL INEQUALITIES

SOCIAL SEGREGATION

LOW urban space

Lower Accessibility Levels

People Travel Further

INTERDISCIPLINARY APPROACH EXPECT PROGRESS ?
STAFF PROFILE
EDUCATION

Problems

single function areas low density

Severance from Infrastructure

Pollution

Need of space for bus and tram depots in the city that gets more dense.

LACK OF COOPERATION

Case Studies

Greater Manchester Spatial Framework - Application of Accessibility Levels

CALAIX DE SANTS (245)

Recover the waterfront RIVER FRONT AND THESALONIKA CHANGE POLLUTION ZONES

SOUTH COAST MOTORWAY STREAM

Marginal de Saia (river zone)

Site Visit

16:00

Getting ready for an over 20km bicycle ride:

What a ride!





Site Visit > C-245

16:30

Oriol Ribera

The new project involves **urban integration** and improvement of the **C-245 road mobility**. This makes it possible to **integrate a segregated 13-kilometre bus lane**, which will **connect Cornellà de Llobregat with Castelldefels** and a new bike lane. The action will also implement a **high-occupancy express bus line (BRT)**.

This project, with a total **26.3 million euro budget**, is co-funded by the local area, led by AMB and by the Government of Catalonia. It began in 2017.

The new project will **ease road traffic** and **give priority to public transport and active mobility** (bike lane and wide pedestrian walkways) at the expense of cars. C-245's urban integration will be the **starting point of a large urban revitalisation, place making and regeneration process**. Furthermore, thanks to the implementation of more **sustainable mobility**, this will result in a **significant improvement in the metropolis air quality**.



Site Visit > The Llobregat River

17:30

Jose Alonso

The **River Llobregat Park** is an ongoing project intended to recover **a complex metropolitan territory of over one thousand hectares**. This area was heavily altered in recent decades, leaving it with serious functional and structural ecological imbalances.

While the immediate surrounding area has a **population of over 800,000 inhabitants**, the **Llobregat** long remained outside the social imagination of local people. This led to the gradual marginalization of the river which became the town and factory back yard.

The **AMB** has managed **cooperation among various levels of public administrations since 2006**, with the **goal of transforming** this heavily altered fluvial environment **into a resilient ecosystem**. This is a strategic project, not only in terms of its pivotal position in the metropolis's **green infrastructure**, but its usefulness in terms of its potential social role.

We must accept the fact that such environmental improvement cannot be achieved by turning the clock back to times before the mid-twentieth century's intense urban development. Far from such a utopian idea, we opt for **examining the most critical factors to the health of the river**, with a view to fostering ecological processes that will gradually **enable positive self-regeneration dynamics**.

From a **social standpoint**, the way forward is to **re-establish the relationship between the public and the river**. We will empower it to reveal its own identity. We will reject urban park iconography, and take into account its **historical and ecological dimensions**, in order to achieve a commitment to a **more sustainable future**.





Sant Feliu

El parc riu llobregat és el corredor verd, en canvi d'espai entre la barrutada blonca i el mar i un connector ecològic de primera màxima. A través del parc es pot arribar a la ciutat de Sant Feliu de Guàrdia, de primera màxima accessible, i es genera un entorn idoni per a la pràctica d'activitats de lleure i per al foment de l'educació ambiental.



parc riu llobregat



Dinner

18:30

After **over 20km by bicycle**, we reached the **Mediterranean coast**.

And we had a **well-deserved dinner**. We kept the **discussion about the topic** alive while enjoying the **sunset**.



What a pleasure to set foot on sand finally!



A wonderful night conversation by the sea





day 2

Institutional Welcome

9:00

Jordi Sánchez, Vice-President of AMB Area for the Development of Urban Planning Policies, opened the second

session by reaffirming the **urgent work on rethinking mobility infrastructure as an opportunity to build a better metropolis.**



Methodology. What's Next?

9:15

Joan Caba / Rosa Rull

This presentation detailed the **programme's objectives outputs and its methodology** to all partners.

It began with an **overview of phase 1 and 2**, with a brief definition of an **Integrated Action Plan (IAP)**.

Phase 1 was then discussed **in detail**, with special emphasis on the **baseline study**.

Each partner's benefit and contribution in the first phase was then listed, focusing on the **questionnaire** and **Partner Visit**.

Our approach was subsequently discussed, providing an explanation of the **URBACT methodology**.



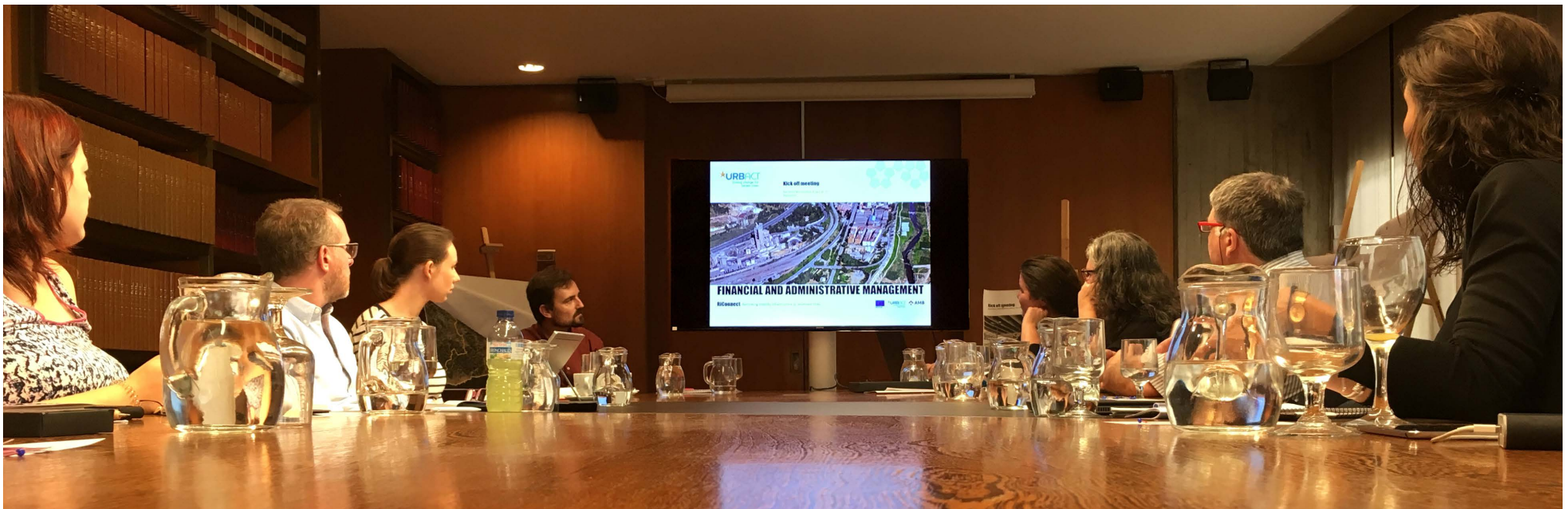
Financial and Administrative Management

10:30

Elena Argelich

During this session, we explained the importance and main points of RiConnect's management and financial reports. **All projects**, in addition to quality content and expertise, **require good management and financial monitoring in order to succeed**. AMB will head up the management. Nonetheless, **all project partners** are involved and **have their own responsibilities** regarding expenditures and reports.

Each meeting will include a session on administrative and financial aspects, in order **to resolve and avoid potential problems during the life of the project**.



Communication

11:45

Noemí Martínez

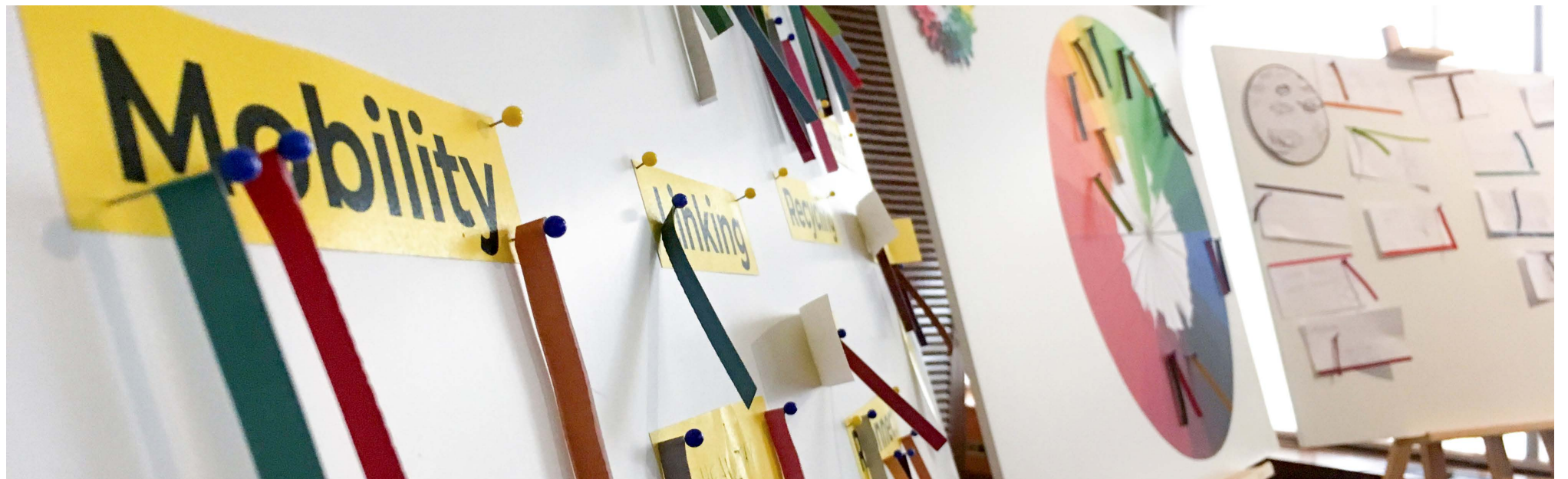
The **communication plan's first steps** were presented and explained along with an **activity seeking to engage all partners in creating the network's visual identity**.

The activity consisted in three panels. All partners were required to **contribute their opinions/ideas** in relation to three important visual identity aspects: logo shape, colour, and tagline. The communication activity's result and subsequent **consultation among partners** has shown to be **very important and helpful** during the RiConnect network visual identity and logo **design process**.

We also explained the **agenda and outputs** to be delivered during **phase 1** as well as the importance of the communication aspects of both the **URBACT programme** and the **RiConnect network and Local Action Plans**.

Outputs listed for phase 1 were: **visual identity** (tagline and logo), **boilerplate, introductory article, URBACT website's metropolitan webpage, communication kit** (static page in our institutional websites and A3 poster) and finally, **Twitter account**.





Our first IAP poster

12:15

Joan Caba / Rosa Rull

All partners produced the first **IAP poster** in order to **apply what the network built during the kick-off meeting and move forward.**

Everyone presented and determined the **main objectives and challenges to be addressed during the second phase** along with their Urbact Local Group.





MAIN OBJECTIVE
LIMITING CAR DEPENDENCY
IN FAVOUR OF SUSTAINABLE
MODES OF TRANSPORT

SITE
METROPOLITAN AREA IN DEVISION INTO

- CITIES
- SUBURBAN AREAS
- RURAL AREAS

STAKEHOLDERS

- CITIES & POWIATS
- REGIO. PLANNING AGENCY
- UNIVERSITY
- JASPERS
- METRO. TRANSP. UNION
- JUMP EXPERTS

DIAGNOSIS

- SUB URBANISATION
- MOBILITY POLICIES LIMITED TO MAJOR CITIES, ~~SEPARATE~~ SEPARATE
- LARGE AREA
- + GDANSK SPECIALIZING IN MOBILITY
- + GDYNIA — " — ELECTROMOBILITY
- + POSITIVE ATTITUDE OF VARIOUS STAKEHOLDERS
- + METROPOLITAN AGENDA AWARENESS (ITIS, REGIO SPATIAL PLAN)

VERVOERREGIO AMSTERDAM



Station Amsterdam Lelylaan

Vervoerregio Amsterdam

Main objective: Improve quality public space + functionality station + urban development + intermodality + breaking barriers

Diagnose: Poor accessibility, poor public space not well connected with surroundings, ^{shops} poor security..., poor biking facilities
'most unsafe station Amsterdam.'

Local group: NS (national railcomp.) ProRail (rail own) Amsterdam Mun., Vervoerregio, Fietzersbond Citizens, Police?, Urban developers, Shop owner association, Social housing Comp., Amsterdam Fashion Centre, Hotels Advisory board (UvA, local conciliers)

The map shows the station layout with 'TRAM' and 'METRO' lines. Surrounding areas are labeled 'vanstad', 'Amsterdam', and 'Haarlemmermeer'. A 'ROAD' is also indicated. Green hatched areas represent 'Bike' paths, and a 'BUS' stop is shown at the bottom right.

MAJOR DEVELOPMENT AGENCY THESSALONIKI



Build Corridors to connect the green and natural fragments of the city.

- Micro corridors
- Macro corridors

Sea Transportation City-Sea Teleferic City-Forest

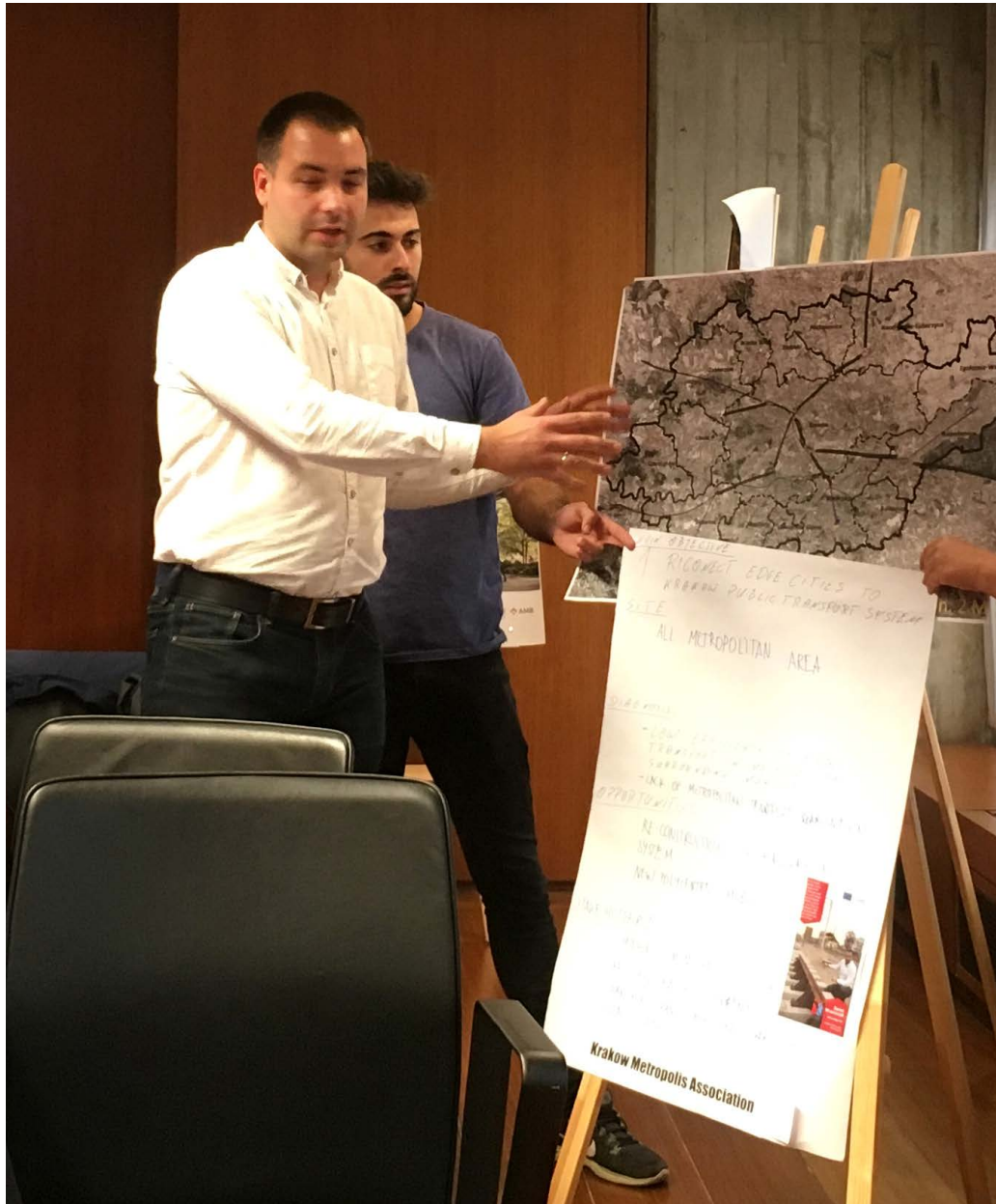
Rearrange the accessibility of the local scale for green areas (ex military camps and periurban forests).

Thessaloniki Golf Airport

Major Development Agency Thessaloniki S.A.

The diagram on the right is a hand-drawn presentation slide. It features a map of Thessaloniki with seven numbered green corridors (1-7a) connecting different parts of the city. A large red circle highlights the map area. Arrows from the text above point to specific corridors: a blue arrow from 'Sea Transportation City-Sea' points to corridor 1, and a green arrow from 'Teleferic City-Forest' points to corridor 3. A large red arrow points from the text 'Rearrange the accessibility...' to the map area. The slide also includes the text 'Major Development Agency Thessaloniki S.A.' at the bottom.

KRAKOW METROPOLIS ASSOCIATION



MAIN OBJECTIVE
↑
RECONNECT EDGE CITIES TO
KRAKOW PUBLIC TRANSPORT SYSTEM

SITE:
ALL METROPOLITAN AREA

DIAGNOSIS:

- LOW EFFICIENCY OF PUBLIC TRANSPORT IN METROPOLITAN SURROUNDING MUNICIPALITIES
- LACK OF METROPOLITAN TRANSPORT ORGANIZATION


OPPORTUNITIES:

- RE-CONSTRUCTION OF RAILWAY LINE SYSTEM
- NEW POLYCENTRIC HUBS

STAKE HOLDERS:

- MAYORS (MUNICIPALITIES GOV.)
- REGIONAL RAILWAY COMPANY
- TRANSPORT MANAGEMENT OFFICE (CRK CITY)
- LOCAL SOCIETY

Krakow Metropolis Association



The poster on the right side of the whiteboard features the URBACT logo and a photograph of Daniel Wrzozczyk, Office Director of the Krakow Metropolis Association, sitting on a railway track. Text on the poster includes: 'Let's create better, more integrated, technologically advanced cities with more mobility and accessibility. It's not just an economic and environmental challenge, it's a challenge we need to meet to build...'

PORTO METROPOLITAN AREA



Area Metropolitana do Porto

☐ TO PROMOTE SOCIAL, ECONOMIC, ENVIRONMENTAL AND TERRITORIAL COHESION IN NIZ - "CIRCUNVALAÇÃO" ROAD

PROBLEMS	OPPORTUNITIES
<ul style="list-style-type: none"> • Social GAP • different municipalities (≠ administrations) • peripheral areas for municipalities • traffic, pollution, congestion • no urban planning 	<ul style="list-style-type: none"> • Centre of metropolitan Road network <ul style="list-style-type: none"> • metro, buses • economic activity • political interest • new urban design

☐ municipalities (political and technical bodies);

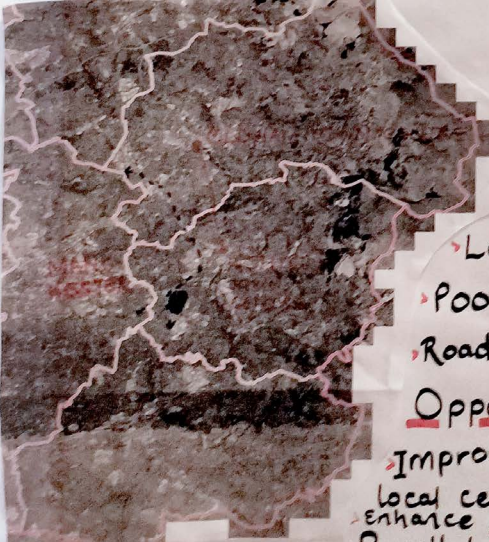
- universities
- ONG
- relevant companies
- transport operators

TRANSPORT FOR GREATER MANCHESTER



Transport for Greater Manchester

This street will be a welcoming and safe space for people, enabling more travel on foot, bike and PT whilst still supporting those journeys that need to be done in private motorised vehicles.



Challenges

- › Reliable bus journey times - lack of!
- › Lack of crossing points
- › Lack of cycling provision
- › Poor walking environment.
- › Road safety.

Opportunities

- › Improving vitality of town & local centres.
- › Enhance green infrastructure.
- › Parallel routes for different modes.

› Increase active & sustainable travel.

Stakeholders

<p>TfGM:</p> <ul style="list-style-type: none"> - Transport Strategy - Bus - Cycling & walking - Highways 	<p>Oldham/Tameside Councils:</p> <ul style="list-style-type: none"> - Elected officials - Planners/spatial - Transport planners - Highways engineers. - Neighbourhood teams. 	<ul style="list-style-type: none"> - Local businesses. - Resident groups - Town centre groups - Highways England - Bus operators. - Accessibility group(s) - Sustrans - Walking group(s)
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BARCELONA METROPOLITAN AREA



OPPORTUNITIES. & PROBLEMS.

Structure the metropolis
 Integrate infrastructures to reconnect neighbourhoods.
 Enhance the relationship between green space and city.
 Rethinking the existing infrastructure to foster PT.
 (Coincidence with a Metropolitan Avenue)
 Connect the isolated neighbourhood between two municipalities.
 Boost urban regeneration of the deprived neighbourhood surrounded by infrastructures.

Possibility to test and verify the proposals of the new Masterplan.

Many infrastructures = lots of stakeholders.
 Two municipalities segregated by infrastructures. (a lot!)
 The boundaries of municipalities cut the neighbourhood.
 Two identities means some deficits and conflicts.

- urban segregation
- low urban quality
- social exclusion.

MAIN OBJ = METHODOLOGY

to rethink }
 transform }
 integrate } mobility

Reconnecting → people
 neighbourhoods
 cities
 natural spaces

Urbact local Group:

- Technicians and politicians of the two municipalities involved (4?? territory approach).
- Citizens and associations.
- Owners of infrastructures
 - Renfe (Central government) !!!
 - C-58 (Autonomic government) !!!
 - River
- AMB

Inspirational Talk

13:45

MERGING CITY AND NATURE ENRIC BATLLE

Enric Batlle (M.Arch. 1995 and PhD.Arch. 2002) presented “Merging city and nature”, an inspirational talk about how **rethinking infrastructure (blue, green and grey)** could help to integrate infrastructure as well as become a new space contributing to **provide a better metropolis where open spaces and built spaces acquired the best of both worlds.**



Recap

15:30

Ultimately, two intense days for getting to know each other and start building the network

MISSION ACCOMPLISHED



Credits

Network

Àrea Metropolitana de Barcelona
Stowarzyszenie Metropolia Krakowska
Anaptyxiaki Meizonos Astikis Thessalonikis
Métropole du Grand Paris
Obszar Metropolitalny Gdansk-Gdynia-Sopot
Área Metropolitana do Porto
Transport for Greater Manchester
Vervoerregio Amsterdam

Editors

AMB | Joan Caba, Noemí Martínez and Isabel Clos

Graphic designer

AMB | Stela Salinas

Pictures

AMB | Noemí Martínez, Damián Moreira and Joan Caba

Editing

Incyta Multilanguage SL

March 2020

Chronicle, a record of events in the order in which they occurred, to highlight the most relevant ideas to the topic dealt with during the URBACT network RiConnect kick-off meeting on 26-27 September 2019.



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