

The RiConnect Chronicles

Kick-off Meeting Phase 2

TRANSNATIONAL MEETING 3

DIGITAL

JUNE 29-30 2020



RiConnect
RETHINKING INFRASTRUCTURE

03

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- Who is who?
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- What are the main objectives?

*The intention of this document is to highlight the ideas most relevant to the subject brought up during the **RiConnect Kick-off meeting Phase 2** on 29-30 June 2020.*

*The document is **organised chronologically**. It is designed **to be read digitally** and contains **links to online documents**.*

day 1

- Digital good morning coffee
- Opening Remarks
- Recap Phase 1 and welcome Phase 2
- URBACT Secretariat update
- **Input Session #1**
How Covid-19 changed our urban environment
- **Coffee Break**
- **Discussion papers presentation**
 - COVID-19 & 'Human-Scale' Recovery
 - COVID-19 & the Public Realm
 - COVID-19 & Changing Urban Planning
 - COVID-19 & Short term and Immediate Action
- **Break-out sessions**
- **Input Session #2**
How to organize your ULG
- **IAP + ULG**
Presentation of cities cases + results
 - AMB + OMG-G-S + MGP + MDAT
 - KMA + VA + AMP + TfGM

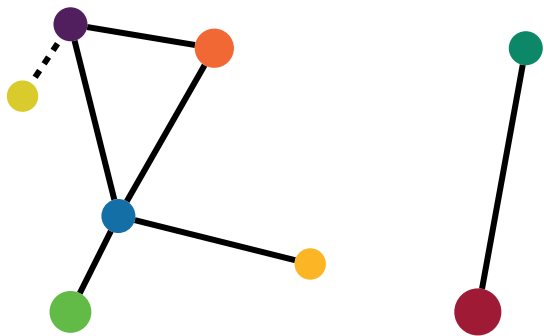
day 2

- **Input Session #3**
Virtual Site Visit + on-site interviews
- **Start the Engines**
 - Network update
 - New Phase 2 agenda
 - How we get there
 - Communication plan
- **PIR session**
- **Final Recap**



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this document**

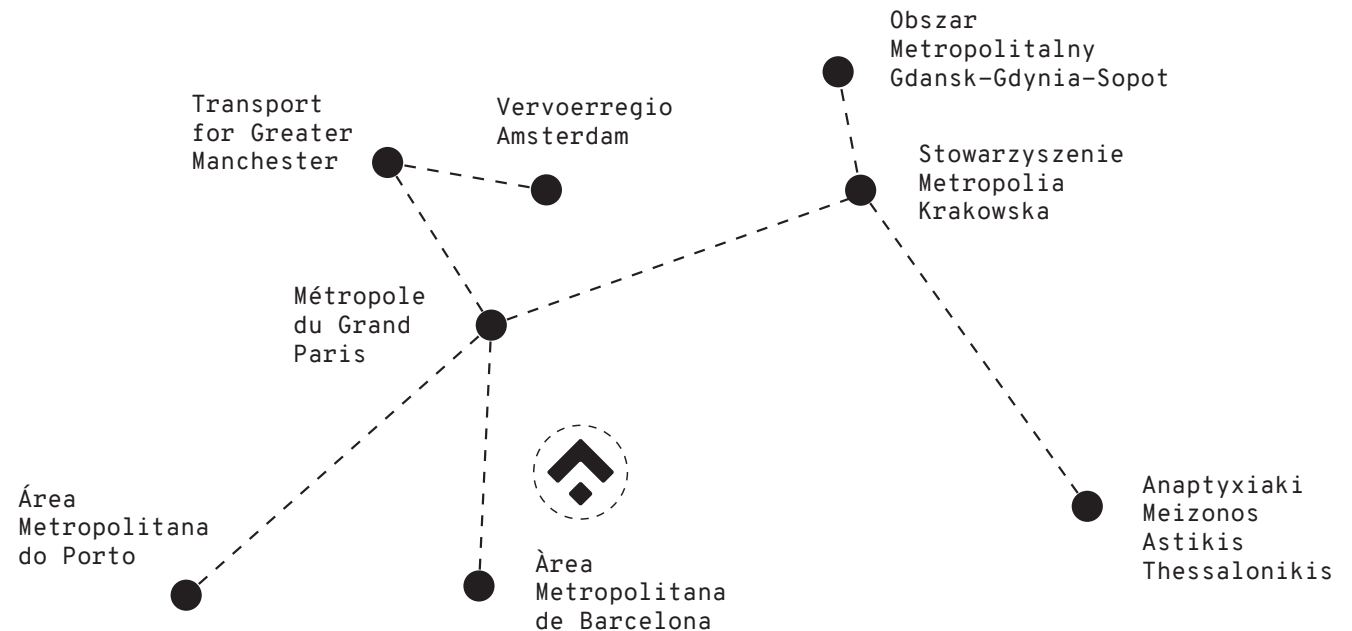
What is RiConnect?



RiCONNECT

RETHINKING INFRASTRUCTURE

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.

Who is who?



ELENA ARGELICH
Network Manager



THÉO BENDAÏAN
Institut Paris Region



JOAN CABA
Lead Coordinator



SANDRA CHOPIN
Métropole du Grand
Paris



GAVINA CORBETTA
Àrea Metropolitana de
Barcelona



JULITA EWERT-STAWOWY
Stowarzyszenie
Metropolia Krakowska



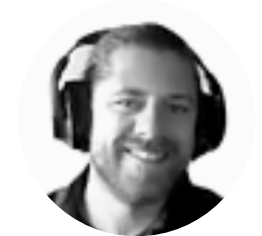
JOSÉ FERREIRA
Área Metropolitana do
Porto



PERE GIRALT
Àrea Metropolitana de
Barcelona



JOSEP GOMIS
Ajuntament de
Montcada i Reixac



CHRISTOPH GRAVOEL
Technical Support



PAWEŁ GUZEK
Stowarzyszenie
Metropolia Krakowska



KATHARINA HAGG
Vervoerregio
Amsterdam



MARC IGLESIAS
Àrea Metropolitana de
Barcelona



MARTYNA KIERSKA
Stowarzyszenie
Metropolia Krakowska



ROLAND KREBS
Lead Expert



MAŁGORZATA LAMOT-MIGO
Municipality of Skawina



CRISTINA MAGALHÃES
Área Metropolitana do Porto



ANNA MAJORAL
Àrea Metropolitana de Barcelona



JONATHAN MARSH
Transport for Greater Manchester



NOEMÍ MARTÍNEZ
Communication Officer



ÁLVARO MARTÍNEZ
Àrea Metropolitana de Barcelona



CARLA OLIVEIRA
Área Metropolitana do Porto



KAROLINA ORCHOLSKA
Obszar Metropolitalny Gdansk-Gdynia-Sopot



MARIA PONS
Ajuntament de Cerdanyola del Vallès



KRISTIJAN RADOJCIC
URBACT Secretariat



JUDITH RECIO
Àrea Metropolitana de Barcelona



ADELINA RODRIGUES
Área Metropolitana do Porto



SÉVERINE ROMMÉ
Métropole du Grand Paris



STELA SALINAS
Àrea Metropolitana de Barcelona



BART SCHALKWIJK
Vervoerregio Amsterdam



PARASKEVI TARANI
Anaptyxiaki Meizonos Astikis Thessalonikis



XAVIER TIANA
Àrea Metropolitana de Barcelona



ANTHI TSAKIROPOULOU
Anaptyxiaki Meizonos Astikis Thessalonikis



DAVID WILLS
Transport for Greater Manchester



ELSIE WRAIGHTE
Transport for Greater Manchester

Kick-off Meeting Programme

MONDAY 29TH JUNE 2020

COVID-19 and how it changed our urban environment

- 09:45 CET Digital good morning coffee
- 10:00 CET Opening Remarks
- Opening Remarks
 - Recap Phase 1 and welcome Phase 2
- 10:15 CET URBACT Secretariat update
- 10:30 CET Input Session #1
- How Covid-19 changed our urban environment
- 10:45 CET Coffee Break
- 10:50 CET Discussion papers presentation
- Covid-19 & 'Human-Scale' Recovery
 - Covid-19 & the Public Realm
 - Covid-19 & Changing Urban Planning Paradigms
 - Covid-19 & Short Term and Immediate Action
- 11:05 CET Break-out sessions
- 11:40 CET Presentation of results of the session by moderators + Q&A
- 11:55 CET Closing remarks

Activate our Network, Activate your ULG

- 15:00 CET Input Session #2
- How to organize your ULG
- 15:15 CET Presentation of 4 cities Cases > AMB + OMG-G-S + MGP + MDAT
- 15:30 CET Peer Group Session #1
- Topic 1: IAP Context / Challenges / Objectives
 - Topic 2: ULG members / Governance / Status
 - Topic 3: How to integrate Covid-19 perspective
- 15:55 CET Coffee Break
- 16:00 CET Presentation of 4 cities Cases > KMA + VA + AMP + TfGM
- 16:15 CET Peer Group Session #2
- Topic 1: IAP Context / Challenges / Objectives
 - Topic 2: ULG members / Governance / Status
 - Topic 3: How to integrate Covid-19 perspective
- 16:40 CET Presentation of results of the session by moderators
- 16:55 CET Closing remarks

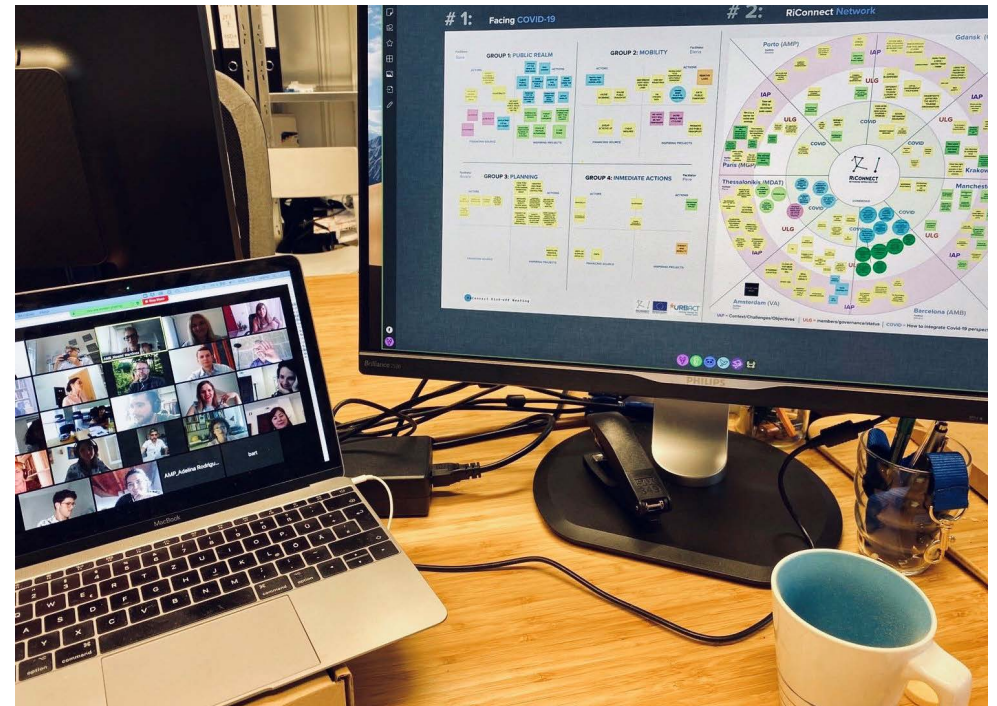
TUESDAY 30TH JUNE 2020

Greetings from Vienna & Start RiConnect

- 10:00 CET Input Session #3
- Virtual Site Visit + on-site interviews
- Pop-Up Bike Lane Praterstraße, District 2
 - Temporary Shared-Space Pazmanitengasse
 - Nordbahnhof Urban Development
- 11:00 CET Coffee Break
- 11:10 CET Start the engines
- Network update
 - New Phase 2 agenda
 - How we get there
 - Communication plan
 - Budget and management
- 12:30 CET Digital appetizers
- PIR session
 - Final Recap
- 13:00 CET Farewell

What are the main objectives?

1. Kick-off meeting to start the engines to lay the foundations of this new phase.
2. Discuss key aspects of how to activate the network for Phase 2 (network and local level).
3. Thematic meeting about how COVID-19 has changed our urban environment and how to integrate the Covid perspective into our network at local and transnational level.
4. Share and hold peer discussions about the IAP and ULG.
5. Define next steps together at local and network level.
6. Be inspired by what Wien is doing in a virtual site visit.
7. Test digital tools to collaborate and co-create together.



Let's go!

A large, solid blue circle is positioned in the center of the slide. The text "day 1" is overlaid on the left side of this circle.

day 1

Digital good morning coffee








9:45




With good music and a cup of coffee in their hand, everyone starts joining in and greeting each other.

Zoom Meeting

Welcome !

BEFORE WE START,
PLEASE FOLLOW
THE DIGITAL
E-TIQUETTE RULES

-  **• CHANGE YOUR USER NAME** METROPOLIS ACRONYM_Name
right click and select 'rename'
-  **• KEEP YOURSELF MUTED**
at all times to avoid any background noise
-  **• SWITCH ON YOUR CAMERA**
if possible, but if you encounter connection problems, turn it off
-  **• USE THE CHAT BOX**
for comments and questions (including technical issues)
-  **• FEEL FREE TO RAISE YOUR HAND**
during the 'question slide', if we have enough time, we will open the floor
-  **• BE REACTIVE**
if any call to action and windows pop up (e.g. Join break-out room)
-  **• AVOID DISTRACTIONS**
refrain from using your phone or browsing



Zoom Group Chat

From Chris_Technical Support to Everyone:
hallo

From AMB_Pere Giralt to Everyone:
<https://app.mural.co/t/ourbubble8479/m/ourbubble8479/1592755113914/4caa163cd40ff60aede906424313eb7204a505c>

From Me to Everyone:
Good morning everyone!!!!

From Roland Krebs, LE to Everyone:
hello from Vienna!

From Adelina Rodrigues to Everyone:
Good morning.

To: Everyone

Type message here...

Opening Remarks

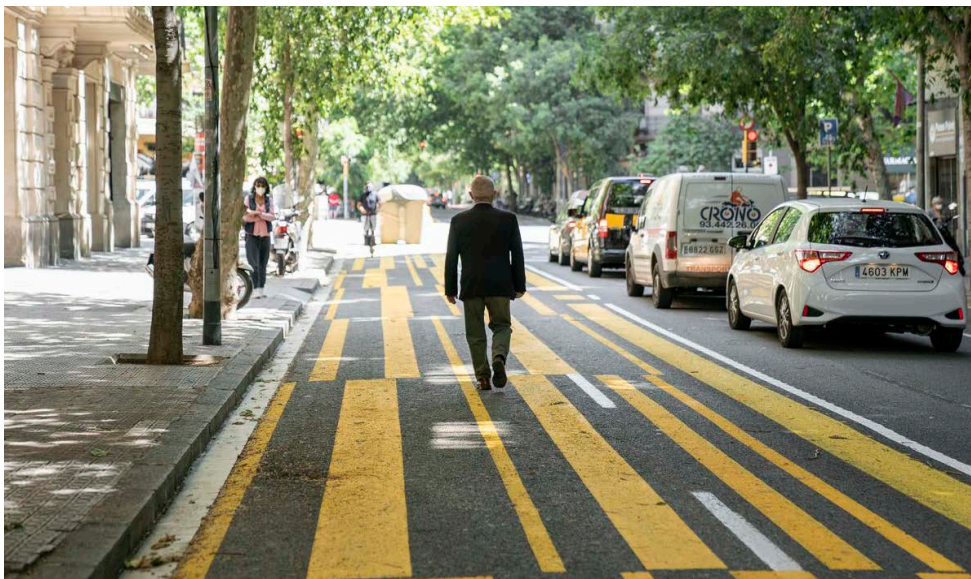
10:00

COVID-19 and how it changed our urban environment

Xavier Tiana, Head of International Relations AMB

As Xavier Tiana, Head of the International Relations Department at AMB pointed out, RiConnect is the first project led and managed by a metropolitan area in the framework of the URBACT programme. This, he stressed, serves as an important opportunity to show that metropolitan areas have a role to play in European policymaking, especially as major decisions are being made as regard where European funds will be allocated within the next multi-annual financial framework for 2021-2027. Xavier Tiana also mentioned some of the new challenges that urban mobility development will face as a result of the unexpected COVID-19 pandemic, highlighting the need for not only rapid adaptation but also increased investment at a time of budgetary cuts.





ÀREA METROPOLITANA DE BARCELONA



KRAKOW METROPOLIS ASSOCIATION



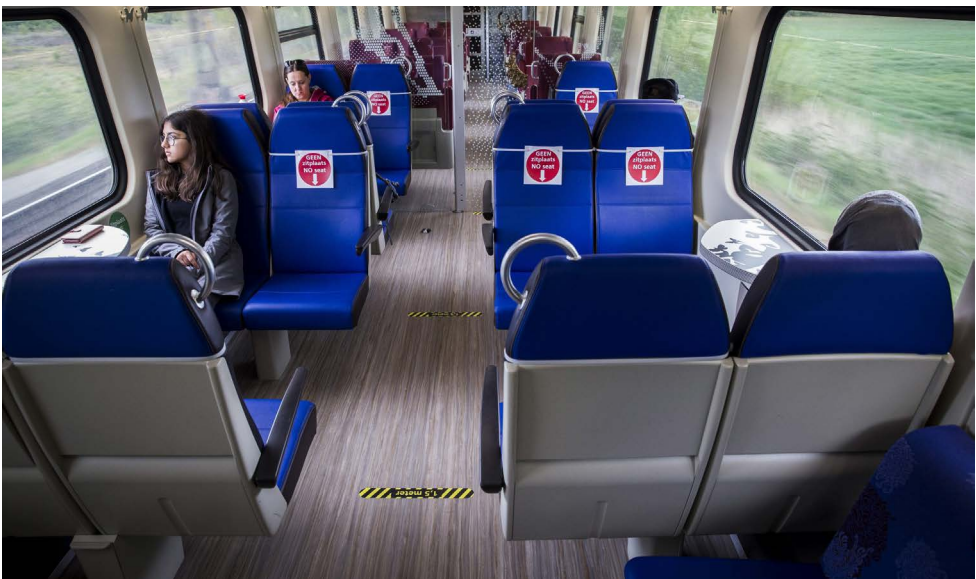
OBSZAR METROPOLITALNY GDANSK-GDYNIA-SOPOT



MAJOR DEVELOPMENT AGENCY THESSALONIKI



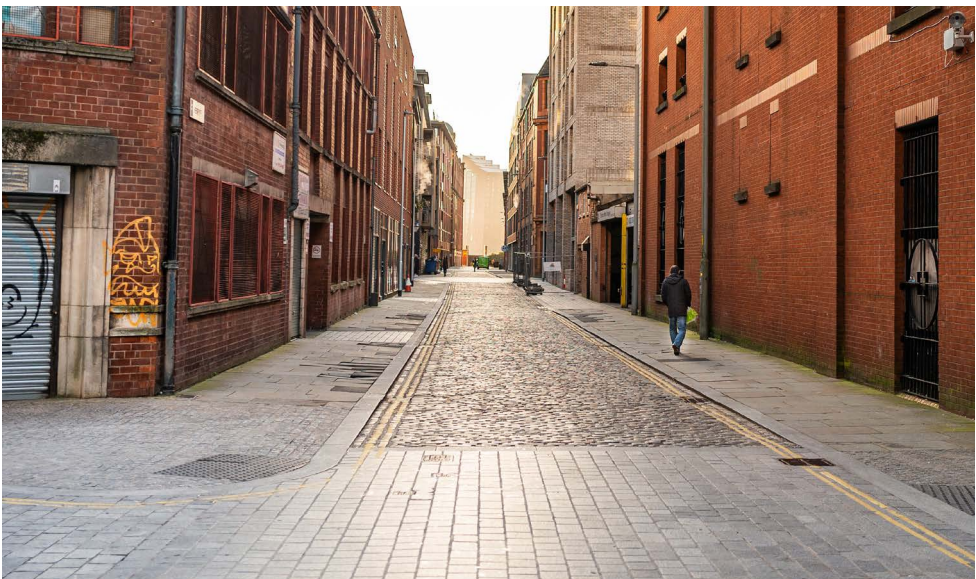
MÉTROPOLE DU GRAND PARIS



VERVOERREGIO AMSTERDAM



PORTO METROPOLITAN AREA



TRANSPORT FOR GREATER MANCHESTER

Recap Phase 1 and welcome Phase 2

10:00

Joan Caba, Lead Coordinator

HIGHLIGHTS

- **Congratulate the network for the work carried out in Phase 1.** Our co-created baseline study and application were very solid and, as a result, we have reached Phase 2.
- **Kick-off meeting to start the engines** to lay the foundations of this new phase. Today we will discuss **key aspects of how to activate the network for Phase 2.**
- At the same time, it is a thematic meeting to **discuss how COVID-19 has changed our urban environment and decide how to integrate the Covid perspective into our network at local and transnational level.**
- **Our commitment to involve people of interest.** We want to have time to share, debate and learn from other networks, professionals and institutions.
- This is the first transnational meeting in this format and its preparation has been challenging.



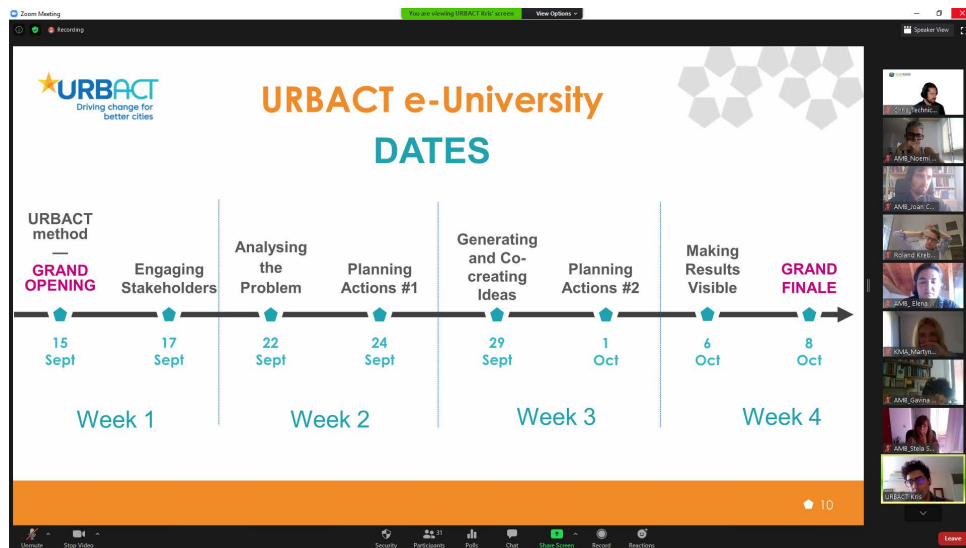
URBACT Secretariat update

10:00

Kristijan Radojcic, URBACT Secretariat

RiConnect is one of the 23 URBACT action networks that have successfully moved on from Phase 1, which focused on the development of baseline studies and city profiles, to reach Phase 2, dedicated to the development of Integrated Action Plans. Network Officer at Urbact, Kristian Radojcic, explained some of the time adjustments made to the action planning phase as a

result of the pandemic, to allow for any changes or adaptations to work around some of the obstacles caused by COVID-19. Radojcic also went into detail about the various network and support activities happening throughout the activation period, including the URBACT e-University, as well as the benefits of producing an Integrated Action Plan (IAP).



Input Session #1

10:30

How Covid-19 changed our urban environment

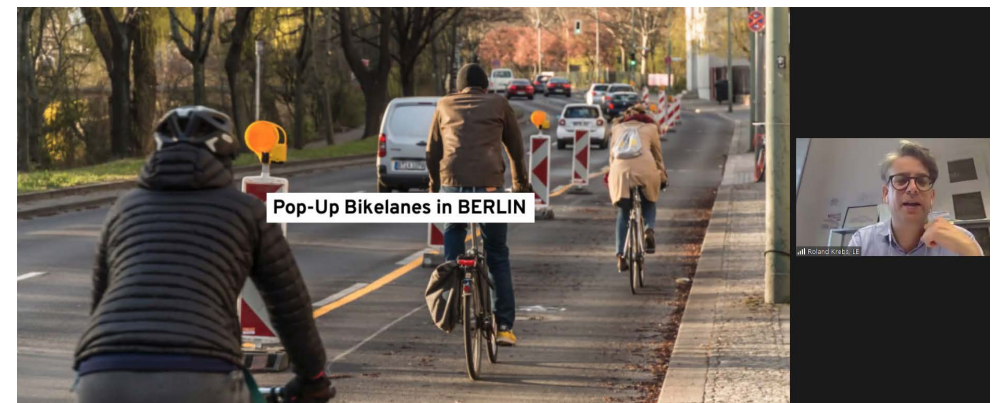
How to integrate the Covid perspective into our network at local and transnational level

The session is divided into four parts:

1. Presentation by the LE
2. Presentation of the 'initial discussion papers' by their authors
3. Breakout sessions to discuss and suggest new ideas for the papers
4. The reporters share and combine their views

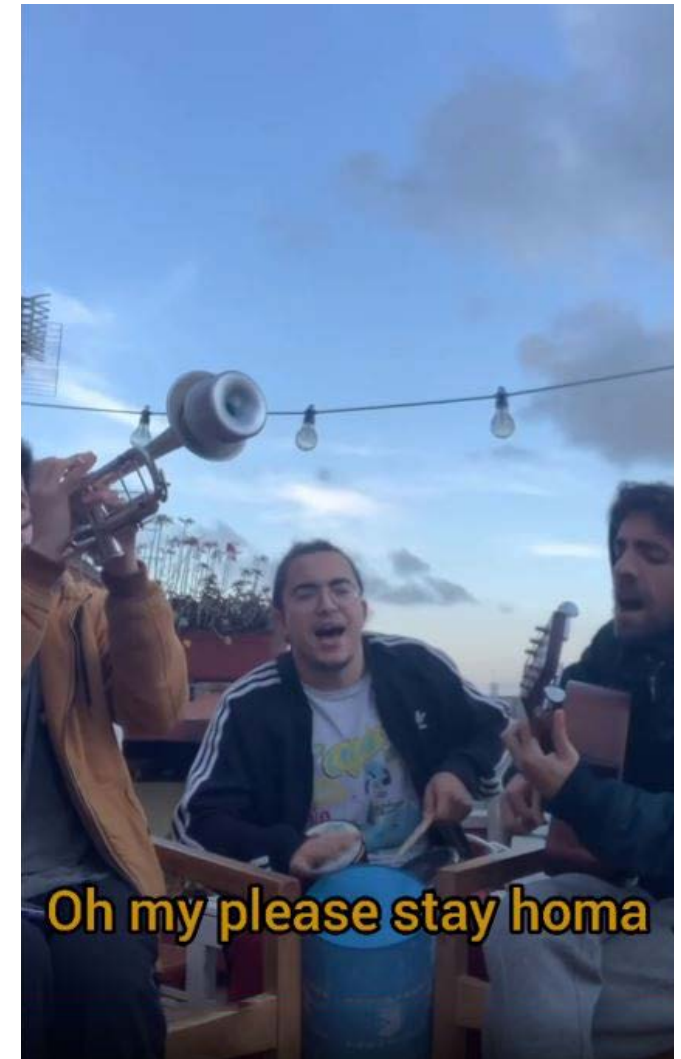
Roland Krebs, Lead Expert

Due to the COVID-19 situation and its effect on city life (the way we work, move, etc.) we are living in quite challenging times of uncertainty and complexity as regards planning-related decisions. Some cities immediately responded by expanding public spaces for pedestrians and cyclists. For most cities it might call for a shift in mobility and urban planning as the 'city-at-eye-level' and '15-min-city' approaches are more important than ever. Avoiding commuting and having everything in close vicinity could be potential local solutions for future development approaches: proximity, closeness and businesses around the corner, within short walking distance, are interesting concepts, particularly in metropolitan areas, which we might want to pursue with our RiConnect APN.



Coffee Break

11:00



Discussion papers presentation



1.COVID-19 & 'HUMAN-SCALE' RECOVERY



2.COVID-19 & THE PUBLIC REALM



3.COVID-19 & CHANGING URBAN PLANNING PARADIGMS



4.COVID-19 & SHORT TERM AND IMMEDIATE ACTION



11:20

2: RiConnect Network



Covid-19 & 'Human-Scale' Recovery

Jonathan Marsh, discussion papers

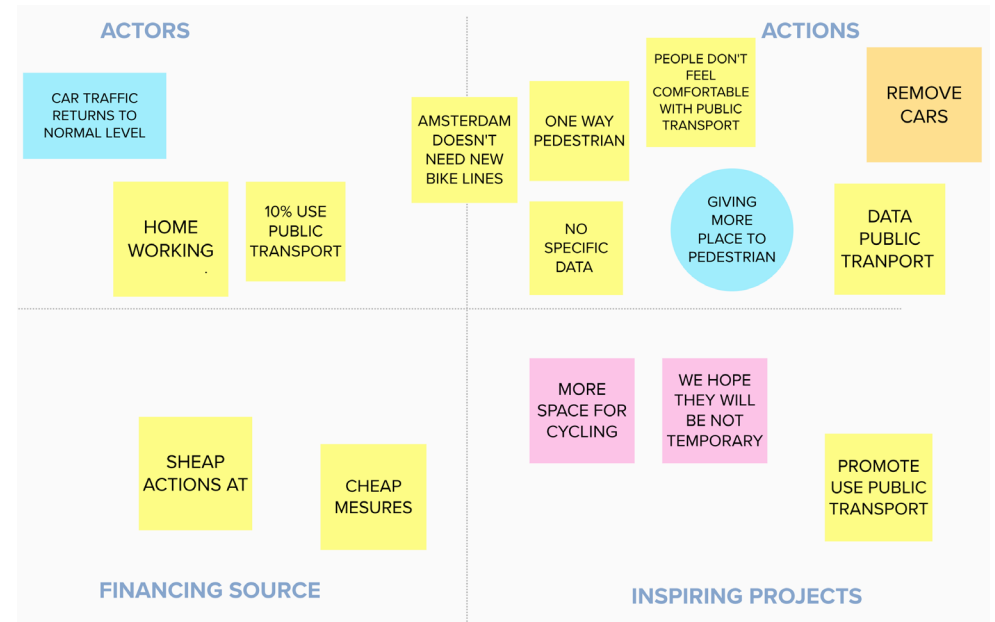
Elena Argelich, moderator

During the breakout session the discussions were centred on mobility and the main changes happened during the COVID-19 lockdowns and after them.

In the short-term perspective, a combination of measures - establishing new, temporary infrastructure to support behaviour changes - were considered and implemented in all the partner metropolises, measures that gave pedestrians and cyclists more space and make active mobility safer.

Some of the action done were the widening and extension of footpaths, the creation of temporary travel lanes, removing street furniture and clutter, and implementing new traffic calming measures on residential streets. In the main city centres, several roads have been completely closed to traffic to help provide safe walking environments. We could find similar short term COVID-19 actions in all the European cities. All these measures have been implemented very quickly and with low budget; one of the positive reactions to the situation is to have been able to implement them in a very short time, taking into account the usual bureaucratic processes.

The use of public transport, despite the effort of all cities to work intensively for a safe COVID-19 travel environment, has decreased



dramatically – during the lockdown, some cities reached only 10% of previous public transport use. After the lockdown this use increased but never reached the pre-COVID-19 situation, as citizens preferred travelling by private car or moving to active mobility (walking and cycling). To avoid future congestion and pollution problems new campaigns promoting safe public transport will be launched.

We concluded the session hoping that some of these short-term measures will be turned into long-term or permanent measures.

Covid-19 & the Public Realm

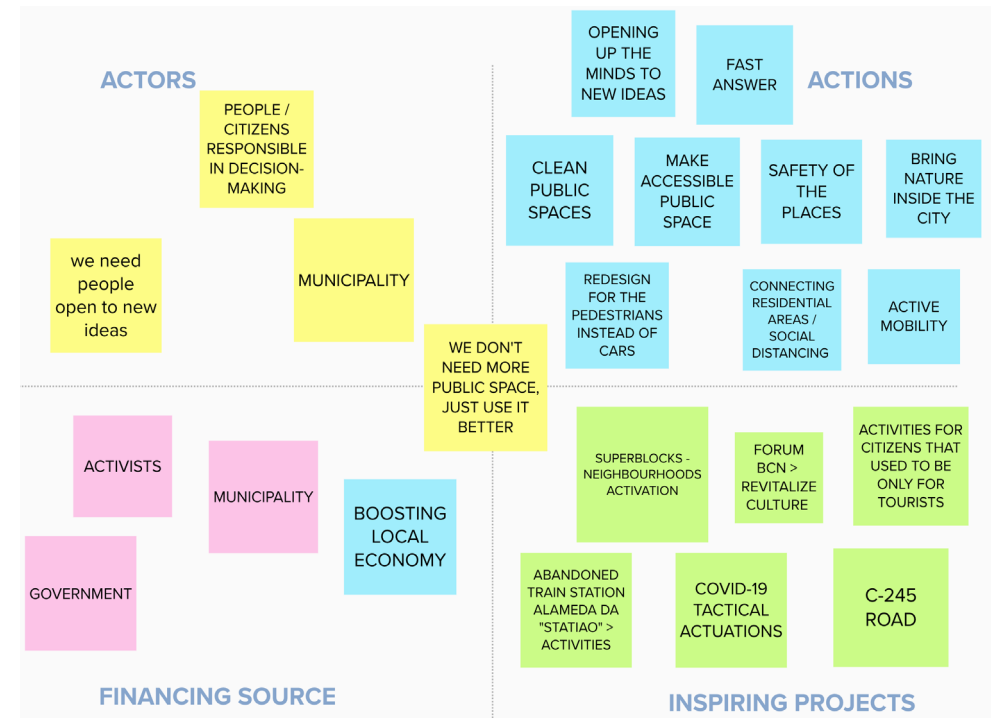
Roland Krebs, discussion papers

Stela Salinas, moderator

During the discussion it became evident that in short-term intervention projects, people should be included in the decision-making process. However, during the COVID-19 pandemic, municipalities have had to react quickly and implement quick-win projects. There is a chance to include citizens in the participatory process and ensure that people actually use public space. Municipalities can create new spaces; streets would fill up with life and people would become the 'owners' of their public spaces.

We agreed that municipalities need to respond faster to the scarcity of public space; as a result, spaces that are not used (or are underused) can be given new uses. We stressed that these new spaces needed to be cleaned and made accessible to everybody, with street safety measures, but also with vegetation to create 'liveable' streets and public spaces. One example are new pedestrian or practically car-free shared spaces. There is potential to connect existing residential areas with these spaces to give enough 'room' for social distancing. Another important point is human-scale mobility, and the need to improve walkable and bikeable connections in the city.

In our discussion group we believe that the cost for implementation of such a temporary activated public space shall be implemented (and paid) by the municipality, but the



activities like concerts, play-grounds, etc. can be co-financed by the people who appropriate the spaces. Also, local companies can serve these areas without taking over the whole area for commercial use.

We concluded the session that we don't need actually more public space, but potentially can use the existing one in more effective and sustainable way.

Covid-19 & Urban Planning Paradigms

Joan Caba, discussion papers

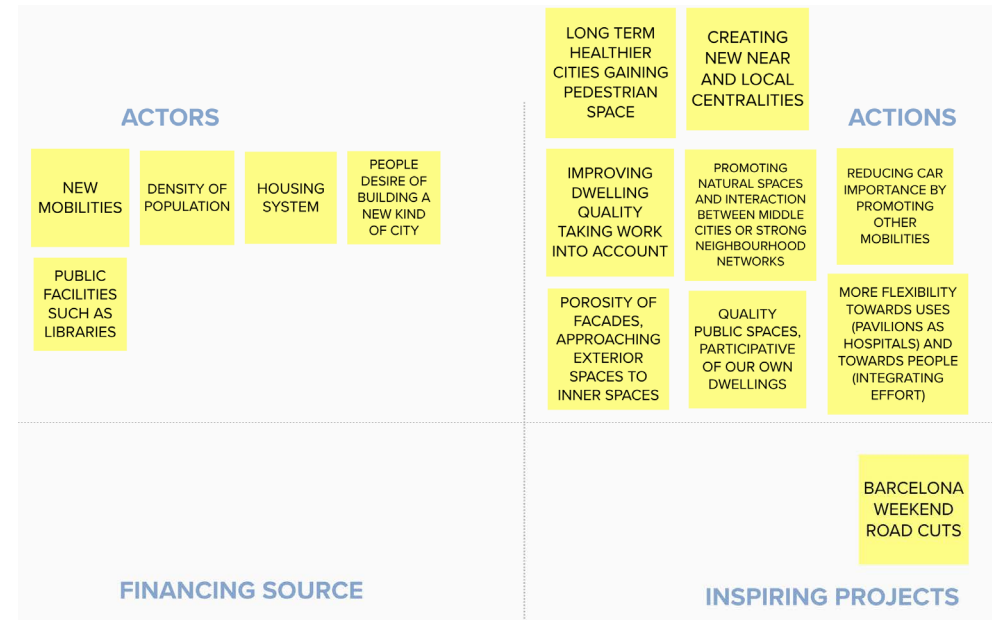
Alvaro Martínez, moderator

During the breakout session the discussions were centred around the city we would like for the future. And, more precisely, how to create an attractive metropolis, where the main services and needs are located within a walkable or cyclable distance. And, beyond that, how efficient public transport enables citizens to easily move around the whole metropolis.

To achieve both goals, the following urban planning strategies were highlighted. It seems that the most important one is related to the way uses and their intensities are located throughout the territory. Some of the strategies shared by the participants included rethinking mobility infrastructure and their surroundings to increase public transport, facilitate active mobility, boost urban regeneration focusing on mixed uses and density, unlock urban development of brownfield sites, enlarge and connect green and blue infrastructure, etc.

Housing was another important topic that was discussed. As a consequence of lockdown and teleworking, we realised that our homes are not prepared for these new requirements. The definition of these new requirements, the way existing housing can be adapted and how public space can help minimise these housing gaps were some of the issues that emerged.

Other important matters included the flexibility of our metropolis to be able to quickly adapt to new circumstances,



the way we can modify the use of public facilities to respond to unexpected demands, or the speed with which public space and mobility can be changed to create new ways of using them. All these reflections led us to the conclusion that the public realm should be designed to be responsive to unknown events.

Finally, all these strategies lead us to reduce car dependency in our metropolises. And, for this reason, the post COVID-19 situation has created an enormous opportunity to boost change. Today, more citizens are aware that another metropolis is possible, less polluted, less noisy, walkable, more attractive, with strong local communities. In parallel, a considerable number of mayors and elected representatives have taken an active role during the pandemic, taking quick and tough decisions. Both elements together can promote urban change very quickly. And urban planning is one of the main tools that can help with the implementation.

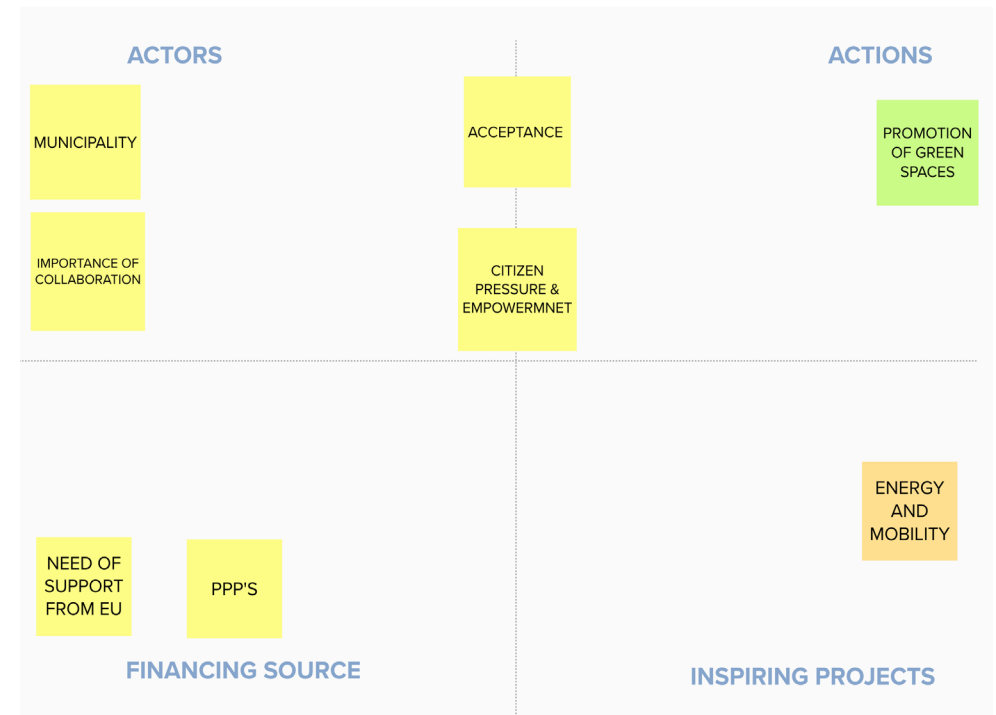
Covid-19 & short term and immediate actions

Paraskevi Tarani, discussion papers

Pere Giralt, moderator

Many people say that the changes brought about by the current COVID-19 pandemic are here to stay. In the reopening of our metropolises, and in the evaluation and design of the required short-term and immediate actions for rethinking the pandemic and post-pandemic urban spaces, it is crucial to think about which actors must be involved in the planning and implementation of these measures. Even though municipal and metropolitan governments are the first that come to mind and are definitely relevant actors, we must go beyond this level to include other relevant private and public stakeholders from the territory, so as to plan these actions in a collaborative, inclusive manner. Actively involving these actors in the decision-making process, while facilitating and effectively channelling citizen pressure, will lead to citizen empowerment and greater overall acceptance and support for the measures to be implemented. Generating acceptance of the measures is thus a crucial step that lies between the actors involved and the actions to be executed.

The current pandemic has demonstrated the importance of our relationship with nature. In this sense, the promotion of green spaces, green belts and Low Emission Zones, reduction of car space and promotion of tactical urban planning measures must be included in the set of short-term actions to be implemented. Furthermore, it is important to move towards



a multi-level recovery, not only ensuring the inclusion of the health perspective, but also integrating energy and mobility. To finance these measures, EU financial support could be a key factor, but other possibilities such as public-private partnerships (PPPs), especially when studying ways to consolidate measures, must also be considered in order to ensure the effectiveness and swiftness required in these actions.

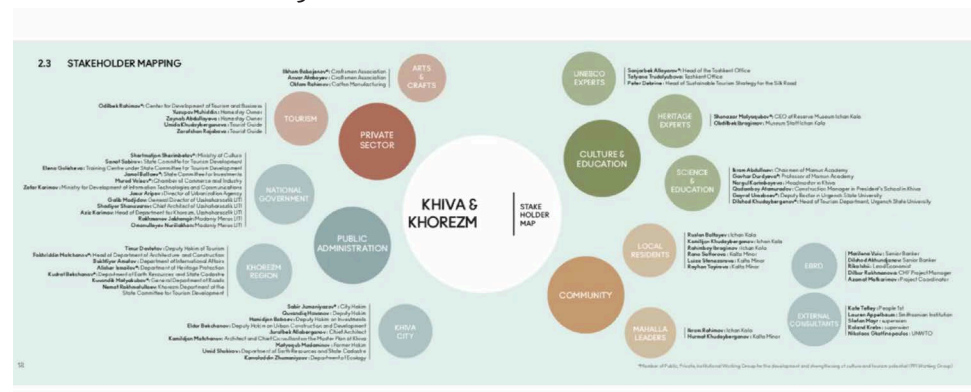
Input Session #2

15:00

Activate our Network, Activate your ULG

The session's main goal is to share the status of the different IAPs, ULGs and to know how each IAP will integrate the COVID-19 perspective into their respective IAPs.

The session will start off with a general presentation by the LE. This will be followed by two identical consecutive blocks, consisting of a brief presentation by four partners. We will then divide into breakout sessions to comment difficulties and enable network colleagues to put forward their ideas. The participants will then re-join the main session to repeat the same block for the remaining four cities. To bring the event to a close, the four journalists will let all the attendees know how the sessions have gone.



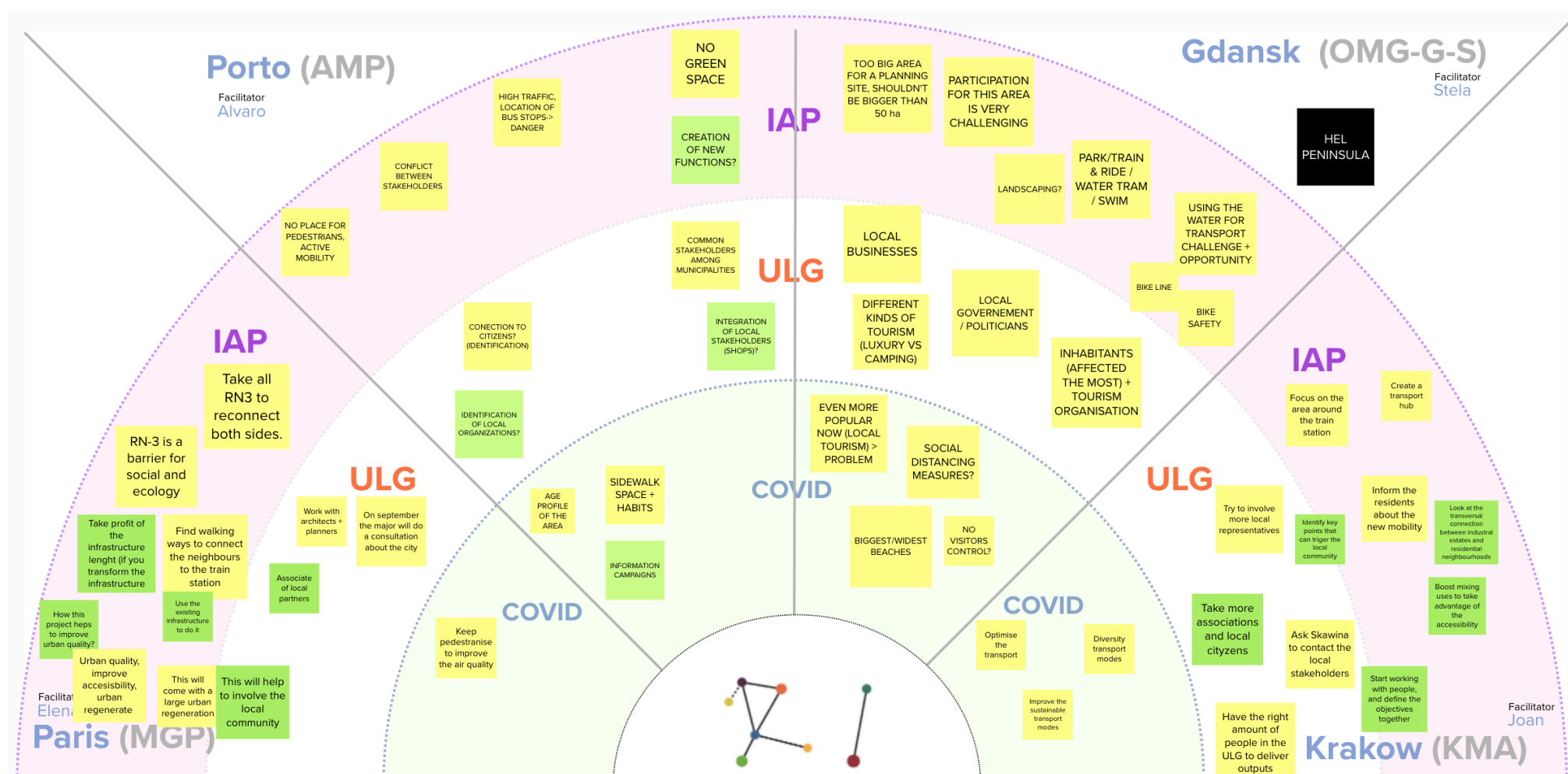
HOW TO ORGANIZE YOUR ULG

Roland Krebs, Lead Expert

In our APN activation phase it is important to understand what we mean by an 'Integrated (and multi-sectoral) Planning Approach' and how can it be achieved. We discussed the co-production approach, using the creative components of working together and gathering new ideas. We discussed the necessary tools to conduct a dialogue-oriented planning process that results in an integrated action plan. Within our top-down approach from the perspective of a municipality and/or metropolitan area we introduce bottom-up initiatives, people and society, and we invite them to co-create ideas for our territory.

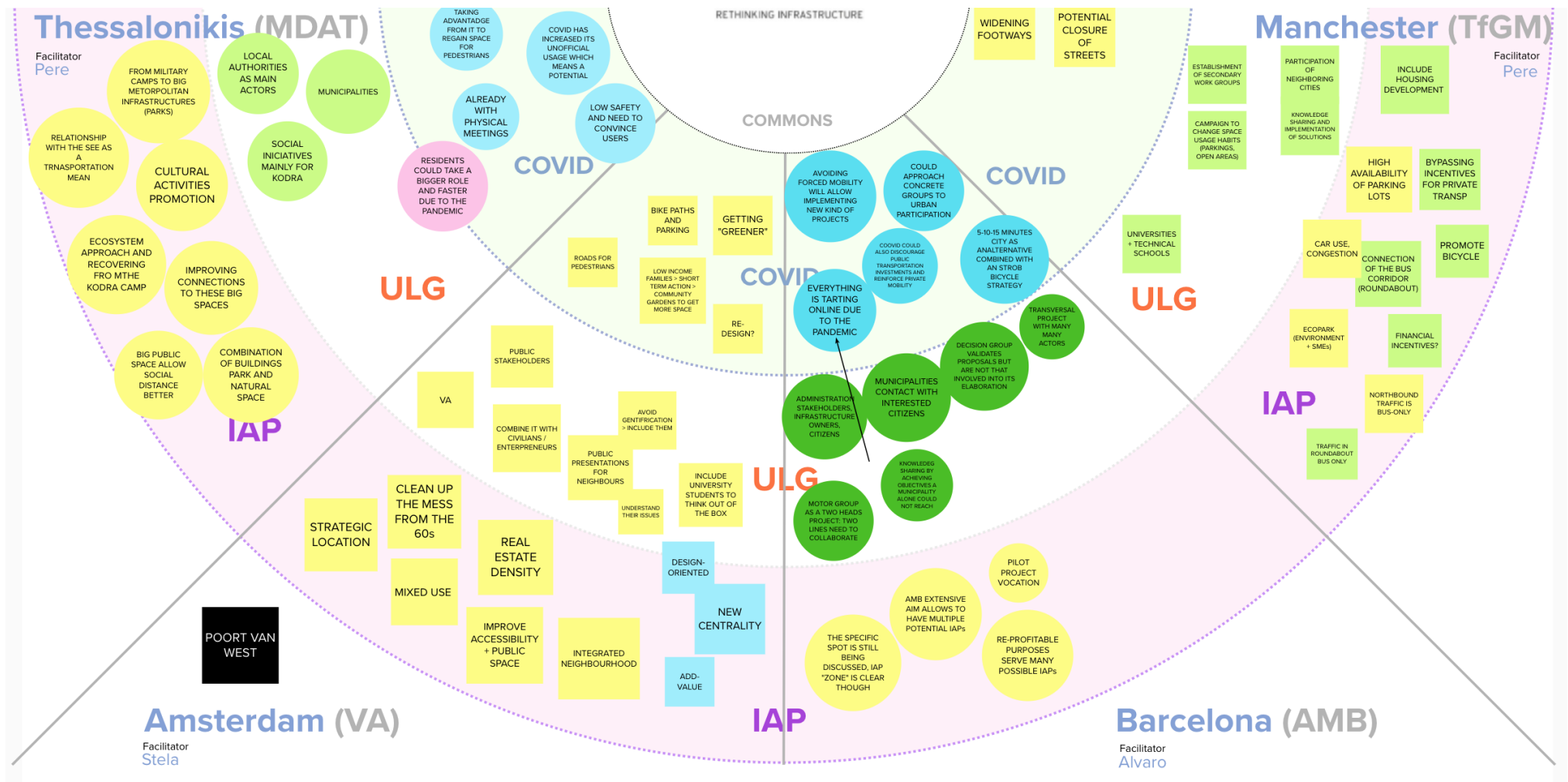
However, first we need to get to know our stakeholders, who live, work, move in our perimeter, and we also have to clearly understand the size of the planning area. An accurately defined planning area can make the project start easier. In the first few months of Phase 2 (until the end of the year) we invite the APN partners to think about the stakeholders from different areas (education, private sector, public sector, etc.), who are the important multipliers of the planning process. Together with the local ULGs we structure the planning process with a local agenda towards an IAP.

Presentation of cities cases + results of the session



IAP + ULG

16:40



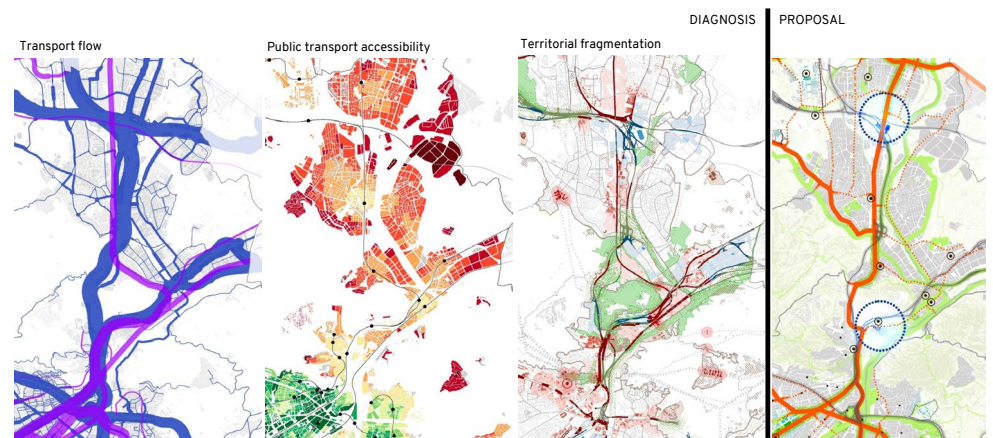
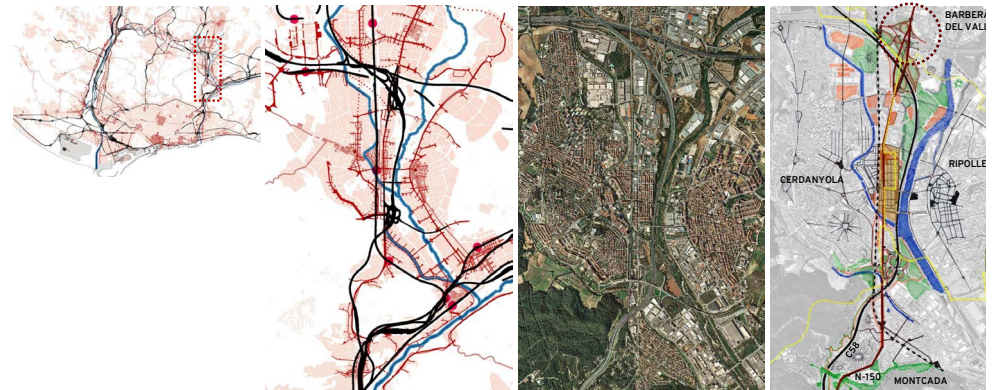
ÀREA METROPOLITANA DE BARCELONA

IAP

- Our IAP is between 4 municipalities, Cerdanyola del Vallès, Ripollet, Barberà del Vallès and Montcada i Reixac.
- These municipalities are separated by numerous infrastructures: train, a regional road and motorway.
- The place is disconnected, with poor urban quality and an unclear sense of identity.
- Our objective is to structure this site, fostering active mobility, public transport and local network continuities.
- We aim to trigger urban regeneration, environmental sustainability and improve urban quality.

ULG

- We have divided it into three groups, with different roles and levels of involvement.
- The motor group will be the working group responsible for generating the IAP.
- The decision group will validate the working group's proposals.
- The decision group will also define the guidelines for the next phases.
- The extended group will be informed, and they can give us their opinion and suggestions.
- At present, the ULG does not exist; we are contacting the different stakeholders.



OMG-G-S

OBSZAR METROPOLITALNY GDANSK-GDYNIA-SOPOT

IAP

As part of the RiConnect project, a Sustainable Mobility Plan for the Hel Peninsula will be developed. Due to the high amount of tourist traffic in the summer season, there are very significant transport problems caused mainly by the use of the car as the main means of transport. This has a negative impact on the inhabitants' quality of life and a negative impact on the environment. Hopefully, the SUMP will reduce the negative impact of transport.

ULG

- Pomeranian Regional Planning Office – 1 or 2 people
- InnoBaltica (a company that researched transport on the Hel Peninsula) - 1 person
- Representatives of the authorities and administration of the following local governments (Hel, Jastarnia, Władysławowo, Jurata, Chałupy) - 10 people
- 'NORDA' Local Tourist Organization - 1 person
- Pomeranian Regional Tourist Organization - 1 person
- Local government members – 2 to 5 people
- Gdańsk Gdynia Sopot metropolitan area - 1 person
- Local business representatives – 1 to 3 people

The ULG is not official yet and no meetings were held. The plan is to organise it at the end of September (including first meeting).

COVID

In order to define the future of mobility after COVID-19, different transport scenarios should be considered, taking into account key trends and projections, and the interconnection of the worlds of sustainable development, environment, energy and transport.

Obszar Metropolitalny
Gdańsk Gdynia Sopot

Inhabitants: 59 692
Car: 34,4%
PT: 2,5%
cycling: 8,6%
walking: 53,5%



Description

Hel Peninsula is a 35-km-long sand bar peninsula in northern Poland separating the Bay of Puck from the open Baltic Sea. It is located in Puck County of the Pomeranian Voivodeship.

From the beginning of the 21st century, the Hel Spit has been intensively used by tourists. All cities located on it are included in the most important tourist resorts in Poland.

Due to the high tourist traffic occurring in the summer season, there are very large transport problems caused primarily by the use of the car as the main means of transport.



MGP

MÉTROPOLE DU GRAND PARIS



MDAT

MAJOR DEVELOPMENT AGENCY THESSALONIKI



Master Plan of the new metropolitan park

- ✓ Green spaces
- ✓ New facilities in the historical buildings
- ✓ New Municipality Hall & cultural facilities



KRAKOW METROPOLIS ASSOCIATION

IAP

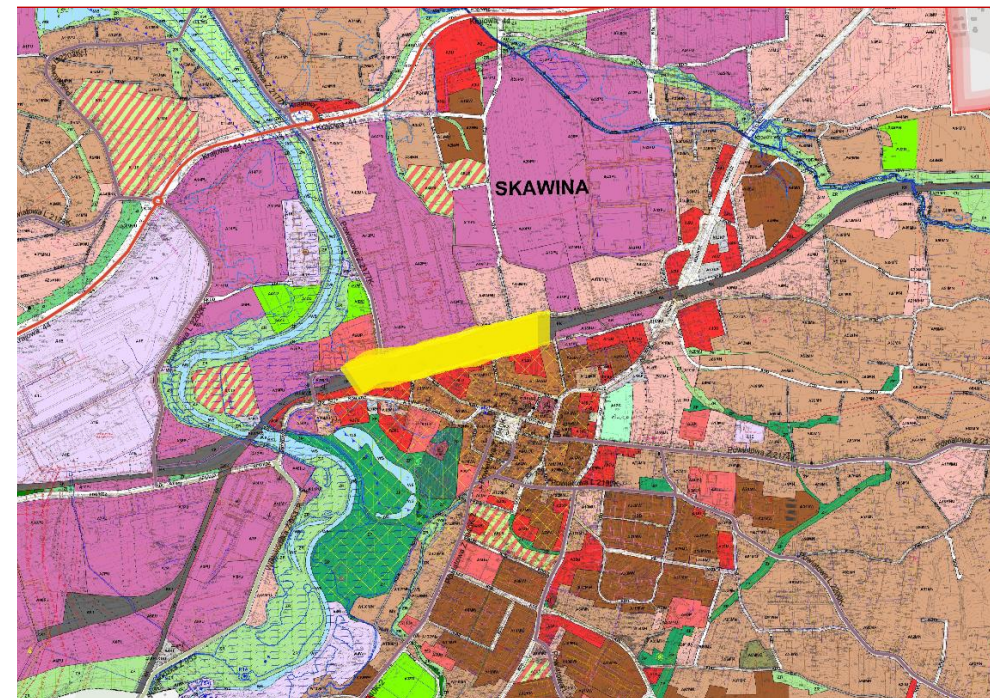
- Located in Skawina, city strongly related to the City of Krakow.
- Context: ongoing investments connected with the Skawina Communication Centre and development of the Fast Agglomeration Railway.
- Challenge: changing the modal split towards public transport and active mobility, and rethinking the functions of public spaces surrounding mobility infrastructure.
- Need to optimise public transport operations – new mobility perspective.
- Need to rethink the functions of public spaces and develop the IAP Area – spatial planning perspective.
- Need to change citizens' behaviour as regards mobility – social perspective.

ULG

- Pre-ULG – built on the basis of a pre-existing forum – the Sustainable Mobility Forum of Krakow Functional Area – members from all the KMA municipalities.
- Evolution of the ULG configuration – focusing more on a local level – relevant members of the IAP Area.
- Pre-ULG activated (two pre-ULG meetings in 2020), the ULG is currently being activated after changes (in cooperation with the municipality of Skawina).
- Planned config.: local administration level (Commune Office), representatives of local residents, local businesses, local NGOs.
- Double-level structure: Core Group (ULG) and wider metropolitan network (Sustainable Mobility Forum – sharing experiences).

COVID-19

- Optimisation of public transport operations – taking into account passenger limits on public transport and the financial problems of public entities after COVID-19.
- Taking social distancing into consideration when referring to rethinking the functions of public spaces connected with mobility after COVID-19.
- Role of active mobility (walking and cycling) as an element of a new mobility structure after ongoing investments.



VERVOERREGIO AMSTERDAM

IAP

- PT Station: strategic regional location and a gateway to the west side of Amsterdam.
- Many functions near the station, densification and redevelopment, although the logic and consistency of urban design calls for improvement.
- The main challenge is Vervoerregio as a catalyst for integrating infrastructure with urban development and improving the cooperation between projects, the department and stakeholders.
- Objective: Improve door-to-door journeys and match mobility to the surroundings.

ULG

- Members: municipality, Vervoerregio, ministry, railowner, PT companies, civilians/entrepreneurs
- Use the existing project organisation and decision-making groups.
- At present, the local action group only consists of governmental and semi-governmental bodies.
- Civilians are not yet involved. They are being informed via the Internet and local meetings.

COVID

- The current number of PT-travellers, bike-users (and parking), and pedestrians could change.
- Wider and a higher number of cycle lanes and footways, as well as the need for longer trams.
- More space on platforms and in stations is needed for social distancing.
- Better spacing for barriers, gates and ticket dispensers.



AMP

PORTO METROPOLITAN AREA

IAP

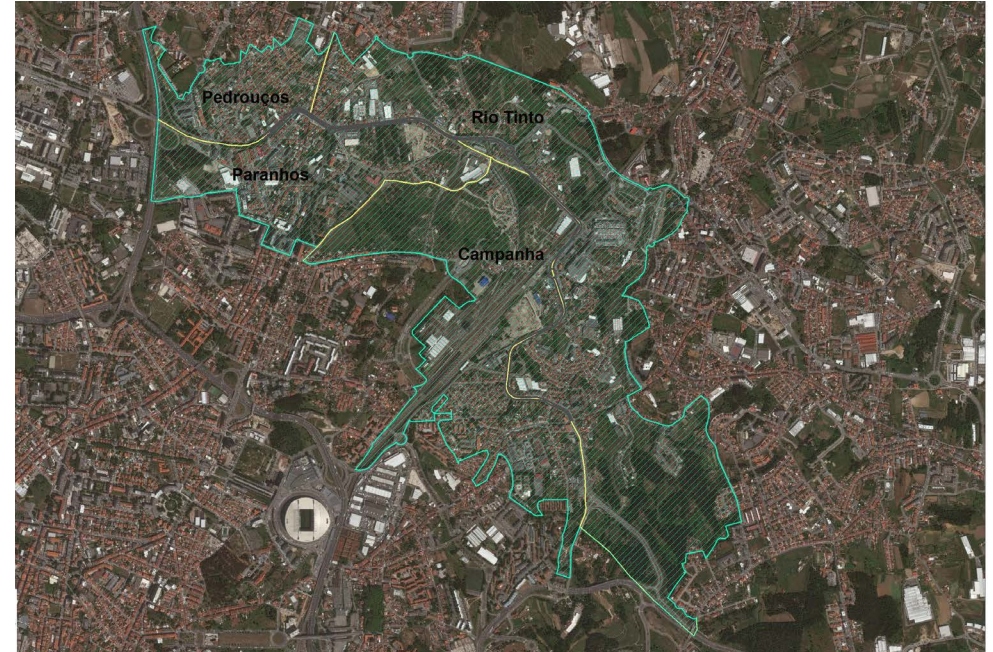
- Central core of AMP
- Crossed by three major municipalities: Porto, Maia, and Gondomar
- Considerable social and economic potential, but degraded environment, unsafe mobility, lack of social cohesion, economic decline

ULG

- The ULG integrates public authorities, NGOs, and citizens.
- Municipalities have the power of decision, with public participation – governance model

COVID

- First action: alert and teach the elderly how to behave to protect themselves from COVID-19



TRANSPORT FOR GREATER MANCHESTER

IAP

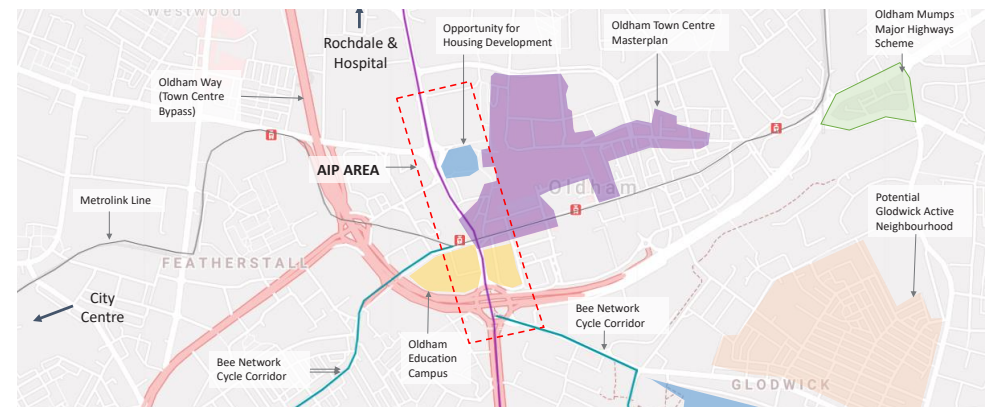
- Shops and restaurants, direct pedestrian access to the central shopping area, educational centres and civic buildings.
- Important connection to people travelling to Oldham Town Centre on foot and by bike, strategic orbital bus route across the city, key connection to the cross-Greater Manchester Metrolink, and access road to car parks within the town centre.
- Oldham King Street tram stop is popular amongst people visiting and commuting to Oldham. Recent upgrades to the public realm and crossing facilities have been carried out.
- Challenges: private vehicles are able to cut north-south through the town centre, despite the existence of Oldham Way bypass; the works do not include the enhancement of King Street and Union Street junction and is still not pedestrian-friendly, with guardrails and multiple stage crossings.
- The Middleton Road and Rochdale Road junction is hard to cross; there is an issue with cars turning left from King Street (northbound) and mistakenly entering the Metrolink stop along the tracks.

ULG

- Officers from TfGM departments (Strategic Planning, Cycling and Walking, Development, Bus, Highways, and Projects);
- Oldham Borough Council departments (Town Planning, Transport Strategy, Highways and Engineering, Regeneration, Public Health and Neighbourhood teams);
- A broader range of stakeholders (Highways England, Sustrans, local walking and cycling group) and an external expert.

COVID

- Delivery of Oldham's existing 'Streets for All' proposal that includes measures to provide pedestrians and cyclists with more space and make active travel safer.
- Understanding changing travel patterns to the town centre, and how these opportunities can be used to increase the number of sustainable and active journeys to Oldham.
- Providing measures that support and encourage people to start travelling by public transport with more confidence.
- Working with local businesses and regeneration teams to understand how King Street could be reshaped to support economic recovery. Develop short, medium and long-term measures to achieve this.
- In the longer-term, giving priority to buses and keeping cars passing through the town out of the centre will allow the continuity of a change of behaviour that may have been sparked by the health crisis – e.g., walking and cycling more, thus reducing air pollution, boosting economic growth and improving congestion in Oldham town centre.





day 2

Input Session #3

10:00

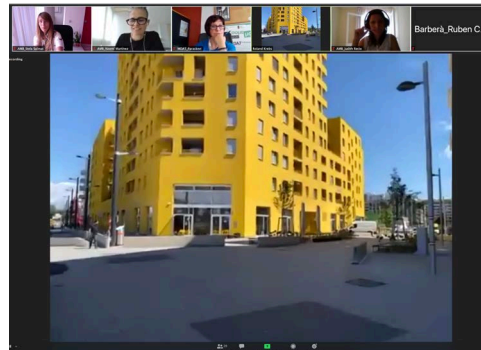
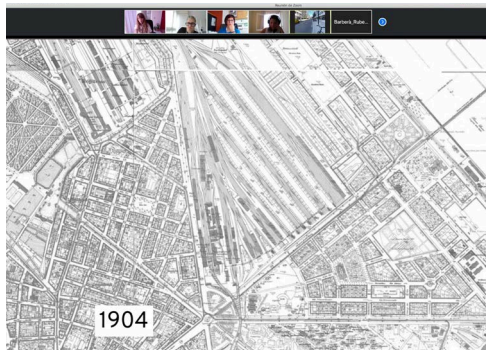
Virtual site visit + on-site interviews

Greetings from Vienna!

Roland Krebs, Lead Expert

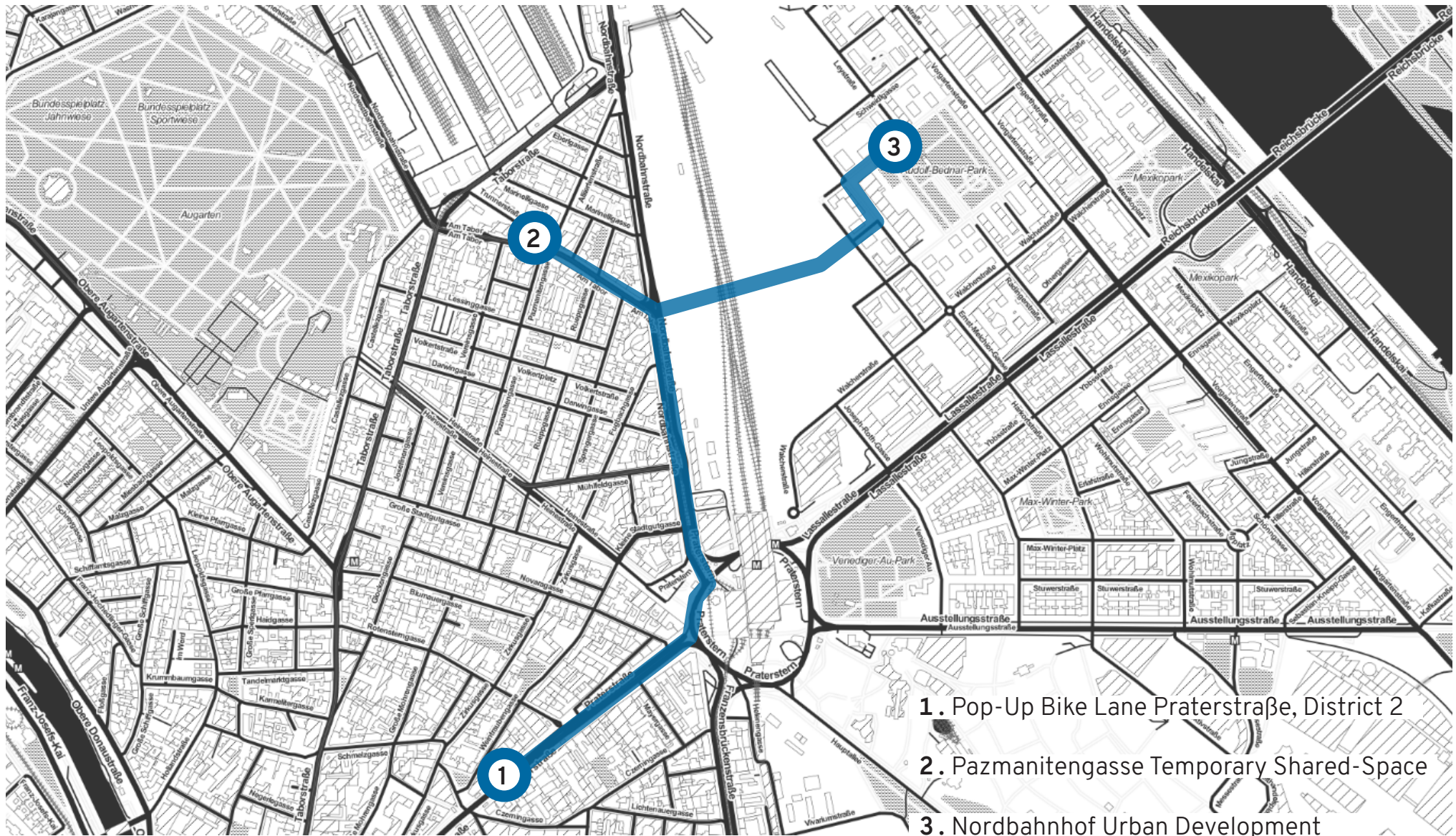
In a short, one-hour session, the LE conducted a virtual site visit in Leopoldstadt, Vienna. Leopoldstadt is the second municipal district of Vienna, close to the historic city centre. The district covers an area of about 19 km² and has a population of around 105,000 inhabitants. During the COVID-19 crisis the district and the city government introduced a considerable number of measures to create more space for people in one of the densest and most culturally diverse areas of Vienna. Through the virtual site visit the participants learnt about a pop-up bike lane that was implemented at the beginning of May 2020, then we visited a 'street-to-park' conversion project, a new park of approximately 5,000 m² with

extensive green areas in a former car-street. The third stop was a 'Coole Straße', a street that has been closed for traffic and converted into a temporary park with tactical urban planning elements until end of September. The last stop was at 'Nordbahnhof Vienna', an 80-hectare brownfield conversion next to Praterstern, one of Vienna's most important regional train and metro hubs. There is a project that will end in 2024 to create a mixed-use area with 20,000 housing units and approximately 20,000 new working spaces, with more than 50 % of affordable and social housing schemes, and a management of its economically active ground floor zones.



The virtual site visit was conducted 'live' via zoom, accompanied with input by way of a presentation with music during the 3-4 min commute between the stops. Some

stops were accompanied with (previously organised) on-site meetings with experts. The virtual site visit in Vienna was a pilot for other virtual site visits for the next TN in October.



Start



Joan Caba, Lead Coordinator

Joan Caba, Lead Coordinator

- **URBACT webinar Hits&Tips for Online working.**
30th June
[More information](#)
+ [Video](#)

- **URBACT toolbox (Digital)**
[More information](#)
- **Phase 2 adapted journey**
- **New Phase 2 Agenda**

[illegible]

Joan Caba, Lead Coordinator

Joan Caba, Lead Coordinator

Roland Krebs, Lead Coordinator

Read the URBACT guidelines

1. Guide to Action Planning Networks Phase 2
2. Guidelines for co-producing an Integrated Action Plan
3. Setting up and running a multi-stakeholder group

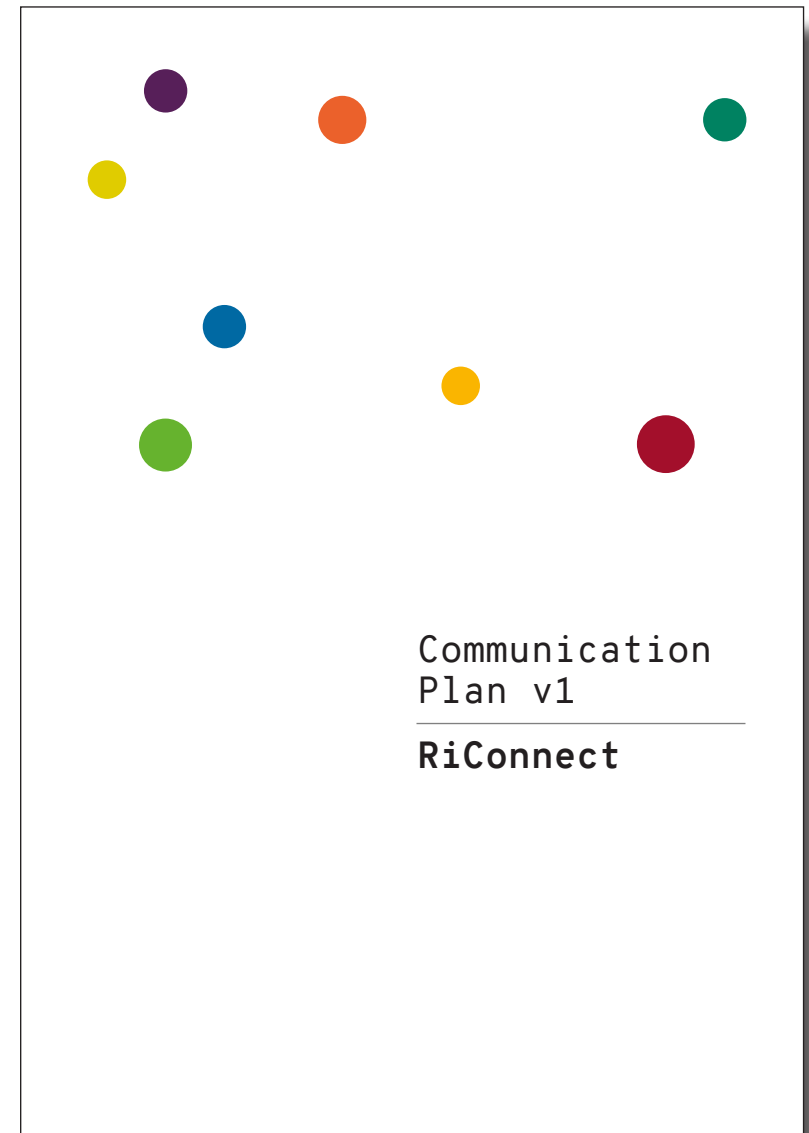
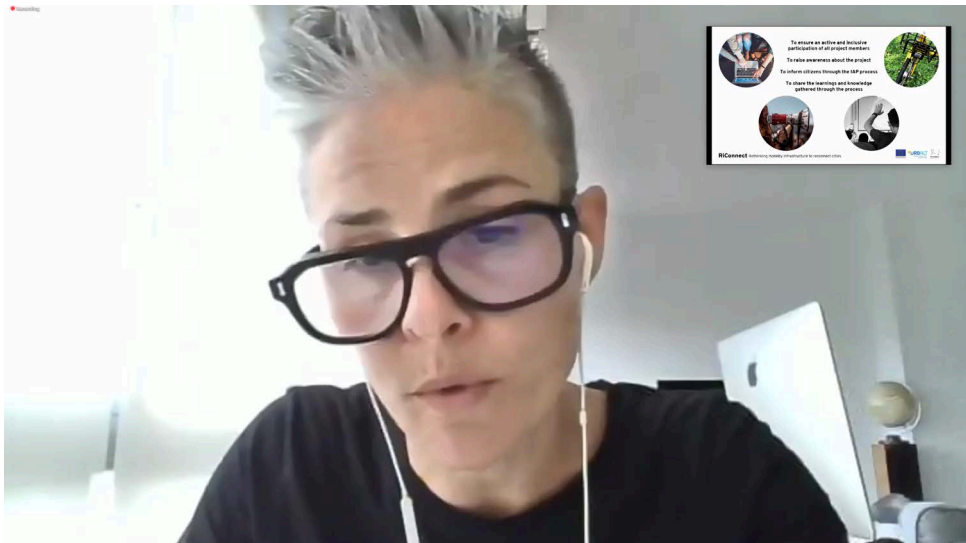


Communication Plan

Noemí Martínez

The Communication Plan was presented while the preparation for the meeting was in full swing. This plan defines the general goals and actions that need to be carried out to execute the network communication strategy. It is an open document that addresses communication at both network and local level; it will be reviewed and adapted as headway is made with RiConnect and the different local IAPs.

The presentation showed the plan's most relevant aspects and it went through the different products that need to be co-produced throughout the project, which, among other features, should be capable of gathering the information and knowledge generated by the network, to then share it.

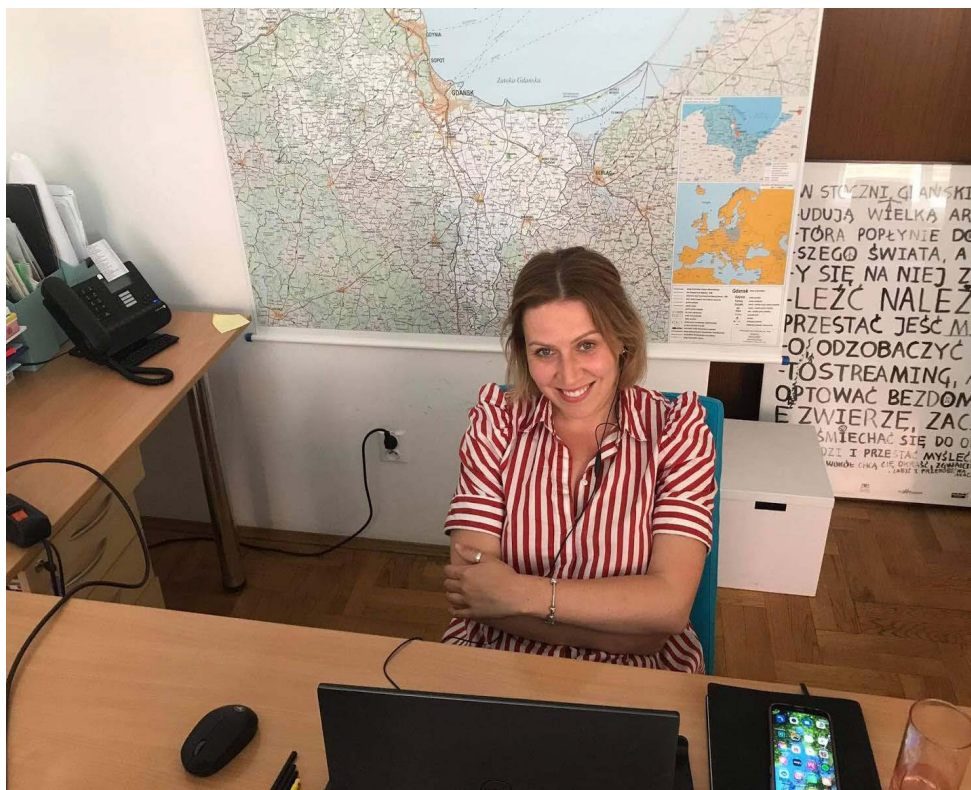


PIR session

12:30

How can we do better?

As the network is based on learning while doing, it is essential to obtain feedback of things done well, but also of things that have not turned out as expected, so we can learn and improve for the next transnational meetings.



The positive aspects were:

- Very well organised
- Good balance between activities and talk
- The digital tools employed were very interesting
- The digital site visit was interesting

Aspects to improve:

- The breakout sessions were very interesting, but greater effort should be made to share the findings with the rest of participants.
- Different digital tools should be used in every transnational meeting

AMB

ÀREA METROPOLITANA DE BARCELONA

As regards the IAP, the most interesting point was understanding the need to narrow the project down. Since it is a supra-municipal problem, the UGL immediately acquires many members, and the area becomes very large and complex. To be able to tackle the project efficiently, we must analyse the problems very well and limit the number of actors that must be involved. On the other hand, generally speaking, all the groups need to include citizenship in the project. In our case, as a result of some meetings with the municipalities and infrastructure owners, they are helping us to involve civil society.

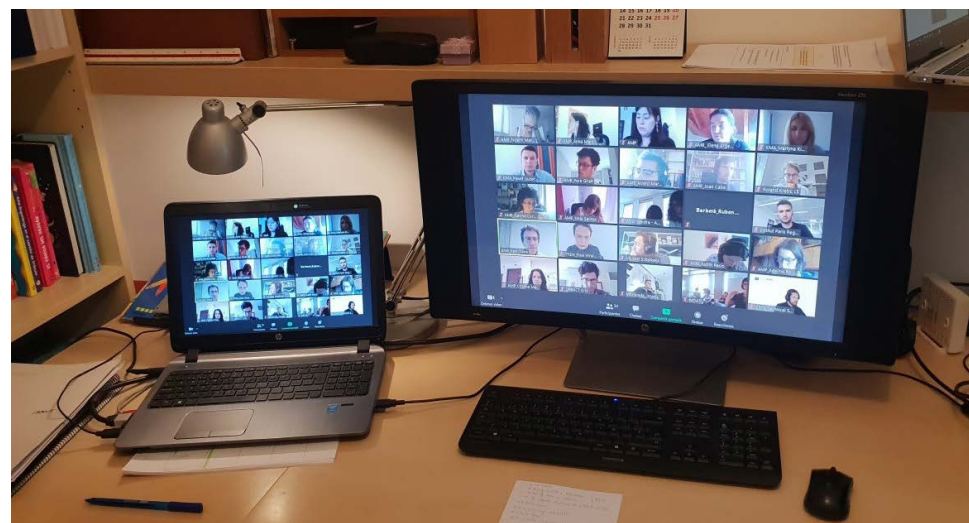
It was very interesting for us to see how online tools can be dynamic, efficient and can even create complicity between people. Obviously, not travelling and not being able to hold face-to-face meetings is something that makes co-creation and co-participation difficult, but at the same time this situation offers new opportunities not explored so far. This situation provides us with the chance to attract part of the citizens who don't usually participate in traditional participatory processes. On the other hand, the tools used, such as diagrams, moderators and interactions, were very interesting and we surely will use them in our ULG.

VA

VERVOERREGIO AMSTERDAM

Ambition is high and numerous urban planning facets have been fully integrated. Now the involvement of citizens and entrepreneurs is required.

As regards temporary and flexible usage of public space, making use of the situation created by COVID-19, top-down and bottom-up initiatives could be combined, starting with experiments to use public space in different ways.



KMA

KRAKOW METROPOLIS ASSOCIATION

Our participation in the peer session was very worthwhile. We received many valuable tips and recommendations. In our IAP we should focus on the right area – new mobility infrastructure with the need to optimise public transport operations and the surroundings – rethinking the functions of public spaces. Moreover, we should engage our ULG members from the local level – local authorities, residents, small businesses, etc. (a valuable and helpful idea from AMB is a multi-level construction of the ULG). Another important tip obtained from the peer session is to identify key points shared by all our partners and define the objectives together.

First of all – we were given a lot of useful guidance for the configuration of our ULG and preliminary assumptions of our IAP. Moreover, we were able to share local level experiences from the KoM discussion papers (public realm, mobility, planning and immediate actions), and last, but not least, we were made aware of some very useful tools for organizing online meetings during the COVID-19 pandemic (online workshops are feasible, using graphic representation of data to present workshop results, and there is the possibility of organizing a virtual site visit).

OMG-G-S

OBSZAR METROPOLITALNY GDANSK-GDYNIA-SOPOT

The meeting was intensive and fruitful. We had the chance to discuss matters, ask questions and share ideas. The organisers stressed the fact that dialogue-oriented planning is significant for the whole process. If we want to achieve our goals and create a useful document, we need to cooperate with civil society but especially with the key stakeholders. The co-production process results in a strong implementation potential, ongoing stakeholder engagement and political buy-in. The tools and methods discussed during the meeting will help to organize effective ULGs.

The meaning of Integrated Planning and the elements that need to be used were explained very well. We also enjoyed the Vienna site visit and the way the COVID-19 perspective has been included.

The organisation was of the highest level - everything worked perfectly. The platform used to organise the online meeting had many useful options and tools; it showed that online meetings can be as effective as live meetings (if not more, as it was easier to keep control of the time).

AMP

PORTO METROPOLITAN AREA

In addition to the difficulty to obtain information at an IAP scale, the greatest difficulty we have is to reconcile the different interests of the various stakeholders existing at the site, namely public entities. Colleagues have suggested some strategies for bringing all the parties involved together and finding mutual interests, so as to foster teamwork and be able to define common goals.

At local level, KoM's contribution was very useful: on the one hand, we were made aware of the different strategies adopted by each city to deal with the COVID-19 situation, and we saw how it is possible to create opportunities for the growth of sustainable mobility in the midst of a crisis while, in our case, for example, we have wasted that opportunity. We realise how we can still take advantage of the current situation and that it is inevitable and urgent to alert the population and encourage citizens to change their habits. Furthermore, it is essential to keep on informing people about good practices in relation to the spread of the virus.

TfGM

TRANSPORT FOR GREATER MANCHESTER

The Lead Partner and Lead Expert gave us positive feedback about our proposed IAP. They asked us to try and include a broader range of stakeholders to work on our IAP development, for example, including public health experts and members of a local community group. We have updated our list of key stakeholders to reflect this. The peer session also suggested a number of other opportunities that we could look at to transform travel within Oldham Town Centre – this included car parks situated near the centre of Oldham – which obliges people to drive in areas that should perform place functions – this will support our ideas in the future.

The project partners' presentations about their respective IAPs were particularly interesting. They included details of the challenges faced, and specific interventions and measures designed to produce similar outcomes to our own ambitions in Greater Manchester. We will try and take some of these elements into account at local level. Other interesting and useful features were the discussions and presentations related to temporary COVID-19 measures being implemented in different city-regions, potential opportunities to extend these measures, and the trends that other city-regions anticipate will emerge next.

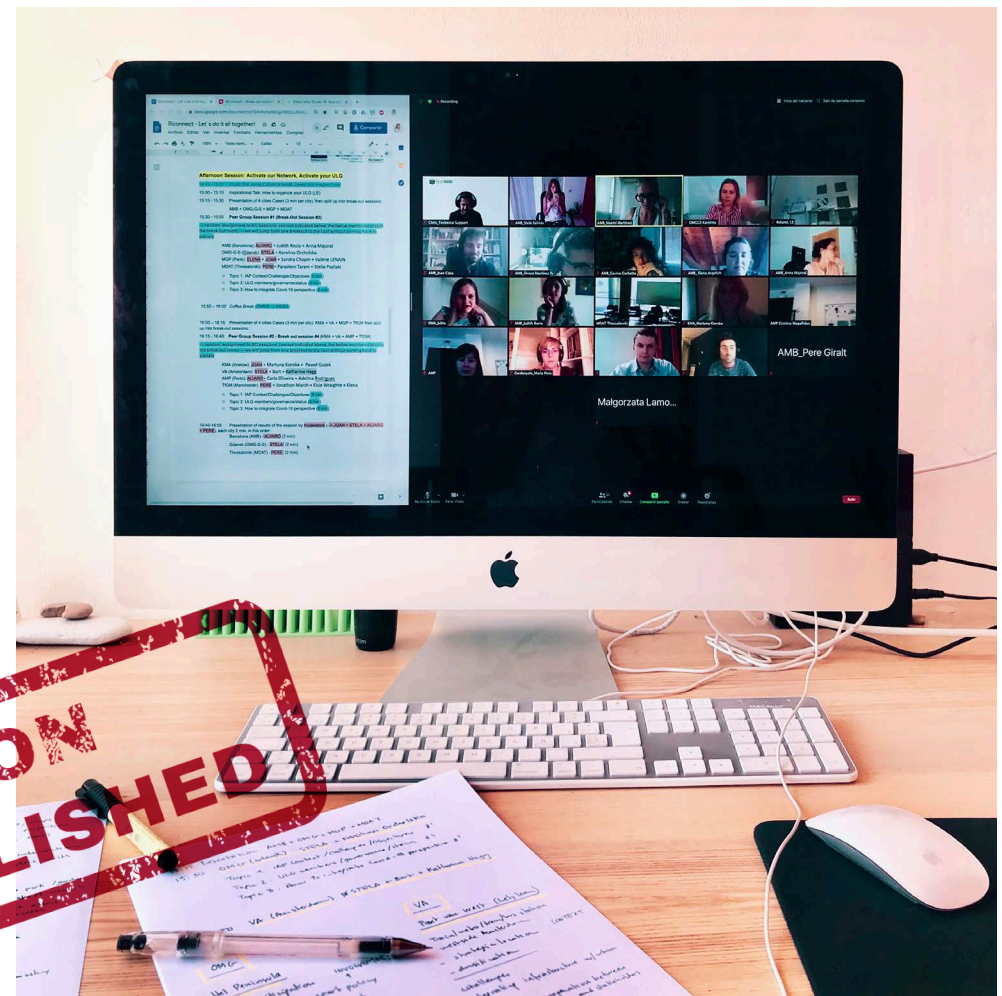
Final Recap

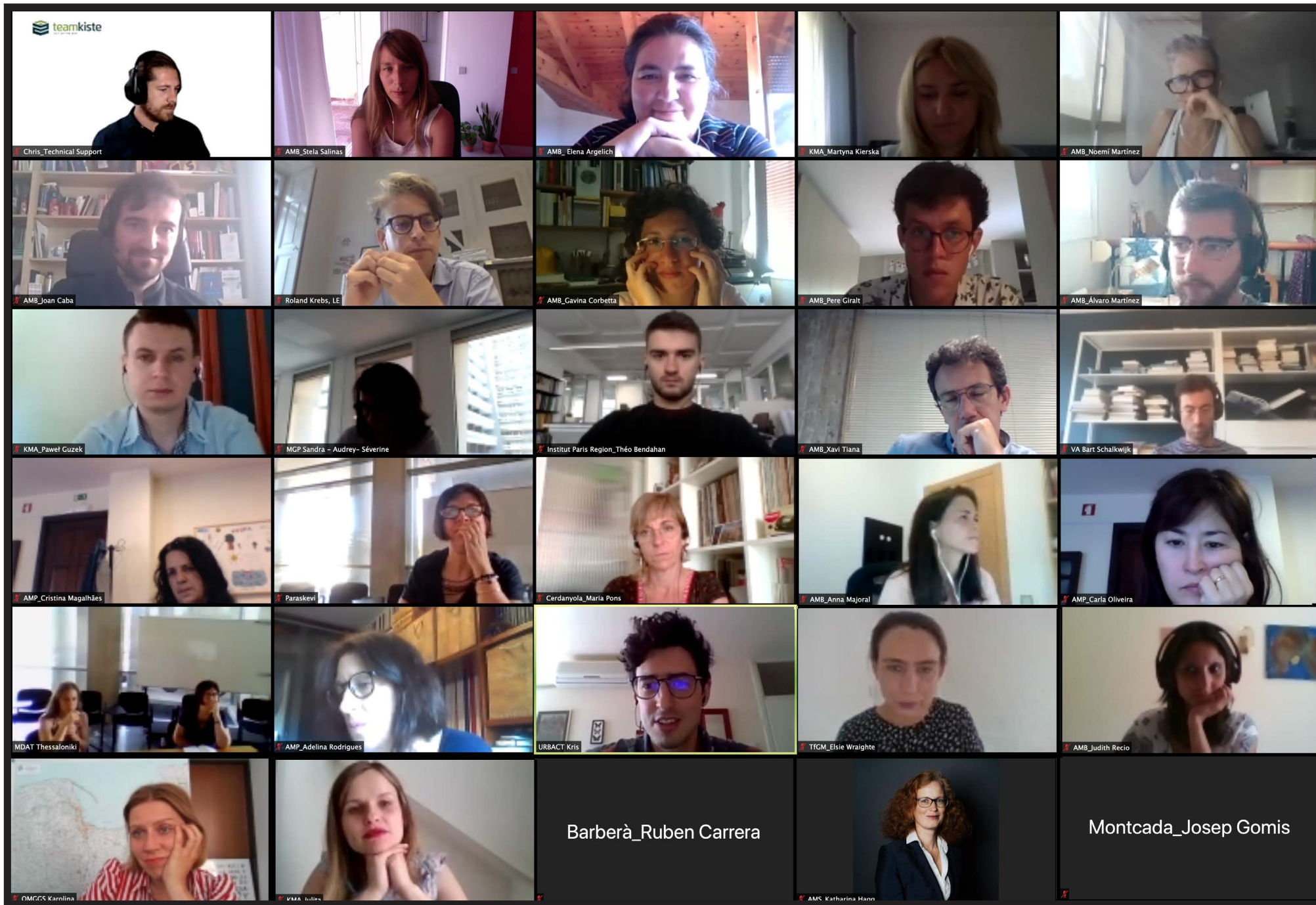
13:00

The two days were intensive but rewarding!

As a network, we commit ourselves to finish the Communication Plan, work on the Phase 2 adaptation and continue to look for collaborations and synergies with other networks or people of interest. The partners undertake to activate their ULGs and analyse the IAPs. The next transnational meeting will be held in October, although between now and then there will be numerous contacts and the chance to exchange.

An article will soon be published, which summarises the network's opinion on COVID-19 and how it changed our urban environment.





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

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 Phase 2 on 29-30 June 2020.



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October 2020

