The RiConnect Chronicles

Thematic Meeting 2

Rethinking for integrating the infrastructure

TRANSNATIONAL MEETING 5
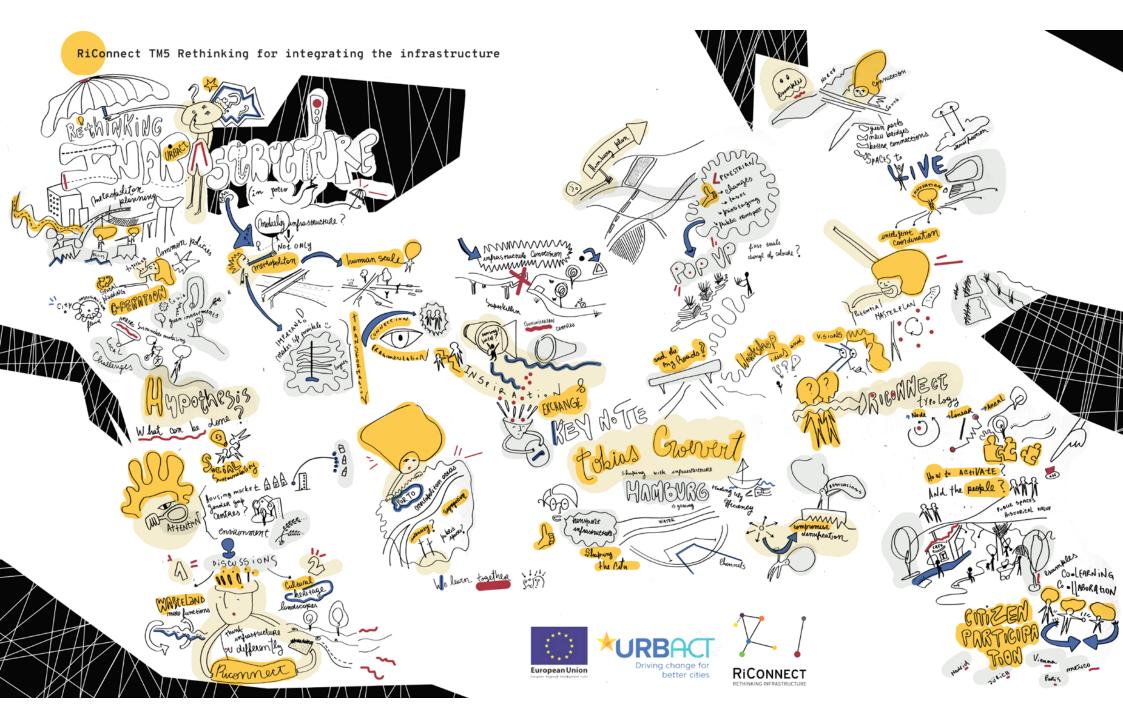
DIGITAL – HOSTED BY AMP

FEBRUARY 4-5 2021

European Union
European Regional Development Fund

URBACT
Driving change for
better cities

RiCONNECT
RETHINKING INFRASTRUCTURE

RiConnect
RETHINKING INFRASTRUCTURE
05

Index

day 1

day 2

The intention of this document is to highlight the most relevant ideas to the subject brought up during the **RiConnect Thematic Meeting 2** *on* **4-5 February 2021.**
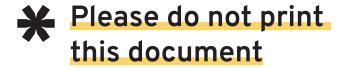
The document is **organised chronologically.** *It is designed* **to be read digitally** *and contains* **links to online documents**.

✱ Please do not print this document

What is RiConnect?

RiCONNECT
RETHINKING INFRASTRUCTURE

Transport for Greater Manchester

Vervoerregio Amsterdam

Obszar Metropolitalny Gdansk–Gdynia–Sopot

Stowarzyszenie Metropolia Krakowska

Métropole du Grand Paris

Área Metropolitana do Porto

Àrea Metropolitana de Barcelona

Anaptyxiaki Meizonos Astikis Thessalonikis

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?

ANNA AIGNER
Lead Expert
collaborator

ELENA ARGELICH
Network Manager

ANDREA AZEVEDO
Área Metropolitana do
Porto

MIKEL BERRA–SANDÍN
Project Coordinator

PUCK BOER
Vervoerregio
Amsterdam

JOAN CABA
Lead Coordinator

GAVINA CORBETTA
Àrea Metropolitana de
Barcelona

VIVECA DANIELSON
Àrea Metropolitana de
Barcelona

JULITA EWERT–STAWOWY
Stowarzyszenie
Metropolia Krakowska

EURICO FERREIRA
Municipality of
Gondomar

JOSÉ FERREIRA
Área Metropolitana do
Porto

SALVADOR GIRVENT
Municipality of Barberà
del Vallès

TOBIAS GOEVERT
City of Hamburg

PAWEŁ GUZEK
Stowarzyszenie
Metropolia Krakowska

MILI HURTIG
Lead Expert
collaborator

MARTYNA KIERSKA
Stowarzyszenie
Metropolia Krakowska

CLAUS KÖLLINGER
APN Space4People

MAGDALENA KOLODZIEJSKA
Obszar Metropolitalny
Gdansk-Gdynia-Sopot

CHRYSSA KOPRA
Anaptyxiaki Meizonos
Astikis Thessalonikis

ROLAND KREBS
Lead Expert

MAŁGORZATA LAMOT−MIGO
Municipality of Skawina

SARA LOBÃO
Transportes Intermodais
do Porto

CRISTINA MAGALHÃES
Área Metropolitana do
Porto

ANNA MAJORAL
Àrea Metropolitana de
Barcelona

RÉMY MARCIN
Métropole du Grand
Paris

JONATHAN MARSH
Transport for Greater
Manchester

NOEMÍ MARTÍNEZ
Àrea Metropolitana de
Barcelona

ÁLVARO MARTÍNEZ
Àrea Metropolitana de
Barcelona

MARCO MARTINS
Municipality of
Gondomar

ELZA MENDES
Área Metropolitana do
Porto

PALOMA MOSTO
Àrea Metropolitana de
Barcelona

MAGDALENA MUSIAL
Krakow Public Transport
Authority

AVELINO OLIVEIRA
Architect

CARLA OLIVEIRA
Área Metropolitana do
Porto

KAROLINA ORCHOLSKA
Obszar Metropolitalny
Gdansk-Gdynia-Sopot

ROBERT PADDISON
Transport for Greater
Manchester

MARIA PONS
Municipality of
Cerdanyola del Vallès

JUDITH RECIO
Àrea Metropolitana
de Barcelona

ADELINA RODRIGUES
Área Metropolitana do
Porto

STELA SALINAS
Communication Officer

BART SCHALKWIJK
Vervoerregio
Amsterdam

PARASKEVI TARANI
Anaptyxiaki Meizonos
Astikis Thessalonikis

LISE-ADÉLAÏDE THOMAS
Métropole du Grand
Paris

IVÁN TOSICS
URBACT Programme
Expert

CARMO TOVAR
Área Metropolitana do
Porto

JOOST VAN OS
Vervoerregio
Amsterdam

ROOS VERSANTVOORT
Vervoerregio
Amsterdam

EUGÈNIA VIDAL-CASANOVAS
Àrea Metropolitana de
Barcelona

ELSIE WRAIGHTE
Transport for Greater
Manchester

Meeting programme

Morning session: Rethinking for integrating the infrastructure

09:45 CET Let's have a coffee together!

10:00 CET **Welcoming words by Mayor Marco Martins,** from Gondomar Municipality

10:10 CET **Welcoming speech by Iván Tosics,** URBACT Program Expert

10:20 CET **Rethinking for integrating the infrastructure** Introduction session **(LE)**
- Introduction to the topic
- Relation to our APN > Road, punctual or recreational

10:50 CET *Coffee break*

11:00 CET **Keynote by Tobias Goevert,** Head of Department, Regional & Urban Development at Free and Hanseatic City of Hamburg

11:30 CET **Integrating the infrastructure** Break-out session
Divided in 3 groups in relation with the 3 types of IAP (30 min)
- **Group 1:** Integrating a punctual infrastructure (hub) > VA + KMA + TfGM
- **Group 2:** Integrating a road with its surroundings > MGP + AMB + AMP
- **Group 3:** Integrating a green/leisure infrastructure > OMGGS + MDAT

12:15 CET **Discussion of the Break-out sessions (LE + e-facilitators)**

Afternoon session: Pack your things, let's travel to Porto!

14:00 CET **Deep dive into AMP case** > Get to know Porto and the planning site
- AMP video presentation and IAP digital site visit
- Architect Avelino Oliveira - stories about the road, its potential and past projects
- Presentation of the logo developed for the local project

14:55 CET *Coffee break*

15:00 CET **Our workshop room in Porto is ready!** Break-out session
Work with ULG members on 3 sites of the road and its integration to the neighbourhood
- **Group 1:** Areosa > How to improve public space, and boost trade and services?
- **Group 2:** Ranha > How to solve traffic constraints, road safety and integrate leisure and residential area?
- **Group 3:** N12 > How can we transform the road?

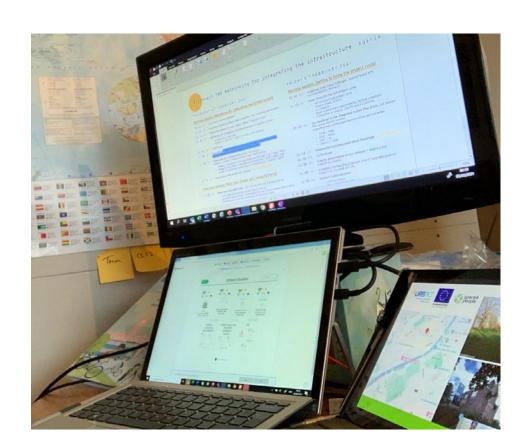**15:45** CET **Discussion about the Porto case (LE + e-facilitators)**

Morning session: Getting to know the project cycle!

10:00 CET **Greetings from Claus Köllinger,** Space4People APN, Austrian Mobility Research

10:10 CET **Deep dive into the IAP project cycle**
- IAP structure and project cycle
- Visions, goals, actions
- Co-creation
- Small scale actions (placemaking, tactical urbanism)
- Connection to Leipzig-Charter and EU policies

10:40 CET **Our Roadmap to the Integrated Action Plan** Break-out session
Peer-group review session:
4 parallel groups, guiding questionnaire will be sent out before
- TfGM + AMB
- MGP + MDAT
- AMP + VA
- OMGGS + KMA

11:10 CET **Presentation and Discussion about Roadmaps (LE+e-facilitators)**

11:30 CET *Coffee break*

11:40 CET **Graphic presentation of our network** Mapping and network documents **(LP)**

11:50 CET **Academic partnership** Proposals from ETSAB MBLandArch students for the AMB IAP site

12:00 CET **Network administration (LP)**
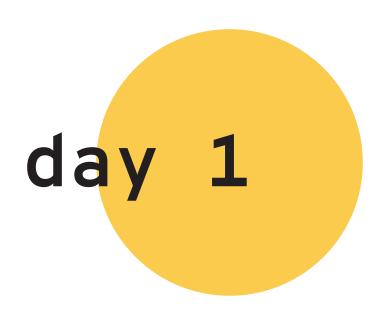- Communication
- Q&A related to the APN

12:20 CET **How can we do better?** Feedback session

12:25 CET **Wrap-up and closing**

What are the main objectives?

1. To address the issue of **'integrating the infrastructure'** by getting to know **best practices** around Europe.

2. To do a deep dive in the **specific case of Porto**, where the chance to rethink the N12 will come from a digital site visit.

3. To get to know the **importance of the metropolitan scale** and the opportunities offered by the EU Recovery Funds and newly approved charters.

4. To kick off the **Action Planning phase** by offering all partners the tools to undertake it.

5. To **review the IAP Roadmaps** to create a clear and effective path in the upcoming phase.

Let's go!

day 1

Opening remarks

10:00

European projects as a **key tool** for cohesion

Marco Martins, Mayor of Gondomar Municipality

After acknowledging the difficult situation right now that has forced us to meet remotely, Gondomar Mayor Marco Martins appraised the **success of international networks** as tools to disseminate good practices and knowledge, exchange experiences and create synergies.

Furthermore, he pointed out how the pandemic has proved that European Networks are vital for social, economic and territorial cohesion. Specifically, in his view, RiConnect ought to help the Porto Metropolitan Area by **bringing people to the fore in the urban space**. Therefore, with the hope that we will be able to visit and enjoy Porto Metropolitan Area soon, he wished all partners a **fruitful and productive meeting**.

Metropolitan areas and the EU

Iván Tosics, URBACT Programme Expert

In a brief yet important presentation, Iván Tosics explained his role in relation to RiConnect and provided an overview of the metropolitan response to the pandemic and the upcoming EU Recovery Funds.

• All networks will have support from an **URBACT Programme Expert**, who, despite limited availability, will serve as a 'critical friend' to RiConnect.

• **The metropolitan aspect** is crucial in dealing with the upcoming challenges, as it is the level where externalities can be handled and has served as a framework for other European research projects. This has been underscored by the pandemic, where mobility management at a metropolitan level has been vital for success.

• Local and metropolitan authorities have an opportunity to secure **EU Recovery Funds**, which ought to be managed in partnership between the national, regional and local levels. In addition, RiConnect addresses issues that are covered by the EU Green Deal and the Recovery Funds' 'Recharge and refuel' chapter.

• Therefore, **RiConnect** will be a key to recovery by offering synergies with other networks and overcoming the challenge of implementing metropolitan policy at a local level.

EUROCITIES Metropolitan Areas Working Group

Size of the collaboration	1. Statistical unit	2. Networking, weak strategic planning	3. Single function	4. Multiple functions	5. Strong strategic, spatial planning of binding nature
A) Smaller than FUA	Budapest, Brussels	**Ghent, Malmö**, Vienna, Zurich.	Frankfurt, Helsinki, **Katowice**, Warsaw	Amsterdam, Rotterdam, **Milan (future Metropolitan City)**	Lille, Lyon, Rennes, Strasbourg
B) FUA	Berlin, Ghent, Linköping, **Lisbon, Strasbourg,** Vienna, Warsaw	Amsterdam, Birmingham LEP, **Bratislava (Region),** Brno, Brussels, **Göteborg**, Katowice, **Lyon, Malmö**, Sofia, Terrassa,		Helsinki, **Madrid (Region), Munich**, Manchester, **Oslo**, Preston, **Stockholm (county)**, Tampere	
C) Somewhat larger than FUA	Sofia	BrabantStad, **Zurich**	Brussels	The Hague, Torino (Province), Helsinki (Region)	Stuttgart
D) Much larger than FUA (larger economic zone)	Birmingham Budapest	Amsterdam, Bratislava, Frankfurt, Ghent, Göteborg, Hamburg, Katowice, Lille, Linköping, Lyon, Malmö, Oslo, Rennes, Stockholm, Strasbourg, Stuttgart, Tampere, Vienna, Zurich	Rotterdam – The Hague	Katowice (Region), Lisbon (Region),	Berlin, Malmö (region)

SOLIDARITAT PARK, ESPLUGUES DE LLOBREGAT, BARCELONA

HALA TARGOWA INTEGRATION NODE, KRAKOW

FIETSSTRAAT SARPHATISTRAAT, AMSTERDAM

BOLTON CYCLOPS, GREATER MANCHESTER

Input session #1

Rethinking for integrating the infrastructure

Roland Krebs, Lead Expert

Cities need both features: mobility infrastructure and meeting/gathering places. As cities are constantly transforming, there is a strong need to **adapt to new types of more sustainable infrastructure** (e.g., trains instead of highways) and potentially **include the human-scale** public realm into this transformation.

We are currently facing a **growing mobility demand** that is changing many cities and leaving out the human-scale perspective. There is a threat that public space is just the 'space-left-over-after-planning' or even untouched wasteland. However, there is a huge **potential to activate these leftover spaces** and add value to them.

Those hidden potentials can be activated by an **integrated approach** that includes mobility and environmental and urban planning, as well as local economic development coupled with social and cultural development. Considering the rapid spatial growth of metropolitan areas, **internal growth patterns** as infill developments could be strategically considered instead of the unplanned expansion of the metropolis triggered by inexistent multi-level governance and planning.

Infrastructure integration is the key to unlocking potentials of leftover spaces, and divergent strategies can be successful

TM5 Rethinking for integrating the infrastructure
Digital | 4–5 February 2021

TARGETS FOR MOBILITY INFRASTRUCTURES of the future metropolis

- Rethinking the infrastructures and promote / force from invidual car transit to public transport
- Activation of leftover spaces
- Potential to activate and add value to these places
- Consider Internal growth vs. expansion of metropolis
- Requires an integrated approach including (integrated = mobility + urban + economic + social + environmental + cultural)

RiConnect Rethinking mobility infrastructure to reconnect cities

Project classification

In our project sites in the eight European metropolitan areas, we conducted an **analysis of the territorial conditions** and typology of the respective mobility infrastructure. We identified **three types of mobility infrastructure**: areal, node and linear.

Areal infrastructure
- MDAT: military camp transformation into a park
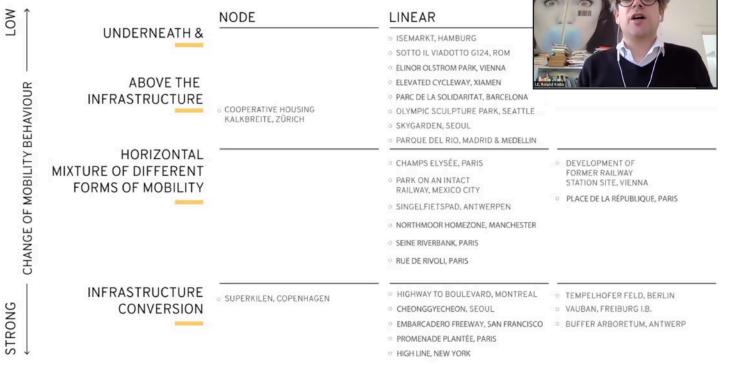- OMG-G-S: metropolitan recreational area on a peninsula

Node infrastructure
- VA: renovated train station with new adjacent public spaces
- KMA: Park-and-Ride at train station as trigger for urban regeneration of the town of Skawina
- TfGM: Bus station as inclusive transportation centre

Linear infrastructure
- MGP: Conversion of a national road to an urban boulevard
- AMB: National road transformation to a boulevard
- AMP: Regeneration of public spaces around Circunvalação road

Keynote

Infrastructure regeneration projects in Hamburg

Tobias Goevert, Head of Department, Regional & Urban Development in the Free and Hanseatic City of Hamburg

In an inspiring presentation, Tobias Goevert led us through a wide variety of **projects under development in Hamburg**, showing that infrastructure integration can be done at either a **very small or very large scale**.

Hamburg is committed to dealing with major challenges in the upcoming years, such as building 100,000 new homes and shifting mobility modes so that car trips fall below 20% for 2030, down from 36% today. To do so, rethinking mobility infrastructure is vital both at a city-wide level and with specific interventions. Consequently, the city is **investing heavily in growing its rail and bus** network. However, this action is coming alongside a vast array of interventions in the infrastructure to make it **more integrated into the urban fabric** and allow for civic uses.

The most symbolic example is the **reconversion of Jungfernstieg**, the main promenade in the city centre, into a corridor for public transport, with small **tactical interventions**. The city is also promoting **complex integration projects** such as the 'Hamburger Deckel', where covering a highway will free up space for new housing, along with r**esidential developments in former infrastructure** spaces such as Motorhausviertel or Neue Mitte Altona.
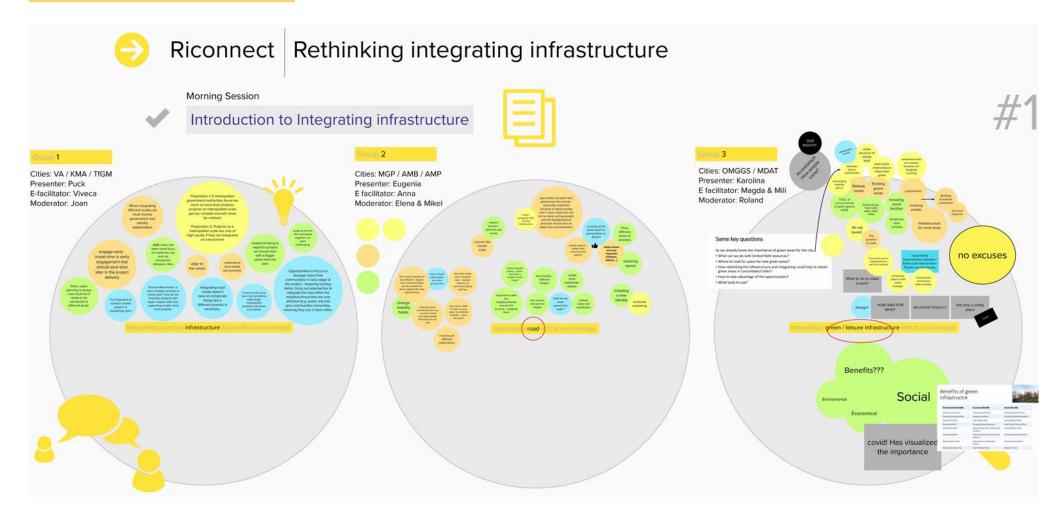
To sum up, the wonderful showcase of examples ended with an **open invitation** to the Intelligent Transport Systems ITS World Congress, which will be held in Hamburg from 11 to 15 October 2021.

Break-out session #1

11:30

How to approach to nodal, linear and areal infrastructure?

With the materials presented by Roland Krebs and the discussion papers by VA, OMG-G-S and AMB, the partners reflected on the **integration of different types of infrastructure**.

Rethinking nodal infrastructure

Puck Boer, discussion papers

Joan Caba, moderator

Viveca Danielson, e-facilitator

In the VA, KMA, TfGM breakout room of the 'Rethinking for integrating the infrastructure' session, we had a presentation by the Amsterdam Transport Authority on the integration of a standalone infrastructure (hub) with its surroundings. The presentation brought up some important points on the challenges of **bridging the gap between addressing local issues and acting on a larger scale** in a way that connects local projects to the rest of the metropolitan area.

The presentation was followed by an active discussion on how metropolitan authorities can integrate local and metropolitan interests. Significant points were made on the importance of connecting local projects to different levels, as well as focusing on improving not just the inside of cities but also the connections among cities, as the main role of metropolitan authorities is to **make the metropolis work as a whole**. Moreover, instead of working with a local project as a starting point and expanding the scope of the project to integrate it more with the surrounding areas, which can be very complex, it would be better to **begin by working from a larger vision and developing local projects** based on this bigger vision.

Rethinking linear infrastructure

Eugènia Vidal-Casanovas, discussion papers

Elena Argelich and Mikel Berra-Sandín, moderators

Anna Aigner, e-facilitator

The presentation by Eugènia Vidal clearly outlined the way that linear infrastructures need to be thought of in **three different dimensions**: a **longitudinal** one, where the infrastructure needs to be heterogeneous; a **transversal** dimension, where crossings are vital; and a **nodal** approach, where activities can revitalise the infrastructure and its surroundings.
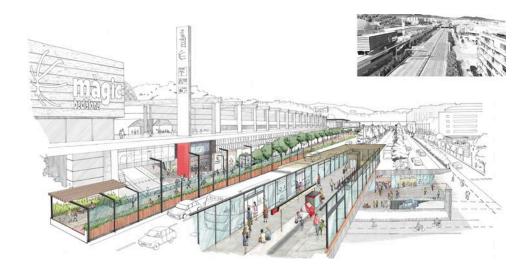
Consequently, a wide range of issues were raised in the discussion. Some were related to the **uses in and around the infrastructure**: mobility functions and the activation of edges. Others addressed the **relationship with the surrounding neighbourhoods** in terms of both health (noise, pollution, safety) and the urban fabric and the infrastructure's effects on it. And last but not least, s**ocial factors** were taken into account: the need to shift mobility habits and involve all stakeholders, while having the chance to give a new identity to these infrastructural spaces as a tool to end social barriers.

Rethinking areal infrastructure

Karolina Orcholska, discussion papers

Roland Krebs, moderator
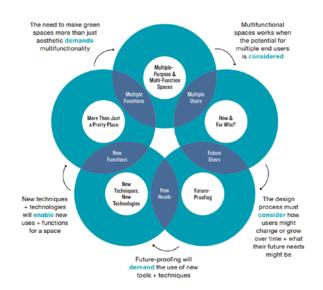
Magda Kolodziejska and Mili Hurtig, e-facilitators

The session started with the presentation on 'Integrating a green/leisure infrastructure' by Karolina Orcholska, who raised some key questions that led to the ensuing discussion. This prompted a fluid exchange of thoughts among the partners, and different ideas were outlined: the **opportunity to give a civic use** to abandoned, leftover spaces and the need to **invest in parks** and green spaces so that all citizens can have a park within reach.

The discussion concluded with the general feeling that infrastructure creates lots of undefined spaces that need to be dealt with.

Strategies Diagram

- This chart maps the relationships and flow between the design strategies. The strategies not only affect and are affected by each other, but also have identifiable crossover points where more specific needs can be drawn out (by Arup)

The need to make green spaces more than just aesthetic **demands** multifunctionality

Multifunctional spaces works when the potential for multiple end users is **considered**

New techniques + technologies will **enable** new uses + functions for a space

The design process must **consider** how users might change or grow over time + what their future needs might be

Future-proofing will **demand** the use of new tools + techniques

Multiple-Purpose & Multi-Function Spaces · Multiple Functions · Multiple Users · More Than Just a Pretty Place · How & For Who? · New Functions · New Needs · Future Users · New Techniques, New Technologies · Future-Proofing

Let's travel to Porto!

Deep dive in the IAP site

Time to learn about the Porto site! In order to learn about the site remotely, our Porto colleagues shared its history, its current state and ongoing progress in their IAP.

A new road begins to be built in 1886, but will only be completed in November 1903. Tarred in the middle of the 20th century, it maintains its winding and narrow path until mid-1992, when the work of the IC17 / CRIL begins, which in a large part of its length is almost coincident with that of

Built between 1889 and 1896, it served as a customs barrier for the taxation of consumer goods that entered Porto.

N12: STORIES ABOUT THE ROAD, ITS POTENTIAL AND PAST PROJECTS

Avelino Oliveira, architect

The deep dive into the Porto site started with an overview by architect Avelino Oliveira, who has been involved in several projects on the road and is an expert on its history.

The 'Circunvalação' road, or N12, was created as a **ring road** that served as a customs border limit and was defined in the 19th century, along with the boundaries of Lisbon. It is important to point out that the length of the boundary, and therefore the area that it encloses, is half of Lisbon's area. This relates to the administrative issues surrounding the current road, which restrain the most anticipated interventions in or around it: because it is a national road, it is **under the central government's control**, but administratively it belongs to 4 distinct municipalities.

The presentation of the studies, ideas and concepts for the N12 produced by the AMP in the last 20 years displayed the **evolution from the 'dream concept',** distant from the city and the people, **to the 'feet-on-the-ground reality concept'** of today. This second, more realistic concept will support the IAP intervention, as it considers reducing car space, implementing public transport corridors and creating quality space for people.
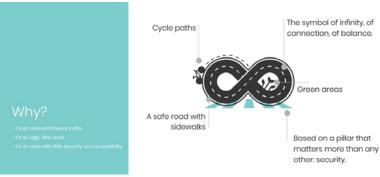
Site visit

ARRANHA: IAP logo presentation

Local project initiatives require the project to have an **image that is capable of attracting public attention** in order to encourage citizens' active participation. So, we decided to create a symbol that refers to the working area, alludes to the area's problems and outlines what we hope it will become in the future.

'Arranha' is the result of the combination of the places 'Areosa' and 'Ranha' and means **'to scratch'**. It refers to something that bothers us, that is uncomfortable or unpleasant. It's just like our IAP. However, our goal is to create a place with **more mobility and accessibility for all,** with more green and social areas and more interaction between people and territory. So, we want to create a harmonious link between the road and the people, making the road a more organised, clean and safe space for pedestrians and vehicles. To achieve this, the symbol of infinity, of connection, coupled with mobility and green elements, perfectly convey our message.
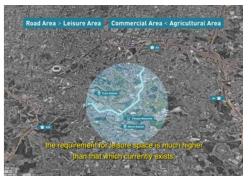
N12

The IAP presentation concluded with a video on the **specific intervention sites** where the N12's biggest problems are found clustered together: lots of traffic, poor conditions for pedestrians and cyclists, dangerous bus stops and no dedicated bus lanes, no green or public spaces, poor safety, etc.

In addition, the area has a great deal of **symbolism because of its location**, which encompasses the administrative boundaries of 3 municipalities, connections with regional and national highways, railway infrastructures, commercial infrastructures of importance to the entire metropolitan area and a huge potential for real estate development.

There are 3 main places where we will focus our actions:
- Areosa: to revitalise the public space and increase trade
- Ranha: to reconcile the residential area with the traffic generated by access to the shopping centre
- N12: to reconcile different modes of transport, improve safety and promote a more pleasant image.
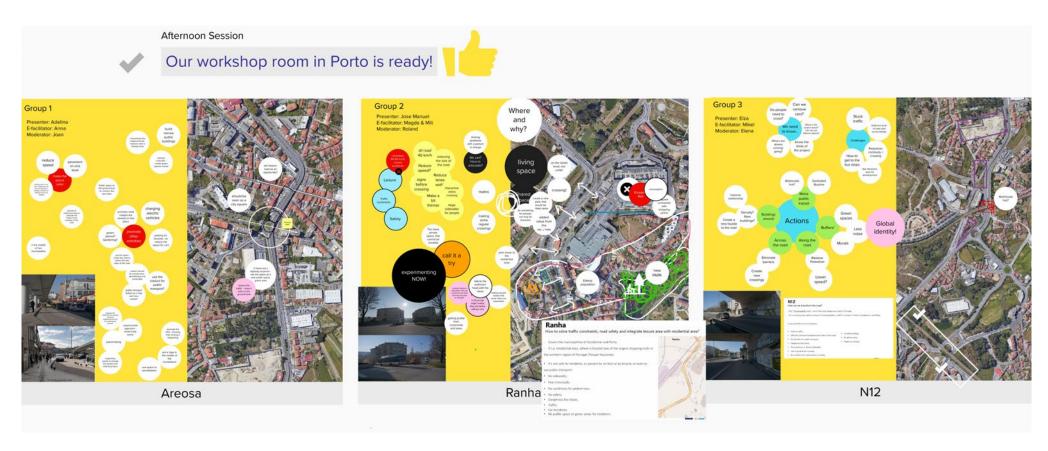
Break-out session #2

Time to get hands-on! All participants helped shape the future of the N12

In this breakout session, each group tackled **a different area of the N12**: the Areosa node, the Ranha shopping area and the road itself. In a brief exercise, all participants had the chance to **detect the problems and propose new solutions** for a more integrated infrastructure.

Areosa

How to improve public space, and boost trade and services?

Adelina Rodrigues, presenter
Joan Caba, moderator
Anna Aigner, e-facilitator

Once the place and its issues (heavy traffic, no sidewalks, no green areas, lack of safety, etc.) were presented, the following ideas were brought forward in order to **connect the two sides of the road** and make the place safer:

- Use the space under the arcades
- Create green spaces and remove concrete where possible
- Build public buildings to give a more human scale
- Reduce speed by having everything on the same level
- Promote different forms of mobility

Three focus areas were mentioned: **unoccupied spaces** such as informal sidewalks, which should be carefully rethought; the **street at ground level**, which could be converted into a boulevard so Areosa could function as a square; and the **viaduct**, which could become a green space or a place for public transport.

Come what may, measures that **reduce traffic** should be prioritised, such as giving more importance to cycle paths or bicycle parking facilities than to parking lots, and integrating unused spaces in the redevelopment.

In order to initiate the transformation, the **community should be involved** through workshops or actions that promote the project.

Ranha

How to solve traffic constraints and integrate the leisure area?

Jose Manuel Ferreira, discussion papers
Roland Krebs, moderator
Magda Kolodziejska and Mili Hurtig, e-facilitators

The main topic of this session was **solving traffic constraints and road safety** and integrating leisure and residential areas. After the site presentation, some key questions were raised, which led to the discussion.

Because there is a lack of green spaces, the ideas were mostly about how to **make the grey area green**. In the end, Porto was left with a plethora of amazing ideas and solutions. Let's hope they make use of them.

N12

How can we transform the road?

Elza Mendes, presenter
Elena Argelich, moderator
Mikel Berra-Sandín, e-facilitator

After the clear presentation of the site by Elza Mendes, intense brainstorming led to a wide range of **ideas to be applied on-site**. Before getting to the ideas themselves, the participants clarified the challenges of the road in this site: a lack pedestrian safety and accessibility, traffic jams and little interest in developing the area. The **need for clear data on certain issues** was also raised, as it would be interesting to know the boundaries of the project and the mobility data.

To address these challenges, the participants found that **interventions are needed in many aspects**. Some of them are **related to the road**: ensuring pedestrian continuity along the road and allowing safe and barrier-free road crossings. **Mobility services** were also mentioned, given that public transit could be boosted with a bus lane, along with the opportunity to create an intermodal hub between trains and buses. In addition, there was a focus on the **road's surroundings**, both thinking about improving leftover buffer zones and seizing the opportunity to improve and promote buildings.

To sum up, the core idea is that the **road needs a new overall identity**, where all parts are seen as **diverse but coherent**.

day 2

Partner networks

Greetings from Space4People APN

Claus Köllinger, Space4People APN

Keeping up with our efforts to build synergies with other networks, Claus Köllinger joined us to briefly explain their work in Space4People. The challenge of their project is to **reconsider how citizens use public space** so it is mainly used by **pedestrians instead of cars**.

In order to push towards this vision, the project has focused on three spaces: pedestrian spaces, as the goal to reach; parking spaces, as the space resource to be converted; and intermodal hubs, as assets with a vast potential to create friendlier spaces and make public transit more attractive.
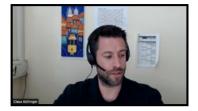
Afterwards, the actions taken in two of the 10 partner cities were outlined. In Turku, Finland, a car-centric city, summer **pop-up events** have helped activate the city centre and create jobs. In Arad, Romania, these pop-up events have gone even further: they have been testing occasional city closures to traffic. Indeed, one of those temporarily pedestrianised streets was **so successful that it has been made permanent**, offering a safe and interesting connection between the city centre and the riverside.

Parallel to this, Space4People is keeping a close eye on similar projects all over Europe, learning from cases in Vienna, Graz and elsewhere.
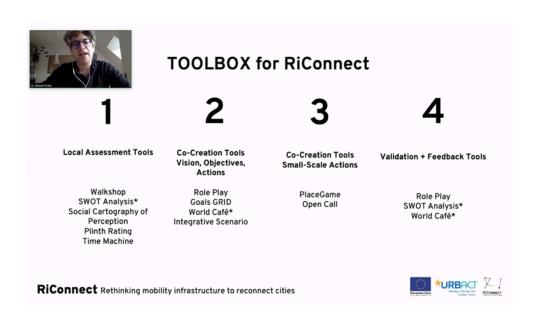
Input session #2

10:10

Deep dive into the IAP project cycle

Roland Krebs, Lead Expert

The URBACT IAP project cycle follows the **dialogue-oriented planning approach**, turning the participating stakeholders - including civic agents - into the experts and collectively analysing the territory and developing joint solutions for the urban context at hand. First of all, the **stakeholders and the planning site have to be well defined**. This is followed by an assessment, analysis and discussion of the challenges and potentials. Based on those 'emerging topics', a **project vision and project objectives** are jointly developed by the ULG, led and guided by the public servants.

Through a co-creation process, the actions are clearly defined, including potential funding sources and strategic partnerships for implementation. Within the framework of the local project, and as part of the participatory planning process, Small-Scale Actions (SSA) add value to the project, which reaches out to the public at an early stage. The implementation of the **SSA motivates the participants and creates project ownership** among all the stakeholders and political buy-in. A risk analysis and monitoring process, through indicators, for example, can facilitate smooth implementation of the projects.

In order to facilitate the planning and co-creation process within our dialogue-oriented project cycle, a **comprehensive toolkit** was presented to the partners. We defined a set of twelve tools that are working well for the four different stages in the project cycle: a) local assessment tools, b) co-creation tools, vision, objectives and actions, c) co-creation tools for small-scale actions, and d) validation and feedback tools.
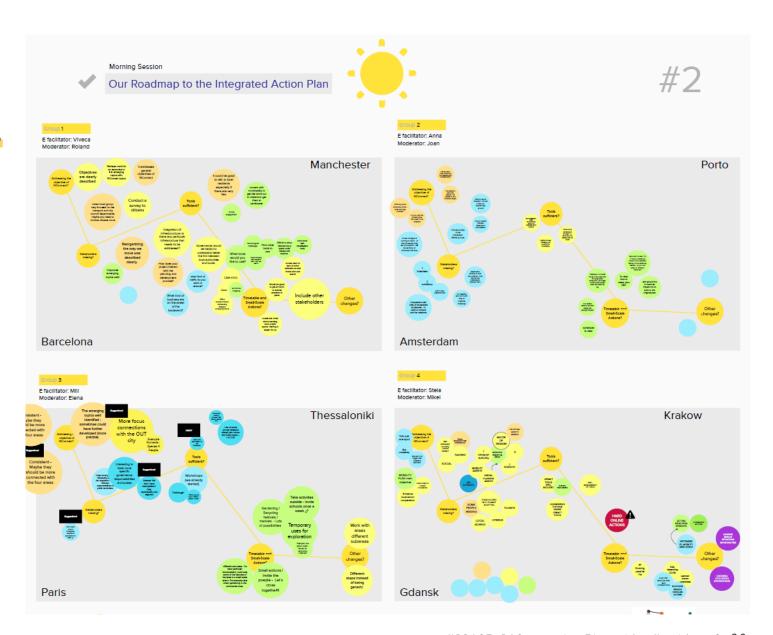

TOOLBOX for RiConnect

1	2	3	4
Local Assessment Tools	Co-Creation Tools Vision, Objectives, Actions	Co-Creation Tools Small-Scale Actions	Validation + Feedback Tools
Walkshop SWOT Analysis* Social Cartography of Perception Plinth Rating Time Machine	Role Play Goals GRID World Café* Integrative Scenario	PlaceGame Open Call	Role Play SWOT Analysis* World Café*

RiConnect Rethinking mobility infrastructure to reconnect cities

Break-out session #3: Roadmaps

10:40

A review of the document that will guide each partner's next steps

As a fruitful time to review the Roadmaps and learn from each other, the break-out session helped exchange contents among different Roadmaps and detect the strengths and weaknesses of each project.

TfGM and AMB

Roland Krebs, moderator

Viveca Danielson, e-facilitator

The partners were happy to share their progress on the IAP Roadmap and review the shortcomings and issues that were detected. The peer review helped transfer the knowledge that partners have gained in the process and improve their future approach.

Consequently, **TfGM** learnt that their **goals are very well define**d, but there is room for **improvement in their ULG setup**. The challenge remains going beyond the metropolitan level so the project can engage local citizens and associations.

The **AMB** team, in turn, learnt that their **emerging topics were addressed well**, yet they needed more data to assess the impact of COVID-19 on traffic behaviour. In terms of their ULG, **its structure is complex**, so simplifying it and ensuring the visibility and links among different groups is important to guarantee that all groups share the same vision for the IAP area.

AMP and VA

Joan Caba, moderator

Anna Aigner, e-facilitator

Both partners exchanged inputs to enrich their IAPs and saw the strengths and weaknesses of their roadmaps. Some issues were shared by both partners, mainly the **need to better define the goals of their IAP**.

In addition, **AMP** acknowledged that their local group would benefit from a **more varied set of participants** to lead to more 'out-of-the-box' solutions. More diverse methods of public engagement would also be helpful.

In turn, the session helped our **Amsterdam** colleagues detect the need to **better identify the emerging topics**. Also, they acknowledged that they need to keep a broader scope to address the whole area, not just the infrastructure. However, they also felt that they need a **more diverse ULG**, and they might outsource part of the participation process, if needed. Lastly, the challenge is to do small things in a big area and make the plan as adaptable as needed.

MGP and MDAT

Elena Argelich, moderator

Mili Hurtig, e-facilitator

MGP and MDAT exchanged their views of the Roadmaps, where they detected some shared issues. They both acknowledged the need to **better define the topics to cover**: for MGP, there is a very wide range of topics, while for MDAT, they need to better cover the issues on the fringes of their site.

The progress on setting their ULG was pretty divergent. **Thessaloniki** has been able to set a **very diverse ULG** with many stakeholders, yet the role of each stakeholder could be better clarified. **Paris**'s main challenge is to **address non-institutional stakeholders** to ensure the participation of local associations and neighbours. To engage citizens, differentiating target groups seem important.

In addition, Paris gathered some ideas for small-scale actions, such as organizing a walkshop with local inhabitants to cross the national road, which is a huge barrier in the urban landscape.

OMG-G-S and KMA

Mikel Berra-Sandín, moderator

Gavina Corbetta, e-facilitator

The peer review among our Polish partners led to an interesting discussion on how to improve their Roadmaps. Both partners have taken a very different yet equally valid approach: Krakow is working on a very specific site and covering many topics, while the site in Gdansk is large but mainly focuses on mobility modes.

KMA acknowledged the added value of their **goal to replicate their IAP in different sites** throughout the metropolis. However, they recognised that the stakeholders of other sites could also be added to their IAP so knowledge exchange happens fluidly.
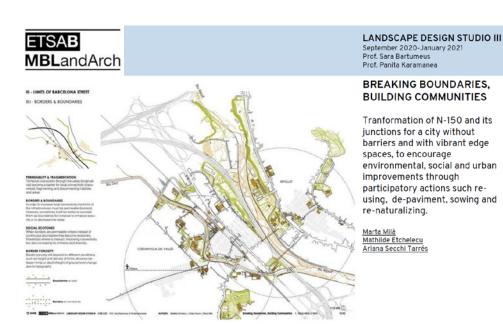
For **Gdansk**, the challenge remains **defining how to engage with local stakeholders**. They also saw the need to define specific intervention places in the site so that small-scale actions can take place in important spots within their large project area.

Academic partnership

The ETSAB MBLandArch + AMB IAP collaboration

As a source for inspiring ideas and local engagement, collaborating with academia is enriching for everyone

Gavina Corbetta, AMB IAP team

Given that sharing best experiences and knowledge among partners is vital in transnational meetings, AMB presented their Academic Partnership experience with the Barcelona School of Architecture Landscape Master ETSAB-MBLandArch.

Due to the good relations between AMB and the university, professors Sara Bartumeus and Panita Karamanea were asked to **focus their semester project on the AMB IAP site**. Fortunately, they saw it as a great opportunity, and since September 2020 AMB has been involved in this exciting Academic Partnership as **guests at the studio kick-off and proposal reviews** with students.

In order to collaborate successfully, AMB has offered URBACT highlights and topics, information on the site, comments from professional practice and more. With their enthusiastic and fresh approach, the **students have contributed much more!**

With their inter-scalar analyses, action plans, masterplan drafting and strategic bottom-up proposals, they have opened not only our minds but also our eyes and imaginations with their wonderful images and atmospheres. They have re-drawn the AMB IAP site with their inspiring and especially sensitive touch and **offered varied inputs**, which we hope will come true through the IAP proposal!

Network documents

Case studies and maps

Mikel Berra-Sandín, RiConnect Project Coordinator

In order to provide all partners with inspiring and useful resources, two documents are being developed: a case study report and a set of maps. Both will **help better develop the ongoing work** in the ULGs, while preparing materials for the final report.

Case studies are aimed at **gathering best practices** and understanding the needs they address, the way the process is managed and the results and lessons learnt. To build this collection of cases, **collaboration from all partners** will be needed so the best practices of partner metropolises are properly showcased.

Regarding the maps, the goal is to have a **consistent visual identity** and compare sites and interventions. To do so, both metropolitan scale and IAP scale maps are being developed, and partners will have to send geographical data so the maps can be created.

Case studies
Cases: focus on processes and outcomes

Key data
·Figures and actors

Needs
·Background
·Challenges

Action
·Process/design
·Strengths and weaknesses

Outcomes
·(Expected) impact
·Lessons learnt

Mapping
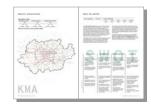**Purpose: what are we mapping for?**

Homogeneous maps to:

Compare sites and interventions
Understand the relationships

Draw over in ULGs
Use it in the process

Create a great final report!
Get the job done in advance

Network updates

Agenda

Joan Caba, Lead Coordinator

In this session, all Network-wide news were presented:

- URBACT is offering a series of **training sessions**, 'Digital Friday Breakfasts', to hold better interactive ULG meetings.

- We have been **invited to a METREX From Roads to Streets workshop**, to be held in Lyon in June. The workshop will work on the boulevardisation of the M6 and M7 highways, and it also offers a great chance to learn from metropolitan governance.

- In order to go to the Lyon Workshop, the next **two Transnational Meetings will be moved**. Therefore, the Thessaloniki meeting will be held in April, and the Paris meeting will take place in June.

- We are already preparing the **next webinar**, to be held on 16 March, about governance, urban planning and zoning with a case in **Brooklyn, New York**. The speaker will be **Winston Von Engel**, Director at the Brooklyn Office of the New York City Department of City Planning.

- The drinks last Christmas was fun! We should hold another **informal session** sometime soon.

- From now on, the main contact person for the lead partner will be Mikel Berra-Sandín.

INVITATION FOR A WORKSHOP IN LYON

METREX: From Roads to Streets workshop in Lyon – June 2021

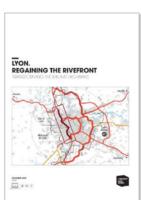Workshop on the **M6/M7 Highway Boulevardization Project**

Great interest:
- Hands-on over an ambitious mobility infrastructure project
- Held by an experienced metropolitan area, **Grand Lyon**, a model in many aspects

LYON. REGAINING THE RIVERFRONT
TRANSFORMING THE M6/M7 HIGHWAYS

All network is invited

Hoping to hold a physical meeting

If physical, Grand Lyon is expected to **cover part of the expenses**

RiConnect Rethinking mobility infrastructure to reconnect cities

AGENDA
Should we do another informal meeting?

Communication

Stela Salinas, Communication Officer

During the communication session, the **Local Communication Guidelines** were presented. This document is a continuation of the Communication Plan and has been created for **implementation at the local level**. It sets forth the basis for an effective communication plan for all the RiConnect IAP projects.

Several points regarding **internal organisation** were highlighted: the need to follow the communication plan when establishing local criteria, the assignment of the communication officers of each Project Partner, a brief reminder of the visual identity, the importance of defining a name for the project and monitoring and recording all materials available in the media, and a review of utilities and suggestions to facilitate the collaborative work within the ULG, like the calendar-sharing and file-sharing options.
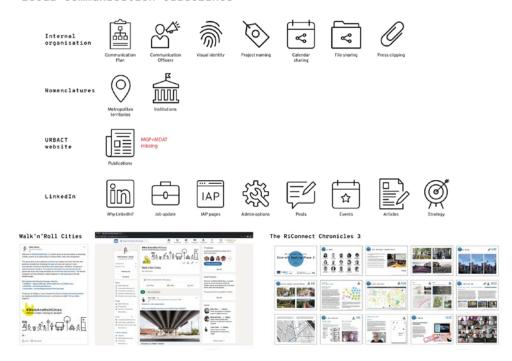
Also, in order to avoid ambiguity and misspellings when referring to Project Partners and their metropolitan areas, **a clarification list** was made to serve as a reference key. The Local Communication Guidelines also include a **review on how to use the local LinkedIn pages** to inform citizens.

In addition, the **RiConnect Chronicles 3** were presented, and the partners were informed that the **'Metropolis Presentation' articles** were being published on the URBACT website.

Furthermore, the session also unveiled the **'Walk'n'Roll Cities' LinkedIn group**, which is aimed at creating synergies among the following networks:

• URBACT > Space4People, Thriving Streets and RiConnect
• METREX > From Roads to Streets
• Eurocities > Urban Regeneration in the City Fringe
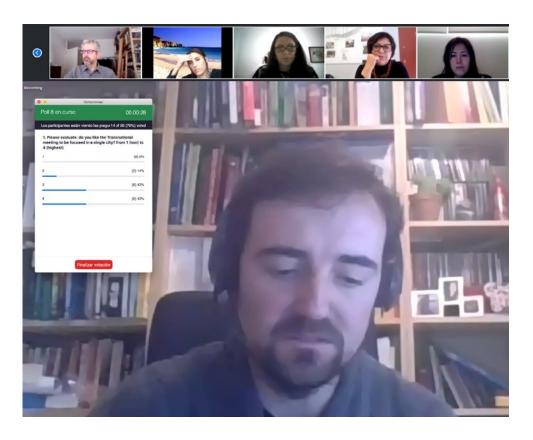
PIR session

How can we do better?

Now that we are gaining experience in setting up digital meetings, it is great to keep receiving feedback on our Transnational Meeting to improve future meetings and make them more dynamic and interesting.

The positive aspects were:

- Very well organised
- Great external inputs that will help inspire projects
- The digital site visit was interesting, successfully combining videos and live presentations

Aspects to improve:

- The single-site focus is interesting, but there should be a way to apply the lessons on all sites represented at the meeting.
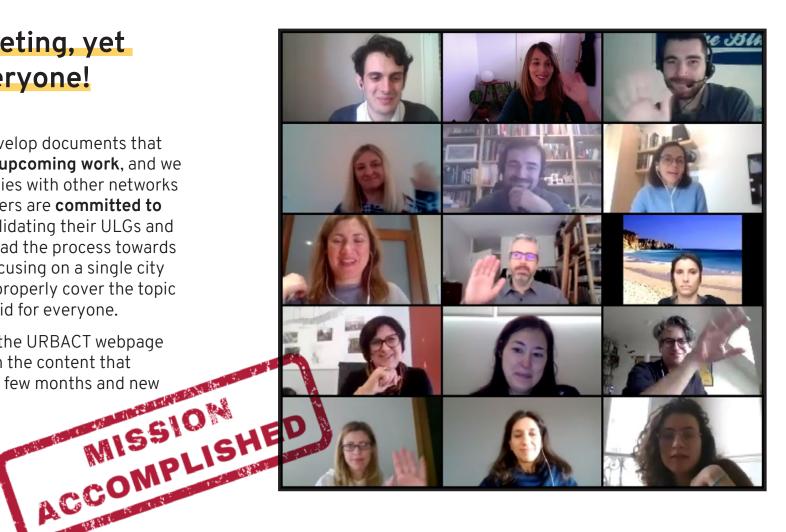- The site visits should offer the chance to listen to locals to get input from different sides.
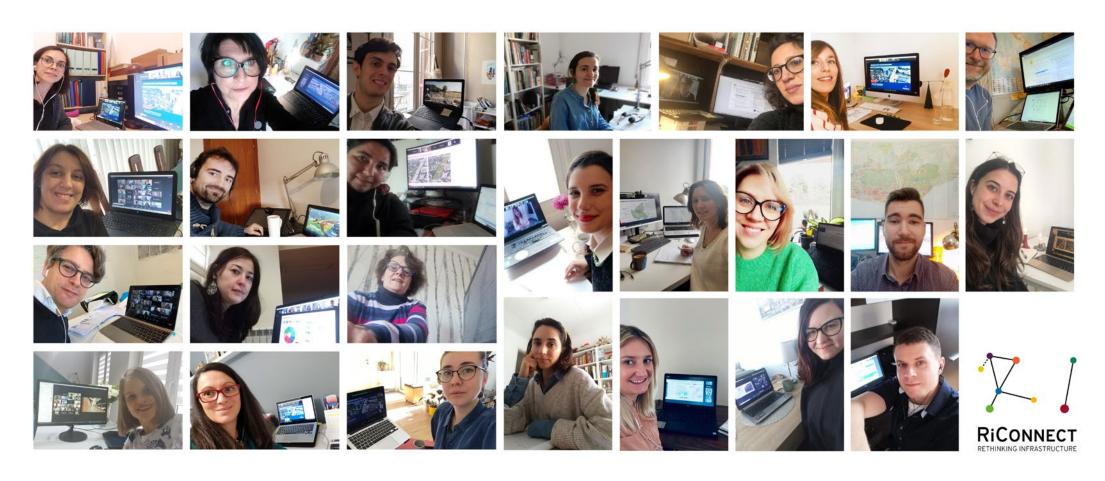
Final recap

12:30

A site-focused meeting, yet interesting for everyone!

As a network, we will start to develop documents that are useful and **inspiring for the upcoming work**, and we will continue to strengthen our ties with other networks and key stakeholders. The partners are **committed to working on their IAPs** by consolidating their ULGs and starting to think about how to lead the process towards small-scale actions. Likewise, focusing on a single city has proved a successful way to properly cover the topic and still provide input that is valid for everyone.

Finally, in the upcoming weeks, the URBACT webpage will be constantly refreshed with the content that has been produced over the last few months and new documents.

MISSION ACCOMPLISHED

RiConnect Transnational Meeting 5
Rethinking for integrating the infrastructure

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, Isabel Clos and Mikel Berra-Sandín

Graphic designers

AMB │ Stela Salinas and Mikel Berra-Sandín

March 2021

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 Thematic Meeting 2 on 4-5 February 2021.

*

Email: riconnect@amb.cat

Twitter: @RiConnectURBACT

LinkedIn: @RiConnect

European Union
European Regional Development Fund

URBACT
Driving change for better cities

RiCONNECT
RETHINKING INFRASTRUCTURE