

The RiConnect Chronicles

Thematic Meeting 3

Rethinking for adding ecosystem functions

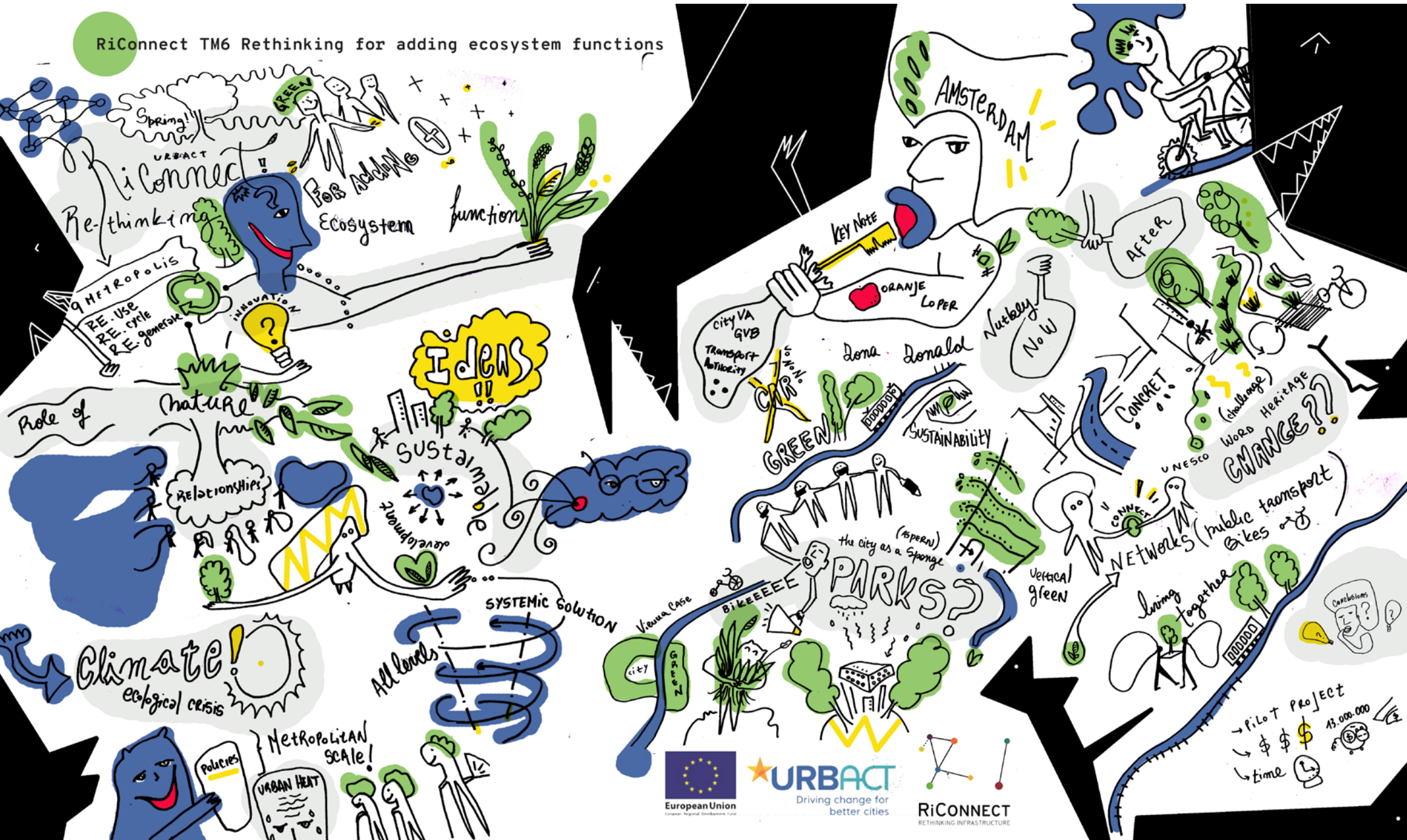
TRANSNATIONAL MEETING 6
DIGITAL – HOSTED BY MDAT
APRIL 22-23 2021



RiConnect
RETHINKING INFRASTRUCTURE

06

RiConnect TM6 Rethinking for adding ecosystem functions



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*The intention of this document is to highlight the ideas most relevant to the subject brought up during the **RiConnect Thematic Meeting 3** on 22-23 April 2021.*

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

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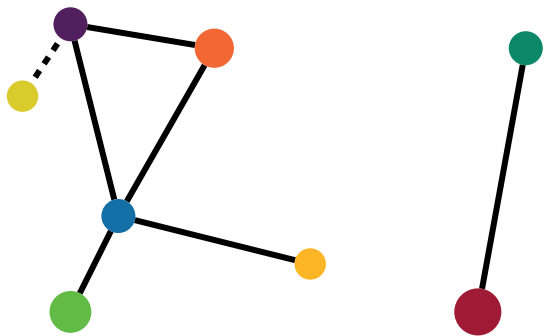
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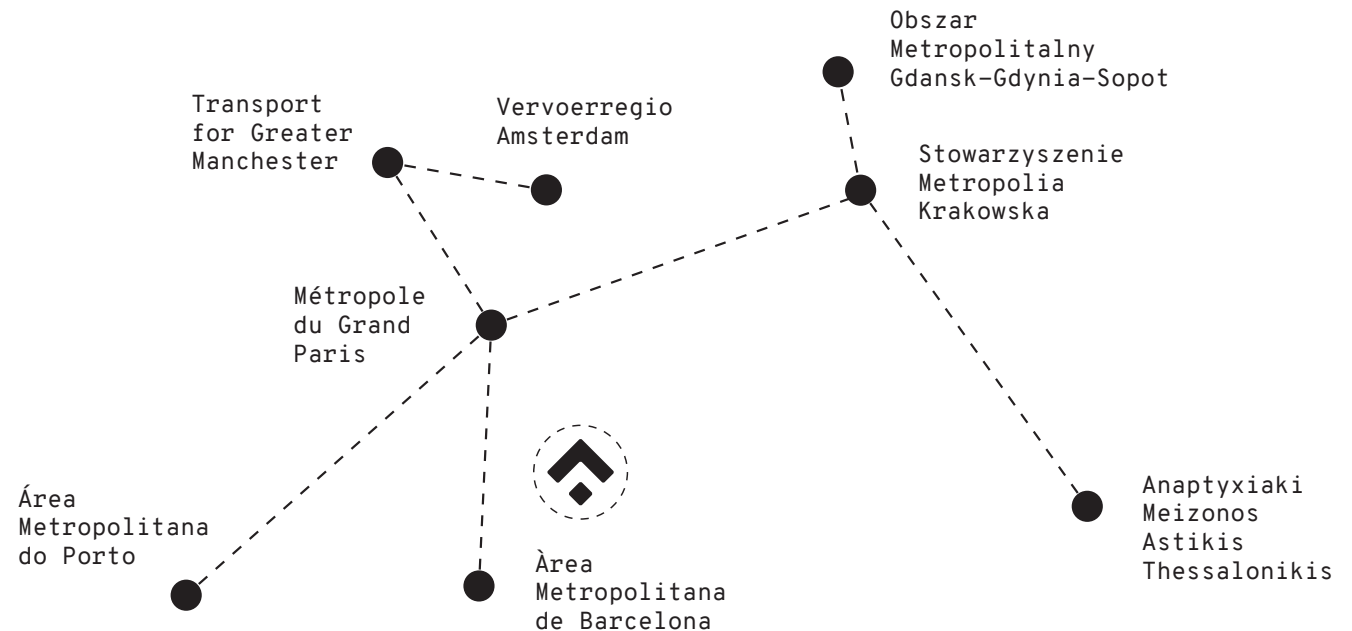
What is RiConnect?



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?



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Metropolia Krakowska



LISETTE HEIJKE
Rainproof
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GERTJAN HULSTER
Filmmaker and
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ROLAND KREBS
Lead Expert



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Meeting programme

THURSDAY 22ND APRIL 2021

Morning session: Rethinking for adding ecosystem functions

- 09:45 CET Let's have a coffee together!
- 10:00 CET Welcoming words by Aggeliki Canula, MDAT Managing Director
- 10:10 CET **Rethinking for adding ecosystem functions** Introduction session (LE)
 - Concepts and hypothesis
 - Projects and good practices
- 10:30 CET **Keynote: Oranje Loper**
by Donald Nutbey, project manager at Amsterdam Municipality,
and Marc van Deventer and Boni Goedhart, project managers at VA
- 11:00 CET Panel discussion and Q&A
- 11:20 CET Coffee break
- 11:30 CET **Ecosystem functions** Break-out session
Multilevel governance | Users and stakeholders | Case studies and ideas
 - Group 1: AMB + MDAT + OMG-G-S + TfGM
 - Group 2: AMP + VA + MGP + KMA
- 12:10 CET Discussion of the Break-out sessions (LE + e-facilitators)

Afternoon session: Greener Thessaloniki

- 14:00 CET **Deep dive into MDAT Case** > Get to know Thessaloniki and the planning site
Video visits and discussion panels
 - Recoding Urban Voids: ex-military camps and metropolitan functions
 - Greener Thessaloniki: ecosystem functions
- 15:00 CET Coffee break
- 15:10 CET **Spotlight #1: Rainwater management**
by Lisette Heijke, Rainproof Amsterdam
- 15:20 CET **Camp-to-park: Kodra** Break-out session
Work with ULG members on 3 aspects of the Kodra camp project
 - Group 1: Metropolitan identity and integration of the park
 - Group 2: Small scale actions and placemaking
 - Group 3: Implementation process
- 16:00 CET Discussion about the Thessaloniki Case (LE + e-facilitators)

FRIDAY 23RD APRIL 2021

Morning session: Project goals and visions

- 10:00 CET **Spotlight #2: Cycling as a cultural thing**
by Gertjan Hulster, movie maker and sociologist
- 10:10 CET **IAP Goals and Vision** Break-out session
Peer-group review session:
3 parallel groups, guiding questionnaire will be sent out before
 - MGP + AMB
 - KMA+ VA + TfGM
 - OMGGS + AMP + MDAT
- 10:50 CET Discussion about Goals and Vision (LE+e-facilitators)
- 11:10 CET Coffee break
- 11:20 CET **Where we are (LP)**
 - Progress check
- 11:50 CET **Next steps in the project cycle (LE)**
 - IAP structure
- 12:10 CET How can we do better? Feedback session
- 12:20 CET Wrap-up and closing

What are the main objectives?

1. To discuss the 'Rethinking for adding ecosystem functions' topic, and learn from a wide range of projects in different European cities.
2. To deep dive into the Thessaloniki case, where we will digitally visit the Kodra site and reflect on its transformation.
3. To review the IAP vision and goals developed by each partner, so as to set solid foundations that will help draft actions.
4. To review the progress of each partner with the ULG meetings, and offer helpful tips to steer the local projects.



Let's go!



day 1

Opening remarks

10:00

Ecosystem functions, a **priority** for metropolises

Aggeliki Kanoula, MDAT Managing Director

The meeting kicked off with a warm welcome by MDAT Managing Director, Aggeliki Kanoula. Despite not being able to enjoy Thessaloniki and its 23 centuries of history, natural beauties, archaeology and monuments, Ms. Kanoula appraised the meeting as an opportunity to transfer ideas and learn from each other.

For the Major Development Agency Thessaloniki, the ecosystem topic is an utmost priority, to highlight the value of natural environment, adapt cities to climate change, and activate institutions to face the upcoming challenges. Therefore, the knowledge and tools at this meeting will be valuable for future implementation.



Input session #1

10:10

Rethinking for adding ecosystem functions

Roland Krebs, Lead Expert

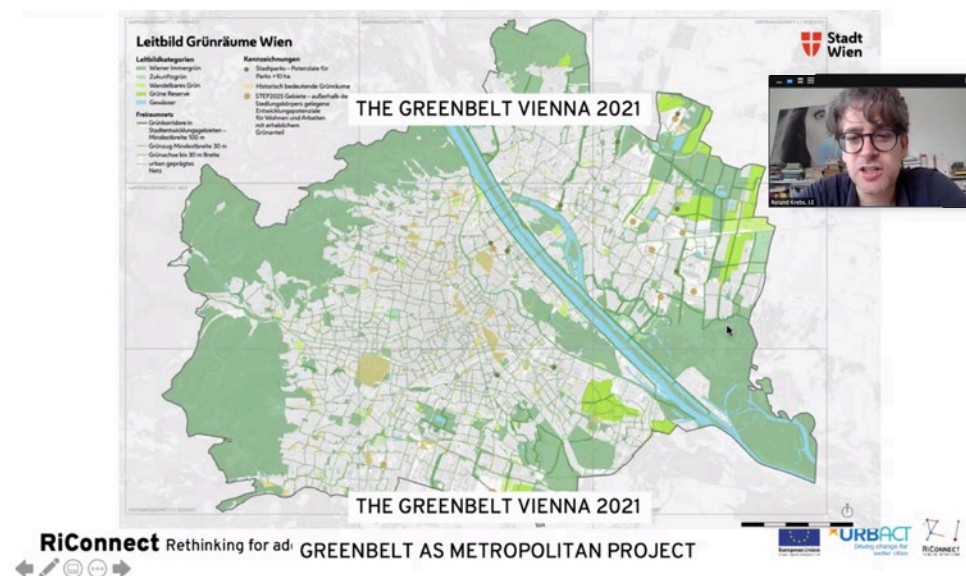
Ecosystem functions, also known as nature-based solutions, are based in people working together with nature to achieve protection, restoration, management and creation. Nature-based solutions require planning our built realm and infrastructure in harmony with the environment.

In this regard, the city of Vienna is a good example. It is using the urban heat island strategy, which aims to tackle the urban heat issue and the lack of trees in the city. To do so, a study of heat vulnerability has been conducted, and specific actions in several scales are proposed.

In a metropolitan scale, Vienna is promoting the preservation of a green belt, already proposed in 1905 and repurposed now. In the regional scale, a 7 km bike lane is being built in the Vienna riverbank, which despite the possibility of being flooded is normally usable.

In a neighbourhood scale, urban heat is avoided in new developments, with volumes that ensure good airflow, as it happens in the Neues Landgut development, and permeable soil following the 'city as a sponge' concept, as seen in the new satellite city of Seestadt Aspern.

Lastly, a wide variety of local actions are being carried out, from creating swimming gardens in the river reusing old infrastructures to greening public transit: vegetation is being added on metro station façades, bus shelters and tram tracks. Even temporary placemaking actions can help mitigate heat, as it happens in the Floridsdorf area through a pop-up park that reduces temperature by incorporating shadow and casting vapour.



Keynote

10:30

Oranje Loper

Boni Goedhart, project manager at Vervoerregio Amsterdam

Donald Nutbey, project manager at the municipality of Amsterdam

The Oranje Loper is a project located in the old city of Amsterdam, a very dense area with limited space and a need for infrastructure and services such as green areas, water storage, playgrounds or assets for heat island reduction.

In such constrained space, as Boni Geodhart explained, both the municipality of Amsterdam and Vervoerregio are promoting a revamp of the tram tracks, in order to better integrate and protect bicycle lanes, and improve the quality and profitability of the transport system while improving the environment.

To do so, the project proposes sharing the tram track space with cars, to allow for wider bicycle paths. In a broader part of the street, it also proposes creating a park crossed by tram tracks.

The project faced several troubling issues, especially the needed reduction of the tram speed, but agreements were reached to integrate the park while ensuring safety with Z-shaped crossings, to relocate tram stations, and to invest more in better bike lanes. The project will monitor the changes in order to assess success and find paths for improvement.

Therefore, the project is a good example of how to balance different interests while keeping the main goals in sight.



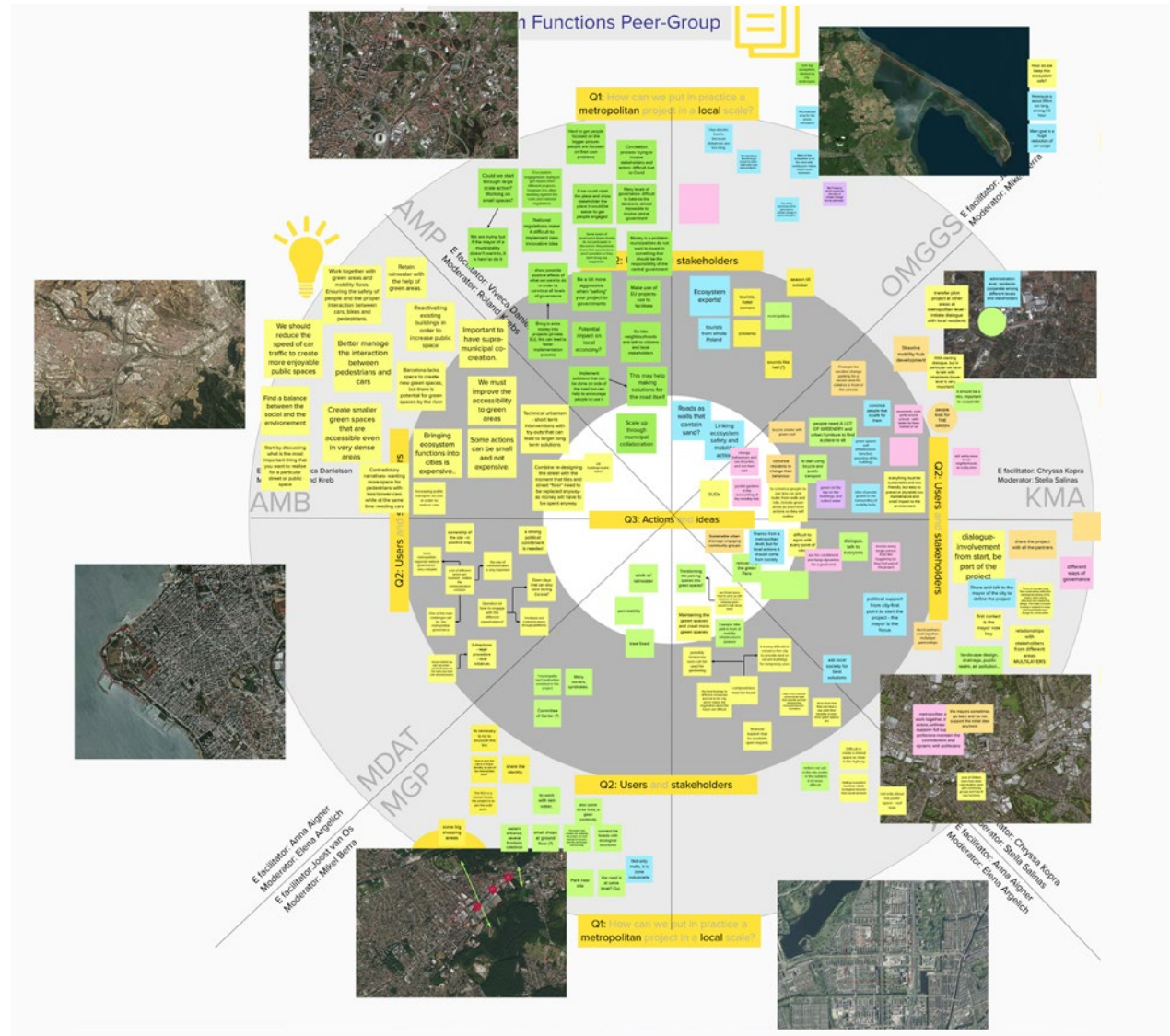
Break-out session #1

11:30

How can we integrate ecosystem functions in each site?

This break-out session aimed to apply the knowledge and examples from the input and keynote of each site.

In doing so, each partner had the chance to think about the integration of ecosystem functions in their project, while receiving rich feedback from other partners.



Round 1

AMB + MDAT + OMG-G-S + TifGM

In this round, the discussion focused on how to manage public spaces when integrating nature. However, the approach for each city differed significantly.

In Barcelona, the management of public space must improve the interaction between pedestrians and cars. A clear vision of what should be achieved is needed, while integrating ecosystem functions with small actions that can be scaled up.

Thessaloniki has a great challenge: it needs the involvement of local to national stakeholders to make sure that parks are thought from a metropolitan perspective. However, more than 15 former camps could be transformed into parks, which is a great opportunity both for cross learning and for a metropolitan implementation.

The Gdansk site is a rare case: efforts have to focus on preserving the site, and it is relevant that stakeholders are aware of it. Projects should address nature preservation and mobility improvement jointly.

The main issue for Manchester is to manage the political support and to involve stakeholders. This can be achieved by engaging the community, and showing that actions will favour them.

Therefore, making improvements visible is relevant for these processes. Quoting Bart Schalkwijk, 'you can remove the cars, but you should show what you give people instead'.

Round 2

AMP + VA + MGP + KMA

In the second round, all partners detected a shared challenge: facing multilevel governance, which makes negotiation necessary to assign duties. However, each city has specific issues.

In Porto, they want to foster external or private investments that can help trigger small-scale actions faster. To do so, cooperation from the administration is essential.

For Amsterdam, co-creation is a great tool to reach compromises between different levels of government. In addition, they feel the need to add green spaces or temporary uses.

The Paris case has a special location: between two forests, and in the edge between urban and rural landscape. To face this challenge, they could join the two forests with tree lines and pervious soil, in order to reduce nuisances, remove urban breaks and remix the city.

Finally, multilevel engagement is vital in Krakow, so that this pilot project can be transferred to other spots in the metropolis. Citizens are claiming for more greenery, and fast action can help to convince them to change their behaviour towards mobility.

Greener Thessaloniki

14:00

Deep dive in the IAP site

The approach to Thessaloniki and its IAP site was done through two excellent videos. The first one showed the opportunities offered by the IAP site, Kodra camp, to become a metropolitan park. In the second video, we learnt how Thessaloniki has transformed urban voids into vibrant public spaces, in a city with great need for more green areas.



KODRA: CAMP-TO-PARK

One of the greatest challenges for Thessaloniki is how to rethink its large urban voids into vibrant and integrated pieces of the city. There is a wide range of spaces to be transformed in the metropolis: military camps, former industries and historic buildings.

The former military camp of Kodra, in the municipality of Kalamaria, is one of such spaces. The camp sits in a privileged location, the Karabournaki peninsula, right in the seashore and with great views over the Thermaikos gulf.

The end of its military use has led to a reflection about the future of the park. The space is well needed to host services of the surrounding dense areas, and the former buildings can host cultural functions, while the space has been declared as a green area of supra-local character.

Planning will reorganise the area and integrate it with the surrounding street network, while preserving the environmental relevance of the park. Yet until such planning is approved and implemented, actions are being taken to dynamize the space.

Thessaloniki: from Blue to Green

NEW PARK PROJECTS IN KALAMARIA

Green spaces are scarce in Thessaloniki, and consequently, areas like Kodra camp are hidden gems inside the city. However, Kodra is just one in many projects in Thessaloniki's metropolitan area aimed to gain more green spaces for citizens.

In the municipality of Kalamaria, the Olof Palme Park shows the efforts to create new parks and leisure areas. The new park has an integrative design approach: playgrounds and natural features are not an add-on; they are part of the landscape design.

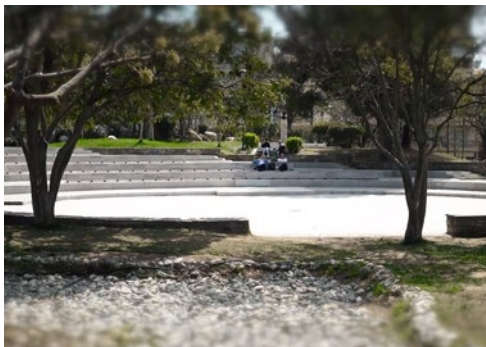
In addition, Kalamaria will also create a sensory park, appealing to all five senses and offering a more interactive, hands-on experience. Therefore, this project will bring a pleasant experience to children with disabilities, and an opportunity to socialize.

METROPOLITAN GREEN SPACES

In a broader metropolitan scale, Thessaloniki has undergone relevant public space transformations. The most relevant project is the new Thessaloniki waterfront: a redesign of a 5 kilometre-long stretch between the city and the sea.

The project creates a continuous coastal promenade, and a number of 'green rooms' or gardens which create varied atmospheres.

Another remarkable proposal is the transformation of Pavlos Melas military camp into a metropolitan park. To do so, walls of the camp were tore down and a completely new space was opened to the city allowing permeability, while preserving and strengthening the existing natural ecosystem.



Spotlight #1

15:10

Making Amsterdam climate resilient: a network approach

Lisette Heijke, Rainproof Amsterdam

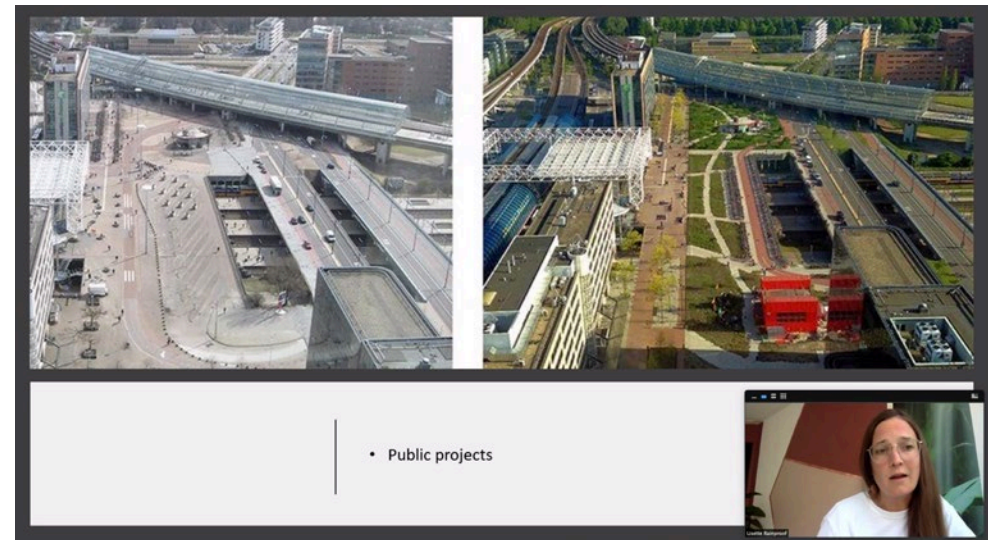
Rainproof, a Waternet programme, is a network approach for making Amsterdam climate resilient. With over 100 parties involved, everyone plays a role in our city. Space in Amsterdam is 50 % public and 50 % privately owned, so only when we connect both types of space will be able to deal with the changing climate.

Climate change needs to be tackled urgently, but it also brings opportunities. We need to reassess the way we use our rainwater, and revalue green areas and biodiversity. They actually make cities much more pleasant to live in and improve people's health and social wellbeing. Additionally, a climate resilient city is a much more creative city.

So let us have a positive story and the energy to adapt, rather than a disaster image to motivate us. Various case studies show that it is possible, from small-scale proposals such as plant-roofed bus stops to large projects such as station plaza transformations.

Therefore, do whatever you do, but do it rainproof!

A network that connects different stakeholders to build a rainproof, climate-resilient city



Break-out session #2

15:20

Kodra calling! It's time for all to think about the future park

How will the Kodra project be implemented and integrated in the metropolis? The goal of the break-out session is to think about the future of Kodra park, especially emphasizing the steps of the project that will lead to a new, open green space for Thessaloniki.

The discussion has focused on three main topics: the metropolitan integration of the park, the placemaking activities that can activate the space in the short term, and the implementation processes for the longer-term vision.

Therefore, thanks to the rich presentations by MDAT members, participants had a great insight of the three topics, which led to a rich discussion in all three rooms.



Integration

How to include the metropolitan perspective and show city and park as one?

Stella Psyllaki, presenter

Elena Argelich, moderator

Stela Salinas, e-facilitator

After noting that Kodra is a wonderful place, the group agreed that the place needs a singular identity. This can be achieved through a logo, which can integrate values such as topography, nature, the waterfront, and so forth.

History and buildings must also be preserved and tell their past. We found a nice example in a park in Duisburg, Germany, which can be revamped with punctual interventions. The project also creates an opportunity to improve the Kalamaria waterfront. In addition, given that it is halfway between the airport and the city, Kodra could be a gateway destination for tourists. In a closer scale, the park should be better integrated with the bordering city fabric, and allow for pedestrian connections.

However, the greatest challenge is to create a metropolitan park network, which can serve the redevelopment of more than 30 military camps existing in the metropolis.

Placemaking

How to trigger the process in the park and raise public interest?

Paraskevi Tarani, presenter

Roland Krebs, moderator

Chiel de Jager, e-facilitator

In a general sense, placemaking means adding value to an area by connecting a city with a park, and creating the conditions to encourage people to go there. This can be achieved by including a variety of objects and activities related to the landscape, historical identity and regulations of the park (i.e. park beautification, adding shade, bars and recreational services in containers, etc).

A bottom-up, community oriented approach considering the needs and ideas of Thessaloniki citizens (i.e. invite the community to the park, organise summer schools, sports activities etc.) is also suggested. The objective is to create an experience enhanced with useful activities, sights and even smell (i.e. aromatic garden). User feedback can be valuable to incorporate an organic and experimental approach to planning.

A successful example is the transformation of the Anne-de-Bretagne Bridge in Nantes, which will be transformed into a plaza above the river, while adding tramway tracks.

Implementation

How to transform the park in the long term and who to involve?

Nikos Koutsomarkos, presenter

Mikel Berra-Sandín, moderator

Olina Pappaioanou, e-facilitator

The input by Nikos Koutsomarkos posed two methods for the implementation of the Kodra park project: the old school way, that is, urban planning through legal documents; and the participatory way, by means of scalable actions.

After such input, participants discussed the details of each method. To reflect the transformation on the local urban plan has various constraints and it takes longer. Moreover, the land transfer of the area has a limited deadline (99 years), although this is not considered a problem.

However, the project needs to engage both local and metropolitan public. To do so, the park has to attract people through big events, for metropolitan public, or smaller events, for the locals: festivals or other events, for example.

Lastly, accessibility is key for the success of the Kodra park project. This area needs a better connection with the city, and sustainable and active mobility modes need to be promoted. In fact, even if a metro station is built in the future, nowadays most visitors arrive by car.





day 2

Spotlight #2

Documenting Dutch cycling culture

Gertjan Hulster, filmmaker and sociologist

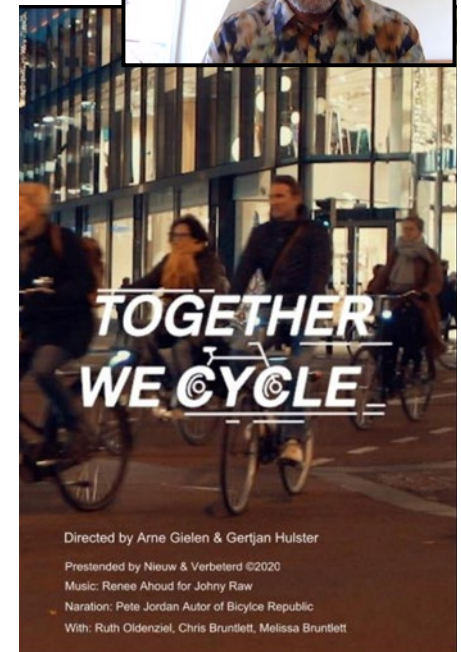
Through his movies, filmmaker Gertjan Hulster has pursued to reflect on the Dutch cycling culture, both in the hidden effects of cycling and the history that has led to the cycling tradition in the Netherlands.

One of the main challenges was to discover what is special about cycling in the Netherlands, given that it is so common among their citizens that it is hard to explain. Resorting to foreign experts such as Chris Bruntlett was eye-opening: he concluded, 'what's remarkable about cycling in the Netherlands is how unremarkable it is'.

The genesis of the cycling culture, after years of planning for motorised vehicles, was a result of a combination of various factors such as the oil crisis and the information on traffic fatalities. However, this cycling culture faced a great opposition in the 60s, as it happens today in many other countries.

Come what may, change was possible through strong leadership. The words by Groningen Alderman Jacques Wallage make it clear: 'People ask their government for safety, but they don't realise that safety depends on what people are prepared to sacrifice'. Therefore, thanks to traffic calming, most roads in the Netherlands are safely rideable and cycling is deeply ingrained in their culture.

10:00



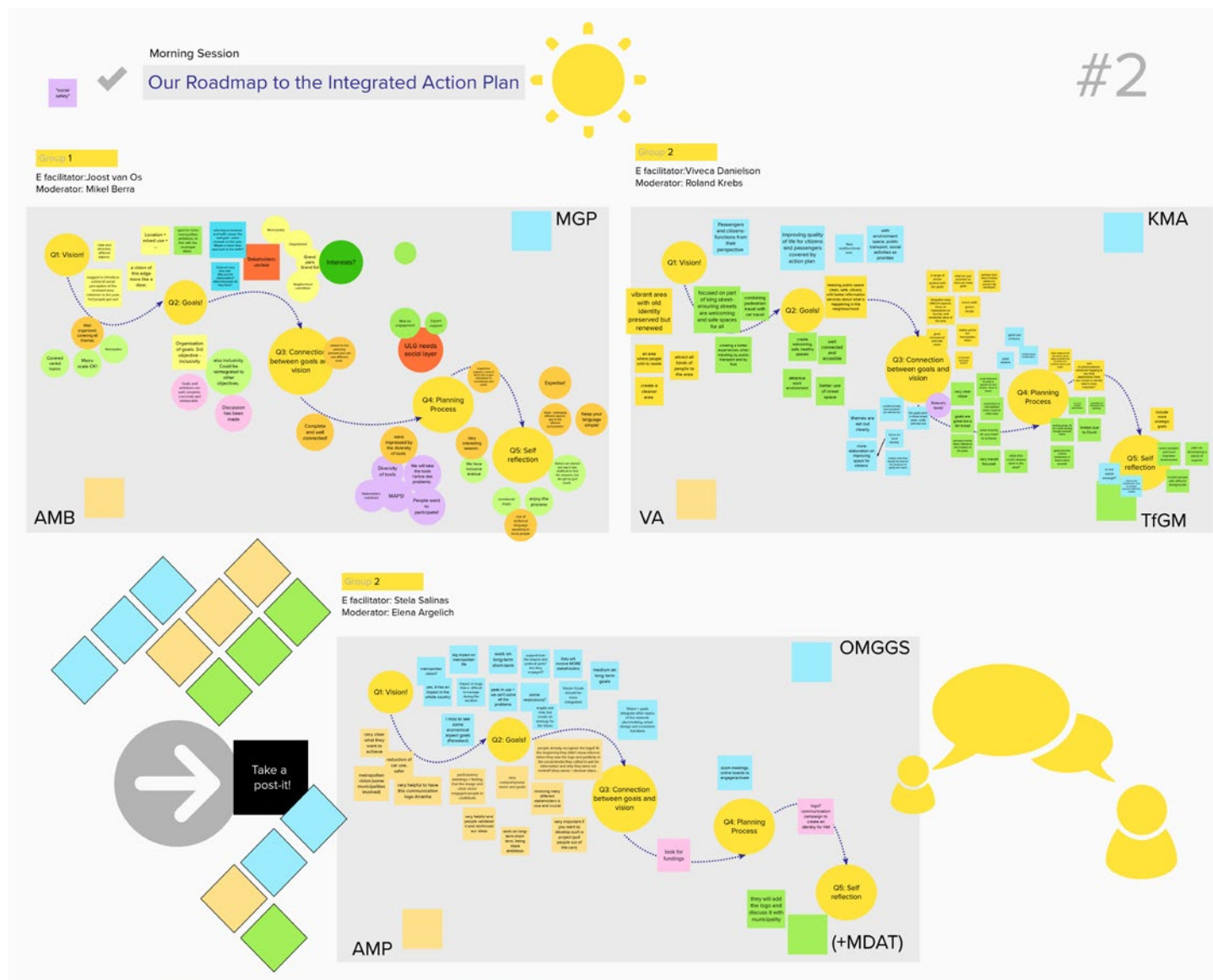
Break-out session #3: IAPs

10:10

Our vision and goals are ready to review!

The Integrated Action Plans are in good shape! It is time to review their vision and goals in order to set the stage towards a successful action planning.

Each partner prepared a brief presentation to explain their progress, and enrich the discussion with detailed explanations.



MGP and AMB

Mikel Berra-Sandín, moderator

Joost van Os, e-facilitator

The session started with a presentation of the vision and goals of the AMB and MGP. Barcelona explained their process, with different types of meetings. The emerging topics led to a multiscalar approach, and the vision and goals were set through various workshops, with activities such as the problem tree.

Paris has faced several obstacles in the process to start the ULG meetings, but they created a first set of goals and a vision through one-to-one meetings with stakeholders.

Overall, the Paris vision was properly built and had a metropolitan ambition, yet it lacked social input. The goals still need more refinement, given that the stakeholders map and their interests are unclear. It would also be great to give more presence to citizens in the ULG.

As for Barcelona's vision, it was clear and had a great metropolitan impact. The goals were also rich, yet their organisation in main goals and minor goals could be improved. Especially, Barcelona's process was much acclaimed: it was enriched by a big ULG and a wide variety of tools.

As a result, both cities had great takeaways to keep improving their own vision and goals, and follow the process in a more effective way.

KMA, VA and TfGM

Roland Krebs, moderator

Viveca Danielson, e-facilitator

In this discussion Krakow, Amsterdam and Manchester shared their own project goals and visions and gave their opinions on each other's goals and visions.

Krakow's vision and goals were to achieve a multifunctional area with a focus on space, public transport and social activities.

Manchester's vision and goals were to ensure that streets are welcoming and safe spaces for all and to improve the experience of travelling by public transport and by foot through enhancing the area's connection and accessibility with a better use of street space.

Amsterdam's vision was to make a cleaner and more attractive and vibrant area while preserving its old identity, to encourage more people to reside there by keeping public spaces clean, safe, and with better information services about what is happening in the neighbourhood.

In all these cities, the visions were well aligned with their goals, as well as their respective planning processes and self-reflections.

OMG-G-S, AMP and MDAT

Elena Argelich, moderator

Stela Salinas, e-facilitator

The discussion between Gdansk and Porto was very rich, with lots of inputs that made the time scarce.

As for Gdansk, even though the metropolitan vision should be clearer, the impact on the metropolis and the whole country is relevant. The project also needs to involve more stakeholders, and it should integrate other topics of the network. Communication is also very important, and creating a logo could help enrich the process.

In Porto's document, their vision is very clear. Communication has been really helpful and has created a project hallmark to make it recognisable, raising interest from stakeholders. The goals were also comprehensive and clear. Participants have validated their ideas, but this offers the opportunity to be more ambitious and think about short and long term actions.

Therefore, both teams learnt from each other, and they were encouraged to look forward in the process and start thinking about issues such as funding.

There are eight crucial principles for successful Sustainable Urban Mobility Planning



Vision



- **"Change Arranha into a pleasant place to live and work".**

However, despite the fact that this vision focuses on residents and direct users of the space, there are thousands who pass through it daily, so it is essential to ensure an integrated articulation with the metropolitan space in a perspective of mobility, since Arranha is an important node on the intercity and metropolitan road network.

Network overview

Progress check

Joan Caba, Lead Coordinator

The goal of this session is to check on how every partner's IAP and meetings are going, to make sure that no one is left behind.

Even if there are some partners that are slightly behind, it is encouraging to see that they are taking measures to speed up, and we are sure all teams will deliver.

The session also had some paths for activation, in case it is needed:

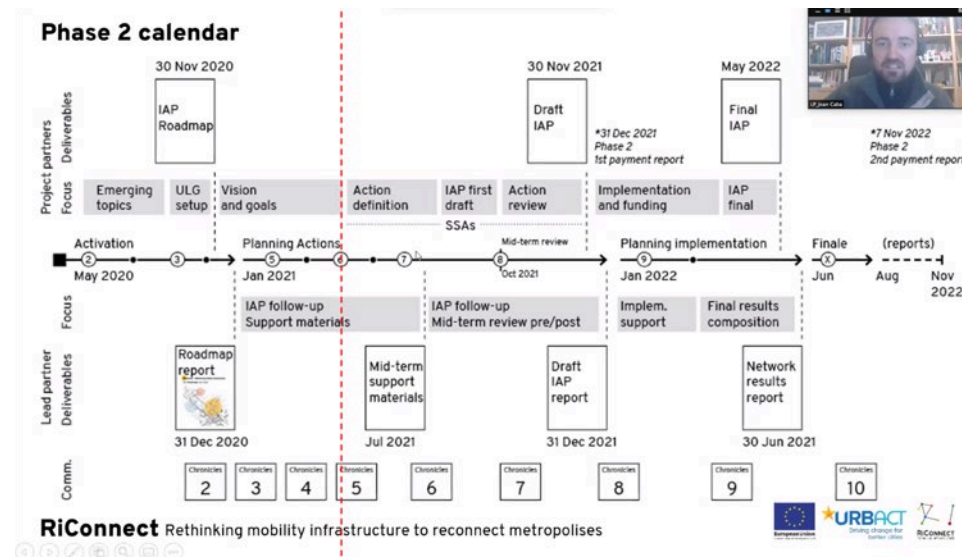
- Allocate workforce: internal or external
- Have at least a 'RiConnect person' with an overview on the process
- Ask any doubts to the Lead Partner or Lead Expert: We're here to help!
- Share your progress: at least in LinkedIn, but you can also do so in Twitter or other channels

11:20

Management

Elena Argelich, Network Manager

URBACT offers the opportunity to rearrange funds between different budget categories. These changes do not need any special procedure if the change is below 20%.



Communication

Stela Salinas, Communication Officer

The presentation showed stats on the LinkedIn performance of each partner. It is especially relevant to see that social media accounts offer great opportunities to all partners to reach out to new people and stakeholders, and build consensus.

In such process, partners like AMP and KMA are standing out, sharing information of each event and uploading pictures or screenshots of the meetings.

Afterwards, an exemplifying speed-up video showed the process of posting an article, announcing a meeting or creating an event. As you can see it is not rocket science, and it can have great impact!

Moreover, the RiConnect Newsletter is coming! This new channel was introduced as a way to share news from the events. The platform will create a record of the different issues in order to have an overview of all events at a glance.

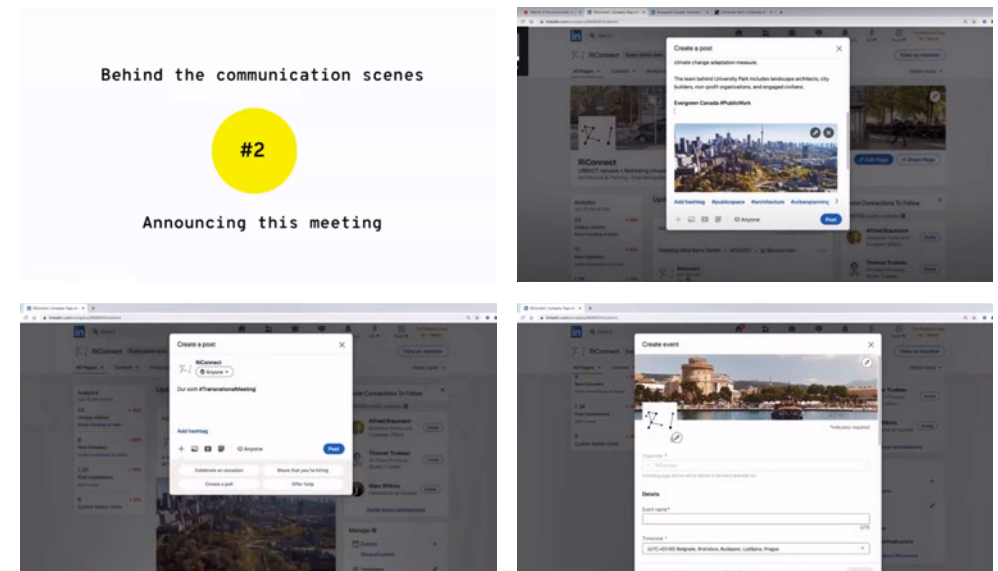
Lastly, all partners were asked to take a family picture, so that we can share who is behind the process.

Maps and agenda

Mikel Berra-Sandín, Project Coordinator

Last but not least, base maps were shared with partners, thus facilitating the comparison among all project sites.

At the end, all partners were reminded of the schedule of next events: upcoming webinars and transnational meetings.



Input session #2

12:00

Deep dive on co-creation actions

How to engage efficiently with citizens and stakeholders, either in person or digitally?

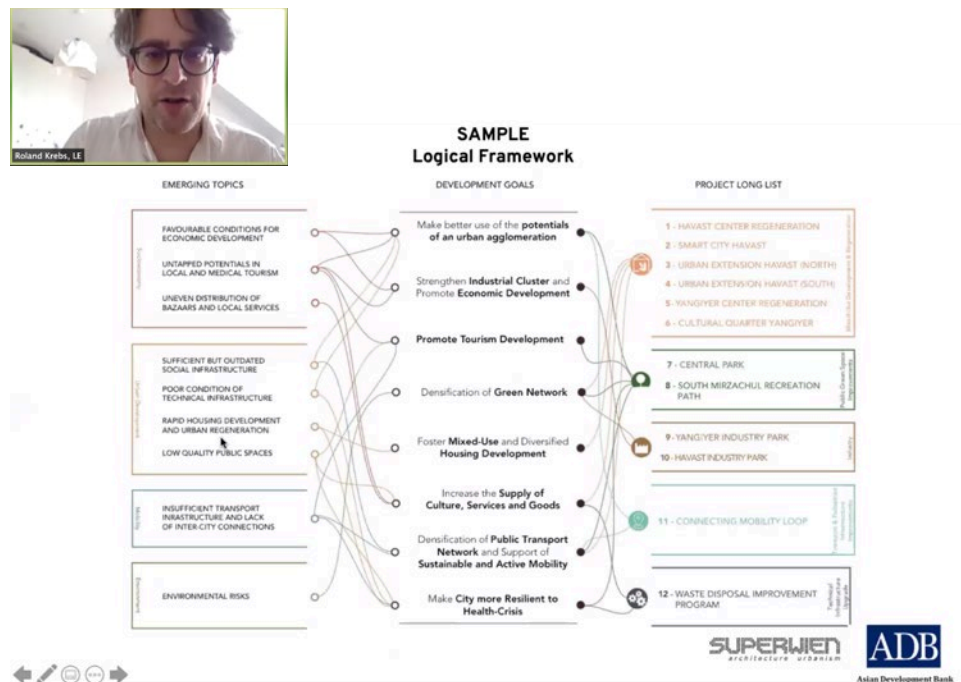
Roland Krebs, Lead Expert

The co-creation process is accelerating in all the local projects, and the time to draft actions is coming. In order to orient the process, we are sharing the structure of the Draft Integrated Action Plan, so that all partners can start filling in the different chapters.

In this stage, we will need to refine the stakeholder map, design an urban strategy, define a minimum of six integrated actions and elaborate a logical framework that relates the emerging topics, the goals and the actions.

Besides, in order to support the ULG meetings, it is relevant to prepare a co-creation concept, so that meetings have rich outcomes that help shape the project. The previously explained co-creation toolbox has a wide variety of engagement strategies to conduct successful meetings.

This process will be supported with frequent one-to-one meetings with the Lead Partner and Lead Expert, and we are sure all partners will engage with the public and enjoy the process!



PIR session

12:20

How can we do better?

It is always relevant to know the opinion of all participants in order to keep improving the meetings and avoid digital fatigue. In addition, this time we will have the chance to talk about possible travels and the pandemic situation.

The positive aspects were:

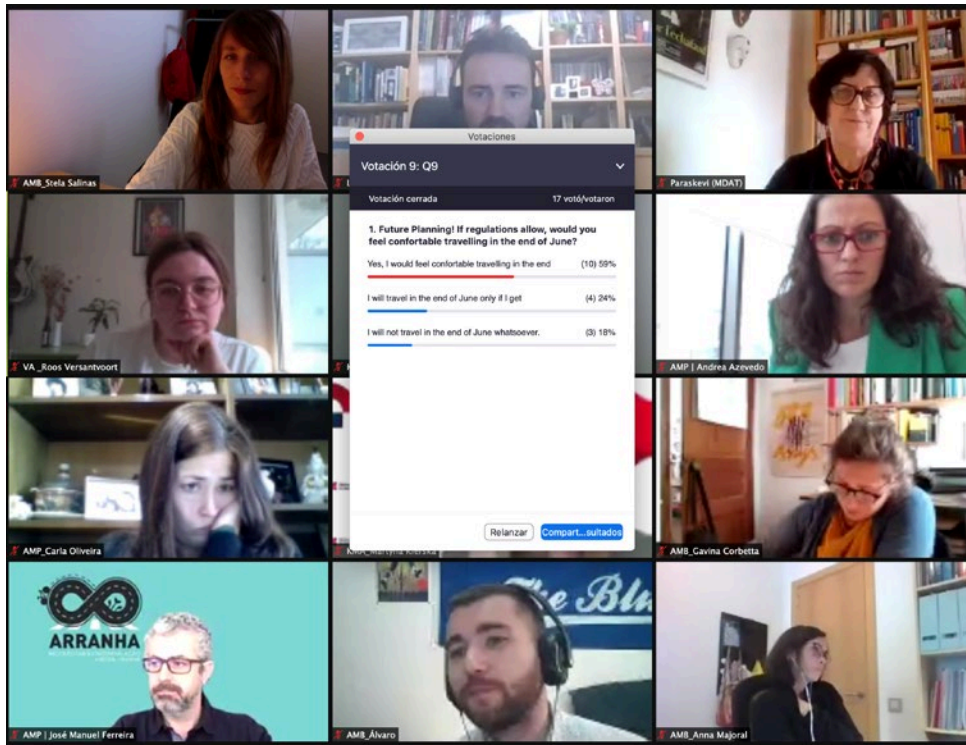
- The overall setting of the Transnational Meeting is much appreciated.
- It is positive to have the opportunity to reflect on each project site in the break-out sessions.

Aspects to improve:

- The break-out sessions can still be improved, especially in terms of time management.

On travel and the pandemic:

- The majority would like to have the next meeting in person, but a significant amount of people would rather prefer to be cautious.



Final recap

12:30

Time to keep up with our local projects!

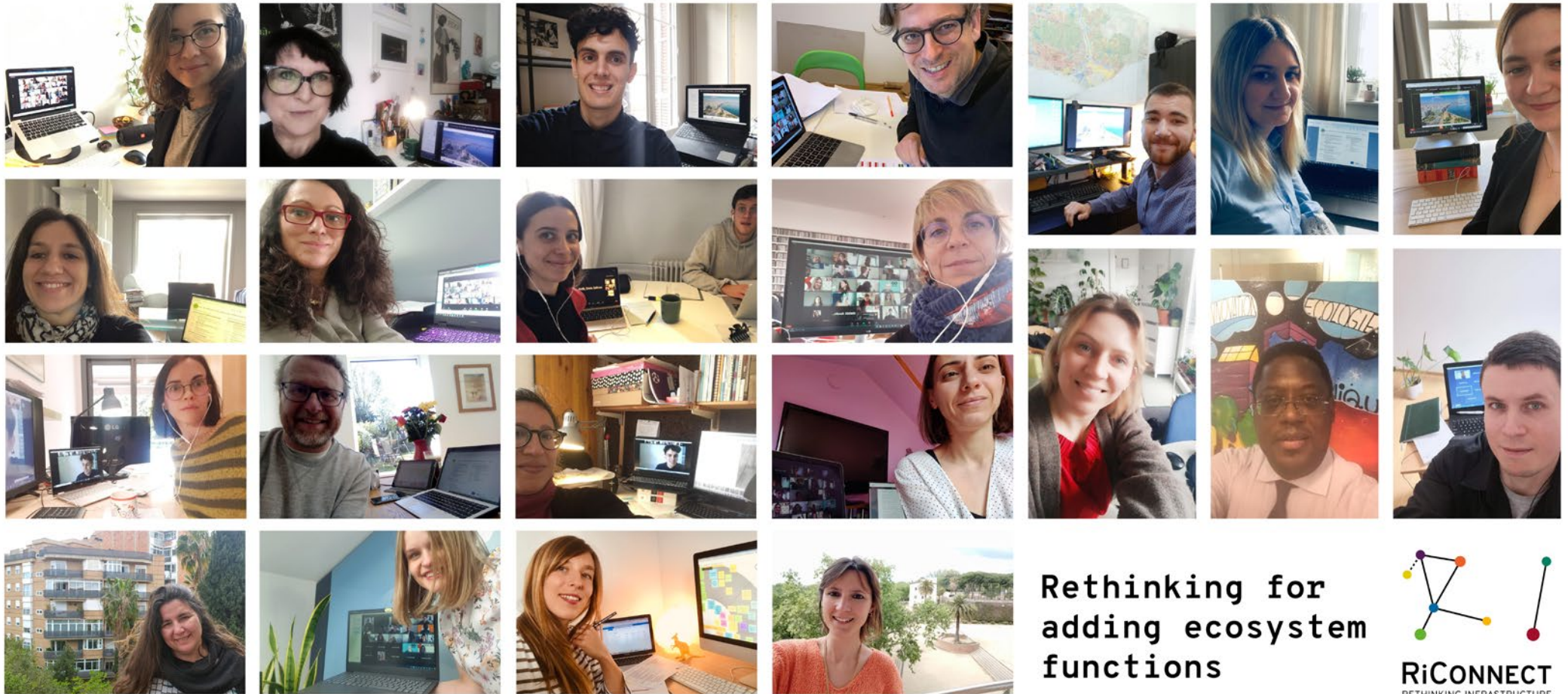
The network is in a relevant point, in which all local projects need to step up the pace. To achieve it, the next two months will be intense, so that all partners have a well-crafted local group and actions before the summer.

All partners will have to focus in the design and implementation of their co-creation strategy in the following weeks, with the support of the Lead Expert and Partner.

As a network, we will continue to prepare for the upcoming steps of the project. To do so, a webinar on small-scale actions will be held, and further instructions on the IAP structure will be developed. We are hoping to hold our transnational meetings physically as soon as the pandemic allows it.



RiConnect Transnational Meeting 6



Rethinking for
adding ecosystem
functions



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, Mikel Berra-Sandín and Isabel Clos

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AMB | Stela Salinas and Mikel Berra-Sandín

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 3 on 22-23 April 2021.



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