

# The RiConnect Chronicles

# Thematic Meeting 4

## Planning the metropolis

TRANSNATIONAL MEETING 7  
DIGITAL – HOSTED BY MGP  
JULY 5-6 2021



**RiConnect**  
RETHINKING INFRASTRUCTURE

**07**

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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 4** on 5-6 July 2021.

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

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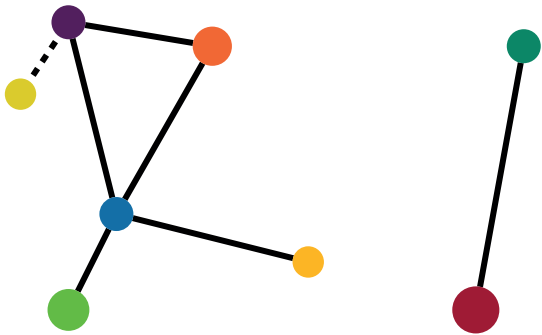
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# What is RiConnect?



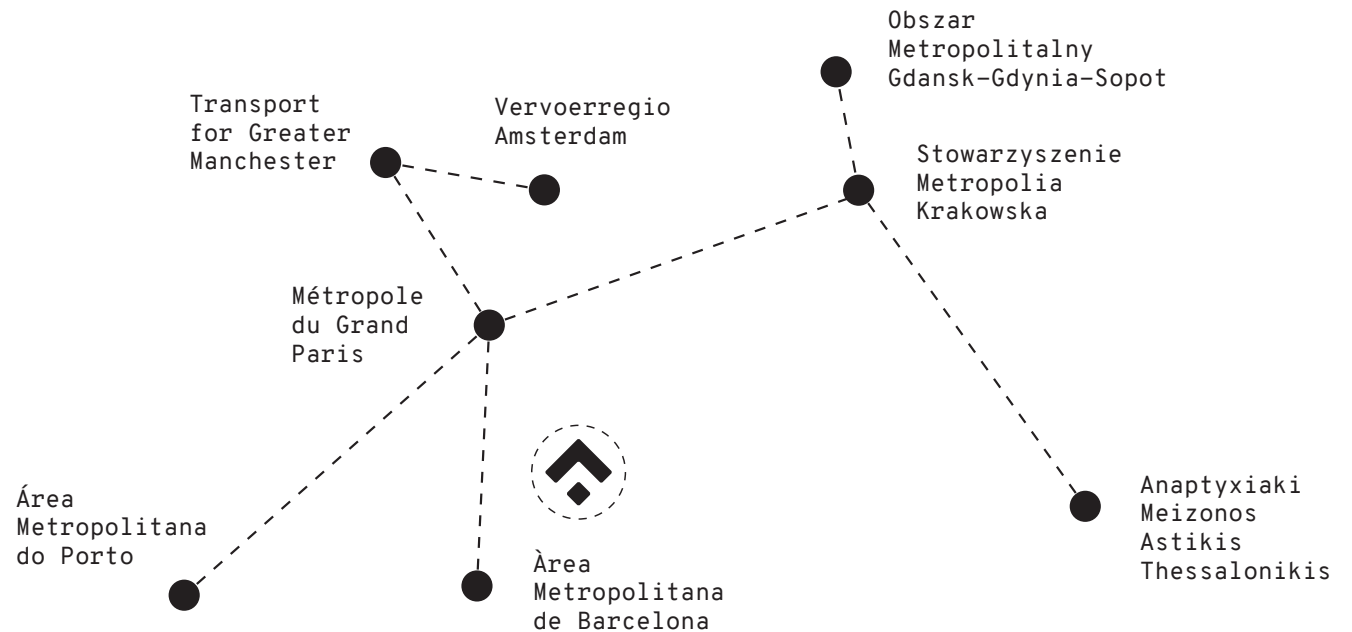
## RiCONNECT

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?



**MALIKAH ALIBHAI**  
Interpreter



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Network Manager



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Métropole du  
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Project Coordinator



**MARINE BINCKLI**  
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**SIMON HENRY**  
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aménagement



**MARTYNA KIERSKA**  
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Anaptixiki Meizonos  
Astikis Thessalonikis



**ROLAND KREBS**  
Lead Expert



**JESSICA LEBRIQUER**  
Interpreter



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Institut Paris Région



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do Porto



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Àrea Metropolitana  
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Métropole du  
Grand Paris



**JONATHAN MARSH**  
Transport for Greater  
Manchester



**PIERRE-YVES MARTIN**  
Mayor of Livry-Gargan



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**ELZA MENDES**  
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**CARLA OLIVEIRA**  
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Communication Officer



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Vervoerregio  
Amsterdam



**STEFAN TALEN**  
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**PARASKEVI TARANI**  
Anaptyxiaki Meizonos  
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Transport for Greater  
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# Meeting programme

## MONDAY 5<sup>TH</sup> JULY 2021

### Morning session: Open symposium - Paris: Planning the metropolis

- 09:45 CET Let's have a coffee together!
- 10:00 CET Welcoming words by Pierre-Yves Martin, Mayor of Livry-Gargan  
Short film "Let's create the Métropole du Grand Paris together"
- 10:15 CET Rethinking metropolis planning – by Roland Krebs, RiConnect Lead Expert
- 10:35 CET Metropolitan governance - by Olivier Renaudie, Professor in Public Law, Université Paris 1 Panthéon-Sorbonne
- 10:55 CET Grand Paris Express - by Marine Binckli, Responsible for parliamentary relations and national elected officials, Société du Grand Paris
- 11:15 CET Panel discussion and Q&A
- 11:30 CET Coffee break
- 11:35 CET Integrating Paris's ring road: Les Ateliers du Périphérique - by Patricia Pelloux, Deputy Director, Atelier Parisien d'Urbanisme (APUR)
- 11:55 CET SCOT: Metropolitan Master Plan - by Pierre-Yves Martin, Mayor of Livry-Gargan
- 12:15 CET Panel discussion and Q&A

### Afternoon session: Transforming a highway into a boulevard

- 14:00 CET Deep-Dive into MGP Case > Get to know the Livry-Gargan site
- Film: IAP Site Visit
  - Thematic presentations: urban project, single-houses area and road transformation
- 15:00 CET Coffee break
- 15:10 CET Spotlight #1: New Metropolitan centralities  
by Isabel Tomé, Àrea Metropolitana de Barcelona
- 15:20 CET Road to street: Poudrerie-Houchailles Break-out session  
Work with ULG members on 3 aspects of the Poudrerie-Houchailles project
- Group 1: Strengthening the ecological corridor through the site
  - Group 2: Mixing housing and activities North of the road
  - Group 3: Transforming a road infrastructure with a structuring role
- 16:00 CET Discussion about the Livry-Gargan Case (LE + e-facilitators)

## TUESDAY 6<sup>TH</sup> JULY 2021

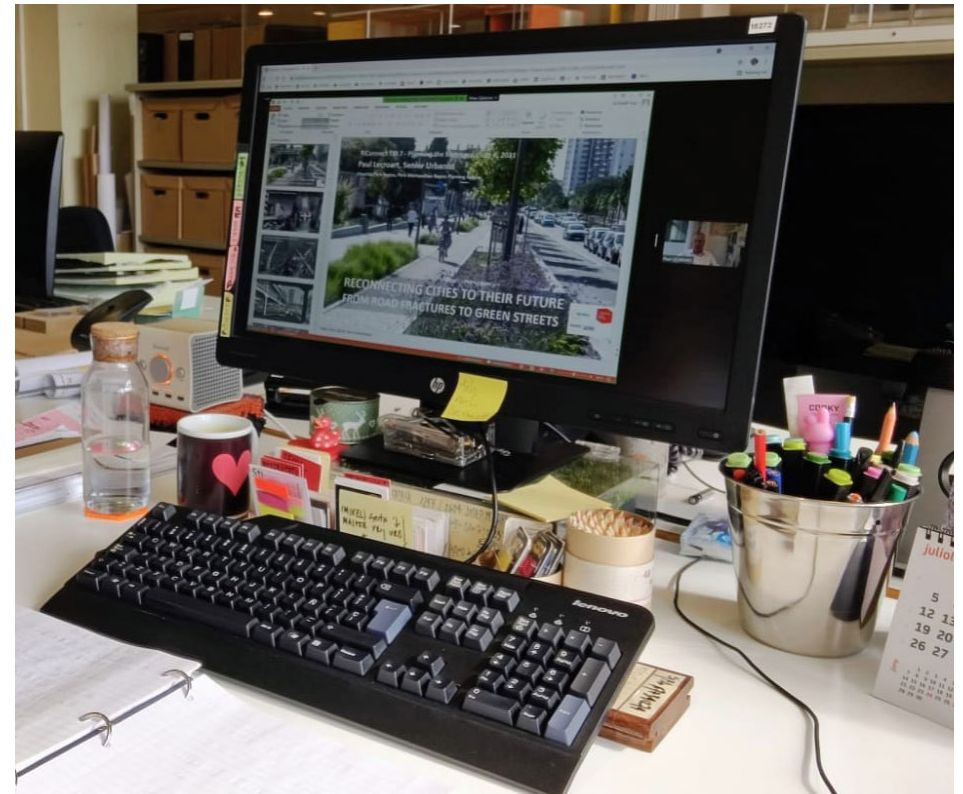
### Morning session: Action planning and Small-scale actions

- 10:00 CET Spotlight #2: Reconnecting Cities to their Future:  
From Road Fractures to Green Streets -  
by Paul Lecroart, Institut Paris Region
- 10:10 CET Draft Action Planning Break-out session  
Peer-group review session  
4 parallel groups, guiding questionnaire will be sent out before
- MDAT + OMG-G-S
  - VA + TfGM
  - MGP + KMA
  - AMP + AMB
- 11:00 CET Discussion about Action Planning (LE+e-facilitators)
- 11:30 CET Coffee break
- 11:40 CET Next steps in the project cycle: Small-scale actions
- 12:00 CET Network administration (LP)
- 12:15 CET How can we do better? Feedback session
- 12:20 CET Wrap-up and closing



# What are the main objectives?

1. To hold an open symposium on the Métropole du Grand Paris, discuss relevant infrastructure project examples and hear new voices from outside the project.
2. To learn about how infrastructure transformations can lead to a better planning of the metropolis.
3. To support the reflection process at the Livry-Gargan site, so as to rethink its future and get key takeaways that can help in all local projects.
4. To review the IAP drafts, in order to make sure the goals and vision of each project are coherent with the proposed actions and with the overall RiConnect approach.
5. To set the stage for the upcoming tasks in the process: the execution of small-scale actions and the Integrated Action Plan Draft.



**Let's go!**



Open symposium

# Grand Paris

# Opening remarks

10:00

## Metropolitan planning, **vital** when rethinking infrastructure

*Pierre-Yves Martin, Mayor of Livry-Gargan*

The mayor of Livry-Gargan welcomed the session regretting that attendants could not be on site, but hoping to receive the RiConnect partners in the city soon. For the mayor, the challenge in their city has three main dimensions: mobility infrastructure, parks and the urban fabric, and RiConnect is helping to tackle all of them.

In addition, planning plays a vital role in this process, so it is of the utmost convenience that the meeting covers the 'Planning the metropolis' topic. To conclude, the mayor appraised the work done by the RiConnect network, given that it feeds their work, and wished all participants an enriching discussion, hoping that the Métropole du Grand Paris and Livry-Gargan serve as a source of inspiration.



# Rethinking metropolis planning

10:15

## How will future metropolises be, and how Vienna is preparing

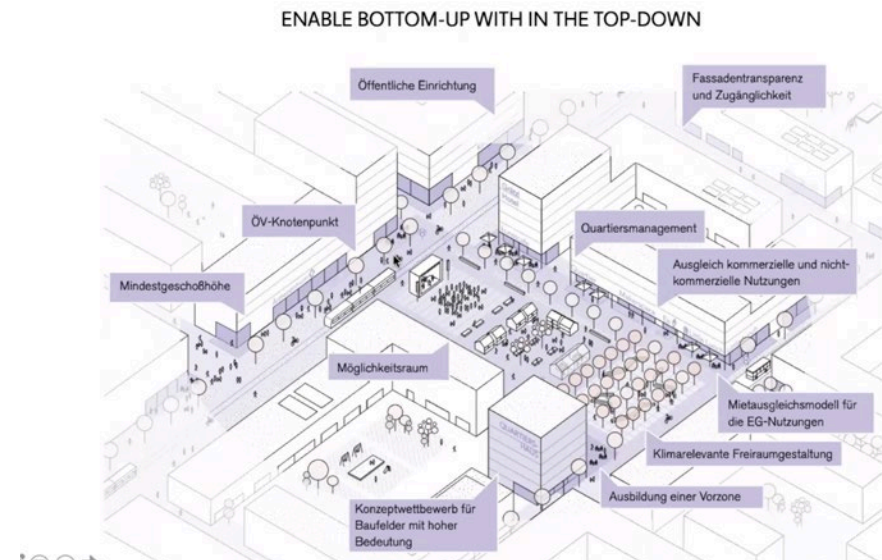
*Roland Krebs, Lead Expert*

Mobility is key for a successful metropolis, and it is important to achieve short-distance metropolises that favour mixed uses and urban intensification.

A powerful hypothesis for the future of metropolises is to shift their structure from monocentric to polycentric. To do so, existing transportation stops offer great opportunities to create new subcentralities. This process should be led in a participatory and integrative manner, as URBACT promotes, to make sure all stakeholders are part of the process.

In Vienna, projects at various scales are following this process. In the neighbourhood scale, the new satellite neighbourhood of Oberes Hausfeld is being built alongside two metro stops, while participatory workshops are being held to involve entrepreneurs and associations in the process. At the city scale, there is a strategy towards the multicentral city, which includes adding new functions around transportation stops, to both regenerate existing centralities and create new ones. Lastly, at the metropolitan scale, there is a lack of government structure, but the infrastructure already exists: it just needs a narrative to build a better connected and thriving metropolis.

## **Mobility and new urban developments come hand by hand in Vienna, with great ideas to reinforce existing centres and create new ones**



# Metropolitan governance

10:35

## The Métropole du Grand Paris and its administrative framework

Olivier Renaudie, Professor in Public Law,  
Université Paris 1 Panthéon-Sorbonne

How to manage a metropolis? Governance needs to involve cooperation and coordination in order to be effective, but to do so a clear framework is needed, and government frameworks are frequently conditioned by historical and political factors.

### II. The second level: public territorial establishments



In the case of Paris, the thought of Greater Paris started as a utopia to create a world city. Indeed, Paris was conceived as a representative capital rather than a major city, and thus it had greater control from the central Government. As an example, Paris did not have an elected mayor until 1977.

However, the shift towards being a major city where people live and work led to the need to create a metropolitan body. Therefore, the Métropole du Grand Paris was created in 2016, with 131 municipalities and 7 million inhabitants.

This added a new layer of governance to an already complex structure, which includes the region (Île de France), the departments, the metropolitan body, the 'public territorial establishments' and the municipalities.

This array of levels, not precisely organised but rather mixed up, is complex and difficult for citizens to understand. To simplify it, several solutions are possible, such as rethinking the 'public territorial establishments'. Come what may, the goal must be to ensure that all competencies are applied without fragmenting the territory, and making sure that inequities are tackled.



# Grand Paris Express

10:55

## New rail lines across the metropolis

*Marine Binckli, Responsible for parliamentary relations and elected officials, Société du Grand Paris*

The Grand Paris Express is the new metro development for the Paris region, and is the biggest transportation and urban development project in Europe. The project aims to add 200 km of new rail lanes across the metropolis, with 4 new metro lines and 68 stations.

To do so, opposed to the existing metro lines that are mainly radial, the new metro lines are being designed in a peripheral way, so that all communities are easily connected without having to go through the city centre. In addition, they will connect airports, business areas and education hubs.

However, it is not only a transport project. It is an urban project, with new urban developments that will create 'station neighbourhoods'. This will lead to between 250.000 and 400.000 new housing units around the stations. In addition, stations are expected to bring character and identity to the neighbourhoods, with noteworthy architectural and artistic projects that adapt to each territory.

Works are already on track, with first openings due for 2024 and completion expected in 2030.

## An ambitious project to connect the communities surrounding Paris and create new opportunities for urban development

### A driving force for housing



A potential of  
**1 000 000**  
Built on (or within 50 meters of stations)

**250 000 to 400 000**  
New housing units in the vicinity of the stations

# Les Ateliers du Périphérique

11:35

## Workshops for the integration of Paris's ring road

*Patricia Pelloux, Deputy Director,  
Atelier Parisien d'Urbanisme (APUR)*

The Périphérique is the ring road that encircles Paris, and links the 22 municipalities surrounding the city. Today, 60 years after its creation, municipalities are triggering a process to rethink it. To do so, they are holding a series of workshops that have set the stage for the future transformation of the road.

Originally thought as a green belt, the Périphérique and its surrounding strip have a wide variety of urban development projects in course. Therefore, as common goals, people on workshops have agreed that the ring road needs more links, more nature and more proximity towards an amplification of the common principles of the new green belt.

As for the links, ensuring a better connection between Paris and its suburbs is key. Consequently, the goal is to transform the roadways and make sure that active mobility connection and new activities take place.

Nature also must play an important role: it must be present at the heart of public spaces and natural continuity must be ensured. Proximity is also going to be enhanced by promoting the 15-minute metropolis, so that neighbourhoods are lively and have active ground floors.

The workshops will lead to a white paper in autumn 2021, which will establish the process to transform the ring road and create the new green belt.



# SCoT Master Plan

11:55

## The metropolitan strategy for the future of Grand Paris

*Pierre-Yves Martin, Mayor of Livry-Gargan*

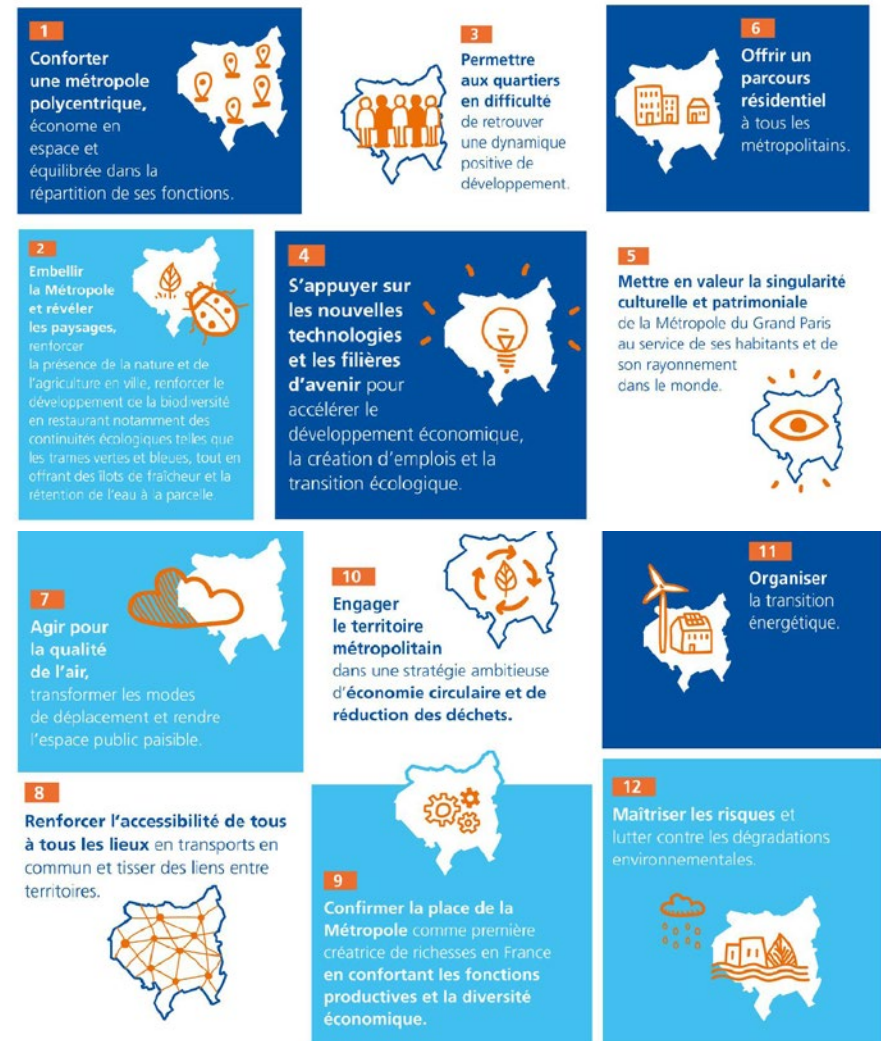
In order to ensure territorial coherence, the Métropole du Grand Paris is developing the SCoT Master Plan. It is a framework to be used alongside other national plans, and it sits between the regional planning and local plans.

Therefore, it is a development orientation affecting broad areas of intervention, and is expected to set the guidelines for the following 15 to 20 years.

The Master Plan has three parts: an analysis report, a long-term vision and a document with guidelines and actions for implementation. These documents are being drafted alongside a consultation process, through several channels.

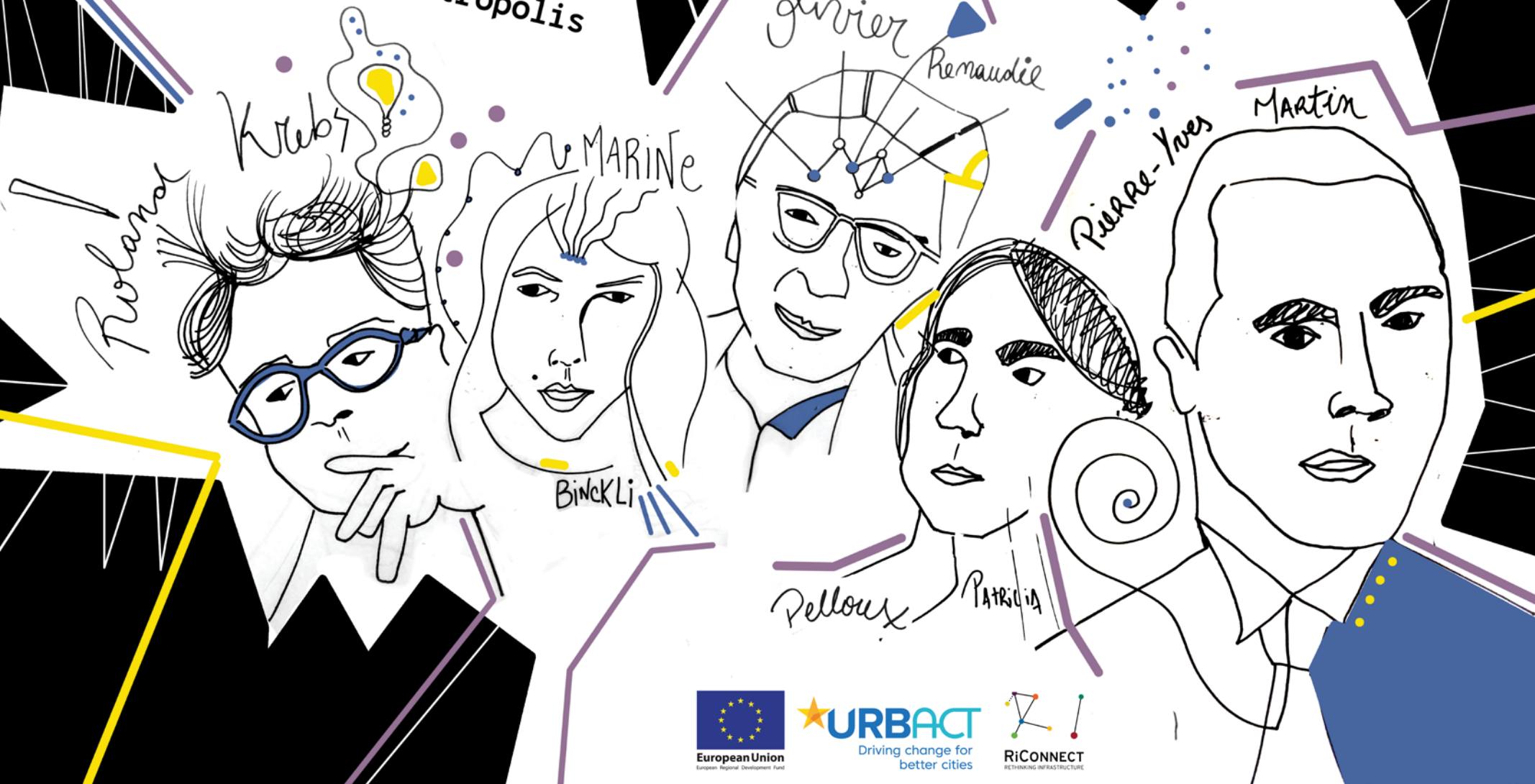
The key orientations of the SCoT are to build a polycentric metropolis, reveal its landscapes, improve living standards, rely in new technology, offer better housing, value cultural identity, improve air quality, enhance accessibility, foster circular economy, lead the economy of the country, favour energy transition and fight against climate risks.

The site in Livry-Gargan, a mixed area where infrastructure needs to be rethought, will be developed following these principles, in order to constitute a dynamic gateway to the metropolis and protect green areas.





Paris > Planning the metropolis



# Transnational meeting day 1



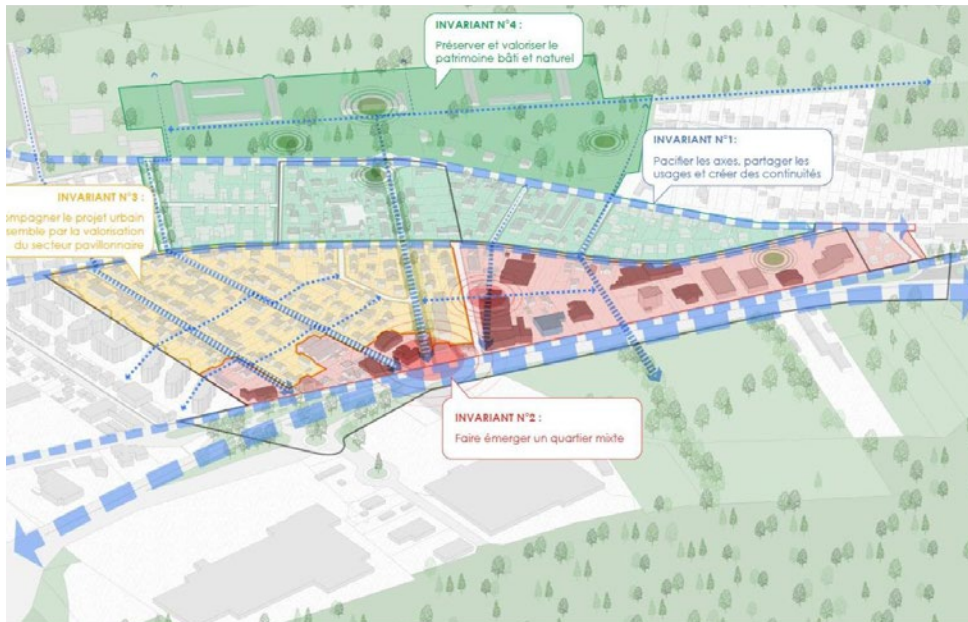


# Poudrerie-Hochailles

14:00

## Deep dive in the IAP site

### An opportunity space in the city fringe, between great natural assets and a road to be transformed



## THE SITE AS A KEY PLACE FOR METROPOLITAN PLANNING

*Lise-Adélaïde Thomas, Métropole du Grand Paris*

The Poudrerie-Hochailles site was first presented through a video that gave the Mayor's and inhabitants' vision for the transformation of this eastern fringe of the metropolis. It also shed light on key aspects of the urban fabric of our site and its location: the single houses area, the proximity to major greenspaces, the barrier created by the national road, economic premises...

The first intervention focused on the main characteristics of the site, that is to say its location at the crossroads of major natural spaces of metropolitan scale and the diversity of the urban fabric (collective/single housing whether private or public, different economic activities). It also focused on the initiatives led by the Métropole du Grand Paris in order to give a glimpse on public urban development in France (urban studies, procedures, main tools).

# Ongoing projects in Livry-Gargan

## HEALING THE URBAN FABRIC: INTERVENTIONS IN SINGLE HOUSES

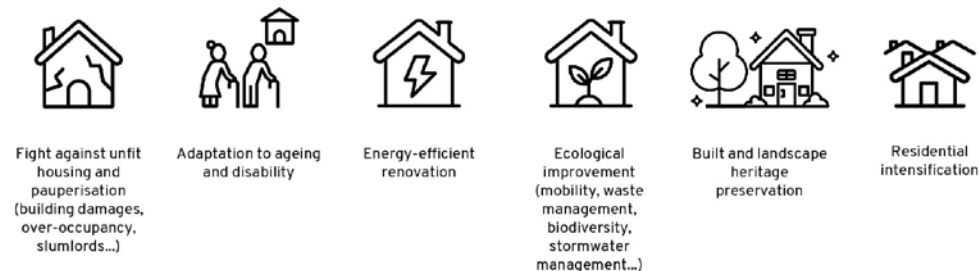
Audrey Tissot, Métropole du Grand Paris

The transformation of the large Poudrerie-Hochailles sector (56 ha) will be complemented by a strategy focused on single houses. The second presentation showed how the Greater Paris metropolis planned to accompany private owners and to create incentives to enhance private renovation, especially regarding energy efficiency.



## A global approach to improve private housing

Main objectives



## THE FUTURE OF ROAD INFRASTRUCTURE: THE TZen3 PROJECT

Lise-Adélaïde Thomas, Métropole du Grand Paris

The final presentation focused on the road infrastructure, which creates a strong barrier between the southern and northern border of the city of Livry-Gargan and is at the heart of the project. The work led by the *département* of Seine-Saint-Denis is a source of ideas. The TZen3 is a two-fold project: it is based on the creation of a new public transport line along the national road and the physical transformation of the infrastructure creating new lanes for cyclists and pedestrians and improving vegetation.

By 2025, the TZen3 will serve a section of the national road between Paris and the western entrance of Livry-Gargan. One of our challenges will be to determine whether it is relevant to extend this project towards the eastern entrance of Livry-Gargan or whether other initiatives and urban design solutions should be implemented.



# Spotlight #1

15:10

## New centralities in the metropolitan master plan

*Isabel Tomé, Àrea Metropolitana de Barcelona*

The Metropolitan Urban Master Plan is Barcelona's new metropolitan planning tool, which will set the guidelines for the following decades. In the process, it has been decided to work in the existing city, avoiding extensions of urban fabric, and to shift towards a polycentric structure.

The plan recognises and strengthens the existing centralities, and creates new areas of opportunity. In addition, it protects the natural and ecological structure, favouring climate resiliency. And most importantly, the plan designs two metropolitan networks: a green network aimed to connect cities and nature, and a network of metropolitan avenues and streets, which will link the different urban areas with a focus on active mobility and public transit.

The new areas of opportunity will be developed in a distributed manner throughout the territory, in places with high accessibility and options for interchange. They will be prioritized depending on their ability to relink communities divided by infrastructure, restore ecological continuity or solve barriers caused by rivers. Also, the program is determined following the social and economic needs, and the urban structure of each place. In doing so, the goal is to restructure the metropolis in a sustainable and balanced way.

## How to prioritize and assess urban growth in new centralities?





**Brea**



After the in-depth presentation about the Livry-Gargan site and the projects that will be affecting the surroundings, all partners had the chance to brainstorm about its future.

The discussion took place in three groups, focused on ecosystem functions, surrounding uses and mobility. In each group, a presentation on the topic preceded the creative exchange of ideas.



## Ecosystem functions

### How to strengthen the ecological corridor between the Bernouille woods and Poudrerie Park?

*Simon Henry, presenter*

*Roland Krebs, moderator*

*Stela Salinas, e-facilitator*

The presentation by Simon Henry offered an overview on the current conditions to strengthen the ecological connections, such as the existing green areas and the slope at the site, which is a challenge for circulation but can be an asset for a better integration.

With such relevant input, partners started to pinpoint the problems of the area: the N3 road is very difficult to cross (with just a single crossing), and the large green areas have very few access points.

The suggested solutions focused on these main problems: it is important to not only create connections but also give the “feeling” of real connection. To do so, more accesses to the parks and more trees in the main connecting streets are needed. A network of green connections could also be created, bearing in mind that the best feeling routes are not necessarily the shortest ones.

In addition, other relevant actions are slowing down the speed, and acting in land uses. Consequently, new developments could be conditioned to the improvement of public realm, or multifamily typologies could be required in some areas.

## Surrounding uses

### How to mix housing and activities north of the road?

*Lise-Adélaïde Thomas, presenter*

*Joan Caba, moderator*

*Mikel Berra-Sandín, e-facilitator*

After the presentation by Lise-Adélaïde Thomas, participants agreed that the main challenge regarding uses in the area is caused by the overwhelming presence of heavy industries, which do not cater to the needs of locals and cause huge externalities. Therefore, these activities could be replaced by local-focused industries based on knowledge. However, imagining how to start this change remains a challenge.

As a result, it is important to establish the goals: be it to introduce a mix of uses, to give a new identity to the place, or to intensify the area. Also, in this process temporary uses will be key, so as to start adding new activities before replacing the existing ones. This could happen as add-ons to existing buildings, such as atelier houses.



# Mobility

## How to transform the road infrastructure that plays a structuring role?

*Audrey Tissot, presenter*

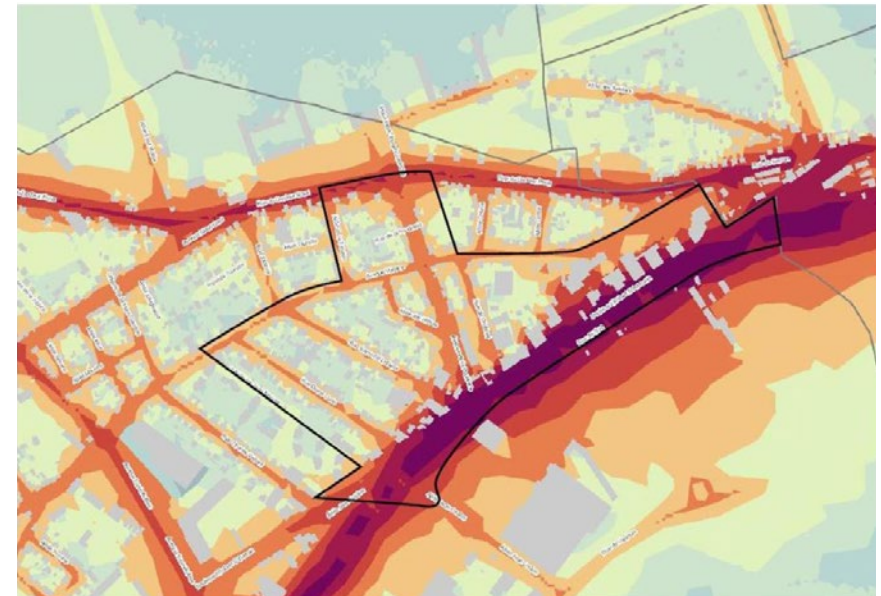
*Elena Argelich, moderator*

*Xavier Estruch, e-facilitator*

The group discussed how to transform a road with a high traffic load into a meeting and pleasant space for neighbours. The road is currently dividing two different areas of the city, one with a residential use and the other with a commercial one. In addition, both sides and the road are at three different height levels, which adds complexity to the situation.

On one hand, the different solutions must fulfil a backbone vision for the area, and on the other hand, they have to keep and promote the economic and commercial activity linked to the road.

The debate was divided into two parts. The first one focused on short term urban design solutions that could represent a considerable improvement in a quick and effective way. The second one focused on different ideas of experimentation which can significantly improve the situation in a more experimental and innovative approach, far from the conventional one.



# Transnational meeting

## day 2



# Spotlight #2

10:00

## Reconnecting cities to their future

*Paul Lecroart, Institut Paris Region*

How can cities reconnect with their future? This is the question to ask when rethinking mobility infrastructure, so as to work towards a friendlier city.

In the 1930s, cars were supposed to serve cities and solve their problems, and therefore, many roads were built, which carried economic welfare at the cost of destroying communities. In addition, traffic segregation was established, either in layers or through zoning. Also, roads have many negative externalities, given that they act as barriers, foster urban sprawl and cause more traffic.

However, it is relevant to know what happens when converting highways into boulevards. Against all odds, things get better not only as public space, but also in terms of mobility, given that people shift to other modes. Many projects are an example of it, such as the Cheonggyecheon in Seoul or the Seine riverbank in Paris.

To sum up, these projects allow for urban intensification, connect people better, help reducing emissions, add greening and create quality public spaces. However, these strategic projects need the political will to face uncertainty, and should offer quick wins to earn social recognition. This requires a holistic vision, and RiConnect will keep promoting it alongside the Metrex network.

## Changing the paradigm from road fractures to green streets



# Break-out session #2: IAPs

10:10

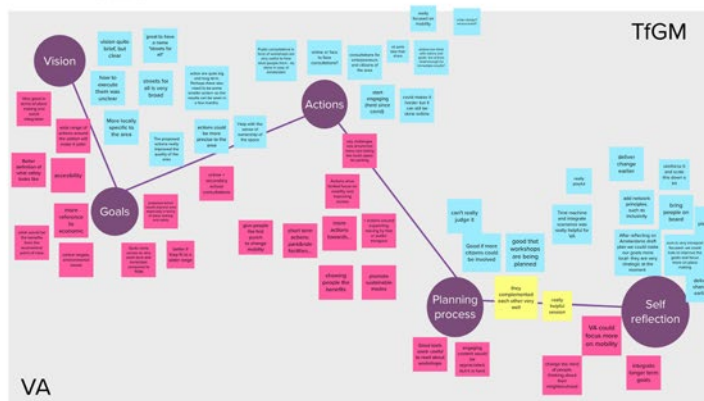
## Time to review our draft actions, and build a coherent plan!

The second break-out session aimed at reviewing the progress of each partner and making sure everyone is on the right path towards delivering their IAP draft by the end of the year.

### Morning Session Our Roadmap to the Integrated Action Plan



Group 1  
Moderator: Stela Salinas  
E facilitator: Viveca Danielson



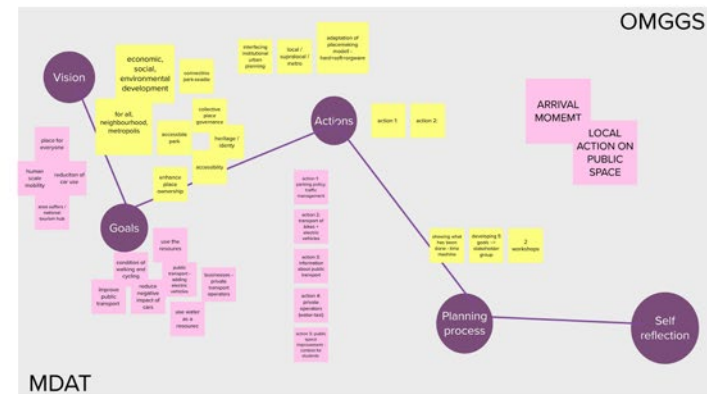
Group 2  
Moderator: Mikel Berna  
E facilitator: Xavier Estruch



Group 3  
Moderator: Joan Caba  
E facilitator: Elena Argelich



Group 4  
Moderator: Eutropian  
E facilitator: Roland Krebs





## TfGM and VA

*Stela Salinas, moderator*

*Viveca Danielson, e-facilitator*

In this break-out session, TfGM and VA shared their thoughts on the vision, goals, actions and planning process of each other's draft action plan, as well as some self-reflections on their own plans.

Both parties were impressed with each other's plan as they were clearly written and well defined. A key takeaway was that Amsterdam's action plan focused more on the short term and immediate goals and actions, while Manchester's was broader and at a longer term.

Amsterdam was inspired by Manchester to try to focus more on mobility while also integrating long-term goals. Manchester was encouraged to develop action more specific to the area, as well as incorporating short-term actions that could show results in a few months. Amsterdam and Manchester's action plans complemented each other very well and allowed a useful comparison that led them to learn from each other's different approaches.

## KMA and MGP

*Mikel Berra-Sandín, moderator*

*Xavier Estruch, e-facilitator*

The group reviewed the IAP proposals developed by Métropole du Grand Paris and Krakow Metropolis Association, focusing on weak points and possible recommendations.

The session first discussed the global vision of both actions plans, underlining their clear strategy and their complexity including multisectoral perspectives. Then the debate moved to the goals and the specific actions to reach these objectives. The group emphasized the importance of directly linking actions to objectives; otherwise, the overall strategy loses strength.

Moving forward, the session focused on the two planning processes, stressing the need to differentiate between urban design and urban planning and highlighting the wide range of tools to involve citizens: SWOT analysis, brainstorming, emotional maps, neighbourhood councils, online meeting and site visits.

Finally, the two groups made a useful self-reflection about their plans, including their strengths, their weaknesses and the room for improvement.



## MDAT and OMG-G-S

*Bahanur Nasya, moderator*

*Roland Krebs, e-facilitator*

From the review with Thessaloniki and Gdansk, some issues surfaced that are common to all other partners, both in the setting of the vision and goals and in the drafting of the actions.

For both teams, the vision and goals are broad enough to cover all relevant topics. However, an interesting exercise would be to think about different target audiences, to make sure a diversity of views is part of the project.

In the case of the actions, as happens with most of the partners, these still are predominantly explaining the long-term strategy, and not getting to the detail of the issues. In order to draft the actions, it is important to be aware that these actions will transform both the place and the type of users.

Therefore, the actions need to cover both the long and the short term, so that people are aware and can rely on the change that is happening. Also, it is important to clarify that all actions will impact some people and benefit others, and plans need to make sure that such impacts always offer a positive trade-off, so that all gained spaces are immediately claimed.

## AMP and AMB

*Joan Caba, moderator*

*Elena Argelich, e-facilitator*

Both teams had a very interesting discussion, with key takeaways that are valid for all partners.

Both the AMP and the AMB did add some elements in their plans that can be relevant for other sites. On one hand, involving elected officials of the opposition parties can be helpful to ensure the support to the plan, so as to make it resilient to possible government changes. On the other hand, doing risk analysis can enrich the draft actions: such analysis is expected to be done in the implementation phase, but it is useful to already start thinking about it.

In addition, both teams developed interesting goals and actions, but as it happens with other teams, there seems to be a confusion between goals and actions. Also, communication is vital: descriptions of actions need to be precise, yet they have to be done with easy words so that all audiences can understand.

# Next steps

11:40

## Small-scale actions

**Small-scale actions will help feed the action planning and make the projects visible**

*Roland Krebs, Lead Expert*

All partners are developing their action planning with great proposals, yet there is room to improve the definition of actions. To do so, small-scale actions will be a great tool.

These small-scale actions intend to experiment and prove the action proposals. Therefore, they have to be executed before the end of November, so that they can feed the IAP draft; and they need to be concrete and measurable, so that they can create feedback for the action planning.

Each partner has to do at least one small-scale action, yet these can be very varied. For example, a physical concept test can help evaluate how the future shape of the space can be. Other small-scale actions could be offering a mobility service for a limited time, organising an event or holding a training.

Some examples are a table tennis tournament outdoors, where people are invited to fill in a questionnaire about the space, or a movable piece of furniture with materials to hold events, as done in Placecity Floridsdorf.

Lastly, all partners explained their SSA ideas: from charrettes to car-free days, or street art paintings.



# Network updates

12:00

## Agenda

Joan Caba, Lead Coordinator

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

- The next steps for each partner mainly involve the drafting of the IAP and small-scale action, both due by the end of November.
- On the meantime, to prepare the mid-term review, we will send a survey to all partners. This will help evaluate how partners are feeling about their progress, and how do they find the support offered by URBACT, the Lead Partner and Lead Expert.
- Our next event will be a webinar in September, in order to reactivate the network after the summer.
- We are already planning the mid-term review meeting, which we are hoping to hold in person in Amsterdam. This is a relevant meeting to review the IAP drafting and set the path towards great final results. The meeting will be held from October 25th to 29th, with a 3-day meeting in Amsterdam and a 2-day field trip to a surrounding city.



### Next meetings

- September:** Back-to-business webinar
- October?** METREX workshop From Roads to Streets Lyon
- October 25th-29th:** TM8: Mid-Term review + field trip  
**Amsterdam (physical) + field trip city**

Mon Oct 25th- Wed Oct 27th  
**Amsterdam** Mid-Term review meeting



Thu Oct 28th - Fri Oct 29th  
**Field trip**

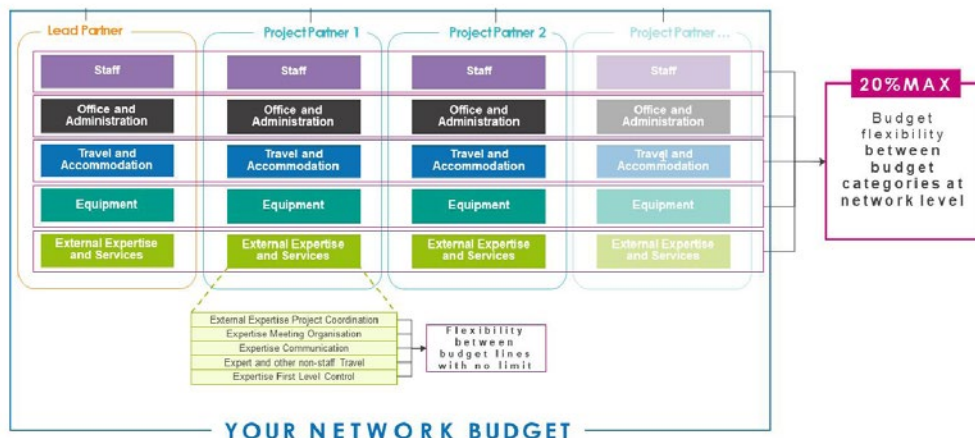


# Management

Elena Argelich, Network Manager

Being successful at management is as important as succeeding in content. To be able to do so, it is essential to know:

- The next reporting period ends on September 30th, but we will ask all partners to submit expenses by July 31st.
- Given that the pandemic has disrupted our expense plans, we will ask all partners if they want to make budget changes. An Excel file will be sent to submit budget changes.

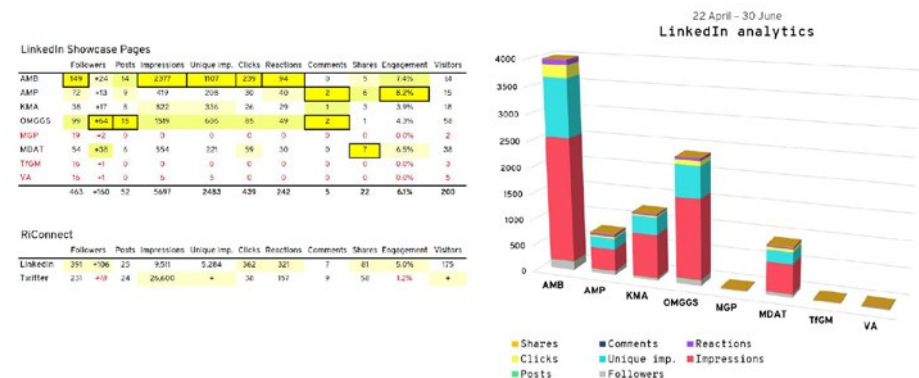


# Communication

Stela Salinas, Communication Officer

The network and its partners are making a great effort to communicate their events and knowledge:

- The Newsletter of RiConnect is up and running! We ask all partners to follow the Newsletter, and to make sure it is not sent to the Spam folder.
- All partners are improving in communication outcomes! As analytics show, more posts and followers mean more interactions.
- We encourage all partners to invite their contacts to the LinkedIn project pages, to post frequently, and to mention and tag everyone related with the post, RiConnect and URBACT.





# PIR session

12:15

## How can we do better?

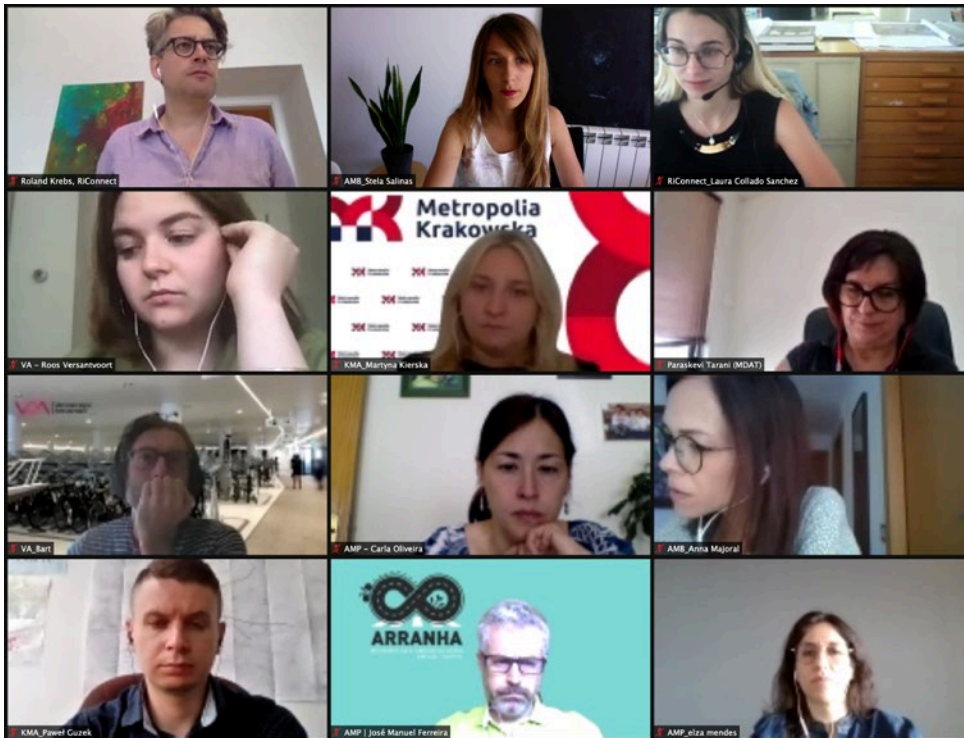
Our intention to innovate in each transnational meeting has focused on the preparation of the symposium, to make sure that expert inputs are interesting for all. Also, we are expecting for this to be the last online transnational meeting, hoping to meet in Amsterdam in October.

### The positive aspects were:

- All partners welcomed the symposium on infrastructure projects in Greater Paris.
- The break-out sessions were well received by most participants.

### Comments on future travel:

- Some partners raised their concerns on traveling to Amsterdam in October, both because conditions can change, and also due to their institutions' internal rules on international travel.
- The situation will be assessed again in September, to make sure a decision is taken with updated information.





# Final recap

12:30

## A nice in-depth session about Paris, with interesting inputs for our projects!

The meeting has been successful in sharing the metropolis planning projects ongoing in Paris, which have been of great interest for our partners and beyond! The symposium format proved attractive, as it gathered many participants from outside the project. We have also learnt about the Paris project site and about the next challenges for our networks: the small-scale actions and the IAP drafts.

Therefore, we wish all partners a great summer time, and hope we all come back in full energy afterwards! Our projects will take shape in autumn with the delivery of each IAP draft and the mid-term review, and the network will keep supporting the process with new materials and one-to-one support.



# RiConnect Transnational Meeting 7

## Planning the metropolis



# 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

## Graphic designers

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 4 on 5-6 July 2021.*



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