

# The RiConnect Chronicles

# Mid-term reflection

+ Field trip

TRANSNATIONAL MEETING 8  
AMSTERDAM - HOSTED BY VA

OCTOBER 25-29 2021



**RiConnect**  
RETHINKING INFRASTRUCTURE

**08**

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- Who is who?
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*The intention of this document is to highlight the ideas most relevant to the subject brought up during the **RiConnect Mid-term reflection and Field trip on 25-29 October 2021.***

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

## Transnational meeting

# Mid-term reflection

### Day 1

- Amsterdam Noord visit
- Institutional welcome

### Day 2

- Welcoming input
- IAP review workshop
- Amsterdam challenges
- Lelylaan IAP Placegame
  - Three spaces, different needs

### Day 3

- Mid-term reflection
  - Integrated planning
  - Mid-term review
  - Metropolis study
  - Amsterdam Centraal visit
- Reprogramming
- Final output workshop
- Surprise event

## Field trip

# The Hague – Rotterdam

- Itinerary
- The Hague
- Rotterdam
- Railway dining

## Field trip

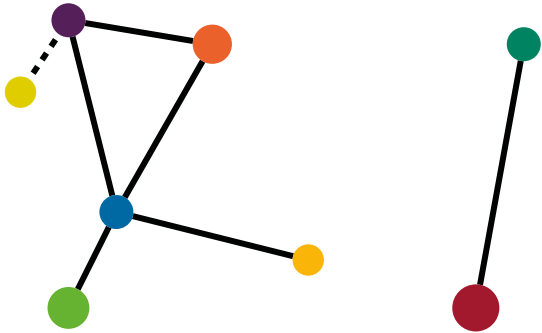
# Utrecht

- Itinerary
- 2040 masterplan
- Utrecht Centraal and Singel
- Leidsche Rijn
  
- Final recap



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# What is RiConnect?

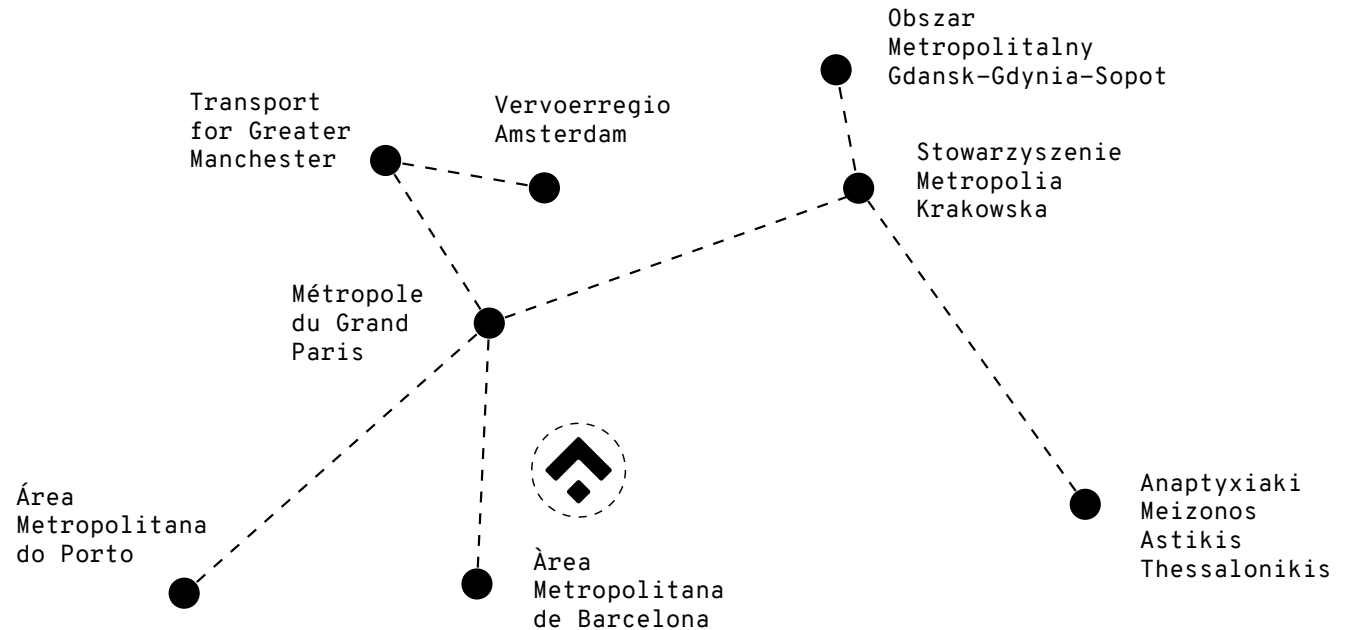


**RiCONNECT**  
RETHINKING INFRASTRUCTURE

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?



**ELENA ARGELICH**  
Network Manager



**MIKEL BERRA-SANDÍN**  
Project Coordinator



**PHILIP BIERKENS**  
Municipality of  
Rotterdam



**BARBARA BIRR**  
Obszar Metropolitalny  
Gdansk-Gdynia-Sopot



**MIKE BRANTJES**  
Hart voor de K-Buurt



**EVELINE BRONSDIJK**  
Municipality of  
Rotterdam



**BART BUDEL**  
Municipality of Utrecht



**JOAN CABA**  
Lead Coordinator



**CHIEL DE JAGER**  
Vervoerregio  
Amsterdam



**EGBERT DE VRIES**  
Deputy Mayor of  
Amsterdam



**JULITA EWERT-STAWOWY**  
Stowarzyszenie  
Metropolia Krakowska



**JOSÉ FERREIRA**  
Municipality  
of Valongo



**SALVADOR GIRVENT**  
Municipality of  
Barberà del Vallès



**MICHAŁ GLASER**  
Obszar Metropolitalny  
Gdansk-Gdynia-Sopot



**MARLOES GOUT**  
Municipality of  
Rotterdam



**PAWEŁ GUZEK**  
Stowarzyszenie  
Metropolia Krakowska



**TOMASZ JELEŃSKI**  
Stowarzyszenie  
Metropolia Krakowska



**MARTYNA KIERSKA**  
Stowarzyszenie  
Metropolia Krakowska



**ROLAND KREBS**  
Lead Expert



**MAŁGORZATA LAMOT-MIGO**  
Municipality  
of Skawina



**ANNA MAJORAL**  
Àrea Metropolitana  
de Barcelona



**RÉMY MARCÍN**  
Métropole du  
Grand Paris



**JONATHAN MARSH**  
Transport for Greater  
Manchester



**ALICJA MONGIRD**  
Obszar Metropolitalny  
Gdansk-Gdynia-Sopot



**BAHANUR NASYA**  
Ad-hoc expert



**GEMMA NUST**  
Municipality of  
Amsterdam



**CARLA OLIVEIRA**  
Àrea Metropolitana  
do Porto



**KAROLINA ORCHOLSKA**  
Obszar Metropolitalny  
Gdansk-Gdynia-Sopot



**OLINA PAPAIOANNOU**  
Anaptyxiaki Meizonos  
Astikis Thessalonikis



**MURIËL PELS**  
Municipality of Utrecht



**KRZYSZTOF PERYCZ-SZCZEPAŃSKI**  
Obszar Metropolitalny  
Gdansk-Gdynia-Sopot



**JORG PIEMAN**  
Municipality of  
Rotterdam



**MARIA PONS**  
Municipality of  
Cerdanyola del Vallès



**HANNA PRUCHNIEWSKA**  
Mayor of Puck



**JUDITH RECIO**  
Àrea Metropolitana  
de Barcelona



**ADELINA RODRIGUES**  
Municipality  
of Maia



**STELA SALINAS**  
Communication Officer



**BART SCHALKWIJK**  
Vervoerregio  
Amsterdam



**STEFAN TALEN**  
Vervoerregio  
Amsterdam



**PARASKEVI TARANI**  
Anaptyxiaki Meizonos  
Astikis Thessalonikis



**LISE-ADÉLAÏDE THOMAS**  
Métropole du  
Grand Paris



**IVAN TOSICS**  
URBACT Thematic  
Programme Expert



**MAGDALENA TURKAWSKA**  
Municipality  
of Skawina



**DESIRÉE VAN DE VEN**  
Municipality  
of Utrecht



**KARIN VAN DER WEELE**  
Vervoerregio  
Amsterdam



**JOOST VAN FAASSEN**  
Municipality  
of Utrecht



**JOOST VAN OS**  
Vervoerregio  
Amsterdam



**ROOS VERSANTVOORT**  
Vervoerregio  
Amsterdam



**ELSIE WRAIGHTE**  
Transport for Greater  
Manchester

# Transnational meeting programme

## MONDAY 25<sup>TH</sup> OCTOBER

### Morning: Travel to Amsterdam

#### Travel advice:

Traveling by plane > please have your Covid certificate + health declaration

Traveling by train > please have your Covid certificate

Moving in the Netherlands > we recommend to buy an 'Anonymous OV-chipkaart' per person – it is a reloadable wallet card, valid in all transport means: intercity trains, metro, tram and buses.

### Afternoon: Welcome to Amsterdam!

- 17 : 30 **Gathering and metro trip**  
Meeting point: Amsterdam Centraal, in front of the Loetje Centraal restaurant  
Trip: Centraal > Noord, M line 52
- 18 : 00 **Case study visit - Amsterdam Noord**  
Location: Termini 25, 1022 LB Amsterdam
- 20 : 00 **Dinner and institutional welcome**  
Location: Tolhuistuin Cultural center, Tolhuisweg 3, 1031 KT Amsterdam

## TUESDAY 26<sup>TH</sup> OCTOBER

### Morning: IAP review

Location: Business Bar Zuidoost  
Heesterveld 117, 1102 SC Amsterdam

- 9 : 00 **IAP review workshop**  
·Lead expert input  
·IAP marketplace
- 12 : 00 **Debate: “Place-based solutions in metropolitan planning context”**
- 13 : 00 **Vervoerregio and Multimodal network framework**
- 13 : 30 **Free lunch time and Zuidoost visit**
- 15 : 00 **Metro trip to Lelylaan**  
Trip: Bullewijk > Lelylaan, M line 50

### Afternoon: Lelylaan IAP site

- 15 : 30 **PlaceGame**  
Meeting point: Lelylaan Station  
Cornelis Lelylaan 37, 1062 HD Amsterdam
- 18 : 00 **Social evening and dinner**  
Location: Bar LELY, Cornelis Lelyplein 4  
1062 HX Amsterdam

## WEDNESDAY 27<sup>TH</sup> OCTOBER

### Morning: Mid-term reflection

Location: Restaurant 1e Klas at Amsterdam Centraal  
Stationsplein 15, 1012 AB Amsterdam

- 9 : 00 **IAP review workshop**  
·IAP marketplace summary  
·Mid-term review survey
- 10 : 45 **Coffee break**
- 11 : 00 **Integrated Planning by Ivan Tosics**  
·Integrated planning presentation  
·Self-evaluation exercise
- 13 : 00 **Lunch and Amsterdam Centraal visit**

### Afternoon: Reprogramming

- 14 : 30 **Reprogramming workshop**  
·IAP reprogramming  
·Network content reprogramming  
·Communication reprogramming  
·Budget reprogramming
- 17 : 30 **Meeting closure**
- 19 : 30 **Surprise event!**  
Location: Amsterdam city center, specific address to be announced

# Field trip programme

## THURSDAY 28<sup>TH</sup> OCTOBER

### Morning: Den Haag visit

- 8 : 30 **Gathering and train trip**  
**Meeting point:** Amsterdam Centraal, in front of the Loetje Centraal restaurant  
**Trip:** Amsterdam > Den Haag (50 min)
- 10 : 00 **Case study visit - Den Haag station and surroundings**
- 12 : 00 **Train trip to Rotterdam and free lunch time**  
**Trip:** Den Haag > Rotterdam (30min)

### Afternoon: Rotterdam visit

- 14 : 00 **Rotterdam project tour**  
By Municipality of Rotterdam  
**Meeting point:** TBC
- 17 : 30 **Social evening and dinner**  
**Location:** Gare du Nord Bistro, Anthoniestraat 2, 3032 CP Rotterdam
- open** **Train trip**  
**Trip:** Rotterdam > Amsterdam (45min)

## FRIDAY 29<sup>TH</sup> OCTOBER

### Morning: Utrecht visit

- 8 : 30 **Gathering and train trip**  
**Meeting point:** Amsterdam Centraal, in front of the Loetje Centraal restaurant  
**Trip:** Amsterdam > Utrecht Centraal (30min)
- 9 : 30 **Welcome by Utrecht Municipality**  
·Introduction to Utrecht by Bart Budel  
·Utrecht 2040 by Joost van Faassen  
**Location:** New Town Hall  
Stadsplateau 1, 3521 AZ Utrecht
- 10 : 45 **Project visits**  
·Utrecht Centraal Bicycle Parking  
·Singel
- 12 : 00 **Free lunch time**
- 14 : 00 **Bike visit to Leidsche Rijn**

### Travel advice:

**Getting to your flight >**  
Trains from Utrecht to Amsterdam Airport:  
Every 15 minutes, departing at .11, .26, .41, .56  
Travel time: 35 minutes

**Getting to your international train >**  
Trains from Utrecht to Amsterdam Centraal:  
Every 10 minutes, departing at .X8  
Travel time: 30 minutes



# What are the main objectives?

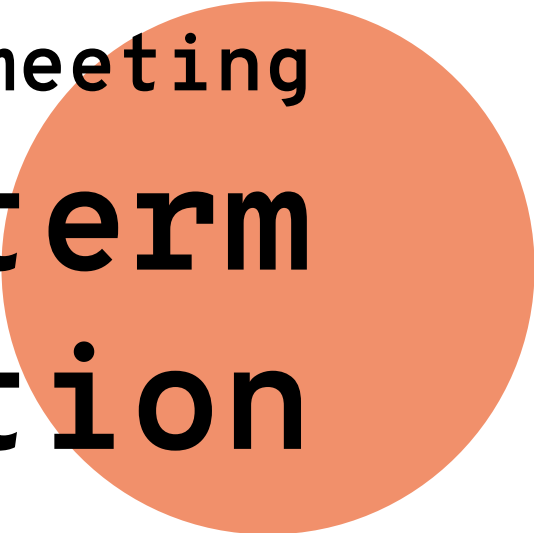
1. To perform a mid-term review of our progress as a network, in order to reflect on our successes and reorient our approach to issues where there is room for improvement.
2. To review each partner's action planning and ensure that they are truly integrated and oriented in the right direction, offering the opportunity for both peer review and one-on-one review with the Lead Expert.
3. To get to know Amsterdam's Integrated Action Plan (IAP) site, Lelylaan, and provide support in the form of bold ideas to regenerate the station and its surroundings.
4. To conduct a field trip and visit infrastructure integration projects in Amsterdam, The Hague, Rotterdam and Utrecht, in order to learn from inspiring examples and understand the challenges.
5. To meet each other in person after a year and a half! The meeting will help build synergies and maintain partner engagement.

**Let's go!**



Transnational meeting

**Mid-term  
reflection**



# Day 1



# Amsterdam Noord visit

17:30

Meeting in person after more than a year

## Mobility and new urban development go hand in hand in Amsterdam

The RiConnect partners meet face to face at **Amsterdam Centraal station** at last! It was a great moment for the partners to meet up again, as well as get to know the latest incorporations to the RiConnect team in person.

Once assembled, the group headed to the metro and took the newly-built **North-South line** to **Amsterdam Noord**. This new line connects the two sides of the river IJ and unlocks new opportunities for development on the northern side.

**Vervoerregio** member **Chiel de Jager** explained the Amsterdam-Noord intermodal station and the surrounding urban development to the group. Situated at the edge of the built city, the station serves as a transfer point for commuters arriving by car, bus or bike, with a large **bus station, 1200 bike parking spaces, and a park-and-ride area**. Thanks to the arrival of the metro line, the area is hosting new housing, institutional and commercial activity.



# Institutional welcome

20:00

## Improved mobility integration for metropolises

*Egbert de Vries, Deputy Mayor of Amsterdam*

After the visit to Amsterdam Noord, the RiConnect expedition headed to the Tolhuistuin cultural centre, on the banks of the river IJ, where they were welcomed by the **Deputy Mayor of Amsterdam, Egbert de Vries**.

In his introduction, Mr de Vries highlighted the need to **improve mobility integration in metropolises**. He explained how Amsterdam is addressing this particular challenge, showing that car ownership remains steady despite population growth.

Mr de Vries concluded by welcoming the opportunity to exchange knowledge with the partners and learn from experiences in other countries. We are eager to do so, **in person at last!**



# Day 2



# Welcoming input

9:15

## Towards a thriving Metropolitan Area - Our way to the IAP

*Roland Krebs, Lead Expert*

On Day 2, the RiConnect partners assembled in the **Heesterveld Business Hub**, a co-working and meeting area in Amsterdam's **Zuidoost**, a popular, multicultural area.

After a fast, smooth commute by metro, the day began with a review of the RiConnect project and its main outcomes to date.

The network has made steady progress and we have already held all four thematic meetings: learning from mobility, public space, planning, and ecology. Throughout the process, all the partners have moved forward in their IAPs, working to improve the integration of infrastructure and ultimately improve city life.

At the same time, the network has worked on framing the discussion on mobility infrastructures by creating a typology classification and analysing case studies. But most importantly, our work has focused on the integrated approach. This has been a vital process for our Action Plans, and has involved the use of innovative methods to engage with stakeholders at different levels. In doing so, the goal is to achieve a multi-sector approach capable of handling hardware, software and orgware. After so many online meetings, now is the time to meet up in person!

## Reflecting on our achievements - and a process to be proud of!



# IAP review workshop

10:00

Time to get hands-on!

Reviewing our action plans together



The **IAP review workshop** was the perfect opportunity to learn about each team's individual progress!

Teams worked in pairs to review their success in covering all **RiConnect topics** in their action plans.

Afterwards, we discussed the results together, paving the way for the creation of the **Draft Integrated Action Plan**.







# Amsterdam challenges

12:00

**A growing city and metropolitan area, Amsterdam is facing important mobility challenges that will be key to its future development**

## MOBILITY PLANS FOR A GROWING CITY

*Gemma Nust, Amsterdam Municipality*

**Amsterdam and its region will grow rapidly in the coming years.** By 2030, there will be 175,000 new dwellings, 70,000 of which will be in Amsterdam. The municipality is creating six mobility plans at the districts with the newest developments, in order to manage this population growth.

In these plans, the municipality is working with two scenarios: a **growth in car mobility of up to 15%**, or a no-growth scenario, where **all new mobility needs would be channelled into public transport or active mobility.**

To achieve this, four axes of intervention are planned. The first of these is **citizen behaviour**: active mobility will be promoted by seeking collaboration from employers or event organisers. The second axis, so vital to life in Amsterdam, is **cycling**: infrastructure must be improved to improve safety. **Public transport** is also part of the strategy, but in times where big investments are not feasible, efforts will be concentrated on optimising and improving the service. Finally, the municipality hopes to persuade people to **use cars less often**. All four axes will shape the future of mobility in Amsterdam and will be **key to the sustainability of urban growth.**



## BUILDING THE NEIGHBOURHOOD OF THE FUTURE TOGETHER: HART VOOR DE K-BUURT

*Mike Brantjes, Community organiser*

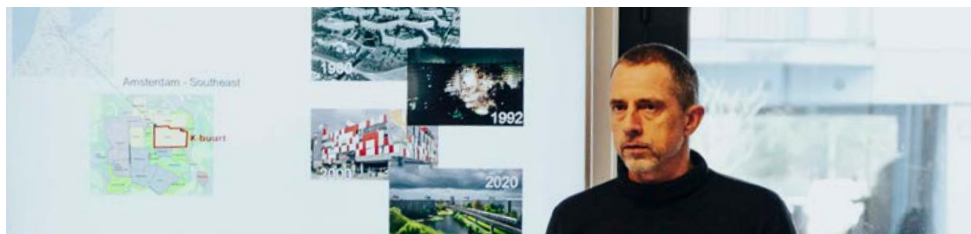
On the south-western side of Amsterdam, the Bijlmeer is a suburban area of the city characterised by its large housing blocks, its functional separation and its dependence on cars. Previously neglected, the area has recently been rebranded as Zuidoost and given a facelift, but social and economic issues remain.

Historically, the area has been home to low-income and migrant populations and has a unique population mix. In recent years, however, many new citizens have moved to the neighbourhood, forced out of the city centre by high prices.

Improved participation methods are needed to attract the most influential citizens as well as the most vulnerable. Consequently, the goal is to build an inclusive neighbourhood through participation.

In Zuidoost, the battle to keep a direct metro line helped coalesce a broad spectrum of citizens into participation. All citizens felt compelled to take part, and so approached and joined community organisations.

As a result, the metro line remained direct. More importantly, in the process a strong community was built, which has been helpful in responding to more recent challenges such as city maintenance and the design of public spaces around stations.



## MULTIMODAL NETWORK FRAMEWORK

*Bart Schalkwijk, Vervoerregio Amsterdam*

The connections between different modes of transport will be key to the future of mobility. Accordingly, Vervoerregio is working on a new metropolitan framework in which multimodal hubs are fundamental. The new framework will attend to the specific needs of each area in the metropolis, fostering intermodality to keep cars out of the densest traffic areas, and creating new hubs on the peripheries for fast and effective mobility.



# Lelylaan IAP placegame

16:00

## Rethinking the space around the Lelylaan station

After lunch, the group took the Metro to **Amsterdam Lelylaan** station, the site of **Vervoerregio Amsterdam's Integrated Action Plan**. The station provides metro, tram and regional train services, and a bike parking area, yet there is little sense of urbanity in the space surrounding it: there are no other buildings nearby and few shops or services.

In order to analyse the space and propose new ideas, we divided into three subgroups and took part in a **placegame activity**, conducted by **Roland Krebs**. Each subgroup headed to a space in the area around the station and conducted an **evaluation of the space** to determine the issues affecting it and find **opportunities for improvement**.





Group 1  
 "SQUAT" IN FRONT OF  
 LELY-BAR 4.

① What do you like best about the place?  
 - Lily bar  
 - High accessibility  
 - Transports connections  
 → Good potential Green place

② Last 3 things that you would do to improve the place (low cost)?  
 - Cut the grass  
 - Clean trash  
 - Plant trees  
 - Art on the aqueduct  
 - Vegetation  
 - Remove bikepark to improve permeability.  
 - Colours on facade and square.  
 - Playground for children  
 - Events in public space  
 - Exhibitions  
 - Farmer's market  
 - Craftmarket  
 - Artistic setting  
 - Reduce the speed of the road for better crossings. (↓ reduce noise).

③ Long term changes.  
 - Public space project for the area  
 - Integrated project  
 - Space programming → for who it is?  
 - Future use of the plot?? Building?? Square??  
 - Art container  
 - Colourful vegetation  
 - Pergolas to sit under

④ Ask someone (interviews):  
 - Urban gardening  
 - Playground  
 - Improved safety  
 - Improve green spaces  
 - Popular place at night (-)  
 - Lily's bar best place  
 - Plant trees  
 - Art facade  
 - Art in the station (colour)

⑤ Local talent / partnerships  
 - Students  
 - Beer  
 - Train authority  
 - Include people in the design  
 - Entrepreneurs  
 - Farmer's

Hand-drawn sketches and notes on a piece of paper:

- more light
- place to rest
- connecting the space
- change the stairs
- more structures
- more greenery
- more colour
- places to play
- more car parking
- more
- more greenery
- library
- market
- more colour
- parties
- ble bla bla
- \* Clean it!
- \* Reduce parking space!
- \* More colour!
- \* Nature + green stuff
- \* Resting infrastructure
- \* A place to spend more time in
- INHABITANTS + ARTISTS + SCHOOLS + SERVICES

the best

- The canal
- Calm / Peace
- Mix of uses
- Colours and materials

interim use for void: green use; mobile gardening  
 places to play: Basketball; football  
 other kinds of shop; library; shop for the local audiences  
 remove barriers: stairs, steps, occupation side walks  
 parking lanes for car + bike;  
 public/private classifications  
 mobile social services,  
 neighbourhood activities: collective painting + working + growing + playing...  
 school: change image; surface of seating areas  
 greenspace improvement.  
 cultural offers to attract diverse people  
 (fight) gentrification  
 prevent  
 not demolish everything (sustainability density  
 improve buildings; ...)



Group 1  
 'SLOWLY IMPROVE LELY-BAR'

① What do you like best about the place?  
 - Lily bar  
 - High accessibility  
 - Transport connections  
 → Good potential Green place

② What 3 things would you do to improve the place (low cost)?  
 - Cut the grass  
 - Clean trash  
 - Plant trees  
 - Art on the sidewalk  
 - Vegetation  
 - Remove bikepark to improve permeability  
 - Colours on facade and square  
 - Playground for children  
 - Events in public space  
 - Exhibitions  
 - Farmer's market  
 - Craftmarket  
 - Artistic seating  
 - Reduce the speed of the road for better crossing (2 reduce noise)

③ Long term changes  
 - Public space project for the area  
 - Integrated project  
 - Space programming - (for who / use)  
 - Future of the plot?? Building?? Space??  
 - Art container  
 - Colourful vegetation  
 - Bicycle to sit under

④ Ask someone (interviews)  
 - Urban gardening  
 - Playground  
 - Improved safety  
 - Improve green spaces  
 - Popover place at night (-)  
 - Lily's bar best place  
 - Plant trees  
 - Art facade  
 - Art in the station (colour)

⑤ Local talent / partnerships  
 - Residents  
 - Beer  
 - Train authority  
 - Include people in the design  
 - Entrepreneurs  
 - Farmer's

## Three spaces, different needs

After visiting the three spaces, all the participants assembled in Bar Lely to find possible solutions for their areas. The group discussions led to many interesting ideas, which were presented outdoors in each of the spaces:

- **Bar Lely Plaza:** beside the station, a new high-rise student residence and apartment building and Bar Lely have activated a former greenfield site. The space between the bar and the station has also been reurbanised, and the bar has become an activator for the space. However, the partners suggested that the space could be improved with more activity and a sense of ownership from citizens, as it feels too impersonal. Therefore, holding pop-up activities or adding colour and art would improve the space in the short term.
- **Northern plaza and bike parking:** at the northern end of the station, the plaza below the tracks is separated from the buildings by several canals. This plaza has a large bike parking facility and a park and ride area, but the area feels unsafe as it is dark and disconnected. The main ideas proposed were better maintenance, more greenery and more activity.
- **Southern bus stop and school:** at the southern end of the station, a major street crosses the tracks and leads to an area under development. A new school and an office building are already completed, and new housing is under construction. In this area, the proposals were new crossings to ensure pedestrian safety, and a better connection to the bus stops.

The day ended with an excellent dinner at Bar Lely, where the partners got to know better each other in a relaxed setting.



# Day 3





# Integrated planning

9:15

## Ensuring the success of the URBACT integration method

Iván Tosics, URBACT Thematic Programme Expert

Integrated policy is key to responding to the challenges of urban areas. In a context of successive, overlaid crises, acting in all vectors is of the utmost importance.

URBACT advocates for integrated planning, understanding integration in its various aspects: policy integration, bringing together solutions to act upon economic, social and environmental challenges; horizontal integration, developing partnerships at local level; vertical integration, aligning policies between different levels of governance; and territorial integration, working hand in hand with surrounding municipalities or institutions. Integrated action plans must lead to both hard and soft investments, which create new infrastructures as well as acting across social and economic layers.

Ensuring that we are covering all aspects of integrated planning is vital to our integrated action plans. To check whether we are doing so, we conducted an integrated planning self-assessment. This enabled us to observe that, while most of our project partners are covering the four main vectors of RiConnect (mobility, public space, planning, and ecology), we need to make a greater effort with regard to social issues.

### Policy / Sector

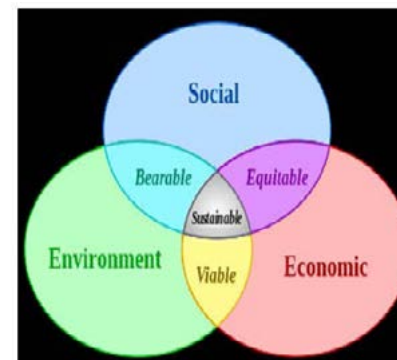
- ◆ Integrate **economic, social** and **environmental** challenges
- ◆ Join up solutions and **minimise** the effects of **negative externalities**



In other words...



Integration is about **combining sectoral policies in a synergistic way across a territory** (consider scales eg. EU, a country, a region, an FUA, a city, a district, a neighbourhood or a street or even a rural area) using a **participatory process** that engages citizens and relevant stakeholders (concerned by the policy and representing different level of administrations and powers).



# Mid-term review

10:00

## Reflecting on achievements and looking for ways to improve

*Roland Krebs, Lead Expert*

*Mikel Berra-Sandín, Project Coordinator*

In order to begin the discussion on our progress and next steps, all partners were asked to describe their progress with the small-scale action. At the time, only Kraków had implemented their small-scale action: a charrette attended by local citizens, which was successful in engaging the public and building a common vision. All the partners had excellent ideas that were to be implemented in the following weeks.



The results of the mid-term review survey were then presented. The objective of the survey, conducted in July 2021, was to determine the success of the events and the support offered to partners, and identify the challenges they will face in completing and implementing their action plans.

The results showed that most of the partners were progressing as well as or better than expected, and their evaluation of all the network events and support received from the Lead Partner and Lead Expert was positive. In addition, the partners had substantially improved their expertise on all four RiConnect topics. However, they had mixed feelings about the URBACT events and support.

The partners identified lack of time as the main challenge to their completion of their IAPs, and felt they needed more support in relation to risk analysis and funding sources.

These results will help us readdress our focus on the upcoming stages of the project, in order to more effectively cover the needs of the project partners and achieve successful IAPs.

# Metropolis study

12:00

## Governance systems, EU policies and post pandemic futures

*Iván Tosics, URBACT Thematic Programme Expert*

Many of the challenges at RiConnect occur at metropolitan scale, and consequently this dimension is of particular relevance to us. Our partners are an example of strong metropolitan governance and coordination. However, in many cases, municipalities in metropolitan areas coordinate informally, or do not coordinate at all. When establishing a comparison between the spatial dimension and the functions of metropolitan governing bodies, it is common to find that metropolitan areas have little relationship with functional urban areas, and they lack functions.

The diverging sizes and functions of metropolitan areas are the result of a lack of legal frameworks in most countries. As a result, two main models emerge: a procedural model, whereby rules and regulations apply to all municipalities; and an institutional model, whereby a single body exercises powers over the metropolitan area.

Whatever else happens, the relevance of the metropolitan level is set to increase in the coming years, and the metropolitan area should therefore be considered a key level for intervention and funding throughout Europe.

**The metropolitan scale, in its different governance forms, will be key to shaping the future of European cities**



# Amsterdam Centraal visit

13:00

A transit hub under continuous transformation



## Amsterdam Centraal station follows up its new metro and bus stations by building new bike parking areas

After an intense morning, the partners headed off for a walk around the Amsterdam Centraal station to learn about the recent and ongoing transformation of the city's main transport hub.

The area has been under construction constantly over the last 10 years, and will continue to be so for another decade. For example, a new metro station has been built as part of the North-South line, with direct access from the station concourse. On the banks of the river IJ, the burial of a road has offered space to create a new bus station, a shopping area and a walkway with easy connection to the ferries. In addition, new passageways now connect the two sides of the station.

While these interventions have improved its intermodality, the station still has a pending challenge: bikes. Given the current lack of bike parking spaces, several parking areas are under construction to provide a complete capacity of over 15,000 bikes. The most important of these new parking areas, "De Entree", is being built under the canals, providing parking for 7,000 bikes.

# Reprogramming

14:30

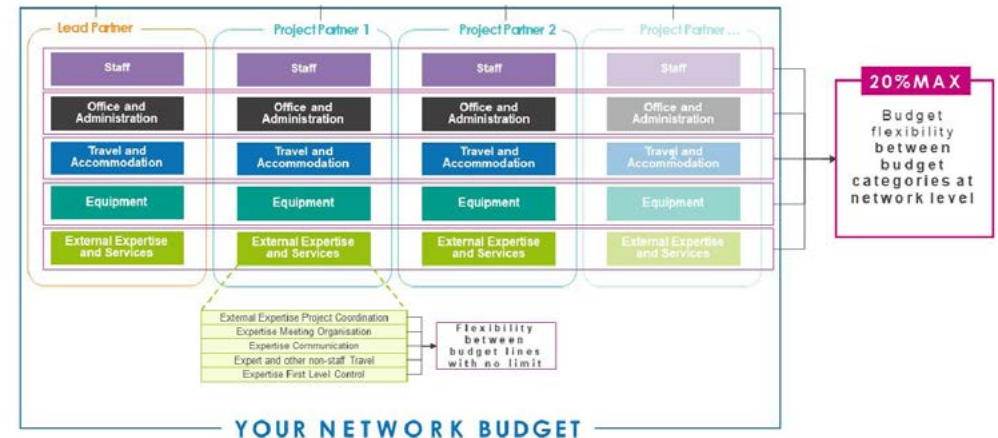
## Budget reprogramming

Elena Argelich, Network Manager

The reprogramming process allows us to rearrange our budget and outputs, and offers a unique opportunity to review our progress and rethink our way forward.

Therefore, we will be required to meet the following important management deadlines in the coming months:

- The second progress report is delivered before the end of the year. Therefore, all partners will need to provide evidence of their activities and outputs, so that the Lead Partner can compile and send these to URBACT.
- Once a project is underway, URBACT offers the opportunity to amend the budget and/or the activities and outputs. This reprogramming process must take place now, and is compulsory if changes between budget lines are over 20%, as is the case for our project.
- The partners unanimously agreed to the reprogramming to adjust the budget to **COVID-19-related changes**, especially regarding travel expenses.



# Activity reprogramming

Joan Caba, Lead Coordinator

The reprogramming process also offers the opportunity to **adjust the network's goals** in terms of outputs and activities: learn from past experience and adjust future actions. In order to do this, the presentation reviewed our accomplishments to date, and set out our goals until the end of the process:

- In past accomplishments, RiConnect has fulfilled the expectations: **all outputs have been successfully completed**. The only issue to keep an eye on is the **URBACT Local Group (ULG) meetings**, as each partner should hold at least 12 of these meetings before the end of the project.
- Looking to the future, the calendar of activities and outputs is clear, but we have the opportunity to devote our efforts to the topics or skills where we are lagging most.

## RiConnect Activities

Conclusion

### TOPICS

#### Already planned

- Identify key stakeholders for implementation
- Define implementation process and review cycle
- Risk analysis and indicators
- Funding and financial options

#### MTR Survey review

- Risk analysis and indicators
- Funding strategies and sources

#### NEW IDEAS?

- ???

### SKILLS

#### Already planned

#### MTR Survey review

- ULG meeting engagement

#### NEW IDEAS?

- ???

### FINAL PROJECT OUTPUTS

#### Already planned

- RiConnect final report
- Collection of case studies
- Set of recommendations

#### MTR Survey review

#### NEW IDEAS?

- ???

# Network news

Stela Salinas, Communication Officer

To wrap up, we shared the latest news on the network with all the partners:

- RiConnect has been present in important events! We took part in a **workshop** to rethink the M6 highway in **Lyon**, and we presented our network in **URBACT Spain's meeting in Madrid**.
- Knowledge and **communication outputs** are up and running: the **case studies, chronicles** and **newsletter** are available to all the partners.
- We encourage all the partners to work on their local communication: some partners made great progress in the use of **social media**. Now is also the time to decide whether to have a local communication output, and allocate a budget if needed.

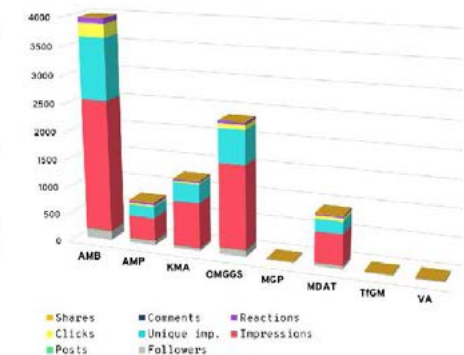
## Analytics

LinkedIn Showcase Pages

	Followers	Posts	Impressions	Unique imp.	Clicks	Reactions	Comments	Shares	Engagement	Visitors	
AMR	143	14	2172	107	239	44	0	5	7.4%	61	
AMP	72	+13	9	419	200	20	40	2	6	8.2%	15
KMA	28	-7	8	822	336	26	29	1	3	3.5%	18
OMGGS	59	+14	15	1579	636	65	49	2	1	4.3%	58
MBP	18	+2	0	0	0	0	0	0	0	0.0%	2
MDAT	54	+38	5	554	221	59	30	0	7	6.5%	58
TIGM	16	+1	0	0	0	0	0	0	0	0.0%	3
VA	16	+1	0	0	0	0	0	0	0	0.0%	3
	453	+100	52	5637	2483	439	242	5	22	6.1%	236

RiConnect

	Followers	Posts	Impressions	Unique imp.	Clicks	Reactions	Comments	Shares	Engagement	Visitors	
LinkedIn	391	+106	25	6,911	5,284	362	321	7	61	6.0%	175
Twitter	201	-31	24	26,400	+	58	157	9	58	1.3%	+



# Final output workshop

16:30

What to explain, and how to explain it

**The final document is a key element of demonstrating our network's process and achievements**

We are slowly nearing the end of the project, and it is time to think about our ideas to produce a final output that explains our process and results. The partners discussed the format and targets of this final output, and pointed out the topics and achievements that should be highlighted.

In this final session of the meeting, we made the most of the opportunity to have fun and enjoy a relaxed, informal discussion about how to communicate our achievements.

This was an excellent way to conclude the meeting event. In the farewell remarks, we thanked the Amsterdam team and Roos Versantvoort in particular for their seamless organisation of the meeting and the fantastic venues we stayed at, and said goodbye to those of us already setting off for home.

For most of us, however, the learning experience in the Netherlands was far from over.



# Surprise event

## Amsterdam Underground

*Guides from De Regenboog Groep*

Our three days in Amsterdam culminated in a surprise event: a tour of Amsterdam's Red Light District with former residents as guides. The tour, provided by local NGO De Regenboog, highlighted the past and present of the neighbourhood: from the harsh reality of the second half of the 20th century to the gentrification of last decades.



19:30

## Learning from the history of the Red Light District, as told by former residents



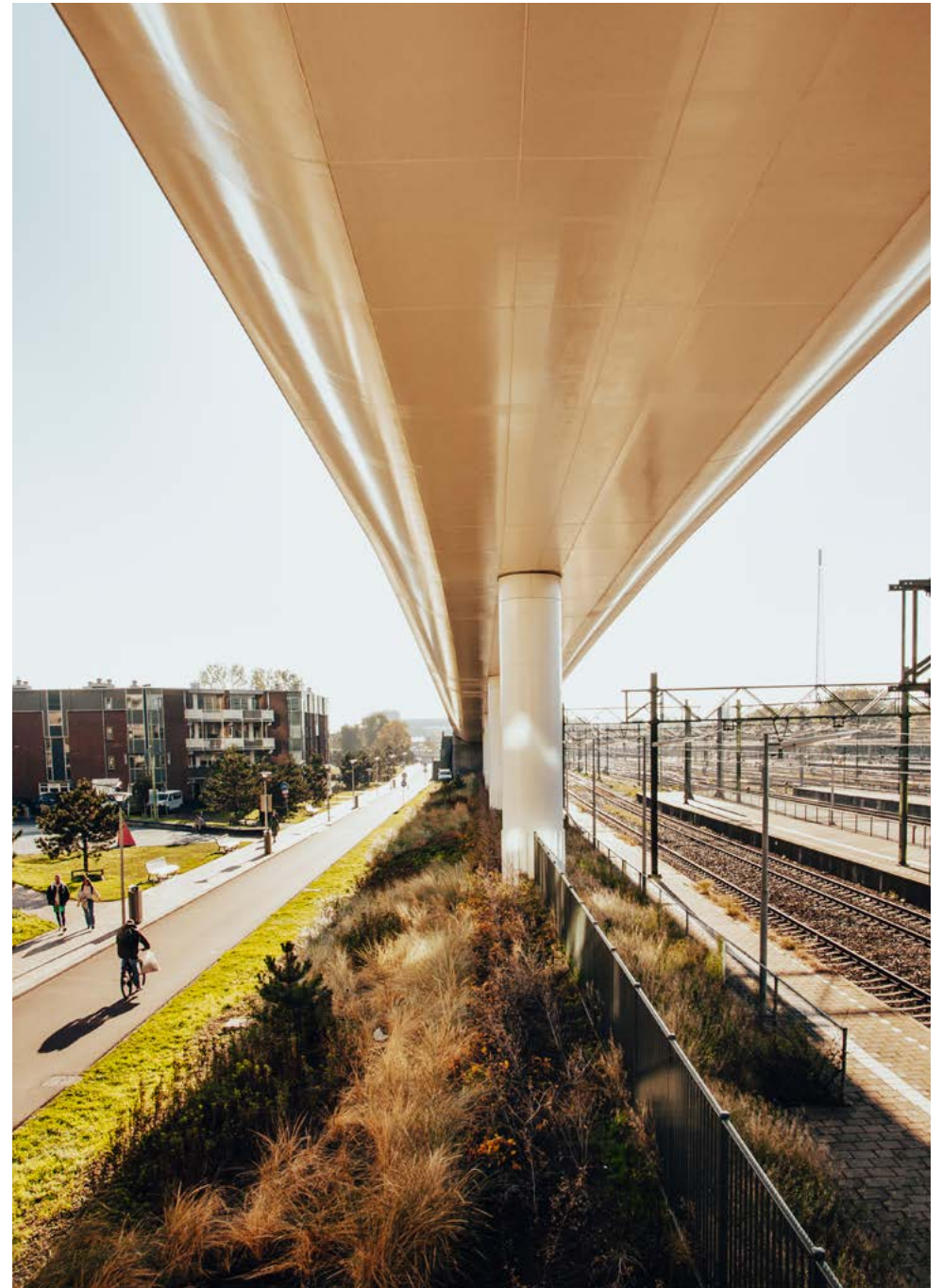
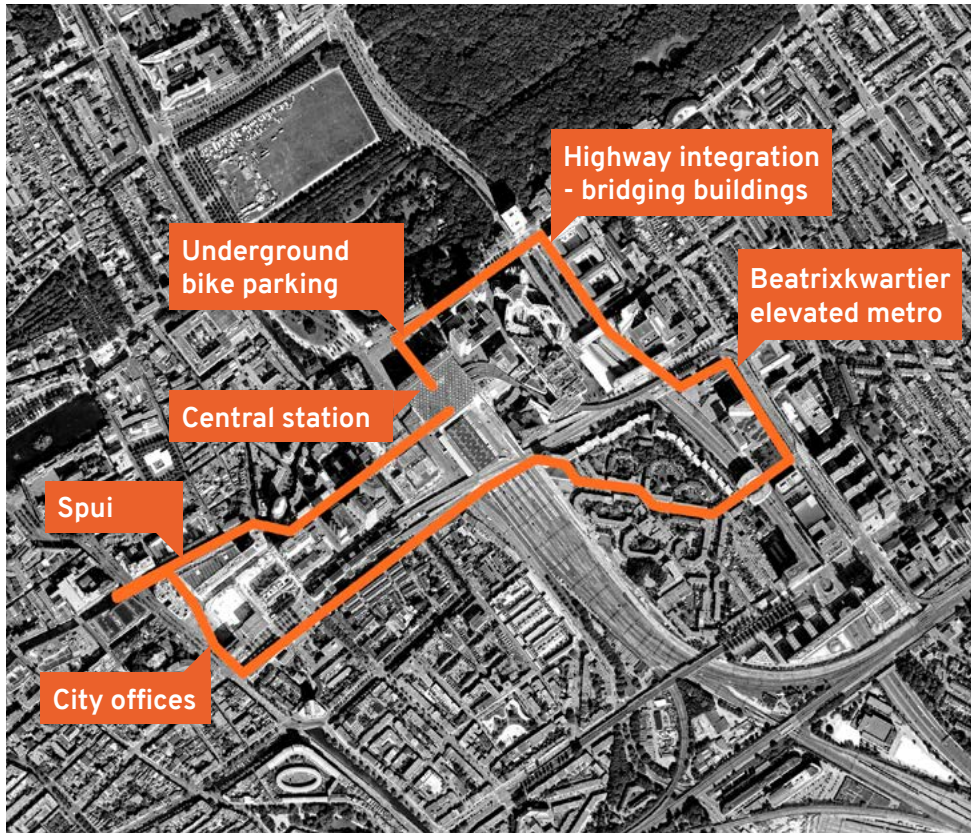


Field trip

**The Hague**  
**Rotterdam**

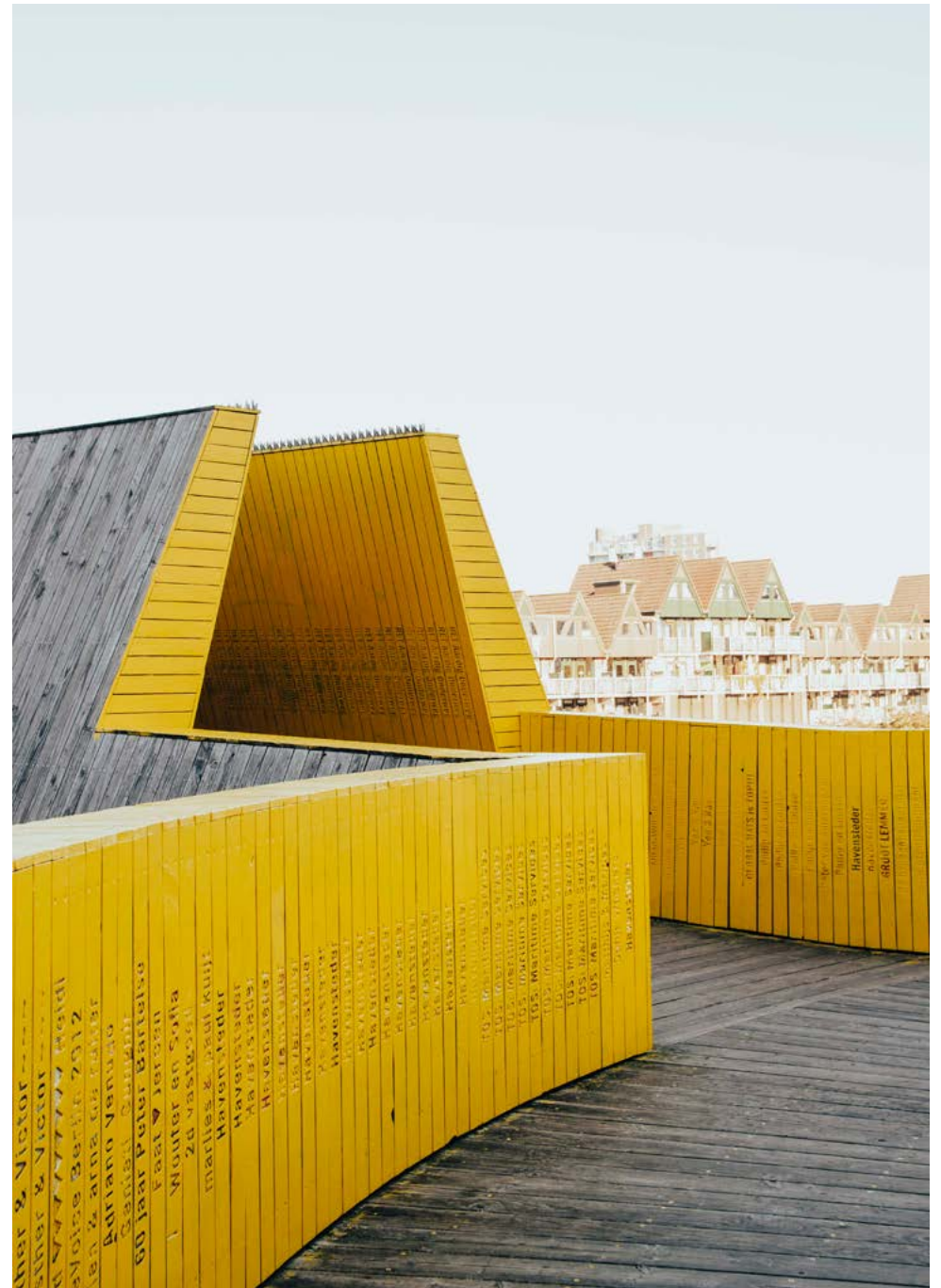
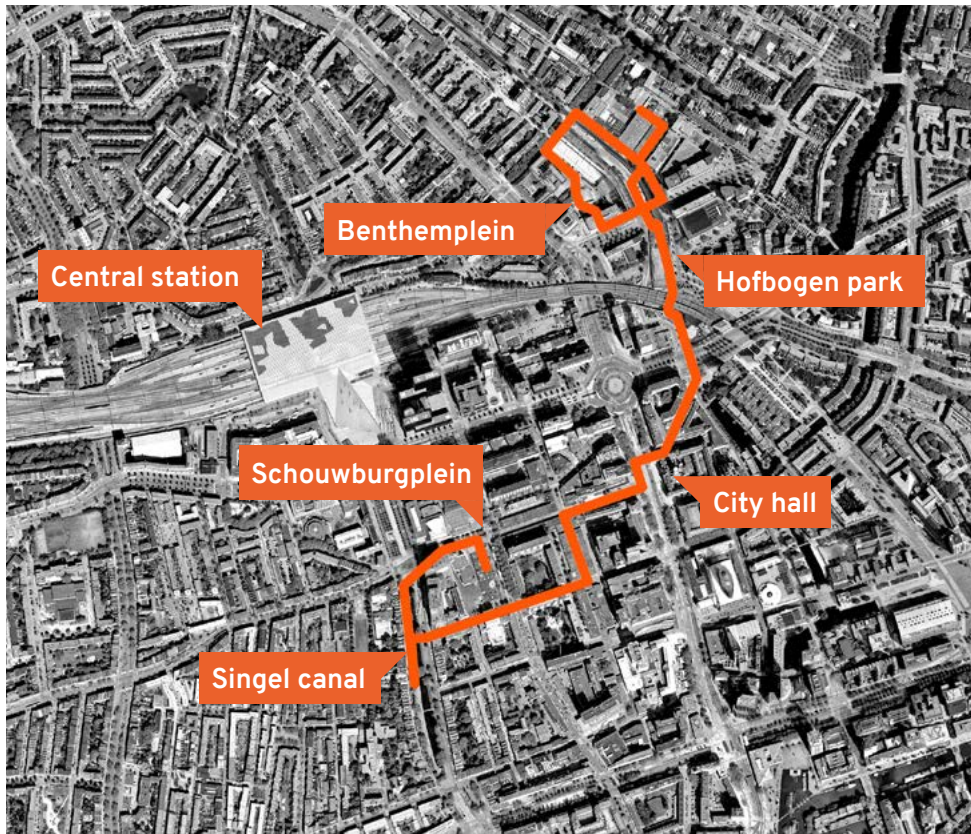
# Itinerary

## The Hague



# Itinerary

## Rotterdam



# The Hague

10:00

## Gradually integrating mobility into the urban fabric

An hour away from Amsterdam by train, The Hague is the administrative capital of the Netherlands. Upon arrival, the recently built **Den Haag Centraal** metro station welcomes visitors with stunning views of a metro line crossing the building and flying over the station concourse. The station area is currently undergoing a profound transformation, with a new **8,000-space bike parking area** below the station plaza.

The RiConnect expedition then headed for the **Beatrixkwartier**, a business area built around the A12 highway. Buildings bridging the highway and covering it at intervals promote the integration of the highway and facilitate crossing.

Later on, we visited the local government offices in a large building open to citizens and visitors, where all municipal offices are gathered under the same roof. Next door, **Spui station** is a paradigm for **intermodality**, with underground and tram stops, and parking for cars and bikes.

On the way back to Den Haag Centraal, the **pedestrian street Turfmarkt** is a pleasant public space connecting the station to the old town.

## A paradigm of intermodality and integration of large-scale mobility infrastructures



# Rotterdam

14:30

## Mitigating the effects of climate change at local level

### Action in both public and private spaces for improved water management



*Eveline Bronsdijk, Sustainability and Multifunctional Roof Consultant  
Marloes Gout, Sustainability and Biodiversity Consultant  
Jorg Pieneman, Climate Adaptation Senior Consultant  
Municipality of Rotterdam*

In the afternoon, we took the train to **Rotterdam**, a port city characterised by its relationship with water. Rotterdam is menaced by **water from every direction**: from above, by rainfall; from below, as it lies below sea level; from the coast, due to rising sea levels; and from the interior, which sheds water onto Rotterdam. This means that the city could easily be adversely affected by climate change, and the municipality has marked **water management** and the implementation of **sustainable strategies** as its utmost priority.

The city's strategy, therefore, is to transform both public and private spaces to **increase permeability and store rainwater**. As part of this strategy, the city is promoting new green spaces in formerly impermeable areas such as the **Hofbogen**, where the structure of a former railway line has been converted into a park.

Public spaces such as the **Bentemplein plaza** have specific features to store rainwater. A sunken baseball court serves as a retention pond during heavy rainfall, and similar projects are now replicating this feature citywide.

# Railway dining

17:30

A former railway carriage provides an atmospheric setting

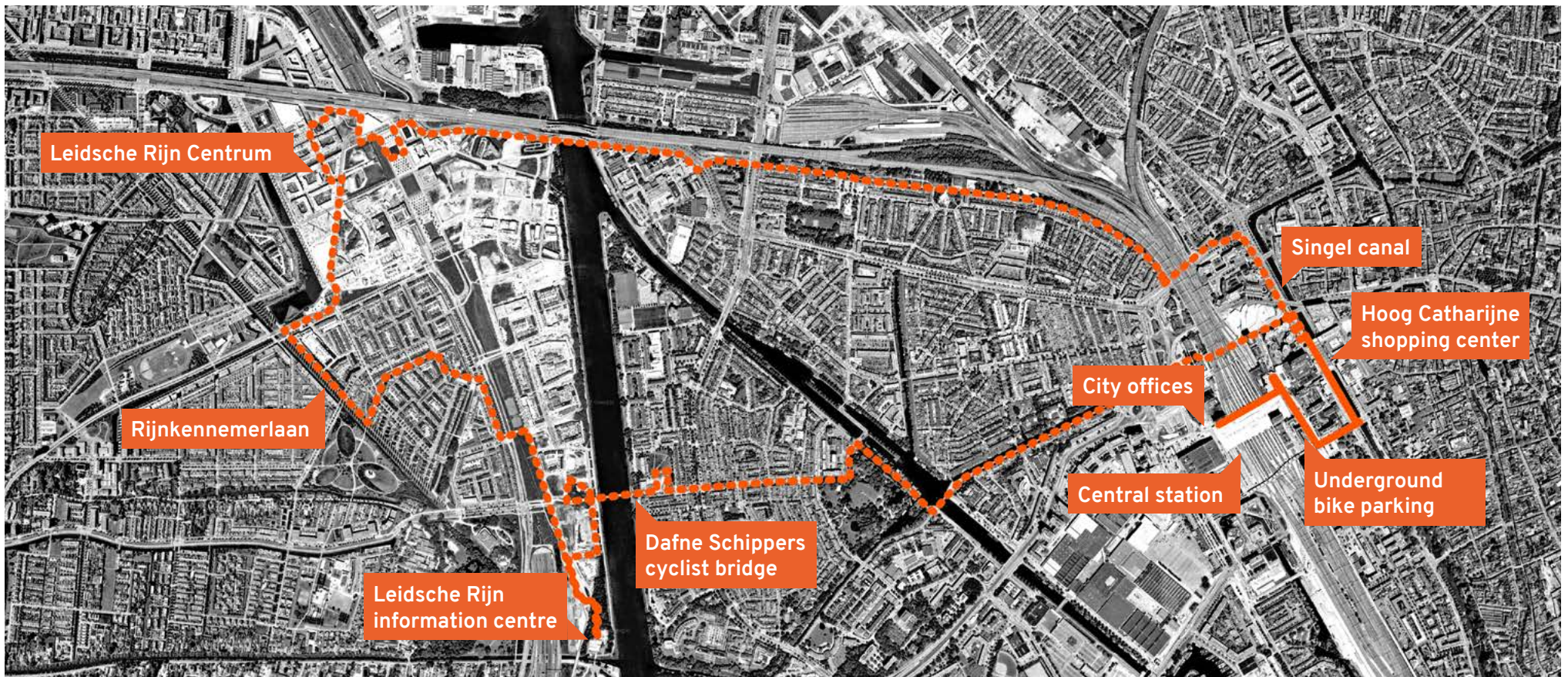




Field trip  
**Utrecht**

# Itinerary

## Utrecht





# Utrecht 2040 vision

10:00

## Strategies for density and healthy growth

*Joost van Faasen, Utrecht Municipality*

**Utrecht** is the fastest growing large city in the Netherlands. A university city and home to the country's busiest railway station, its **population of 360,000 inhabitants** is predicted to grow to **440,000 by 2040**.

Such forecasts require ambitious urban planning, and the municipality is currently working on its **2040 vision for Healthy Urban Living**. The plan focuses on creating a polycentric structure that fosters the idea of the **10-Minute City**, while responding to the different landscapes across the city.

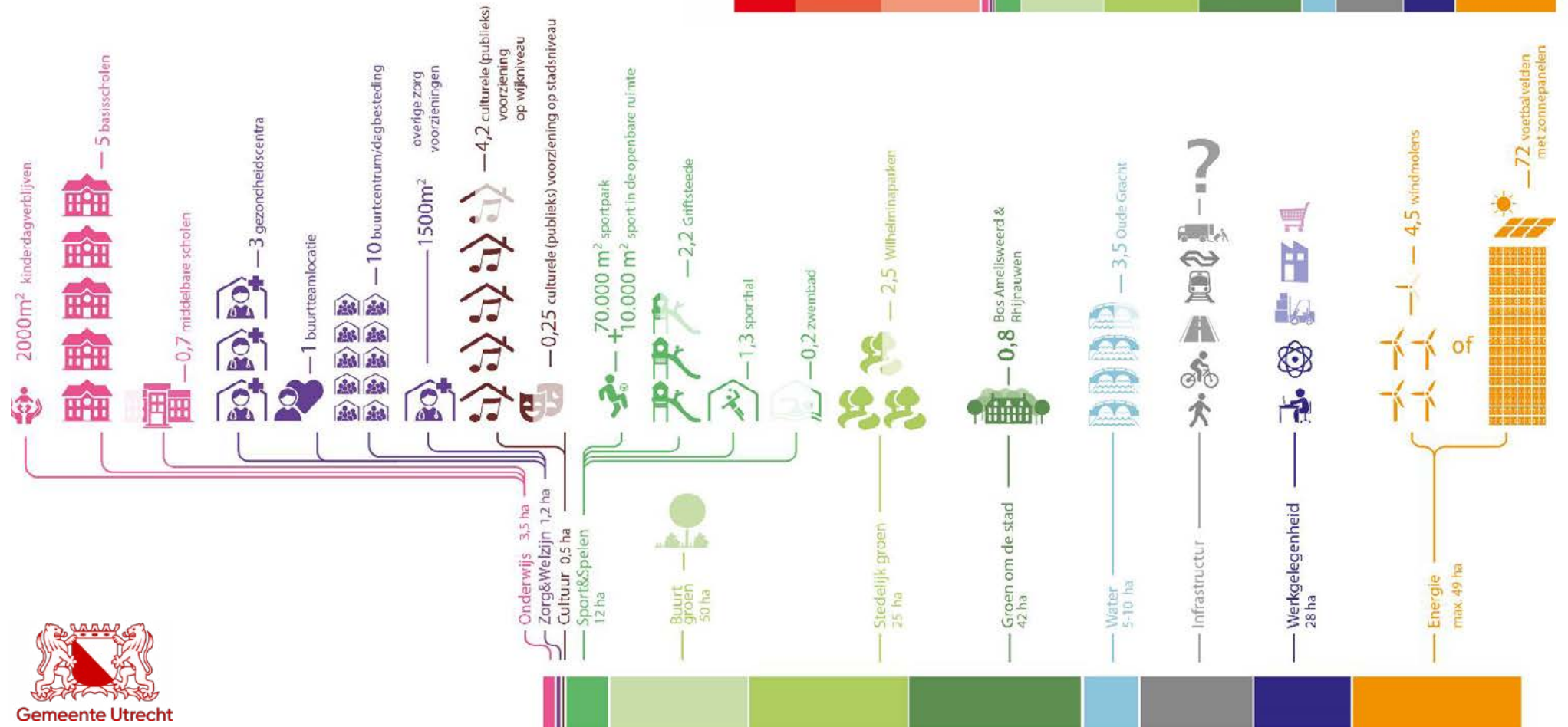
The plan emphasises the need for growth by quantifying the amount of services and spaces that must be provided alongside new housing. However, rapid development must be managed to enable the city to grow in a compact way, using as little space as possible for services. To do this, the municipality has developed the **"intelligent barcode"**, whereby less space is used for services through stacked functions, polyfunctional spaces and improved use of metropolitan resources.

Through such principles, the document proposes strategies to act upon the city's diverse urban fabric, as well as quantifying the amount of public and private development investment required.

**The city is aiming to manage rapid growth through multicentricity and compact development**



# Scanning the Utrecht's intelligent barcode

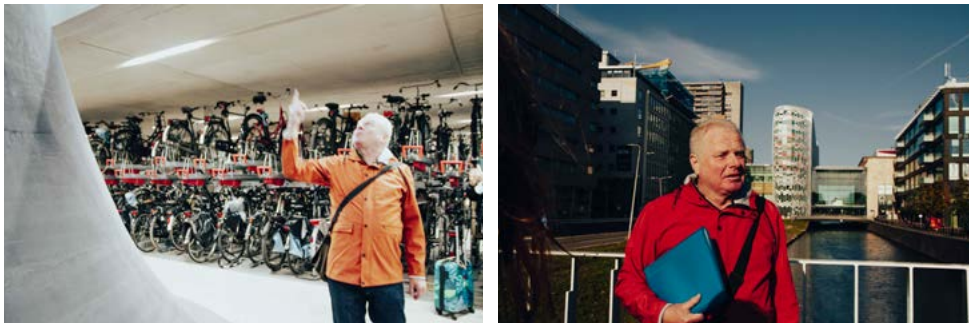


# Utrecht Centraal and Singel

11:30

## Creating a stronger centrality and recovering nature

*Bart Budel, Utrecht Municipality*



After the presentation talk at the local government offices, we were guided around Utrecht Centraal to learn about the ongoing transformation of the station. Completely rebuilt in 2016, the station now boasts a spacious new concourse and improved overpasses.

The transformation of the station has come about alongside a masterplan to rebuild the area around the station, creating stronger centrality with new office and retail areas. In addition, the project has made an important effort to promote intermodality at the station: a parking area for 12,500 bikes has been built below the station plaza, and bus and tram stations have been relocated.

The new masterplan improves the connection between the station and the city centre: the shopping centre stretching between the two has been renewed and better integrated, and the significant division caused by a former ring road has been erased. The ring road, dating from the 1960s, was built in the space occupied by the Singel canal. Under the project, the road has been removed and the canal restored, creating a superb public space and allowing greater permeability between the city centre and the station.



# Leidsche Rijn

14:30

## Last developments in a new district

*Karin van der Weele, Leidsche Rijn Area Coordinator*

Our visit to Utrecht ended with a bike ride from the city centre to Leidsche Rijn, a new district on the other side of the Amsterdam-Rhine canal.

The urban planning of this area was determined by the VINEX policy. In 1991, the Netherlands government addressed the scarcity of housing by marking out areas for urban development throughout the country. In Utrecht, this area was destined to host up to 30,000 new housing units. After years of construction, the last remaining plots are now being developed.

In order to develop the new district, infrastructures such as a strategic water pipe or a major road have been integrated into the urban fabric with the creation of superimposed linear parks.

The district is characterised by low density and large green areas. This posed great challenges in the first years of development, as the population was too small to support commercial activity or frequent public transport. In recent years, however, a new commercial centrality with higher density is being developed, helping to consolidate the district and offering a wide range of services.



# Final recap

## An amazingly positive, fun and fruitful experience

After more than a year of online meetings, meeting in person was a lever for change. All the partners made progress in their Integrated Action Plans (IAP) thanks to the one-on-one reviews, and we had the opportunity to reflect together on our next steps as a network.

We also got to learn about many interesting examples that will certainly inspire future transformations in our cities, as well as helping our team in Amsterdam to rethink their IAP site.

And last but not least, we got to do all this in an entertaining way, getting to know better each other and building bonds that are sure to help us successfully complete our plans. We look forward to meeting up again soon!





# 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, Aleix Saura and Isabel Clos

## Graphic designers

AMB | Stela Salinas and Mikel Berra-Sandín

## Images

AMB | Stela Salinas

October 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 Mid-term reflection and Field trip on 25-29 October 2021.*



**Email:** [ricconnect@amb.cat](mailto:ricconnect@amb.cat)

**Twitter:** [@RiConnectURBACT](https://twitter.com/RiConnectURBACT)

**LinkedIn:** [@RiConnect](https://www.linkedin.com/company/RiConnect)

