

# The RiConnect Chronicles

# Final Meeting Phase 1

TRANSNATIONAL MEETING

GREATER MANCHESTER

JANUARY 30-31 2020



**RiConnect**  
RETHINKING INFRASTRUCTURE

**02**



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# How to read this summary

The intention of this document is to highlight the ideas most relevant to the subject brought up during the **RiConnect Final meeting on 30-31 January 2020**.

The document is **organised chronologically** with two reasons in mind: first, it helps readers understand better how ideas were conceived; second, it helps participants recover information more easily.

It is designed to be read **digitally** and contains **links to online documents**.

✳ **Please do not print this document**

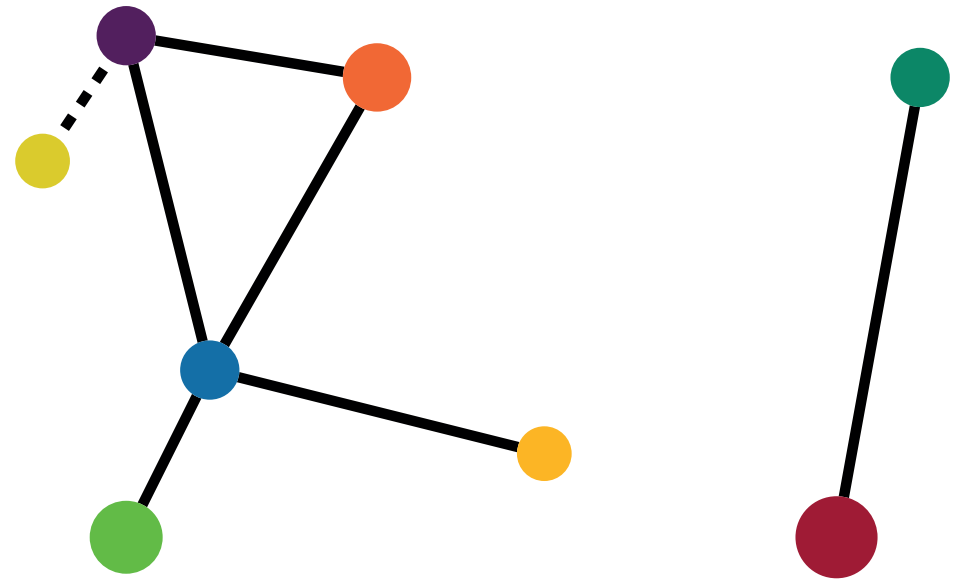


# What is RiConnect?

*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.*



# RiCONNECT

RETHINKING INFRASTRUCTURE

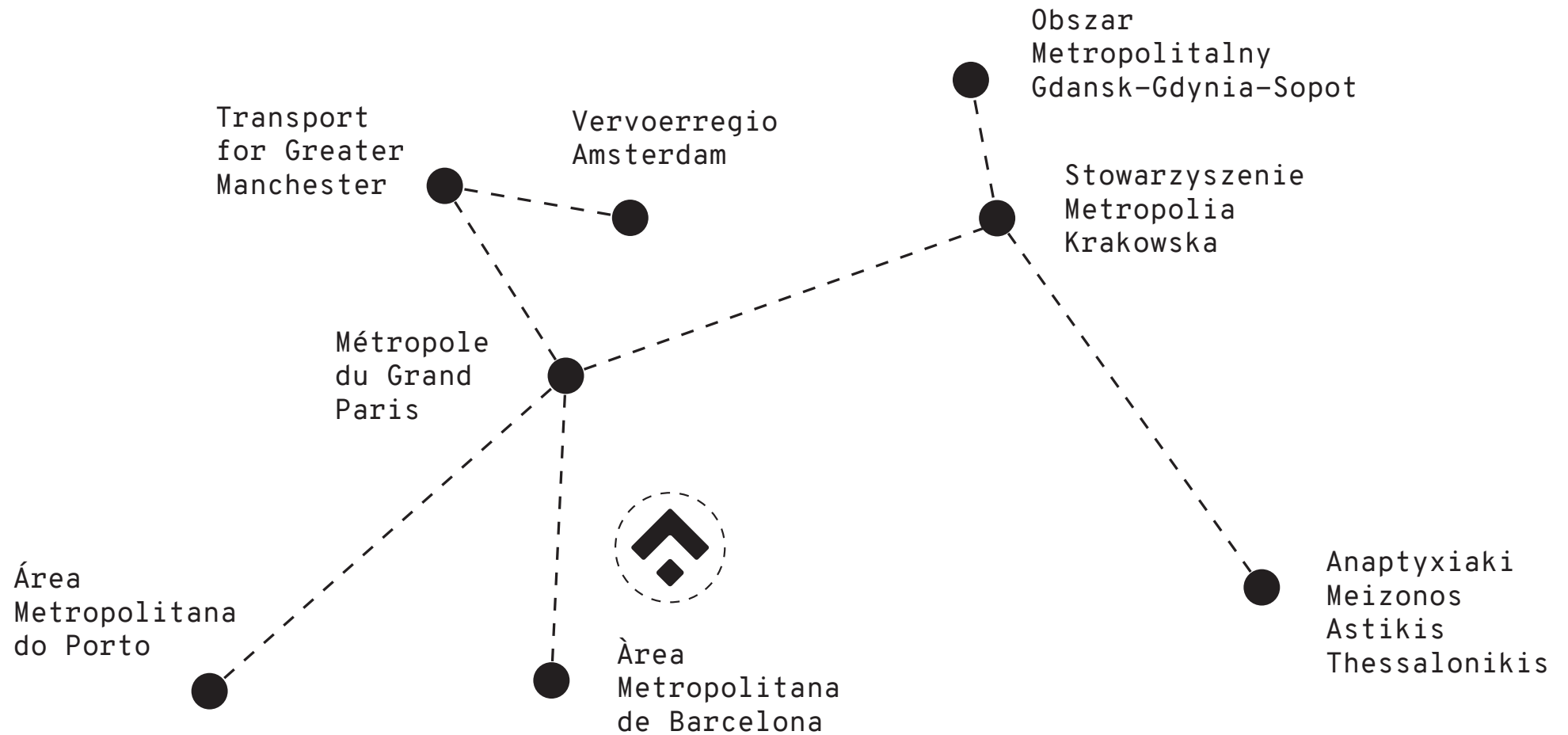
# What are the main objectives?

1. Share the co-written **State of the Art**.
2. Resolve doubts and address suggestions related to the **Partner Profile**.
3. Co-design the **Synthesis and Methodology** for Phase 2.
4. Explore the meaning of 'Rethink mobility infrastructure to reconnect people, neighbourhoods, cities and open spaces'.
5. Consolidate the **network**.
6. Be inspired by two days of presentations and **knowledge exchange**.

**Learn and share  
lots of ideas!**



# Who is a member of this network?









# Who is who?



**ELENA ARGELICH**  
Network Manager



**PASCAL BOONTJE**  
Gemeente Amsterdam



**JOAN CABA**  
Lead Coordinator



**SANDRA CHOPIN**  
Métropole du Grand  
Paris



**DANNY CRUMP**  
Broadway Malyan



**CÉLINE ETHUIN**  
URBACT Secretariat



**HAYLEY FLYNN**  
Skyliner



**PAWEŁ GUZEK**  
Stowarzyszenie  
Metropolia Krakowska



**ETHAN HAYES**  
Transport for Greater  
Manchester



**ANDY HOWARD**  
Transport for Greater  
Manchester



**NICOLA KANE**  
Transport for Greater  
Manchester



**MARTYNA KIERSKA**  
Stowarzyszenie  
Metropolia Krakowska



**CHRYSSA KOPRA**  
Anaptyxiaki Meizonos  
Astikis Thessalonikis



**JULIAN LAIDLER**  
Transport for Greater  
Manchester



**PAUL LECROART**  
L'Institut Paris  
Region



**VALÉRIE LENAIN**  
Métropole du Grand  
Paris



**ANNA MAJORAL**  
Àrea Metropolitana de  
Barcelona



**JONATHAN MARSH**  
Transport for Greater  
Manchester



**NOEMÍ MARTÍNEZ**  
Communication Officer



**MAGDALENA MUSIAŁ**  
Krakow Metropolis  
Association



**CARLA OLIVEIRA**  
Área Metropolitana do  
Porto



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



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



**JUDITH RECIO**  
Àrea Metropolitana  
de Barcelona



**JØRN ROAR MOE**  
Oslo Planning and  
Building Administration





**ADELINA RODRIGUES**  
Área Metropolitana do  
Porto



**SÉVERINE ROMMÉ**  
Métropole du Grand  
Paris



**ROSA RULL**  
Lead Expert



**BART SCHALKWIJK**  
Vervoerregio  
Amsterdam



**ADRIAN SLATCHER**  
Manchester  
City Council



**PARASKEVI TARANI**  
Anaptyxiaki Meizonos  
Astikis Thessalonikis



**CARMO TOVAR**  
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**ANTHI TSAKIROPOULOU**  
Anaptyxiaki Meizonos  
Astikis Thessalonikis



**SIMON WarBURTON**  
TfGM's Transport  
Strategy Director



**DAVID WILLS**  
Transport for Greater  
Manchester



**ELSIE WRAIGHTE**  
Transport for Greater  
Manchester



**DANIEL WRZOSZCZYK**  
Stowarzyszenie  
Metropolia Krakowska

# Final Meeting Programme

## THURSDAY 30<sup>TH</sup> JANUARY

- 09:00 **Welcome to Manchester - TfGM Headquarters**  
*2 Piccadilly Place, Manchester, M1 3BG*  
Transport for Greater Manchester **Nicola Kane**
- 09:15 **Housekeeping and an overview of Thursday and Friday**  
**Jonathan Marsh & Elsie Wraighte**
- 09:30 **URBACT Secretariat** **Céline Ethuin**
- 10:30 **Tea and coffee** TfGM talk **Face to Face KMA**
- 11:00 **Synthesis 1**
- 12:30 **Lunch** **Face to Face OMG-G-S**
- 13:15 **Site visit - Oxford Road**
- 14:30 **Open event - University of Manchester**  
*Oxford Rd, Manchester M13 9PL*
- Rethinking Infrastructure Round Table**
- Transport for Greater Manchester **Jonathan Marsh**
  - URBACT RiConnect **Joan Caba & Rosa Rull**
  - URBACT Zero Carbon Cities **Adrian Slatcher**
  - EURO CITIES From Roads to streets **Jørn Roar Moe**
- IAP Pecha Kucha**
- 16:00 **Tea and coffee** IAP Marketplace
- 17:30 **Surprise event**
- 19:00 **Dinner** **Face to Face VA & MGP**

## FRIDAY 31<sup>ST</sup> JANUARY

- 08:30 **Meeting point - Emmeline Pankhurst statue**  
*St Peter's Square, Manchester, M2 5PD*
- Travel to Salford**
- 09:00 **Synthesis 2 - Media City UK**  
*MediaCityUK, Salford Quays, M50 2HE*
- 10:00 **Tea and coffee** TfGM talk **Face to Face MDAT**
- 10:30 **Talk** **Paul Lecroart**
- Running the network** **Elena Argelich**
- Communication** **Noemí Martínez**
- 12:00 **Lunch** **Face to Face AMP**
- 12:30 **Travel to TfGM Headquarters**
- 13:30 **Synthesis 3 - TfGM Headquarters**  
*2 Piccadilly Place, Manchester, M1 3BG*
- 15:30 **Inspirational talk** Streets for All
- 16:00 **PIR Session** **Face to Face TfGM**
- 16:30 **Close**



**day 1**







# Welcome to Greater Manchester

9:00

*Nicola Kane, Head of Strategic Planning, Insight and Innovation, TfGM*

Nicola Kane welcomed attendees to the Greater Manchester city region, and explained how the focus of the RiConnect project - **‘transforming and integrating mobility infrastructure’** - is also at the heart of what we are doing in Greater Manchester, through our **Greater Manchester Transport Strategy 2040** and **Streets for All** approach, which aims to make it easier for everyone who uses our streets to get around and make them more pleasant places, whilst working towards our ambition to increase the number of journeys

made in Greater Manchester on foot, by bicycle and on public transport, as well as reduce motor-vehicle traffic.

Nicola also provided an overview of the work of the **Transport Strategy directorate at TfGM**, and touched on other current, relevant work including air quality and the environment, **the Bee Network** of cycling and walking routes and **Our Network**: the Greater Manchester Mayor’s vision for an integrated, modern and accessible public transport system for the city region.









# Overview of the Planned Activities

9:15

*Jonathan Marsh, Strategic Planning Manager, TfGM*

*Elsie Wraighte, Assistant Transport Strategy Officer, TfGM*

Jonathan Marsh and Elsie Wraighte provided some practical details about 2 Piccadilly Place (TfGM's headquarters) and highlighted some key items on the **agenda** as part of the two-day meeting, including visits to **Oxford Road**, the **University**

**of Manchester, Manchester City Centre and Media City UK**. Jonathan and Elsie answered some questions from project partners related to the geography, demography and governance of **Greater Manchester**.







# URBACT Secretariat

9:30

*Céline Ethuin, URBACT Secretariat*

On both days we were joined by Céline Ethuin from the **URBACT Secretariat**, who gave us her advice. During her session she explained to us the main philosophy of the **URBACT programme** and the different phases to be completed in the next two years in order to reach all the **RiConnect objectives**.

The URBACT Secretariat proposed different activities of special interest to the **23 APN networks**, such as the **URBACT Summer University** and **URBACT City Festival**.

We give our warm thanks to Céline for all her help and support to successfully finish **RiConnect Phase 1**.

**Thank you, Céline!**



# Break Talk The 'Right Mix' for 2040

10:30

*Julian Laidler, Senior Transport Strategy Officer, TfGM*

Julian Laidler spoke about the ongoing work led by TfGM's **Strategic Planning team** to draft a '**Right Mix**' target for **2040**. This target comprises: zero net growth in motor-vehicle traffic between now and 2040, and a drop in car mode share. Julian explained that the target is designed to support the people-and-place focused approach set out in the **Greater Manchester Transport Strategy 2040**, and is a result of Greater Manchester's vision-led approach to transport planning.





# State of the Art

11:00

*Rosa Rull, Lead Expert & Joan Caba, Lead Coordinator*

The LE and LP presented a summary of the **State of the Art** of the **RiConnect Baseline study** that can be summarised in four concepts:

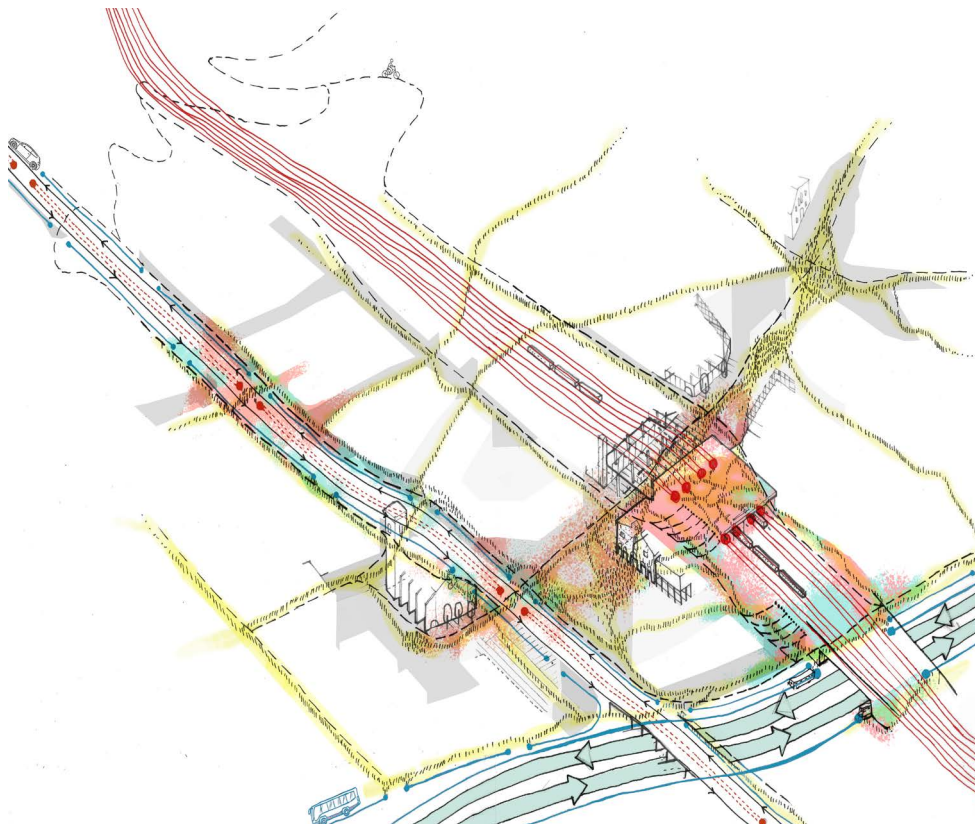


RETHINKING FOR...

## 1. REORGANISING HOW WE MOVE

The main objective of mobility infrastructure is to **physically support types of mobility flow to ensure adequate accessibility throughout the metropolis**. Rethinking our existing infrastructure and reorganising the way we move is the RiConnect network's **first major step**, rather than planning new infrastructure. How will this be done? We will **optimise the use of combined means of transport in favour of more efficient mobility**.

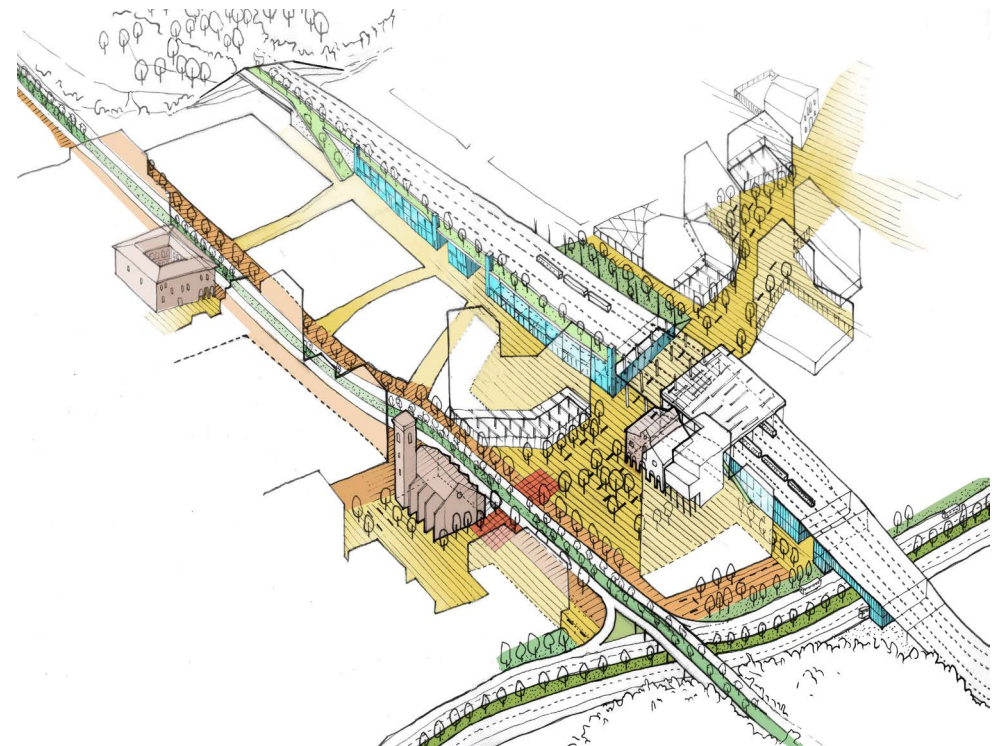
- Towards **efficient mobility**
- Towards **equitable mobility**



## 2. INTEGRATING THE INFRASTRUCTURE

While **mobility infrastructure connects the entire territory** (territorial scale) it must also be understood as **part of the public space and heritage of neighbourhoods it passes through** (local scale). Mobility infrastructure is one of the few urban elements with this **multi-scale feature**. Taking into consideration this aspect (rethinking infrastructure for simultaneous integration at local and metropolitan levels) and **activating all residual spaces in its proximity** has **enormous potential** to alter the current situation, **thus achieving a more liveable and interesting metropolis**.

- Towards a **redesign** of mobility infrastructure and its surroundings
- Towards **giving value** to its cultural heritage

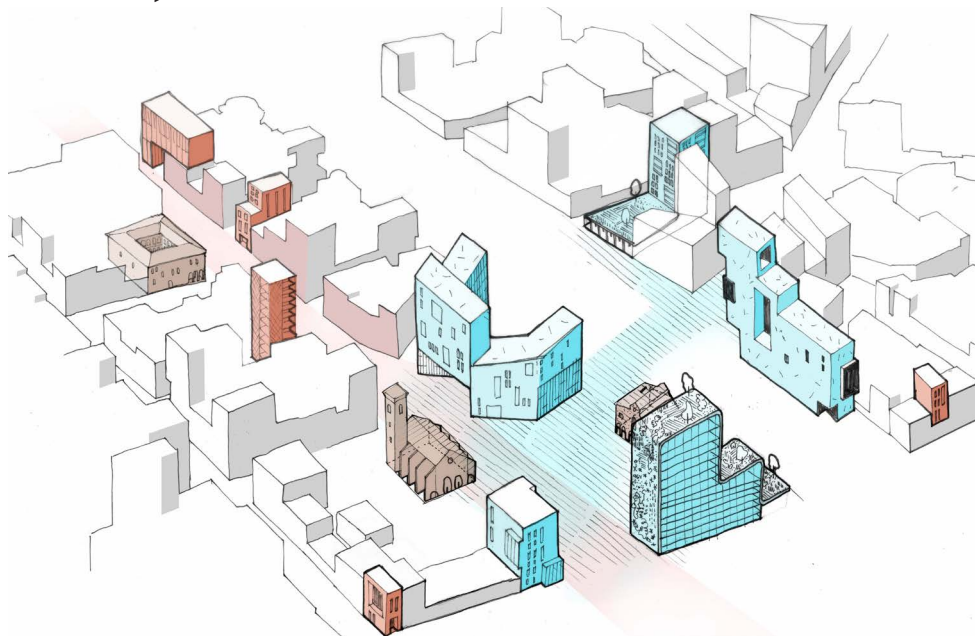




### 3. METROPOLIS PLANNING

Levels of mobility are related to the nature of the urban settlements supported (density, types of urban uses, etc.) as well as the provision and costs (money, time, etc.) of transport available. **Planning the territory with sustainable mobility criteria in mind and the other way around, rethinking mobility from a territory standpoint, is required for having a short distance metropolis.** People, activities, facilities, workplaces, leisure and gateways to public transport must be located close by, ideally under **15 minutes on foot or by bicycle.** This strategy fosters **sustainable neighbourhoods, builds local communities, reduces social segregation and cuts the cost of the most expensive aspects of mobility.**

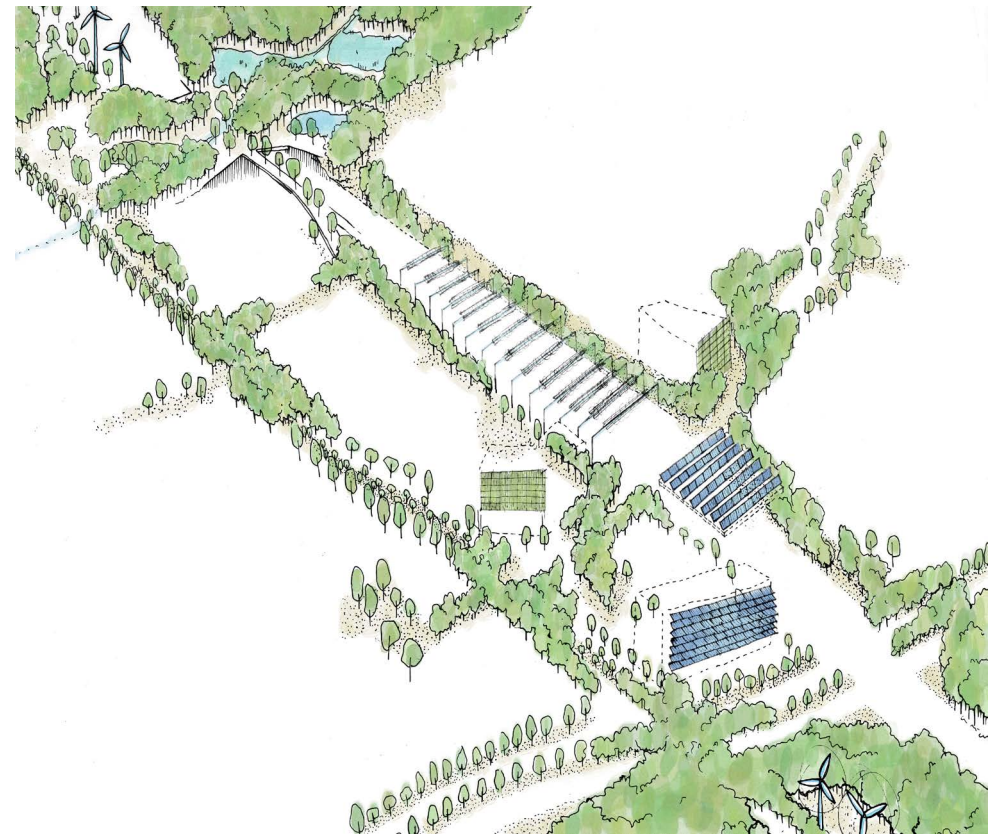
- Towards intensifying the main public transport stops
- Towards unlocking urban regeneration and urban development



### 4. ADDING ECOSYSTEM FUNCTIONS

Mobility infrastructure has the potential to **not only play a neutral role in the environment, but to contribute actively to improving it.** Its lengthwise proportion, vast dimensions, ‘kidnapped’ spaces and other features could be repurposed to **add ecosystem functions for a more complex, inviting, efficient, equitable, sustainable and attractive mobility infrastructure.**

- Towards a better environment
- Towards assuming metabolic functions



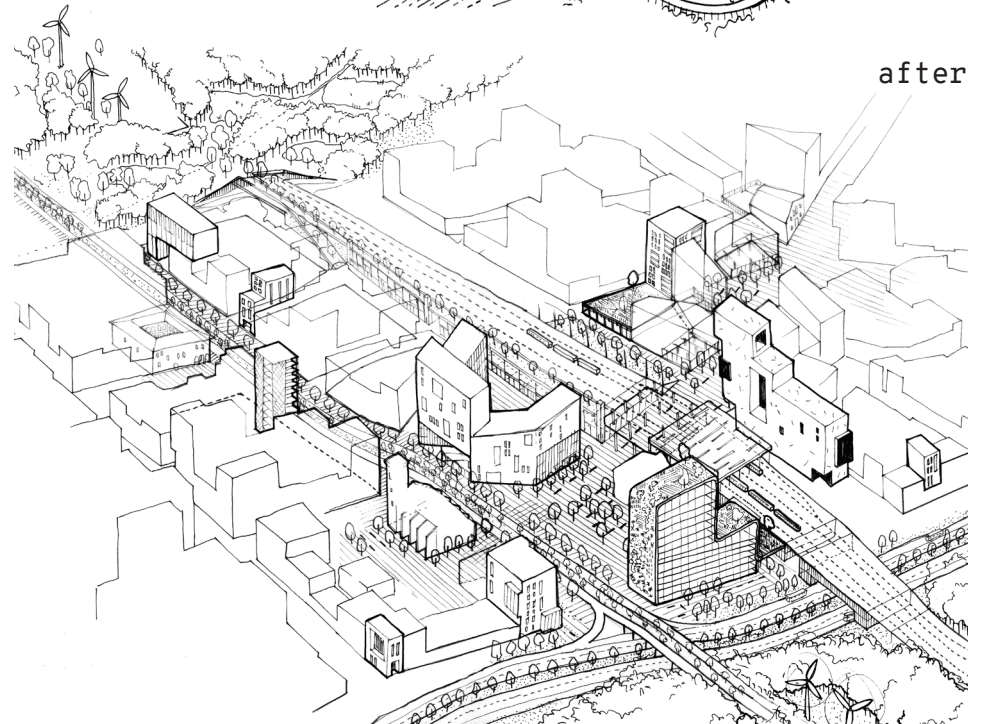
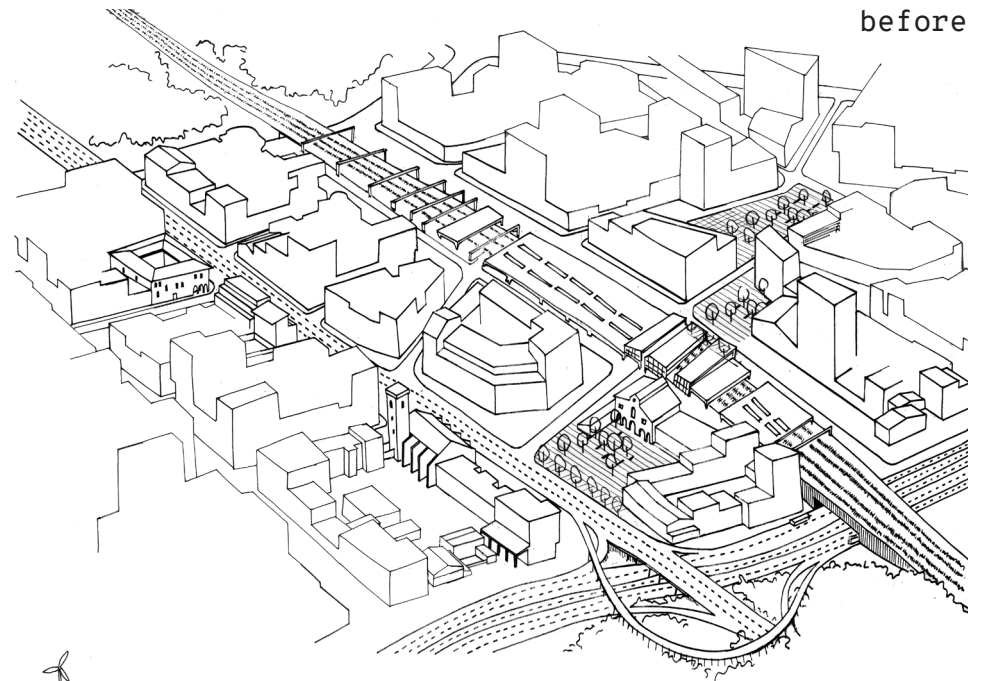
It was then emphasised that the RiConnect network would be based on two concepts:

## INTEGRATED APPROACH AT A METROPOLITAN SCALE

Due to the **extreme complexity of large-scale mobility infrastructure** (usually greater than municipal borders), **Metropolitan areas must take the lead** with this task and **coordinate different territories, multiple tiers of administration, stakeholders, interests and dependencies**. The most feasible option for rethinking mobility infrastructure and its territory is through an **integrated and participated approach** involving all stakeholders.

## PROCESS ORIENTED NETWORK

Successfully implementing this process is more important than pushing forward mobility and urban planning that will either never be carried out or used as intended. This involves **new efficient and equitable mobility paradigms, developing placemaking design principles** to make the metropolis more attractive while **adding value via its cultural heritage, developing spatial planning solutions** to boost regeneration, **balance the metropolis and allocate growth and housing**, and finally, **introducing new ecosystem functions for an improved environment**. In short, **do more with less**.









# Synthesis 1

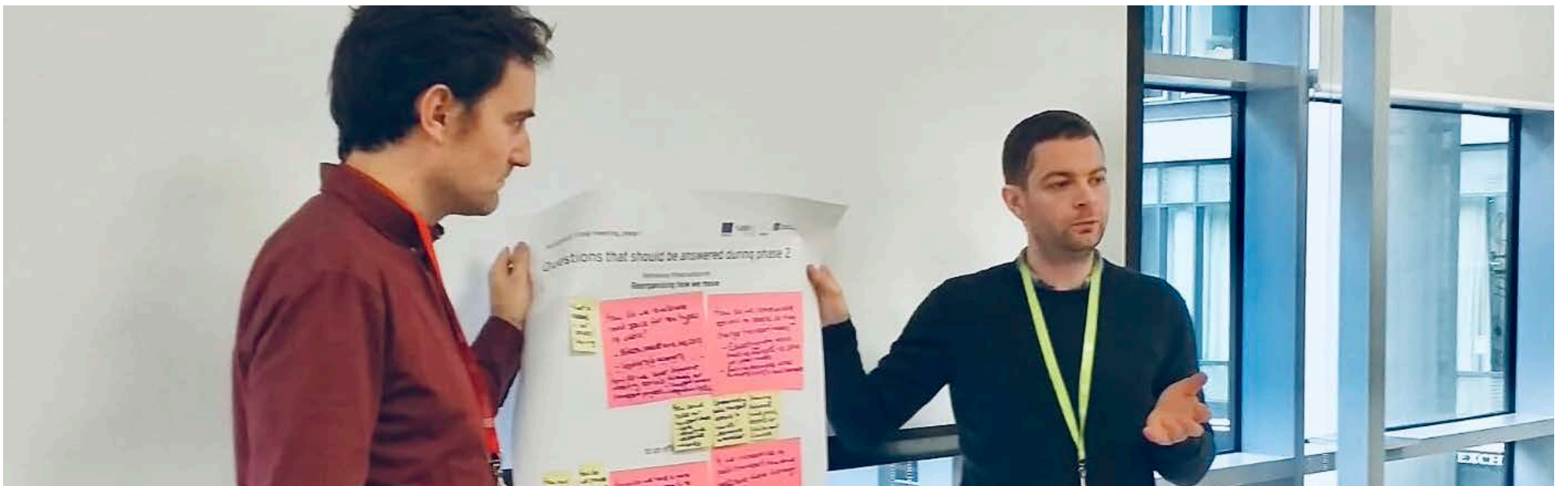
11:30

This workshop was created in order to co-design the issues that the network would develop in **Phase 2** of the **network's topics and subtopics**. We divided ourselves into four groups with

representatives of nearly all the partners, with a facilitator who reflected each person's contributions on a panel. Afterwards, the results were presented to the rest of the group.









## Questions that should be answered during phase 2

### Rethinking Infrastructure for Reorganising how we move

What is needed in our spaces? Rethinking

How do we re-allocate road space for new types of users?

- Bikes, pedestrians, bus, cars
- Scooters/e-scooters

How do we offer different mobility options through our transport projects - Transport corridors - Integration (cycle)

How do we communicate options to people, so they change transport modes?

- Educating why we are making changes - i.e. space for other modes
- Sharing examples across partners/cities + local examples

How do we make our transport stops

- Safe
- Attractive
- Accessible
- Friendly

Communicating public transport options to tourists?

- Alternatives to taxi/uber

Showing different times, price, benefits for Public transport & taxis.

to an eff...

How can we better integrate modes for efficiency

How do we provide alternatives (e.g. car users)

How do we have a more democratic approach to re-organising streets?

- Closure of streets
- Planning areas that are accessed by public transport, foot, bike - where we can

If we increase use of public transport, how do we make sure there is enough capacity?

to an equitable mobility

- How can we design cities with mobility challenges - people w/ disabilities, children, older people, parents.
- Building new infrastructure - put yourself/stakeholders/designers in the place of people with disabilities
- How do we empower people with disabilities to influence projects

- fair selection process for social passes?

Public transport can be expensive. How do we make public transport for more affordable for more people?

- More free travel zones
- Krakow/Paris have free travel for children
- Social passes (how do we stop abuse of system?) - Greece

by Manchester

## Questions that should be answered during phase 2

### Rethinking Infrastructure for Integrating the infrastructure

DEFINING INTEGRATION Physical/Space

DEFINING A PROGRAM

HOW TO MAKE PEOPLE WORK TOGETHER

ADDRESSING ACCESSIBILITY

HOW TO MANAGE INTERVENTIONS IN INFRASTRUCTURE OF DIFFERENT ENTITIES?

to redesign the infrastructure and its surroundings

WE WANT MORE SPACE FOR WALKING AND CYCLING

↓ INTERVENTION  
↑ REPERCUSSION

HOW TO INTEGRATE PRIVATE SECTOR?

LONG TERM STRATEGIES  
ACROSS CONTACT

HOW TO BREAK BARRIERS

WE WANT TO WORK WITH VISUAL IMPACT INSIDE/OUTSIDE

CAN WE CHANGE TECHNICAL PARAMETERS?

HOW REDUCE THE SPACE OF THE ROAD?

WHAT SMALL INTERVENTIONS OR SOLUTIONS ARE POSSIBLE

to put in value its patrimonial heritage

CAN WE CREATE A SENSITIVE LANDSCAPE?

HOW RECONCILE INFRASTRUCTURE/TERRITORY?

A NEW LECTURE OF THE SITE LOCAL IDENTITY

HOW WE GET THE INFORMATION NEEDED

by Lead Partner



## Questions that should be answered during phase 2

### Rethinking Infrastructure for Planning the metropolis

- How to increase the demand in new avenues?
- How to involve all stakeholders to and levels of government to share a vision and agree with a process / money?
- How to start change from small changes to scale later?  
lower stakeholders
- ~~How to mix functions in~~
- How to link mobility policy with urban planning?

### to intensify the main public transport stops

- How to explain to citizens / politicians / mayors that they area has to be intensified because of the transport upgrades?
- How to foster cooperation to shortest distances?
- How to intensify public transport modes if you have ~~are park~~ park & ride
- How to reorganize the transport modes and signages to have a better metropolitan connections?

### to unlock urban regeneration and urban development

- How to rethink infrastructure could improve the local and economic environment?
- How to plan together urban development with next infrastructure? *ASK Amsterdam*
- How to integrate good planning to reduce distance?
- How to mixt functions in an urban consolidated area?  
↳ How to convince people for that change?  
But how? → *provide information / be transparent*
- Which changes on mobility infrastructure improve neighbourhoods?
- ~~How to rethink the infrastructure could im~~  
by Lead Partner
- How the city/urban tissue has to change when the mobility infrastructure change its character?

## Questions that should be answered during phase 2

### Rethinking Infrastructure for Adding ecosystem functions

- \* Sustainable urban drainage
- \* Evergreen infrastructure eg - car parking
- \* Multi-functional green infrastructure.
- \* Shade and shelter to benefit pedestrians
- \* Protection from natural / Climate change disasters eg wild fires
- \* Standards for green infrastructure

### to a better environment

- \* <sup>do we</sup> ensure funding for future maintenance of green infrastructure?
- \* We need to identify the benefits of investing in green infrastructure.
- \* Consider the reversibility / future proofing of infrastructure
- \* Change the paradigm to be more environment focused in particular in spatial planning
- \* More landscape designers involved in developing infrastructure
- \* Improve business case quantification of environmental benefits.

### to assume metabolic functions

- \* Clean water - how - eg urban drainage / filtration
- \* Shade & Shelter - how - eg plant more trees
- \* Improved habitats & ecosystems - how eg Green Buildings on our streets
- \* Clean Air - eg reduce traffic
- \* Energy saving - eg more people walking.



# Oxford Road Site Visit

13:15

*Jonathan Marsh, Strategic Planning Manager, TfGM*

Jonathan Marsh led a guided walk from **Piccadilly Place**, through **Canal Street** and **Sackville Street**, to one of the most famous streets in Manchester, **Oxford Road**, which links the city centre to Manchester's universities. Jonathan explained that in recent years, Oxford Road has been transformed: **general traffic is not permitted to use the route** (between 6.00am and 9.00pm, seven days a week) and **'Dutch-style' cycle lanes, new bus facilities, improved pedestrian spaces and better public transport links have been installed**. Oxford Road is now a widely recognised example of high-quality street design in the city. After the **roundtable event at the University of Manchester**, RiConnect partners caught a bus back into the city centre.





## Waiting for signal opposite









# Roundtable Exchange with other networks

14:30

As part of the **Final Meeting of Phase 1**, other **networks and projects** were invited, whose topics were similar to the following objectives: **study the policy challenge** in depth to make it more precise, decide which **subtopics** are the most relevant for the network during Phase 2, talk to other

networks to **share findings** and **capitalise results**, and **discuss future collaborations** with them. The roundtable was made up of **four short presentations** given by the people responsible for the respective projects and a subsequent **debate** led by **Paul Lecroart**.



# Roundtable Zero Carbon Cities

14:50

*Adrian Slatcher, Programmes Officer, Manchester City Council*

**Manchester City Council** is the lead partner of **Zero Carbon Cities**, an **URBACT Action Planning Network**, which aims to help cities use 'science-based' targets to make the **transition to zero carbon**.

The network consists of **Manchester, Frankfurt, Tartu, Bistrita, Zadar, Modena and Vilvoorde**. The size of each metropolitan area varies considerably, ranging from less than 100,000 to over a million inhabitants. This will provide us with a **scalable approach** to the topic.

In order for cities to achieve the caps on carbon necessary to **align with the Paris Agreement**, they need to fundamentally **change how they operate**. A city's carbon is primarily generated through **transport, domestic premises, and business and manufacturing**; each one of these sectors needs to **reduce carbon** to enable cities to reach their targets.

**Carbon budgeting** is one way of measuring how we do this. **Manchester** for instance has a carbon budget of **15 million tonnes**, which means that it **needs to reduce its carbon by around 13% per year to reach its target to be zero carbon by 2038**.

Manchester chose to lead this network as one of the first cities to adopt science-based carbon budgeting, and also because we have already developed a **citywide stakeholder group**, namely the **Manchester Climate Change Partnership**.

The project will involve a masterclass in understanding **science-based targets and carbon budgeting**; furthermore, we will also cover a number of subtopics, including encouraging **citizens to change their mobility choices to low carbon ones**.

**Zero Carbon Cities** is the fourth **URBACT network** we have run in recent years. According to our experience, **sharing good practice, transnational cooperation** and developing an **understanding of the key topics together** can help us achieve our objectives. We hope to use the project's outcomes to **disseminate our success in other cities**, with the help of **EnergyCities**, which is providing our lead expert for this programme.





# Roundtable Transport for Greater Manchester

15:00

*Jonathan Marsh, Strategic Planning Manager, TfGM*

Jonathan Marsh gave a presentation about Greater Manchester's emerging **Streets for All Strategy**. Jonathan explained that the draft strategy document is focussed on **creating better streets for people**, by designing and managing them based on a good **understanding of what local communities and people travelling want** from different streets. Jonathan highlighted **different street types** (from quiet streets and places in which people come together to spend time, to traffic-dominated motorways and strategic roads) and the **need for a combination of good urban planning and measures to make streets safer and more welcoming** for everyone who uses them. The **Streets for All Strategy** also has a strong focus on encouraging active travel and the use of sustainable public transport. Jonathan also spoke about Greater Manchester's **Streets for All 'orbital' corridor study** – particularly a proposal for a **bus priority measure**, improving bus journey times and pushing strategic through-traffic on to an alternative road, without affecting access to a town centre - which will support **Greater Manchester's Integrated Action Plan**.



# Roundtable EUROCITIES from Roads to Streets

15:10

## EDGE-OF-CENTER TRANSFORMATION II

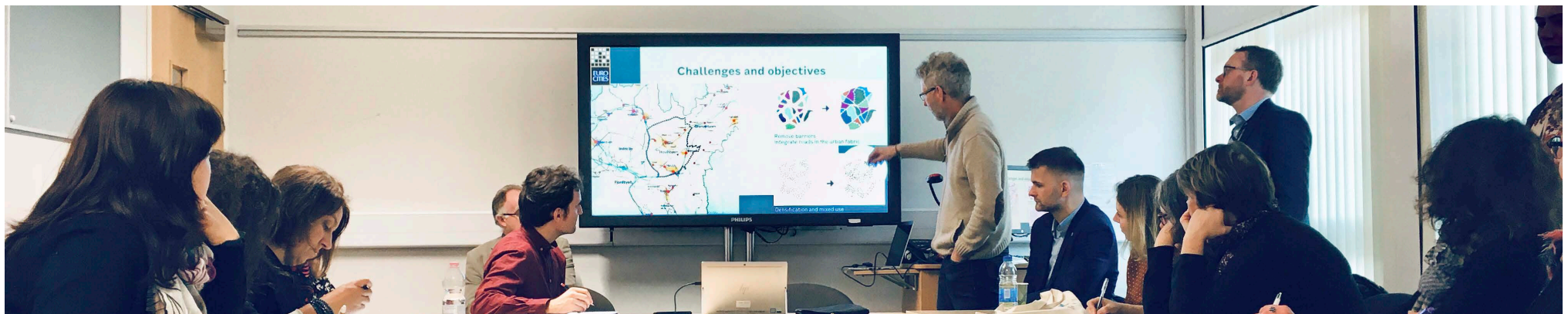
*Jørn Roar Moe, Oslo Planning and Building Administration*

Oslo, with eight other partner cities, is going to start up a project aimed at looking at **Urban regeneration in the city fringe**, with a special focus on **remodelling and reshaping high-capacity metropolitan roads – from roads to urban streets**. Other issues which will be looked at are innovative **mixed land-use** and the development of **high-quality, multi-functional public spaces**.

Jørn Roar Moe presented the forthcoming EUROCITIES project, 'Edge-of-Center Transformation II', which is a project network based on inspiration and the development of knowledge through examples. The aim is to **develop local knowledge, awareness, understanding and momentum to remove the infrastructural barriers of post-World War highways, and integrate them into the urban fabric**.

The EUROCITIES project has invited URBACT-RiConnect and METREX to cooperate, so as to **maximise output and learning for all networks and maximise the spread of information and impact**. METREX has agreed to cooperate with us and support our project, through the establishment of an **expert group**. This group will especially contribute with **thoughts and experiences**, as well as **offer a critical view of the project and its outcomes**.

The group agreed that we should seek **closer cooperation by exchanging information and participating in each other's meetings**, as well as attend an **international conference in 2022**.





Joan Caba & Rosa Rull

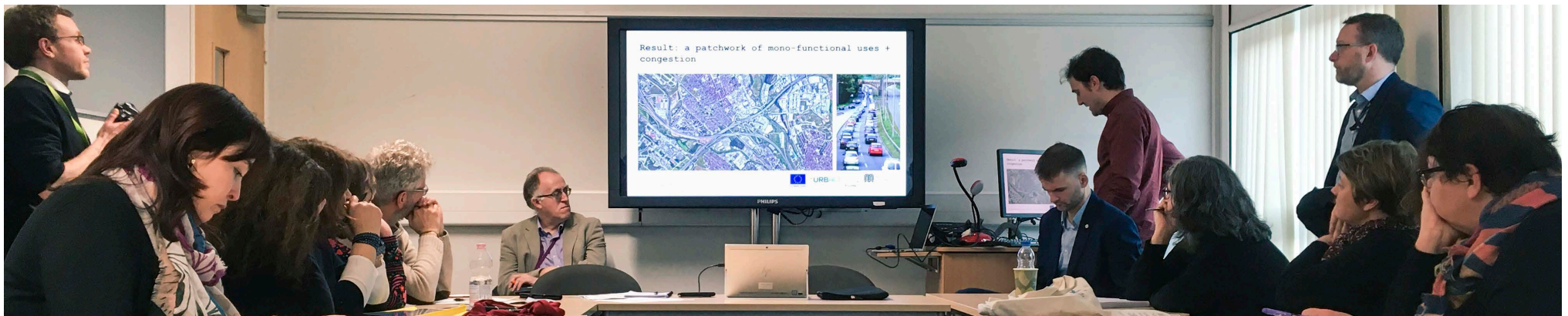
**Joan Caba**, the network coordinator, explains why it is necessary to **rethink and integrate mobility infrastructure** and argues why it is important to do it in the manner proposed by RiConnect: **in a metropolitan, comprehensive and cross-cutting manner.**

The development of infrastructure over the years to be able to cover the needs at any given time has implied partially **overlapping obsolete infrastructures over the territory**, which has **created numerous problems and externalities, such as barriers, discontinuities, spatial segregation, health, congestion, etc.** In addition, from an urban perspective it fostered the creation of a **metropolis made up of a patchwork of monofunctional uses that are only connected to each other through mobility infrastructure.** This has resulted in **obliged mobility and congestion.**

For this reason, **RiConnect considers that this model is obsolete.** Our theory is:

***Why do we not rethink/reuse/recycle these obsolete mobility infrastructures to obtain a more dynamic, sustainable, equitable and attractive metropolis where everyone can interact with everyone and move freely regardless of their age, social rank and where they live.***

With a view to Phase 2, RiConnect wishes to address this issue through the following topics: **Reorganising how we move, Integrating the infrastructure, Planning the metropolis, Adding ecosystem uses.**



# Roundtable Rethinking Infrastructure

15:30

*Paul Leocroart, Senior Urban Planner, Institut Paris Region*

After the four presentations came the intervention of **Paul Lecroart**, who **opened the roundtable**, starting with the four speakers and then with the rest of the group.

The debate was centred on **exploring the possible interactions between the topics tackled by RiConnect** in relation to the general context. The aim was to **find relationships between the networks, share experiences and good practices**, and at the same time finishing **outlining RiConnect's State of the Art**, while discussing which topics would be the most worthwhile to examine during **Phase 2**. Below is a detailed description of the topics that were addressed:

1. **The role of private vehicles in society** is changing, and learning to drive seems to be becoming less relevant in the minds of society. For example, people obtain their driving licence at a later age and are not so keen to buy a vehicle. **How could this impact the city and how does it affect rethinking mobility infrastructure?**
2. Another topic that was discussed was the **object to be rethought and its relationship with the environment**. Thinking of a street in the old quarter or an old road is different to thinking of a motorway. This was made clear by the fact that in many cases, the changes over time in the way we move and the opportunistic implementation of associated infrastructures have meant that the old road that used to connect two municipalities is now divided into a street in a pedestrian historic centre, which later turns into a road that ends up providing access to a motorway. As a result, it is impossible to go from one municipality to another on foot, like people used to do 60 years ago. Consequently, at a **metropolitan scale**, it makes a lot of sense to **rethink the role of infrastructures within the metropolis and integrate them to reconnect people, neighbourhoods, towns and open spaces**.
3. The last topic to be discussed was whether **changing the nature of an infrastructure could play a role in urban regeneration**. Converting an infrastructure with high externalities with one intended to be central and attractive has to be accompanied by a change of the urban model. The city has to be turned around and become its façade, its gateway, not the infrastructure. These **new areas of urban development** are not only the cornerstone of deeper urban regeneration processes, they can also **help rebalance and complement existing neighbourhoods, providing them with the uses they lacked**.



In conclusion, the debate made it obvious why infrastructures need to be comprehensively rethought, involving urban planning, mobility, public space and

environmental issues, so as to create synergies that boost the transformation of how we move, live, work and relate to each other in the metropolis.





# IAP Pecha Kucha

15:50

Now is when the **local vector becomes the centre of attention**. Each partner explains what they are doing at a local level and invites everyone to attend their **marketplace**, where a poster has been prepared that shows the point the metropolis has reached in relation to the network's topic (partner profile). A second poster describes the area of the IAP, challenges and objectives and the URBACT local group.

This is how we do it!





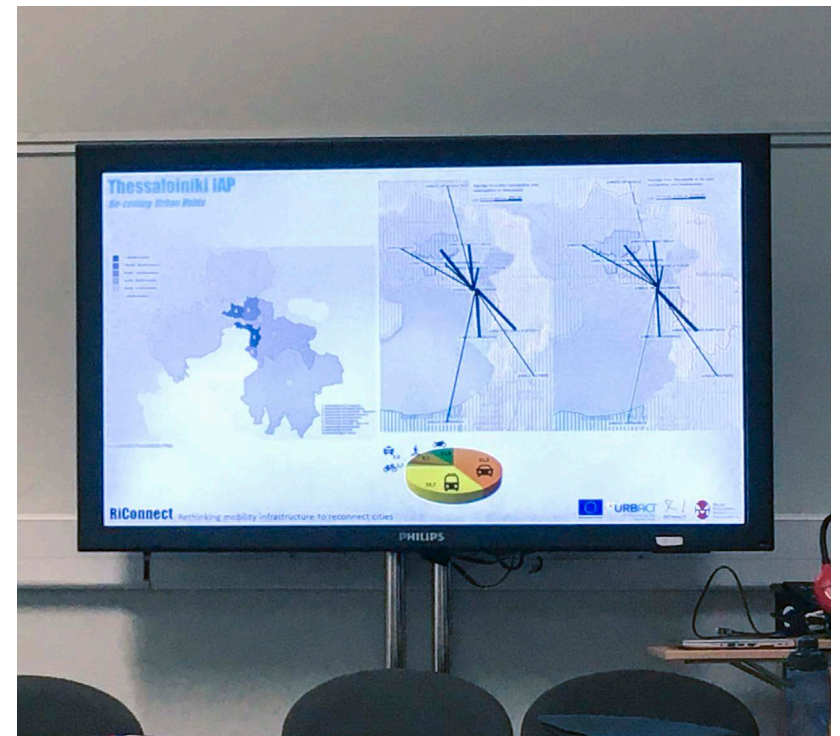
# IAP Pecha Kucha VA

## VERVOERREGIO AMSTERDAM



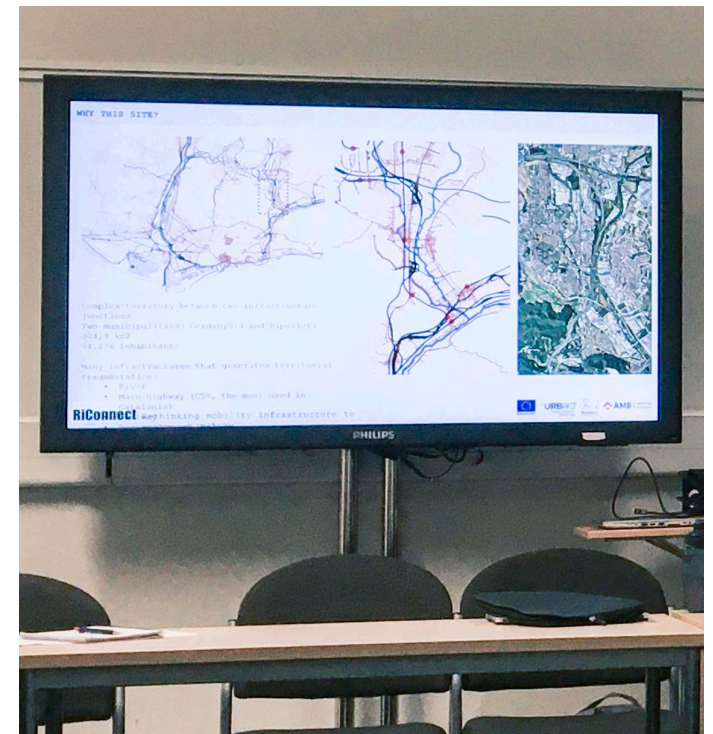
# IAP Pecha Kucha MDAT

## MAJOR DEVELOPMENT AGENCY THESSALONIKI



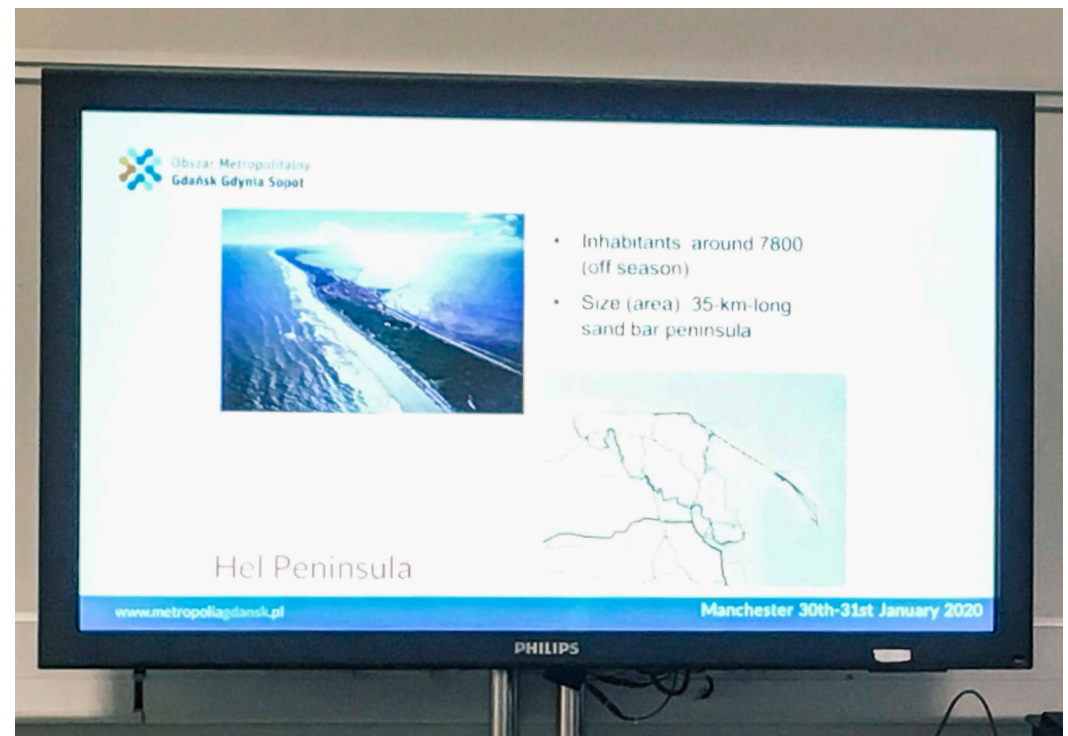
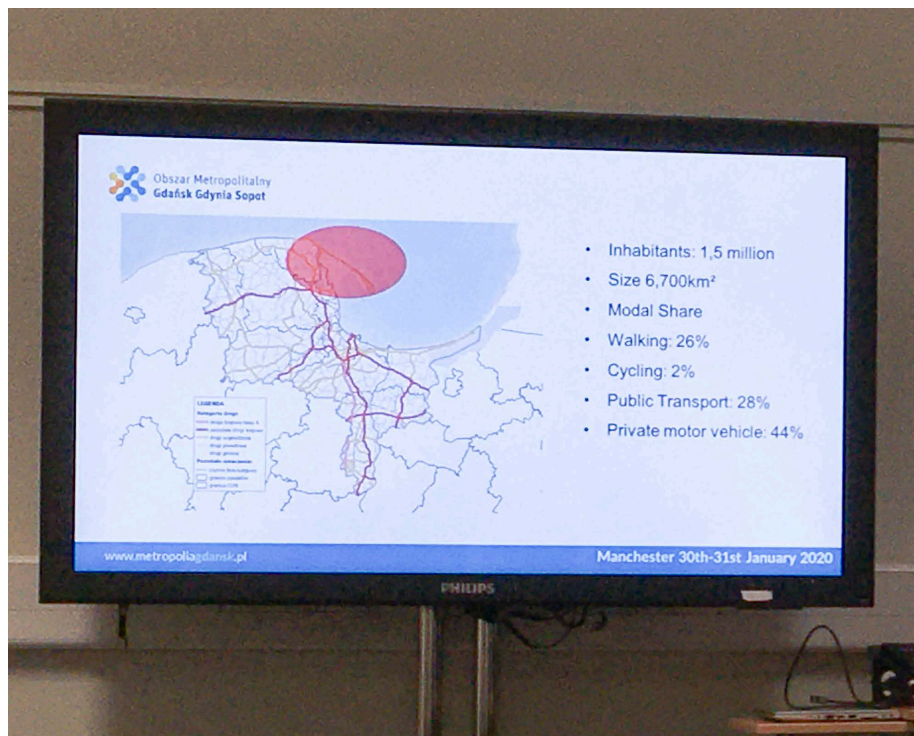


## BARCELONA METROPOLITAN AREA



# IAP Pecha Kucha **OMG-G-S**

## OBSZAR METROPOLITALNY GDANSK-GDYNIA-SOPOT





## KRAKOW METROPOLIS ASSOCIATION

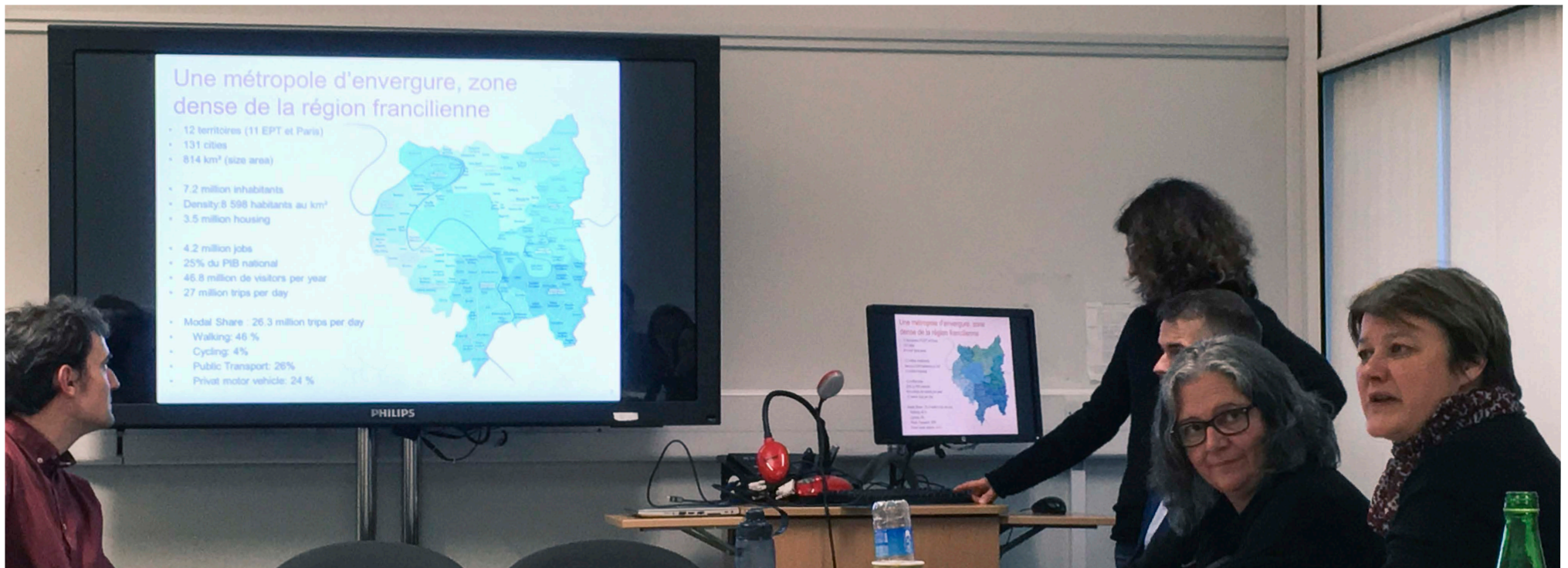


TRANSPORT FOR GREATER MANCHESTER





## MÉTROPOLE DU GRAND PARIS



## PORTO METROPOLITAN AREA









## RiConnect

### RETHINKING INFRASTRUCTURE

#### Partner profile

Inhabitants: 3.2 millions  
Size (area): 636 km<sup>2</sup>  
Model Share:  
Walking & Cycling: 43%  
Public Transport: 29%  
Private motor vehicle: 28%

#### Context

The Barcelona metropolitan area is located in the center of the Mediterranean corridor and is composed by 36 municipalities. It is a complex and diverse territory which includes the high concentration of activities and services in the city center, the high density of urban fabric and the large number of the residents (3.2 million).

#### About RiConnect

As a formal institution the AMB was officially born in 2010 and its management areas are related to territory and urban planning, mobility, housing, environment, economic development and social cohesion.

The AMB governing bodies are organized around 4 main pillars: the Metropolitan Council, the Presidency, the Governing Board and the Special Audit Commission. The Metropolitan Council is composed by 10 councillors (18 correspond to the member municipalities, and 16 are assigned according to the demographic weight of each municipality).

#### Good practices

- Cycling & pedestrian connection **Batlle & Rog Architects, 2018**
- Elevate gardens of Santa **Ala Molino & Serg Godoy, 2016**
- C-31 Badalona, **AMB, 2016**

The purpose of this project is to integrate the mobility of the city of Badalona into the metropolitan area, with a view to creating a new perspective. With three strategies: to identify the mobility of the city, to look and address the mobility of the city, and to address the mobility of the city.

URBACT RiConnect

## RiConnect

### RETHINKING INFRASTRUCTURE

#### Partner profile

Inhabitants: 94.876  
Size (area): 304,9 km<sup>2</sup>  
Model Share:  
Walking & Cycling: 56,2%  
Public Transport: 7,35%  
Private motor vehicle: 36,4%

#### Context

The CERDANYOLA DEL VALLÈS - RIPOLLET metropolitan area is located in the center of the Mediterranean corridor and is composed by 36 municipalities. It is a complex and diverse territory which includes the high concentration of activities and services in the city center, the high density of urban fabric and the large number of the residents (94.876).

#### About RiConnect

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URBACT RiConnect

## RiConnect

### RETHINKING INFRASTRUCTURE

#### Partner profile

Inhabitants: 1.722.374  
Size (area): 2041,27 km<sup>2</sup>  
Model Share:  
Walking: 16,47%  
Cycling: 0,44%  
Public Transport: 9,54%  
Private motor vehicle: 69,01%

#### Context

The METROPOLITAN AREA OF PORTO is located in the center of the Mediterranean corridor and is composed by 36 municipalities. It is a complex and diverse territory which includes the high concentration of activities and services in the city center, the high density of urban fabric and the large number of the residents (1.722.374).

#### About RiConnect

As a formal institution the AMB was officially born in 2010 and its management areas are related to territory and urban planning, mobility, housing, environment, economic development and social cohesion.

The AMB governing bodies are organized around 4 main pillars: the Metropolitan Council, the Presidency, the Governing Board and the Special Audit Commission. The Metropolitan Council is composed by 10 councillors (18 correspond to the member municipalities, and 16 are assigned according to the demographic weight of each municipality).

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URBACT RiConnect

## RiConnect

### RETHINKING INFRASTRUCTURE

#### Partner profile

Inhabitants: 14.350 (2001)  
Size (area): 0,4 km<sup>2</sup>  
Model Share:  
Walking: 16,97%  
Cycling: 0,14%  
Public Transport: 28,94%  
Private motor vehicle: 52,85%

#### Context

The METROPOLITAN AREA OF PORTO is located in the center of the Mediterranean corridor and is composed by 36 municipalities. It is a complex and diverse territory which includes the high concentration of activities and services in the city center, the high density of urban fabric and the large number of the residents (14.350).

#### About RiConnect

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URBACT RiConnect

## RiConnect

### RETHINKING INFRASTRUCTURE

#### Partner profile

Inhabitants: 1.5 million  
Size: 710 km<sup>2</sup>  
Model Share:  
Walking: 26%  
Cycling: 2%  
Public Transport: 28%  
Private motor vehicle: 44%

#### Context

The Gdansk-Gdynia-Sopot Metropolitan Area (formerly the Gdansk Metropolitan Area or GdM) was established on September 15, 2011 to strengthen cooperation and to achieve the harmonious development of the entire metropolitan area around Gdansk, by making the best use of the potential of the member cities and municipalities, while at the same time respecting their difference and particular characteristics.

#### About RiConnect

As a formal institution the AMB was officially born in 2010 and its management areas are related to territory and urban planning, mobility, housing, environment, economic development and social cohesion.

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URBACT RiConnect

## RiConnect

### RETHINKING INFRASTRUCTURE

#### Partner profile

Inhabitants: 99.692  
Size: 100 km<sup>2</sup>  
Model Share:  
Walking: 53,5%  
Cycling: 0,6%  
Public Transport: 28,8%  
Private motor vehicle: 17,1%

#### Context

The Metropolitan Area Gdansk Gdynia Sopot is located in the center of the Mediterranean corridor and is composed by 36 municipalities. It is a complex and diverse territory which includes the high concentration of activities and services in the city center, the high density of urban fabric and the large number of the residents (99.692).

#### About RiConnect

As a formal institution the AMB was officially born in 2010 and its management areas are related to territory and urban planning, mobility, housing, environment, economic development and social cohesion.

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- Elevate gardens of Santa **Ala Molino & Serg Godoy, 2016**
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URBACT RiConnect

## RiConnect

### RETHINKING INFRASTRUCTURE

#### Partner profile

Inhabitants: 1.06 mln (2018)  
Size (area): 175 km<sup>2</sup>  
Model Share:  
Walking: 28,8%  
Cycling: 0,9%  
Public Transport: 29,7%  
Private motor vehicle: 39,5%

#### Context

The KRAKOW METROPOLIS is located in the center of the Mediterranean corridor and is composed by 36 municipalities. It is a complex and diverse territory which includes the high concentration of activities and services in the city center, the high density of urban fabric and the large number of the residents (1.06 mln).

#### About RiConnect

As a formal institution the AMB was officially born in 2010 and its management areas are related to territory and urban planning, mobility, housing, environment, economic development and social cohesion.

The AMB governing bodies are organized around 4 main pillars: the Metropolitan Council, the Presidency, the Governing Board and the Special Audit Commission. The Metropolitan Council is composed by 10 councillors (18 correspond to the member municipalities, and 16 are assigned according to the demographic weight of each municipality).

#### Good practices

- Cycling & pedestrian connection **Batlle & Rog Architects, 2018**
- Elevate gardens of Santa **Ala Molino & Serg Godoy, 2016**
- C-31 Badalona, **AMB, 2016**

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URBACT RiConnect

## RiConnect

### RETHINKING INFRASTRUCTURE

#### Partner profile

Inhabitants: 43.496  
Size (area): 100,2 km<sup>2</sup>  
Model Share:  
Walking: 15,8%  
Cycling: 1,6%  
Public Transport: 31,2%  
Private motor vehicle: 39,5%

#### Context

The KRAKOW METROPOLIS is located in the center of the Mediterranean corridor and is composed by 36 municipalities. It is a complex and diverse territory which includes the high concentration of activities and services in the city center, the high density of urban fabric and the large number of the residents (43.496).

#### About RiConnect

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#### Good practices

- Cycling & pedestrian connection **Batlle & Rog Architects, 2018**
- Elevate gardens of Santa **Ala Molino & Serg Godoy, 2016**
- C-31 Badalona, **AMB, 2016**

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URBACT RiConnect



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# RiConnect

## RETHINKING INFRASTRUCTURE

### Partner profile

Inhabitants: 7.2 million  
 Size (area): 84 km<sup>2</sup>  
 Metal Share: 26.3 million trips per day  
 Walking: 46 %  
 Cycling: 4 %  
 Public Transport: 26 %  
 Road and/or suburban: 54 %

# METROPOLE DU GRAND PARIS

## Context

Greater Paris Metropolis is an inter-municipal establishment created in January 2010 and which groups 121 cities around Paris. City, it has five strategic aims: energy policy and climate change action, managing and cycling development and flood prevention schemes, land use planning schemes, social and cultural development and planning, local housing policy.

Greater Paris Metropolis has launched the development of its Territorial Urban Plan (TUP) which will coordinate the metropolitan planning, planning reference framework, management and development (SRADDET) takes place in a complete context.

A young institution made up of 121 municipalities, metropolitan interest will take place in three months.

## About RiConnect

In the Greater Paris Metropolis, public transport is the most used form of travel before walking and driving. The development and complementarity of modes of transport are major challenges for the Metropolis, both in terms of the high quality climate change and the improvement of the quality of life. As such, the Grand Paris Express is a structuring project that will facilitate the daily journey of many metropolitan citizens by connecting all of the

### What can you add

The Métropole du Grand Paris is not the authority responsible for transport, but through the SCdE, it can share out its "transport accessibility for all to be" projects with public transport and large infrastructures territories.

We can share out our expertise and our knowledge through the projects of other European cities.

### What do you need

We want to share the experiences of other metropolitan in order to draw inspiration from solutions that can work on similar situations.

We want to enrich our expertise and our knowledge through the projects of other European cities.

## Good practices

Consider the "Superior hour" by supporting major transport infrastructure projects, such as the Grand Paris Express, so that all places in the Metropolis are accessible by public transport.

Act for sustainable mobility by creating the conditions necessary for the development of active modes, intermodality and shared modes. These include transforming major roads into urban infrastructure

(NPNRD, SN, RD - major urban boulevards)

Prepares solutions by engaging public opinion to pedestrians and among public-induced mobility, by assuring urban interconnections and nuisances, and by reducing the place of the car in the city

[illegible]

# RiConnect

RETHINKING INFRASTRUCTURE

## Partner profile

**Greater Manchester**

**Inhabitants:** 2.8 million residents

**Size (area):** 1,000 km<sup>2</sup>

**Head Office**

**Sustainable modes (walking, cycling, public transport):** 39%

**Car or other (private vehicle):** 61%

**Context**

TfGM is a key role in a transport design agent for the Greater Manchester Combined Authority and Greater Manchester Mayor. Alongside working closely with the bus and tram operators, TfGM is also working with the Greater Manchester (aka GMA) to bring about the operational and strategic changes in walking and cycling, across Greater Manchester, and to create a vision and strategy, develop concrete ways to travel safely and comfortably and a leading role in coordinating Greater Manchester's efforts to reduce transport related air pollution.

**About RiConnect**

Greater Manchester was especially keen to be involved in a knowledge-sharing project focussed on 'Transforming and Integrating mobility infrastructure', making urban streets easier to get around and pleasant to be in, especially when travelling by public transport, on foot or by bike. The rationale for the partnership is the Mayor's Our Network – a plan to create an integrated, modern and accessible public transport network for all. The rationale for the partnership is the Mayor's Our Network – a plan to create an integrated, modern and accessible public transport network for all. The rationale for the partnership is the Mayor's Our Network – a plan to create an integrated, modern and accessible public transport network for all.

**What can you add?**

Transport for Greater Manchester (TfGM) is a strategic planning, high level levels of expertise in integrated activity delivery, participant awareness, cross-sector working and project management.

A good example of TfGM's experience in delivering a co-ordinated and participative approach to our work to develop a new Greater Manchester Streets for All approach within the GMA.

Transport strategy, that has been awarded for Sustainable Urban Planning

**What do you need?**

It will be helpful for TfGM to continue to learn about how the other European city regions have addressed similar issues to those faced in our focus area.

We would also like to better understand the process that our partner city regions go through to identify issues and opportunities, design objectives and outcomes, develop schemes, engage with communities, and other stakeholders, develop business cases and secure funding.

## Good practice

**Oxford Road Corridor**  
bus, cycle and pedestrian only  
linking city centre and universities

**Manchester University Square**  
Pedestrianised square connecting University campus.

**St Peters Square**  
Public space in central Manchester with green settings. Interested between bus.

**URBACT**  
Sharing cities for better lives

**RICONNECT**  
Transport for Greater Manchester

# ReConnect

## RETROFITTING INFRASTRUCTURE

# GREATER MANCHESTER



**PHOTO OF IAP**

## Description

King Street is located in the west of Old Trafford Town Centre and provides key access to the Old Trafford Way.

It is typical of the urban core with shops and restaurants, providing direct pedestrian access to the central shopping district and civic buildings.

Old Trafford King Street town square is located on the junction of Union Street – a popular spot for those visiting and attending at Old Trafford. Recent upgrades to public realm and crossing facilities have been implemented.

## Objectives

The objective is to reduce the risk of infrastructure to support sustainable economic growth, improved access to life and road safety and address environmental impacts by reorganising how we move to enable more people to choose active and sustainable modes.

Our approach will support the planning of new development across Old Trafford and our City Region (Metropolitan including Old Trafford, and Trafford and Tameside) and enhance the environment and ecosystem functions. The project will also contribute towards enabling Greater Manchester's overall move share target for 50% of journeys to be made by sustainable modes.

## Challenges

The corridor between Oldham and Ashton does not work effectively for moving people mobility and also impacts on health, environment and heritage of the surrounding communities. Examples of the challenge to address include:

- Congestion and high car use – cars are able to cut north-south through the town centre on this route, despite Old Trafford Way providing a bypass.
- Delays in bus times, poor reliability and poor quality walking area – particularly in Oldham bus catchment.
- Inadequate pedestrian and cycle facilities – in particular crossing of the road at the junction of Midbarn Road & Rishdale Road is hard to cross.

## ULG

The UG will be led by Jonathan Harris (TSM, Strategic Planning Manager) and will include representatives from the following:

TSM departments including: Transport Strategy, Cycling and Road Safety, Highways, and Regeneration.

District Councils of Oldham and Tameside including all elected members, and officers; planning, highways engineers and highway team.

Transport organisations and providers including Network England, busmobs and the operators.

## Timeline

In the next 2 years, TSM will complete a business case for the early delivery of the scheme.

## Approach process

### Potential solution outline

1. Review of the current situation on the street, comprehensively the existing northbound movement.

2. Propose both the priority and existing northbound legs out of the town centre and on Old Trafford Way.

3. 20-minute pedestrian bus route, also plan at the junction of Old Trafford Way crossing northbound street.

4. Shortening of shopping park on the line north of Oldham King Street bus stop and south of the existing bus stop – creating a better stop environment.

5. Alleviating Rishdale Road to now to have direct direction north Old Trafford Centre, whilst maintaining a cycle






# Surprise Event Street Art Walking Tour

17:30

## THE MODERN HISTORY OF THE NORTHERN QUARTER

*Hayley Flynn, Skyliner*

All partners joined an **evening tour of Manchester's Northern Quarter** – a fashionable part of the city centre, which is home to street art, bars and independent record shops. The tour guide spoke about **architecture and heritage**, and about significant

issues facing the city today, ranging from **social justice to public spaces**. Attendees learnt about Manchester's original ceramic art trail and more modern street art as part of an interesting historical narrative about this special part of the city.







**The Greater Manchester Police Museum**, a former police station converted into a museum and archives detailing the

history of policing in Greater Manchester. It was a working police station between 1879 until 1979.



Dinner

19:00







**day 2**

# Meeting point

8:30

On the **Friday morning** the group travelled out of the city centre to **Media City**. Working sessions and the presentation by **Paul Lecroart** were held in a meeting room that forms part of the **University of Salford Campus**.

Unfortunately, the weather turned a little rainy proving that it **does sometimes rain in Greater Manchester!**





# Media City Salford

9:00

**MediaCityUK** is a mixed-use property development on the banks of the **Manchester Ship Canal** in **Salford and Trafford**, Greater Manchester. The location is a focus for

media organisations such as the **BBC** and **ITV** as well as the **University of Salford**. The land occupied by the development was part of the **Port of Manchester** and **Manchester Docks**.









## “It does sometimes rain in Greater Manchester”





# Synthesis 2

9:15

The purpose of the Synthesis 2 workshop was to make each partner bring the **topics** and **subtopics** of the network down to **local level** and assess their relevance to **local challenges and objectives**. In parallel, the aim was to find out the degree of **know-how at local level** to be able to support the network.

As a result of this workshop it was concluded that all the topics were relevant for the network members to a greater or lesser degree, and they were keen to explore them. The **network's internal potential** to be used as a support when constructing the **Thematic Exchange and Learning of Phase 2** was also made evident.

















# RiConnect: Final meeting, phase 1

## Relation and Rate Subthemes with your IAP site



Rethinking Infrastructure for  
Reorganising how we move

Rating

Rethinking Infrastructure for  
Integrating the infrastructure

Rating

Rethinking Infrastructure for  
Planning the metropolis

Rating

Rethinking Infrastructure for  
Adding ecosystem functions

Rating

- ③ MORE PEOPLE IN PUBLIC TRANSPORT  
(CAR, AGGLOMERATION BUSES)  
OPTIMIZATION OF AGGLOMERATION BUSES  
(FAIR AND TRAM NODES)  
LOWER COSTS OF PUBLIC TRANSPORT (LOWER TRAVELLING COSTS)

- ② INTEGRATING THE INFRASTRUCTURE  
BETWEEN "HOME" AND TRANSPORT  
NODES

- ③ BETTER PUBLIC TRANSPORT AND  
MODAL ~~SPLIT~~ SPLIT → A CONSEQUENCE  
IS BETTER AIR QUALITY  
MORE GREEN AREAS / SURROUNDING  
OF TRANSPORT NODES

- ③ • the main problem is the congestion  
during the summer time  
• reduction of road safety during the  
summer time  
• air pollution + noise

- ② the attempt to create the internal  
transport and mobility system and rules  
(allow with the shape of already  
existing infrastructure)

- ① • we focus on local area / problems  
• the location is outside the city  
area

- ② • LIFE QUALITY OF  
LOCAL INHABITANTS  
• ENVIRONMENT (UNIQUE  
ECOSYSTEM) → NEEDS TO BE  
PROTECTED

- ② REORGANISING HOW WE MOVE:  
- ACT FOR SUSTAINABLE MOBILITY  
BY DEVELOPMENT OF ACTIVE NODES  
INTERMODALITY AND SHARED NODES  
- THE QUARTER HOUR CITY  
- ENCHANGE THE ACCESSIBILITY  
OF METROPOLITAN AREA FOR  
HABITANTS AND USERS

- ④ INTEGRATING THE INFRASTRUCTURE  
- TRANSFORM MAJOR ROADS AND  
URBAN ROADS AND URBAN INFRASTRUC-  
TURE (HIGHWAYS, BP...) INTO URBAN  
BOULEVARD  
- ADAPT PUBLIC SPACES

- ③ PLANNING THE METROPOLIS  
- THE IAP SITE IMPLEMENT THE  
PRINCIPLES OF OUR SCHEME: DENSIFI-  
CATION, MIXED URBAN...  
- NEW MODELS FOR WORKING AND  
LIVING  
- ENERGY SOBRIETY  
- RENEWABLE PRODUCTION

- ADDING ECOSYSTEM FUNCTIONS  
↳ A MAJOR CROSS-CUTTING  
ISSUE



# RiConnect: Final meeting, phase 1 Relation and Rate Subthemes with your IAP site



Rethinking Infrastructure for  
Reorganising how we move

Rating

## ③ Reorganising how we move

- Reallocate the public space / transport axis for the users
- Street for all / accessibility
- Integration / multimodality

Rethinking Infrastructure for  
Integrating the infrastructure

Rating

## ③ Integrating the infrastructure.

- Community - centered planning and adoption of place
- Introducing of ~~various~~ routes friendly for walking and cycling
- Value of heritage as value of the place

Rethinking Infrastructure for  
Planning the metropolis

Rating

## ③ Planning the metropolis.

- Strategic places for introducing metropolitan facilities (cultural, business etc.)
- Transport oriented development
- Converting abandoned land to unlock urban development

Rethinking Infrastructure for  
Adding ecosystem functions

Rating

## ② Adding ecosystem functions

- Use of nature based solutions & materials
- Preserving the natural ecosystem of abandoned land (all species)
- Sustainability and resilience of the interventions

MAJOR DEVELOPMENT  
AGENCY THE IAP

PART. METROPOLITAN AREA

BARCELONA METROPOLITAN AREA

② Contribute to the change of mode split

- Δ+ Soft modes
- Δ+ Public transport
- Δ- Private car

③ Link to the following targets:

- Territorial cohesion
- Better public space
- Road Safety
- Better conditions of traffic
- Attracting more investment and residents

Better mobility conditions for those who live there and for those who circulate.

to an equitable mobility

to put in value its patrimonial heritage

② Contribute for a better territorial and social cohesion

- A new Bus Corridor

to urban regeneration

① It's important, but has less impact because of the scale.  
• Makes all the difference in that area.  
• Green (all kinds of plants) are perfect carbon scavengers to contribute to decarbonization by photosynthesis.  
• It cleans the air and the landscape.

to ecosystem functions

## ② Reorganising + Integrating

Redistribute the different means of transport with a new balance and increase urban quality as infrastructures as new public spaces!

## ③ Planning the metropolis.

Intensify local junctions with a new metropolitan structure.  
Regenerate urban fabrics with mix-use buildings to put closer to citizens activities and facilities.

Working with the urban issues surrounding the infrastructures (intensify + regenerate)

## ① Ecosystemic functions.

The new metropolitan structure will include green areas for introducing metabolic functions.  
The river as a valuable infrastructure for ecosystemic functions. (production, leisure, ecological corridor)

# RiConnect: Final meeting, phase 1

## Relation and Rate Subthemes with your IAP site



Rethinking Infrastructure for  
Reorganising how we move

Rating

Rethinking Infrastructure for  
Integrating the infrastructure

Rating

Rethinking Infrastructure for  
Planning the metropolis

Rating

Rethinking Infrastructure for  
Adding ecosystem functions

Rating

① Reorganising how we move

- improving train-tram-bus-car-bicycle-pedestrian interchange
- Door-to-door journeys
  - ↳ Alternative for car-based journeys
- Secure spaces for everyone

③ Integrating Infrastructure

- decreasing barriers between neighbourhoods
  - Railway/station • Motorway • Boulevards
- Connecting neighbourhood and surroundings
- Reinstating modernist / brutalist infrastructure / architecture

② Planning the metropolis

- putting pedestrians first
  - ↳ decrease attractiveness for cars
- more trains calling at station
  - ↳ less interchanges
- more / better bicycle facilities
- Creating socially 'attractive' spaces
- 40-40-20 rule (housing)

① Adding ecosystem functions

- mixing-uses
  - ↳ offices, dwellings, restaurants, cafés
- Walkable space
- Rain proofing
- Connecting green belts
- Solar panels
  - ↳ incorporating trees / greening

③ Reorganising how we move

- Streets for All - strategy and scheme development.
- Local bus strategy & Q&BT.
- Bee Network.

① Integrating infrastructure.

- Implementing public realm alongside bus priority.
- Making schemes fit well with the town centre.
- Taking into account the very old buildings on King Street.

② Planning the metropolis.

- Work supporting town centre regen. & spatial planning / GMSF.
- Focus on PT. hubs.

① Adding ecosystem functions.

- A holistic approach to addressing:
  - Green infrastructure & suds. Climate change, public health & safer streets.
- Climate change.

to unlock urban regeneration and urban development

to assume metabolic functions



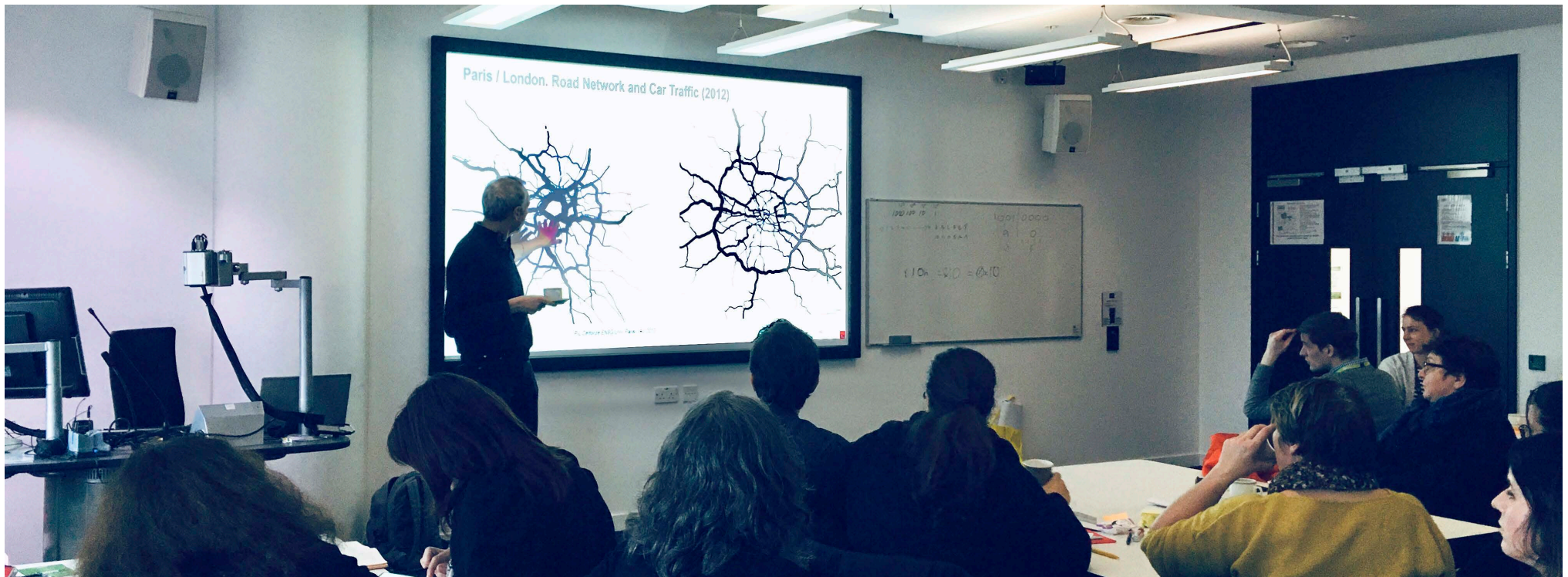
# Talk From Urban Highway to Living Space

10:30

*Paul Lecroart, Senior Urban Planner, Institut Paris Region*

Functionalist thinking and car-oriented urbanism have left many cities, including Barcelona, Manchester and Paris, with **extensive networks of urban highways**. As they are available and free, they get over-used in moving people and goods within metropolitan areas. However, limited-access and grade-separated

roads create **physical barriers** that tend to devitalise cities and hinder regeneration. The high levels of **traffic produce noise, dust and air pollution**, raising health and social justice issues. Extensive highway networks tend to encourage car-centric lifestyles, urban sprawl, and they increase traffic congestion.



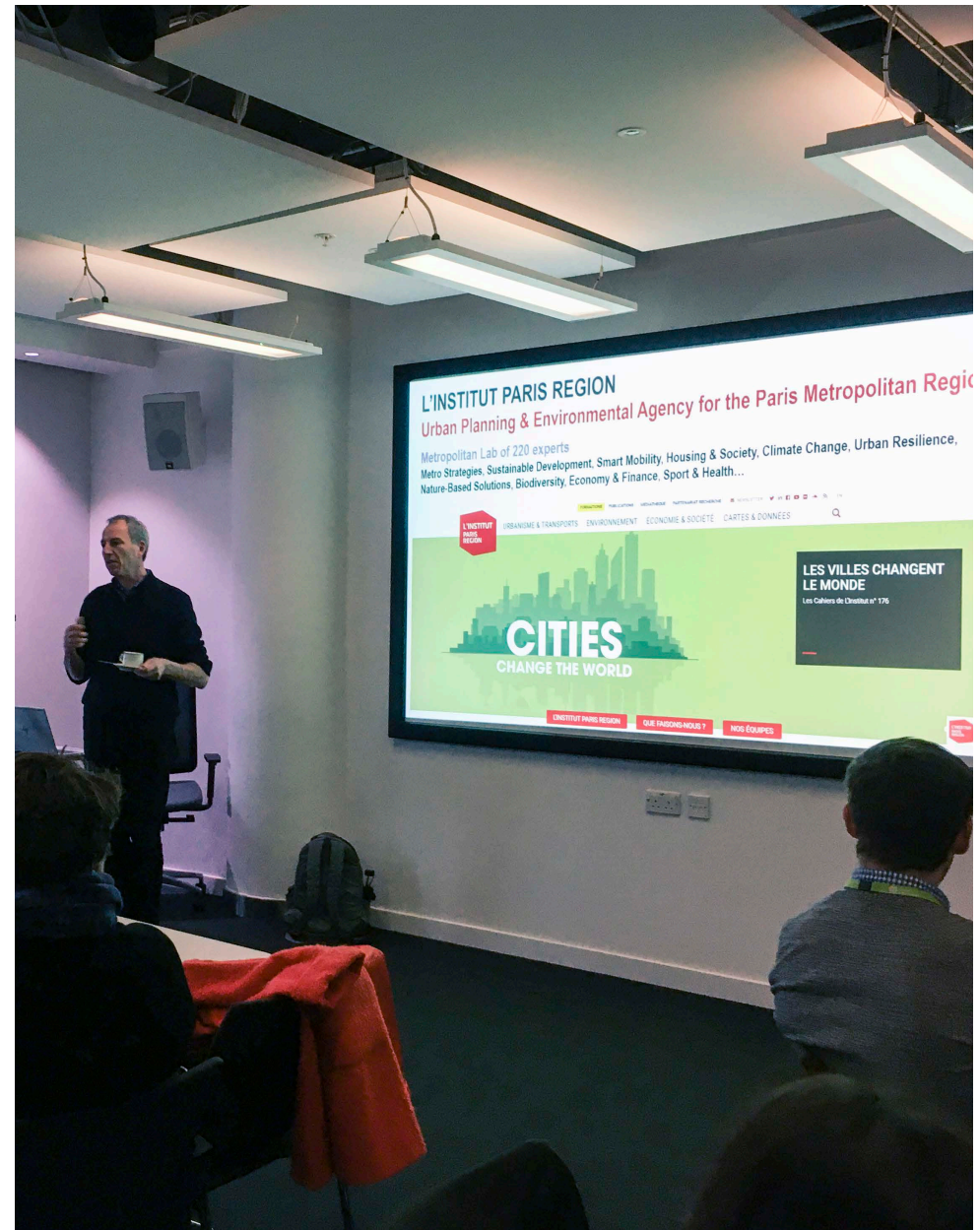


In recent decades, some cities have successfully started tearing down obsolete urban highways, **replacing them with multi-use boulevards lined with mixed-use new developments and new linear parks**. Why and how are they doing that? What are the benefits and costs? These questions are behind the **'Metropolitan Avenues'** programme that I have been leading at the **Institute Paris Region** since 2010, **researching many highway conversions experiences worldwide**, nine of which are published -including New York and Seoul shown here. This work is contributing to the **International Consultation on the Future of Highways of Grand Paris** in 2019 and the reflections on the **Paris Péripherique**.

The **positive impact of highway reconversions** may be interesting for the RiConnect network:

- **Highway-to-boulevard conversions do not create massive congestion**, as changes in behaviour cause part of the traffic to evaporate;
- **Urban renaissance of deprived neighbourhoods or inaccessible waterfronts** are encouraged by new linkages and new mixed-use developments;
- **Environmental impacts are particularly positive in terms of noise, air quality, cooling, biodiversity and landscape quality**.

Nevertheless, these projects can be **complex and relatively costly**. They require **strong leadership, extensive consultation and synergy between many different stakeholders**, at both **strategic and local levels**.





# Running the network

11:00

*Elena Argelich, Network Manager*

During the management session, we explained the importance and **main points of RiConnect's management and financial reports**. This time with the main focus on the **Synergy system** and the **Phase 1 report** to be presented upon completion of the first phase. Doubts and questions about the procedure were also resolved with the contribution of **Céline Ethuin** from the **URBACT Secretariat**.

The second main point in this session was the presentation of **each partner's budget for Phase 2**. The session opened the debate and provided us with the opportunity to receive budget-related suggestions from project partners. We presented a **two-year timeline** to organise the different **meetings in each metropolitan area** and after discussing the matter, this timeline was approved by the project.

Finally, a **to-do list** was presented for the submission of the second application, hoping it will be successful in the **Phase 2 call**.

## **Hard work and fingers crossed**

Each meeting will include a session on administrative and financial aspects, in order to **resolve and avoid potential problems during the life of the project**.



# Communication

11:30

*Noemí Martínez, Communication Officer*

The purpose of the presentation on the network's communication was to go through the **work performed during Phase 1** and describe **the next steps** to be taken as regards the start of Phase 2.

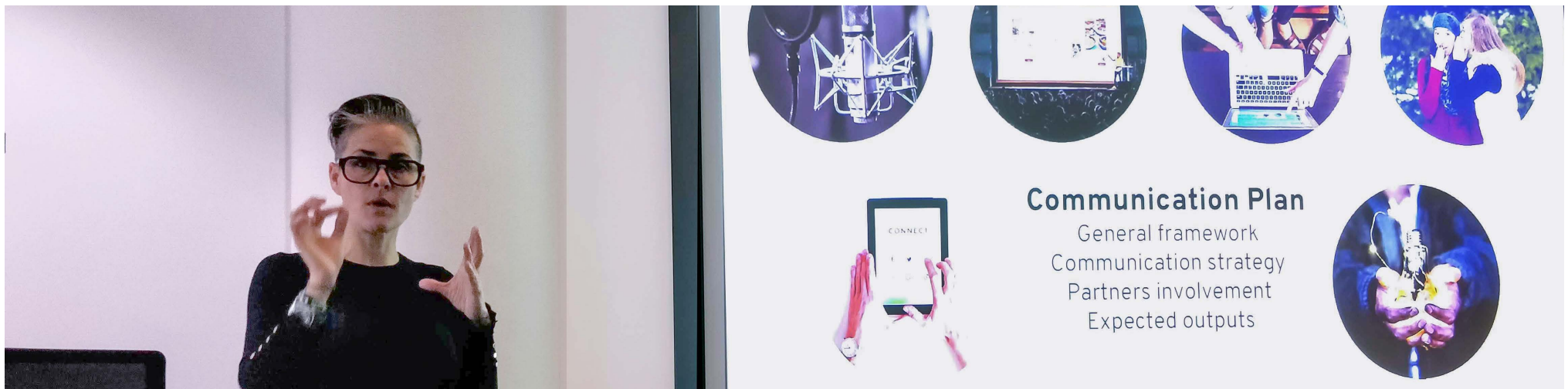
The **network's visual identity** was explained, from its collective conception to the details of the **different versions of the logotype and its applications**. Emphasis was placed on the importance of using it well and to include it in all the network's communicative actions, at European, international and local levels.

The basic content and elements by and for the network throughout Phase 1, such as the **boilerplate, metropolitan**

**websites** within the **URBACT programme website** and the **A3 posters** explaining the project, were also reviewed.

Two new important communicative elements were presented: the **Twitter account @RiConnectURBACT** and the first edition of **The RiConnect Chronicles**.

The presentation ended with an explanation of the most relevant features of the **communication plan** preparation and the importance of knowing **how to value and balance local capacities, resources and objectives** as regards communication with the network's capacities, resources and objectives.





Lunch

12:00





# Break Talk The Bee Network

13:00

*Andy Howard, Cycling and Delivery Officer, TfGM*

Andy Howard spoke about **Greater Manchester's Bee Network** – a plan developed by TfGM, the **Greater Manchester Cycling and Walking Commissioner** and the **ten Greater Manchester local authorities** for a joined-up, high-quality cycling and walking network that **connects all the communities in Greater Manchester**. Andy explained that the aim of the Bee Network is to enable the two thirds of people

who currently use their car as their main mode of transport to walk or cycle more. Andy spoke about the **co-design process**, including making the **initial plan open to public comment** for four months online, and he also described the different components of the Bee Network including **'Busy Beeways'** (routes on major roads) and **'Active Neighbourhoods'** (networks of quiet residential streets).





# Synthesis 3

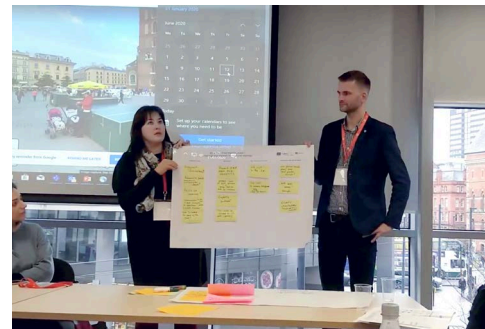
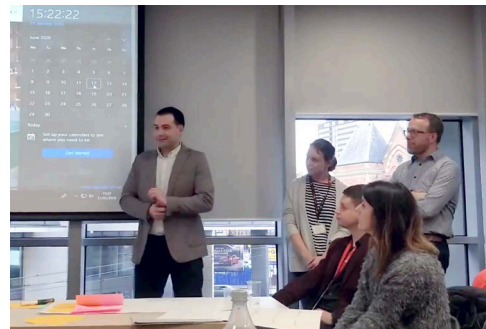
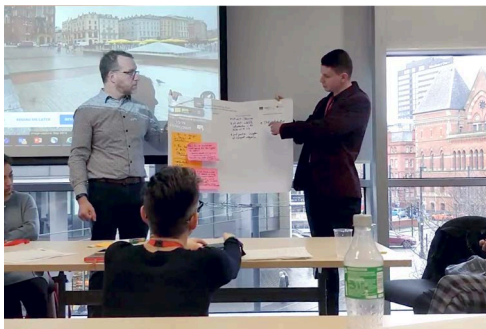
13:30

The purpose of the workshop was to **co-design the thematic transnational meetings of Phase 2** by preparing a **first draft**. The host partner and co-organiser sat down together with the results of the Synthesis 1 workshop and they prepared the issues to be addressed and decided which workshops or types of workshops could be organised; they also established the site visits and good practices to be explained and settled on the inspirational talk we could give. This information will be essential for developing the **work methodology for Phase 2**.

Some useful features that appeared:

- Include a meeting with the local ULG to work on a specific topic of the network.
- Share the hotel.
- Involve other projects and networks related to the matter in question and hold a workshop to share knowledge and establish specific strategies.

**You can see some of the interventions by downloading the following videos:**











## Makeshift workplace, but quite comfortable!





JUNE 2020

SEP 2020 → 1<sup>st</sup> OUTPUT = ROADMAP

# RiConnect: Final meeting, phase 1 Predesign your thematic translational meetings



Questions/ skills	Workshops	Site visits/ good practices	Inspirational talk/ ad hoc expert
<p>RETHINKING TO ORGANISE HOW WE MOVE</p> <p>SKILLS</p> <p>S.S.A.</p> <p>ROADMAP (JAP)</p>		<p>* site visit - Skelwina</p> <p>* site visit - mobility infrastructure in the Center of the City</p> <p>* good practice - Conception of transport integration</p>	<p>* IAP - Road Map</p>

How to change:  
1. Design of Infrastructure

2. The behaviour of daily (Mental & hab.)

Standard & data

How do we re-allocate road space for new types of users?

- Bikes, pedestrians, bus, cars
- Scooters/e-scooters

How do we offer different mobility options through our transport projects - Integration (cycle, park)

How do we communicate options to people, so they change transport modes?

- Educating why we are making changes - i.e. space for other modes
- Sharing examples across partners/cities + local examples

# RiConnect: Final meeting, phase 1

## Predesign your thematic translational meetings



### Questions/ skills

Engagement  
stakeholders?

Reconcile social,  
economic,  
environmental  
interests?

Prioritize  
actions?

Introduction to the  
topic  
→ good examples  
→ definitions  
→ possible directions

How to reduce  
the space of the  
road?

### Workshops

Present IAP  
AREA AND  
PROBLEMS

"problems" from  
all project partners  
↓  
groups that will  
work on "solution"

Experts  
SUPPORT

This could be  
divided in 2-3  
parts (process)

### Site visits/ good practices

site visit  
to the I.A.

site visit  
→ already transformed  
are  
Examples:  
(Cais de Guia)

### Inspirational talk/ ad hoc expert

each partner should  
present some  
good practice  
example!

"Smith went  
wrong"  
examples

• Experts  
• stakeholders  
(representative  
groups)



# Inspirational Talk *Streets for all*

15:30

*Danny Crump, Director of Urbanism, Broadway Malyan*

Danny Crump spoke about work undertaken by **Broadway Malyan** to support TfGM's **Streets for an 'orbital' corridor study**. Danny explained why the **'people-centred' approach** provided by **Streets for All** is so important when it comes to addressing challenges related to issues such as **air quality, public health and congestion**, as well as **the way in which it is designed**, thus helping to **support economic growth and regeneration** (through increased footfall and social interaction).

Danny summarised the **philosophy of his organisation** which advocates an approach that is:

- Community driven
- Authentic
- Aggregated
- Experiential
- Connected
- Evolving



This was a thought-provoking and fitting conclusion to the two days in Manchester





# PIR Session

16:00

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

The positive aspects were:

- The **presentations were very interesting** and were **related to the topic**.
- **Site visits are very necessary** and help contextualise the concepts.
- **Changing the place** helps to keep the group together.

Aspects to improve:

- The **venues need to be large and well lit**, and prepared for the work to be carried out.
- **More time for sharing the local dimension**.
- **More coffee and water**.
- Try to accommodate **everyone in the same hotel**.
- **Leave more time between activities and allow more time for doing them**.

**A special word of thanks to Elsie, Jonathan and the entire TfGM team for helping to organise this wonderful transnational meeting**





**See you 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

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AMB | Joan Caba, Noemí Martínez and Isabel Clos

## Graphic designer

AMB | Stela Salinas

## Pictures

AMB | Noemí Martínez, Joan Caba and Rosa Rull  
TfGM | Matthew Austin and Jonathan Marsh

## Editing

Incyta Multilanguage SL

July 2020

*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 Final meeting on 30-31 January 2020.*



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