

The RiConnect Chronicles

# Implementation meeting

Towards the implementation of the IAPs

TRANSNATIONAL MEETING 9

DIGITAL - HOSTED BY OMG-G-S

FEBRUARY 21-22 2022



RiConnect  
RETHINKING INFRASTRUCTURE

09

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The intention of this document is to highlight the ideas most relevant to the subject brought up during the **RiConnect Implementation Meeting** on 21-22 February 2022.

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

## day 1

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- **Input session #1**  
Funding Metropolitan Actions
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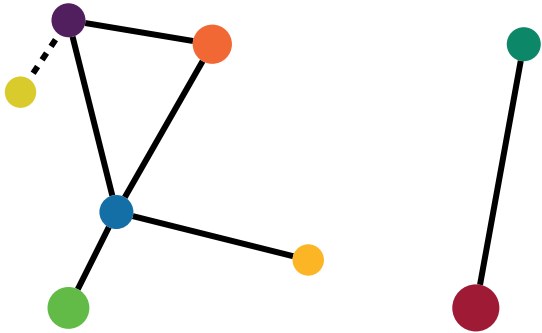
## day 2

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# What is RiConnect?

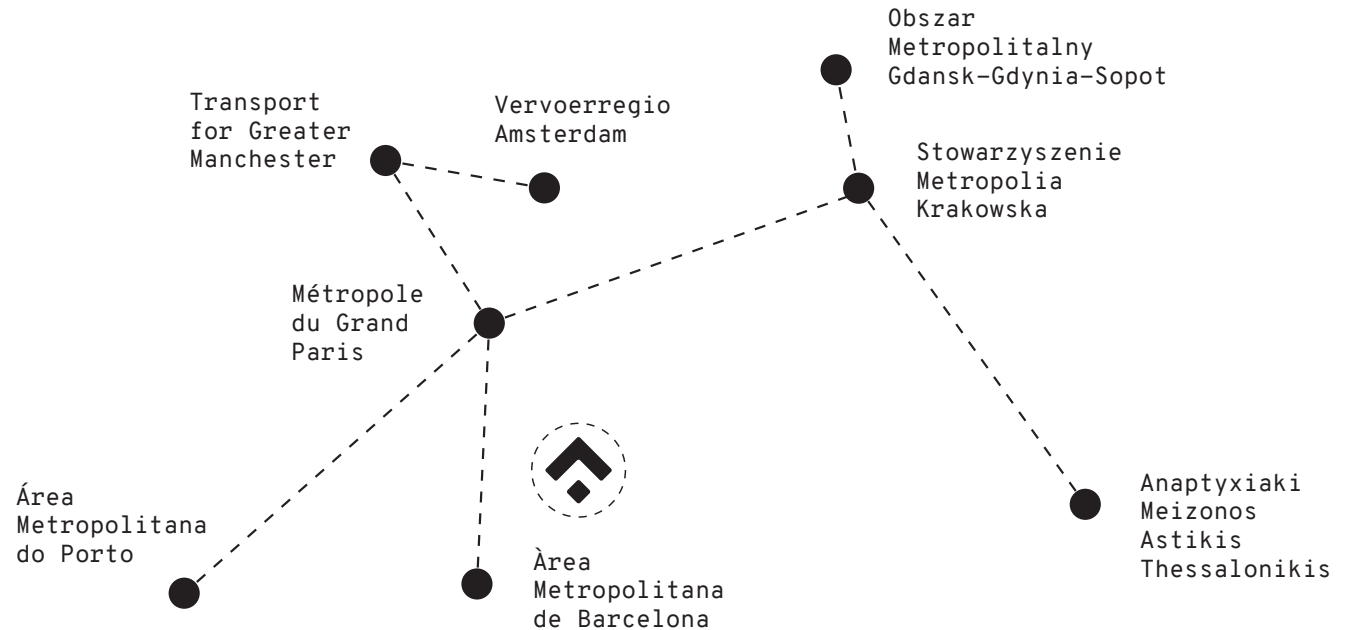


**RiCONNECT**  
RETHINKING INFRASTRUCTURE

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



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do Porto



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Project Coordinator



**CLAUDIO BORDI**  
Ad-Hoc Expert - AHE



**JOAN CABA**  
Lead Coordinator



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Stowarzyszenie  
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Lead Expert



**MAŁGORZATA LAMOT-MIGO**  
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**JONATHAN MARSH**  
Transport for Greater  
Manchester



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



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Obszar Metropolitalny  
Gdansk-Gdynia-Sopot



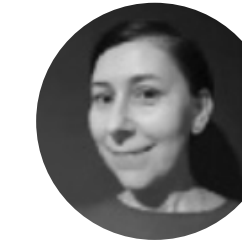
**HANNA PRUCHNIEWSKA**  
Pucka Municipality



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**ALDO VARGAS**  
URBACT NUP



**AGNIESZKA WIĘCH**  
Stowarzyszenie  
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**ELSIE WRAIGHTE**  
Transport for Greater  
Manchester



**DIMITRA ZOUNI**  
Anaptyxiaki Meizonos  
Astikis Thessalonikis

# Meeting programme

## MONDAY 21<sup>ST</sup> FEBRUARY 2022

### Morning session: Implementation for a better metropolis

- 09 : 45 CET **Let's have a coffee together!**
- 10 : 00 CET **Welcoming words by Hanna Pruchniewska**, Mayor of Puck  
**Opening remarks by Michał Glaser**, OMG-G-S Director
- 10 : 10 CET **State of the art: a recap of the work and how to finish the IAP**  
Introduction session **(LE)**
- 10 : 30 CET **Keynote: Funding Metropolitan Actions**  
by **Claudio Bordi**, RiConnect Ad-hoc expert
- 11 : 00 CET *Coffee break*
- 11 : 10 CET **Mapping investments** Break-out session + discussion  
4 breakout rooms: MGP+AMB | KMA+VA | TfGM+AMP | OMG-G-S+MDAT
- 11 : 40 CET **Action tables: Implementing and funding IAPs** Break-out + discussion  
4 breakout rooms: MGP+AMB | KMA+VA | TfGM+AMP | OMG-G-S+MDAT
- 12 : 20 CET **Success stories: Funding Metropolitan Actions (LE + partners)**

### Afternoon session: Going to Hel

- 14 : 00 CET **Deep dive into OMG-G-S Case** > Get to know Gdansk metropolis and the site  
*Presentations and discussion panels*
  - The Tri-City area - framework and projects
  - Hel Peninsula - the IAP site
- 14 : 40 CET **SSA student contest** by Weronika Mazurkiewicz and Anna Rubczak,  
Technical University of Gdansk
- 15 : 00 CET *Coffee break*
- 15 : 10 CET **Spotlight #1: Leisure infrastructure and sustainable tourism solutions**  
by **Michał Jamroz**, journalist
- 15 : 20 CET **Hel Peninsula IAP** Break-out session  
*Work with ULG members on 3 aspects of the Kodra camp project*
  - **Group 1:** Mobility, sharing systems and micromobility
  - **Group 2:** Parking policy as economic activity
  - **Group 3:** Balancing tourism policy to increase low season region attractiveness
- 16 : 00 CET **Discussion about the Gdansk Case (LE + e-facilitators)**

## TUESDAY 22<sup>ND</sup> FEBRUARY 2022

### Morning session: Our way to finishing the IAP

- 10 : 00 CET **Spotlight #2: Funding proposals**  
by **Aldo Vargas**, Poland National URBACT Point
- 10 : 10 CET **Success stories of implemented SSA projects**  
Show and tell
- 10 : 30 CET **Network final document** discussion **(LP)**
- 10 : 50 CET **Finishing the IAP: the way forward**  
Next steps presentation **(LE)**
- 11 : 20 CET *Coffee break*
- 11 : 30 CET **Local Final outputs** Presentation and workshop **(LP+LE)**  
Stakeholder engagement | Final communication | Final event  
*3 breakout rooms*
- 12 : 10 CET **Network administration (LP)**
  - Communication
  - Administration
  - Q&A
- 12 : 20 CET **Wrap-up and closing**



# What are the main objectives?

1. Improve our understanding of implementation planning processes and receive input on different funding sources, in preparation for project execution.
2. Apply this implementation and funding input to each partner's plan, to better address the specific needs and characteristics of each project and improve the organisation of actions.
3. Take part in a virtual visit to the Gdansk-Gdynia-Sopot Metropolitan Area, learn about the Hel Peninsula Action Plan and support their working process with new insights.
4. Unveil the final steps and schedule for completion of the Integrated Action Plans (IAPs), and offer guidance on completing any outstanding tasks.
5. Reflect on the final dissemination of the results, both locally and as a network, and decide on the products, events and formats required to reach a broader audience.



**Let's get started!**





**day 1**

# Opening remarks

10:00

## Metropolitan planning, vital to the rethinking of infrastructure

*Hanna Pruchniewska, Mayor of Puck*

*Michal Glaser, Director of OMG-G-S*

The mayor of Puck, Hanna Pruchniewska, welcomed all partners, recalled the in-person meeting in Amsterdam and expressed regret that Hel Peninsula was unable to host the partners due to COVID-19 restrictions. Pruchniewska went on to underscore the need to support public transport and active mobility.

The director of Gdansk-Gdynia-Sopot Metropolitan Area (OMG-G-S), Michal Glaser, opened by expressing his hope that metropolitan-scale projects with European Union (EU) collaboration continue to flourish, going on to pledge support for the integration of new mobility strategies linked to EU-led initiatives so as to set in motion a successful long-term strategy.

Finally, a welcome was extended to the working group, and all participants were thanked for their collaboration, kicking off the ninth Transnational Meeting.



# State of the art

10:15

## Recap and completion of IAPs

*Roland Krebs, Lead Expert*

Our Lead Expert, Roland Krebs, presented a general overview of the project, beginning with the nature of RiConnect itself. This overview included events, materials and reports, and underscored the fact that all partners remain firm in their commitment and have an action plan in place.

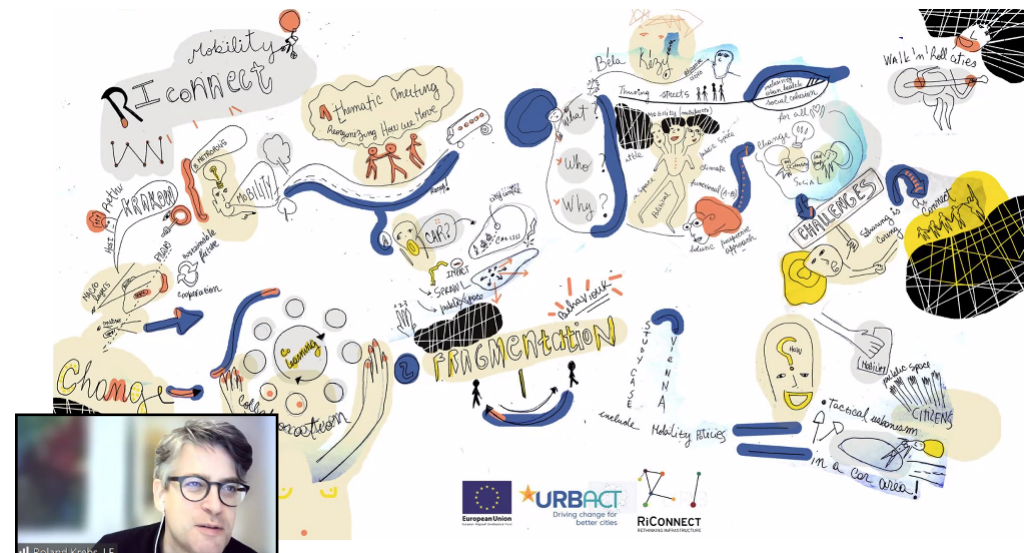
The limiting factors of the metropolitan areas and transportation agencies that make up the participant entities were highlighted.

Krebs went on to give a rundown of the metropolitan challenges we are currently up against: mass vehicle use, the need to simultaneously think at several levels of governance, the need for an integrated approach, and the implied need for cooperation between stakeholders through participation and small-scale actions.

These challenges are linked to the need to fund the metropolitan projects resulting from the proposed actions through different sources, and this point was raised as the main topic of the meeting.

Throughout the recap, place-based solutions specific to particular sites in metropolitan areas were considered of paramount importance.

**“The nature of RiConnect provides concrete solutions to concrete problems: place-based solutions”**



# Funding metropolitan actions

10:35

## An overview of funding alternatives and successful cases

Claudio Bordi, Ad-hoc expert

Where can the diverse funding opportunities available to implement the action plans be found? A vast amount of funding options must be filtered through to locate the correct tool for the implementation of each different strategy.

Every funding programme sets out its own goals, characteristics and eligibility criteria. A wide range of funding is available, and many application calls will be published shortly. It is important to recognise the type of scheme best suited to each partner's specific objectives.

Funding options that promote the circular economy, the green transition and urban innovation are available in different sizes and scales, so mixing and matching these to proposals is an important step towards accelerating their implementation. Nevertheless, in addition to regular funding calls, alternative ways to frame funding schemes also exist.

These include active citizenship associations, expert collaboration and crowd-funding experiences. Funding can even be obtained through local stakeholder collaboration, thus widening the scope and potential of the plans.

The requirements of each scheme can also help to verify and optimise a project's strategy. Ongoing funding calls are an excellent opportunity to obtain valuable resources with which to advance our work!





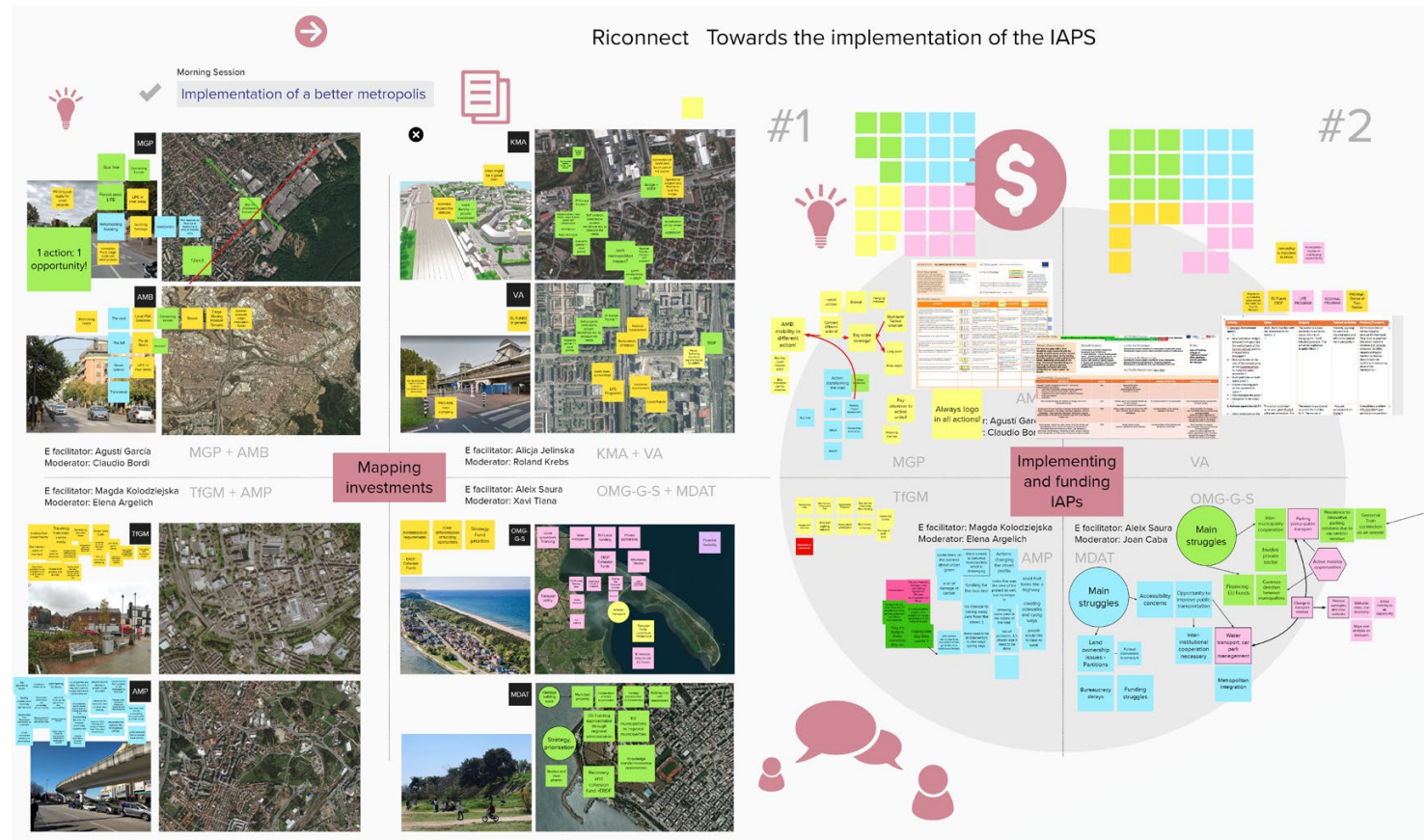
# Break-out session #1 + #2



## A collective discussion on how best to access funding opportunities

After listening to in-depth tips on how to find the resources best suited to each project, the partners were given the opportunity to brainstorm and find common ground through peer review.

The discussion took place in four groups and was split into two sessions: (1) Mapping Investments and (2) Implementing and Funding IAPs. The first session focused on how to maximise the potential of the most interesting funding opportunities. In the second session, we went on to discuss how to approach and hence improve the funding strategy of our IAPs.



# Funding metropolitan actions #1 + #2

## MGP+AMB

*Claudio Bordi, moderator*

*Mikel Berra, moderator*

*Agustí García, e-facilitator*

During the morning sessions, the partners were delighted to consider new potential projects within their territory and share their progress on implementation of their current IAPs. Peer review enabled the partners to mutually exchange knowledge gained throughout the process so far to improve their future approach.

The main idea extracted from the first session was the importance of matching a particular action with a specific funding opportunity and thus avoid incoherencies between the aims of a funding programme and those of the project in question.

The Barcelona Metropolitan Area (AMB) team presented a well-structured IAP strategy that takes into account the implementation period of the specific activities being deployed. Moreover, the team learned the importance of trying to implement more small-scale actions linked to large-scale actions to help change public mindsets and achieve long-term results.

Consequently, the MGP learned that their goals are very well defined, but there is room for improvement in their actions strategy. The challenge remains to go beyond actions planning. For example, one suggestion to come out of the session was to include the logo in all actions to gain more visibility.

## KMA+VA

*Roland Krebs, moderator*

*Alicja Jelinska, e-facilitator*

The morning sessions focused on each of the two sites, where several key strategy-strengthening actions were identified. In particular, KMA proposed increasing density, private investment, green spaces and cycling infrastructure. The greatest challenge for KMA was to connect the northern and southern sections of the station at the site. For VA, the main ideas centred on renovation of the pre-existing station, with connected soft projects using green areas and surroundings to develop the station area.

Linked to these initiatives, group work continued searching for ways to implement these projects, and for sources of financing. Particular consideration was given to solutions such as funds to activate areas around water spaces: EU Funds, Horizon, LIFE PROGRAMME, REGIONAL PROGRAMME, PRO-Rail, etc.



# Funding metropolitan actions #1 + #2

## TfGM+AMP

*Elena Argelich, moderator*

*Magdalena Kolodziejska, e-facilitator*

During the Mapping Investments session, each team shared their perspective on how to achieve their funding goals. The Manchester team expressed their concerns about the lack of EU collaboration following the UK's exit from the EU. It was very important for TfGM to be able to fund its Bus Transit project to fast-track the easing of mobility needs. They also discussed improving and developing green spaces alongside citizens in participatory processes. AMP considered prioritising their actions, for example, the development of a boulevard, to determine which should be proposed for access to funding first. Finally, outreach and dissemination strategies were debated so as to introduce key ideas to stakeholders.

During the second session – Implementing and Funding IAPs – the Manchester team concentrated on accessing funds for Bus Transit schemes, in conjunction with their Bee Network Infrastructure Plan. AMP suggested searching for funding opportunities aimed at projects dedicated to improving active mobility, such as new sidewalks and cycleways. AMP also concentrated on funding new bus lines, having ruled out the idea of a metro line.

## MDAT+OMGGS

*Xavi Tiana, moderator*

*Joan Caba, moderator*

*Aleix Saura, e-facilitator*

The discussion during the first session focused on the requirements and opportunities offered by different funds: access strategies, prioritisation and understanding their benefits. Both OMG-G-S and MDAT established Recovery and Cohesion funds and the European Regional Development Fund (ERDF) as their funds of reference, as these are approachable, refundable and flexible, and allow for the deployment of fast-track, small-scale innovative programmes that prepare the way for larger investment opportunities through change of mindset.

The second session focused on the main difficulties encountered by the two institutions. Through the discussion, a measure of common ground emerged on how to approach active mobility opportunities. The debate was also linked to the potential for changes in the public mindset with respect to transport, allowing for more walkable cities.

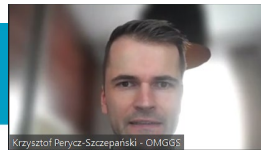
# Hel Peninsula deep-dive

14:00

## Success stories

### Examples of successful urban “know-how” from a leading metropolitan institution

#### WHO WE ARE



[www.metropolia.gdansk.pl](http://www.metropolia.gdansk.pl)

#### THE GDANSK METROPOLIS: SUCCESS STORIES IN FUNDING METROPOLITAN PLANNING

*Krzysztof Perycz-Szczepański, OMGGS Deputy Director & Manager for metropolitan projects*

How does the OMGGS succeed in implementing their initiatives? Our guest disseminated light on the actions taken to achieve desired outputs.

The Gdansk-Gdynia-Sopot Metropolitan Area is the fastest growing area of northern Poland, linking the north and west of Europe with the central and southern part of the continent. OMGGS was established on September 15, 2011 to strengthen cooperation and improvement of the metropolitan area around Gdansk.

Success stories were presented step-by-step focusing on the ideas of inclusivity, sustainability and innovative mobility strategies, with great ideas on how to regenerate the built environment. With follow-up audits to ensure their success, some projects had physical impact, such as the regeneration of the Tri-City’s streetscape or new mobility options, but just as successful management projects were presented in collaboration with associations that focus on social and ecological sustainability.

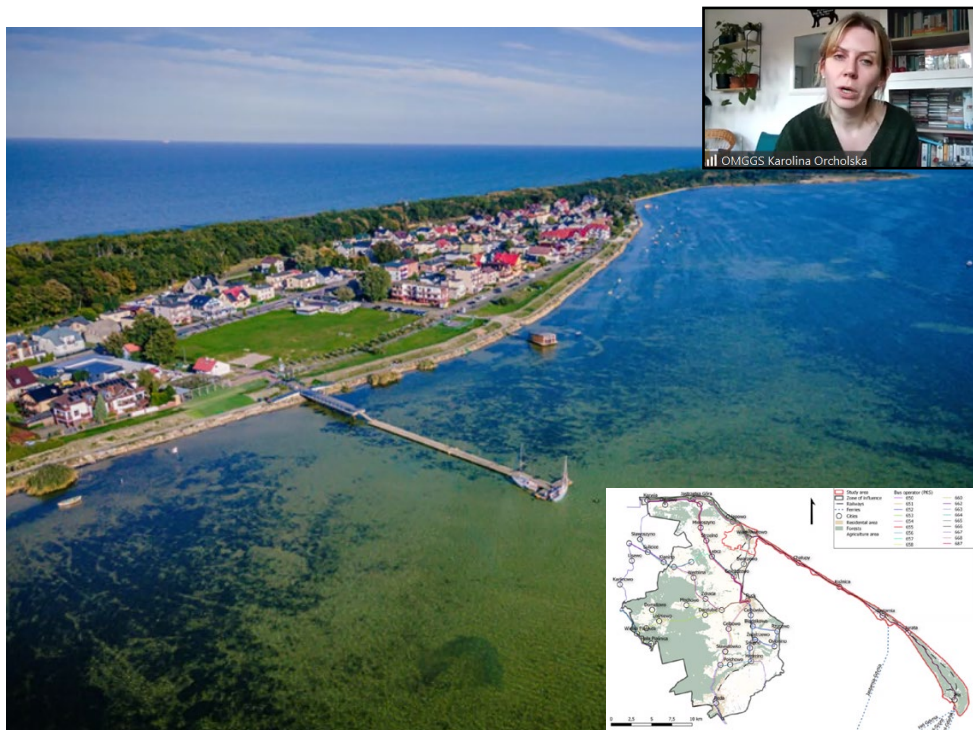
Their experience on localized and metropolitan actions brought many lessons on how to integrate and include all scales simultaneously.

# The work in progress at Hel

## HEL PENINSULA: A NEW TOURISM MODEL

*Karolina Orcholska, Obszar Metropolitalny Gdansk-Gdynia-Sopot*

Conditions for the transformation of the 35-km long peninsula were presented, introducing topics such as the population flux created by the summer tourist season and the periodic flooding events that occur in winter. The vision for this site centres on the reduction of car usage in favour of seasonal sustainable transport, ensuring both tourist and local needs.



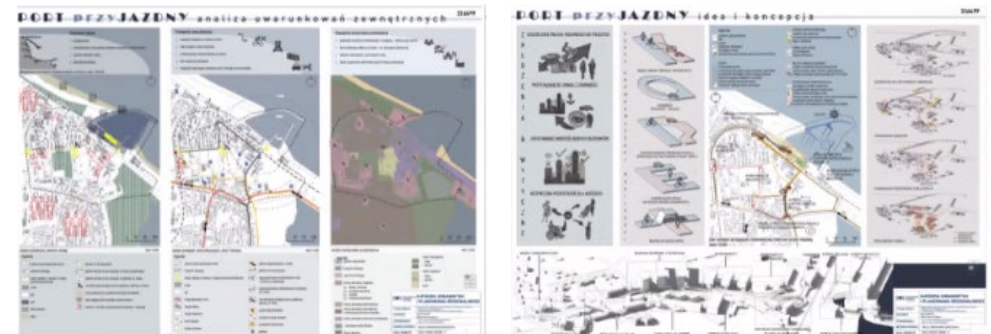
## STUDENT COMPETITION: A SMALL-SCALE ACTION TO PROMOTE VISIONS FOR HEL PENINSULA

*Anna Rubzcak and Weronika Mazurkiewicz - Polytechnic University of Gdansk.*

Two members of the Faculty of Architecture at the Polytechnic University of Gdansk presented the results of a student competition, organised in cooperation with OMG-G-S, on the development of selected sites around Hel Peninsula, with the focus on public spaces and sustainable mobility.

As many as 80 students in several groups studied the characteristics of the selected sites and presented complex and interesting solutions for transport connections, integrating sustainable mobility into the human scale.

Vibrant ideas along with careful analysis of the pre-existing situation were developed into cohesive proposals. Eight of the 70 proposals were shortlisted, seven of which received awards in recognition of the students' efforts.





# Spotlight #1

15:10

## Managing mobility in tourist destinations

*Michał Jamroz, journalist*

How can a leisure node become truly car free? A comparison of Hel Peninsula with the Swiss town of Zermatt, which has achieved this goal, may help us find common ground and share enlightening strategies on how to establish a more sustainable mobility model.

The five-thousand inhabitant town of Zermatt, situated in a remote, deep alpine valley, prohibited entry by car to even its own residents. Historically, the train has always been the fastest mode of access and this connection has now been intensified, with cars left behind in a series of carparks that act as intermodal termini linked to a shuttle train service running every 20 minutes.

The experience caters to the needs of tourists by incorporating a trolley system to help them transport their luggage, and providing spaces in the shuttle trains to haul luggage as freight. In Zermatt itself, locally produced small electric cars take care of the mobility needs of inhabitants, who are also served by public transport.

In Zermatt, the holiday begins at the platform on the train station: travelling is part of the trip!

## Car-free sustainable leisure mobility solutions: the Zermatt case



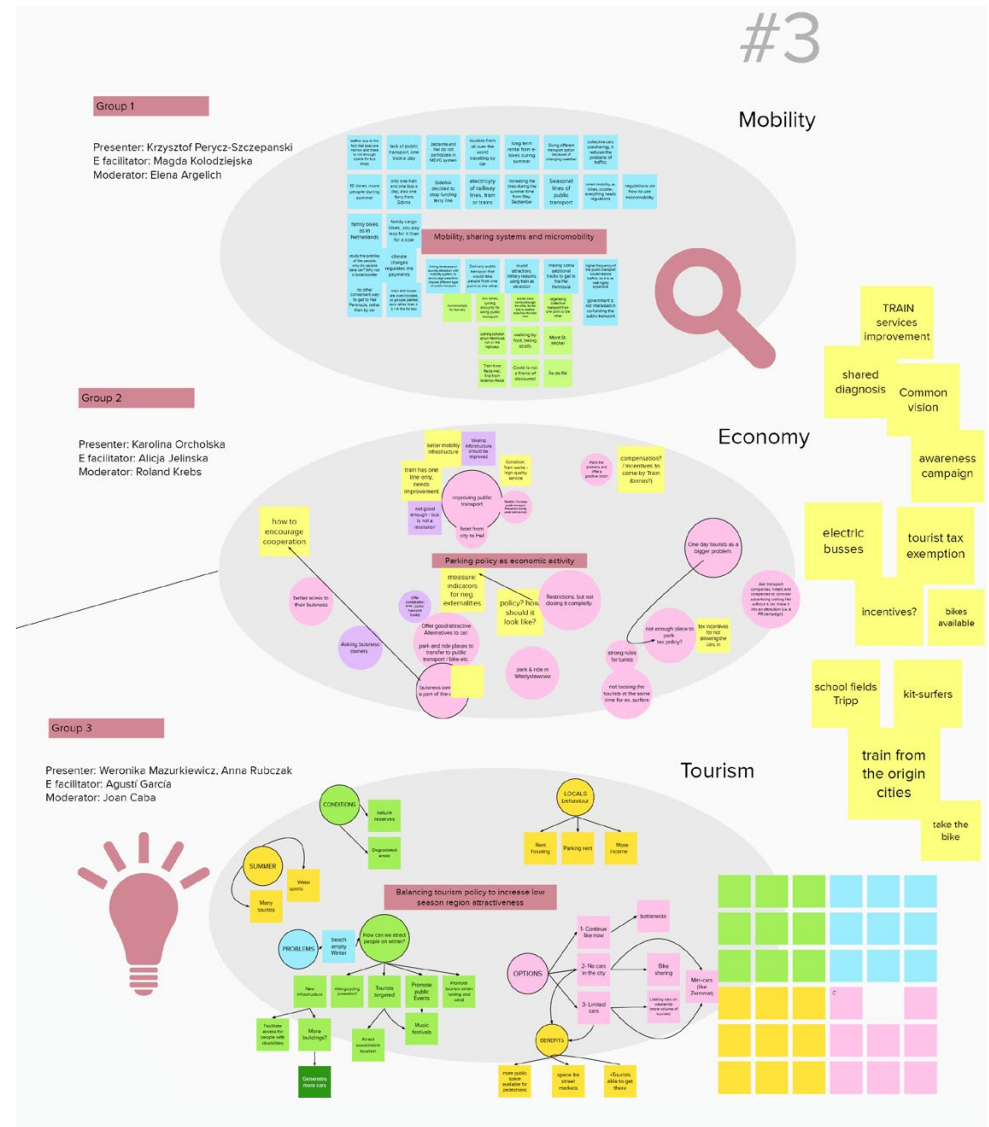
# Break-out session #3

15:20

## Putting our heads together with Hel Peninsula on the table!

After an in-depth presentation about the Hel Peninsula site and inspiring input from case studies, the partners had the opportunity to brainstorm about the peninsula's future.

The discussion took place in three groups focused on sustainable mobility, economic activity and seasonal tourism. In each group, a presentation on the topic preceded the creative exchange of ideas.



## Mobility

**How can new mobility options such as micromobility or shared models solve mobility issues?**

*Krzysztof Perycz-Szczepański, presenter*

*Elena Argelich/Mikel Berra, moderators*

*Magda Kolodziejska, e-facilitator*

A presentation on Hel Peninsula was followed by an engaging discussion about ways to reduce traffic around the peninsula, especially between May and September when the influx of tourists causes the Hel population to multiply tenfold.

Among the challenges identified was the closure of a number of ferry lines, leaving only one crossing per day from Gdynia. In addition, the narrow physical nature of Hel Peninsula generates traffic congestion, given that the only land access is via a single road.

Because public transport is limited, overcrowded and unpleasant, most people choose to drive to Hel, despite the traffic.

Suggestions for possible solutions included cargo bikes or public transport framed as a tourist attraction that would pick up and drop off tourists at convenient points along the peninsula.

## Economy

**How can an integrated parking and car policy help to “power up” economic activity?**

*Karolina Orcholska, presenter*

*Roland Krebs, moderator*

*Alicja Jelinska, e-facilitator*

The presentation highlighted issues related to car usage, and the subsequent discussion led to the identification of parking management as an opportunity to create a better modal system and improve the quality of life on Hel Peninsula. Rising to the challenge, the debate simultaneously identified both concerns and opportunities. Among the key concerns for our group was one-day tourists, and the opportunity derived from this issue was the chance to improve public transport.

One-day tourists, as the name implies, are visitors who do not stay on the peninsula itself, but come and go in a single day. A change to local policy is key to reduce the excessive car traffic associated with these visitors. Restrictions that limit or even prohibit entry by car could be put in place. Such a move would need to be discussed with local businesses so as not to deprive them of their tourist customers.

An effective solution to this problem would be the improvement of public transport, upgrading the existing railway and bicycle infrastructure. The development of water transport could also be proposed as an alternative.



# Tourism

## How to achieve a sustainable, year-round tourism model

Weronika Mazurkiewicz/Anna Rubczak, presenters

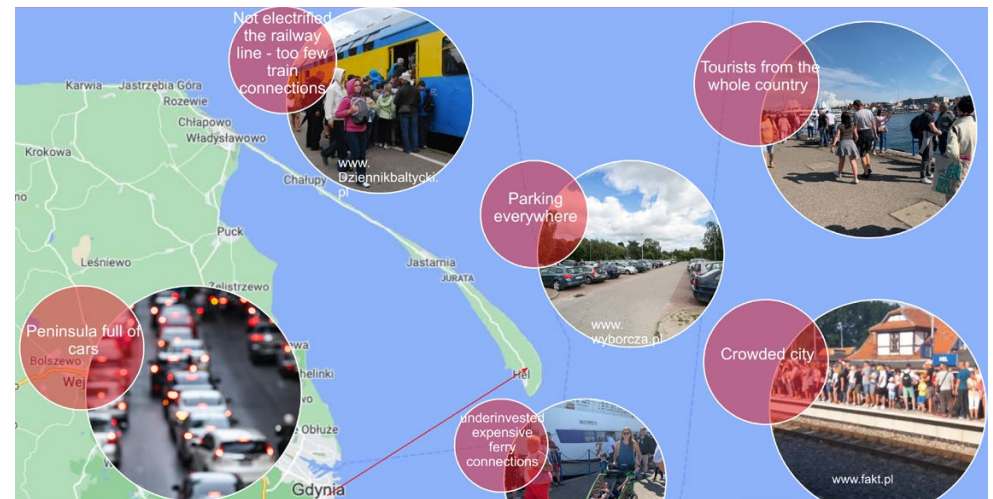
Joan Caba, moderator

Agustí Garcíá, e-facilitator

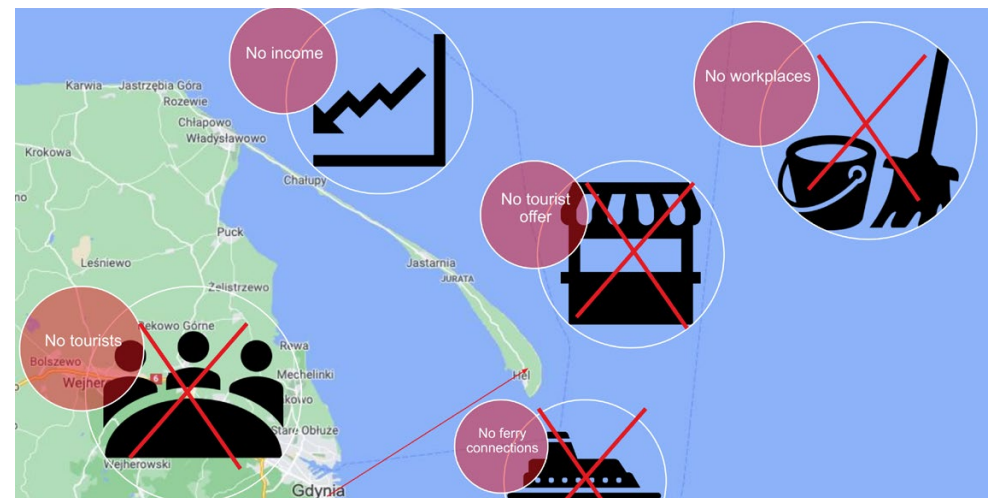
Throughout the session, members actively participated and shared input on how to make Hel Peninsula more attractive in low season. The Gdansk team presented the dual scenario of an overcrowded territory in summer, due to the attractiveness of the beaches and the broad offer of water sports and activities in the area, in contrast to the difficulties they have in attracting tourism in winter due to low temperatures and wet weather.

In response, members proposed, for instance, the promotion of specific types of non-seasonal tourism such as hiking and cycling, and sustainable or music tourism.

With respect to mobility, all members considered that the current transport connections must change to improve the liveability of the area, with more space for pedestrians and street markets, and consequently, more tourists. The options presented were limiting car access at weekends, when the volume of tourists is higher; or creating a permanent car-free zone, boosting public transport services and eventually introducing bike sharing projects or mini-car solutions similar to the previously presented case of Zermatt.



Summertime tourism challenges



Wintertime tourism challenges



**day 2**

# Spotlight #2



## Upcoming opportunities

*Aldo Vargas, Poland National URBACT Point*

The innovative projects that make up the URBACT constellation have the opportunity to consider change at the time of their implementation, as well as integrate long-term actions into their approach. Cooperative approaches can help to bridge sectoral divides, and URBACT as a tool enables significant expansion of the cooperative scale. Local projects that would otherwise be limited to single cities can be expanded and organised on a continental scale.

For this model to work properly, it is important to maintain a solid methodology capable of translating decisions into actions and, moving forward, taking previous knowledge into account.

Insightful practices that tackle opportunities in a cooperative way also have the potential to obtain resources and funds not often available to less mature infrastructure projects which are more commonly executed.

## Cooperative projects can lead to more innovative outcomes!



WORKING TOGETHER IN AN ULG – AN „EXCUSE” TO BREAK THE SILOS DIVISION / BRIDGING THE SECTORIAL DIVIDE AS WELL AS MAKING BETTER USE OF THE COLLECTIVE INTELLIGENCE

# Small-scale actions



## Success stories

**An opportunity space on the fringes of the city, between outstanding natural assets and a road to be transformed**

### CHARETTE WORKSHOPS IN KRAKÓW

*Paweł Guzek, Stowarzyszenie Metropolia Krakowska*

An eventful week in late August in Kraków introduced a series of charrettes with a mix of events, opportunities and identification of problem issues, including mobility, parking policy, identity of place, social services needs, shopping and gastronomy.

In-person contact and discussion of these topics with local stakeholders in mixed groups was an excellent way to verify concepts and propose solutions. Furthermore, when citizens engage in frank and honest dialogue they become involved in a process of co-creation that can generate a sense of empowerment and belonging.

**KMA SSA – Charette workshops 25 – 31 August 2021 - Documentation**





# Small Scale Actions: Success stories

## INHABITING THE VALLÈS AVENUE

*Anna Majoral, Àrea Metropolitana de Barcelona*

A multi-location event dotted along the future “metropolitan avenue” was a triumph on this A-road that connects a string of municipalities on the periphery of Barcelona. The event made it possible to showcase the benefits of the avenue project, communicate with local stakeholders and receive feedback.

While several activity points demonstrated the key values of the initiative, the local population participated in the events, engaging with topics related to active mobility, inclusive urbanity and ecological values. It has also been possible to quantify the success of these actions, for example, in the case of a recently proposed bus line that has achieved its goals. Throughout the event, the atmosphere on the street was vibrant and festive, bringing many people to the future avenue.



## STREETS ILLUSTRATED: COLOURFUL STREET ART INTERVENTIONS

*José Manuel Ferreira. Área Metropolitana do Porto.*

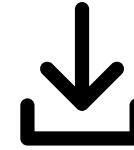
A series of vivid and lively paintings now dot the streets of Porto where previously dull electrical boxes blended in.

AMP proposed a small-scale action that enhanced the streetscape with the depiction of natural scenes on disused electrical boxes. The natural themes provide a new perspective for onlookers and pedestrians.

This was an easily executed action that brings smiles to people’s faces in the street!



# Final product



10:30

## How to communicate our process and outcomes

### A broad and visually striking way to generate engagement about RiConnect's results and methodology

*Roland Krebs, Lead Expert*

*Joan Caba/Mikel Berra, Lead Partners, AMB*

The final document of the network is a communicative tool that needs to meet a set of goals in order to generate positive outreach. Recalling previous discussions about this document in Amsterdam, the document must use plain language and make an excellent visual impact, to enable it to reach a broad audience. We can view it as a set of guidelines to enable the process to be replicated.

The final document is divided into two sections: the RiConnect Archive, which brings together all the products of the RiConnect project; and the Layman's Report, a visually striking, short, digital document that summarises how to rethink infrastructure.

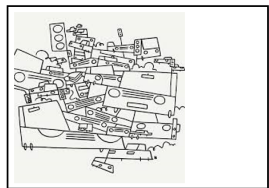
The production of these documents is bidirectional, with all the input from previous materials feeding the Layman's Report, which can also retroactively reflect on previous publications.

Articles submitted by all the partners will provide the Layman's Report with a variety of topics.

In short, this product is a set of guidelines that will showcase the RiConnect project, communicate its results, and present a methodology which can be used to replicate the process.

#### Layman's report

Brief summary:  
Layman's report



- Mainly digital
- Horizontal
- Max 20 pages
- Written by LP

#### "The RiConnect Archive"

Participation  
Toolbox?

Baseline  
Study

The  
RiConnect  
Chronicles

Articles

Newsletters

Case  
Studies

Roadmaps

IAP

Media



# Next steps



## Our path towards the end of the project cycle

Roland Krebs, Lead Expert

In order to craft a successful project, it is extremely important to understand the implementation environment. How will the metropolitan agency or municipal government in question implement the strategy? The plan should be robust and flexible enough to resolve the multiple issues that will emerge once the plan is initiated and implementation takes place.

A well-designed implementation plan should be able to work within the context of the city through a series of specific objectives, contrasting potential concerns with the initial goals of the project. It is necessary to prioritise and develop a phase-by-phase approach to facilitate execution of the project, as not everything can be funded simultaneously.

As a process, potential funding opportunities must be identified to provide the necessary resources to carry out the actions, have indicators in place to monitor their deployment, and carry out a risk assessment for the planned activities.

Partners must therefore draw up an implementation strategy that includes all these tasks, in conjunction with the rest of the Integrated Action Plan (IAP).

## What common steps do we need to take to finalise the Integrated Action Plans?

<b>ACTION Title</b>	Park Infrastructure, master plan visibility & design	<b>ACTION Owner</b>	Municipality of Kalamaria
<b>Short Description</b>	The main goal of this group of planning actions is to launch the process of design and implementation of the basic elements of the space through a master plan and to solve all the necessary legal / institutional procedures for this.	<b>Stakeholders</b>	<ul style="list-style-type: none"> <li>✓ Municipality of Kalamaria</li> <li>✓ MDAT S.A.</li> <li>✓ Experts / consulting (AUTH)</li> <li>✓ Ministry of Environment</li> </ul>
		<b>Links to Strategy</b>	Goal 1: Create a multifunctional space for all
		<b>Finance &amp; Resources</b>	Municipal funds / Regional Funds
		<b>ACTION Readiness</b>	ownership



ACTIVITIES Summary				
ACTIVITY	Dates	OUTPUTS	Related ACTIVITIES	Problems / Concerns
1. Set the legal framework (Local Urban Plan)	2022-23	Local Urban Plan (signed)	2.1. 3.1.	Delays because of bureaucracy
2. Strategic directions for the park visibility, character, and design	2022	Strategic directions	2.2. 2.3. 3.3.	Decision policy issues
5. Identifying the process for the master plan design	2022	Consultations and decisions for the process	1.2	Decision policy issues
4. Develop brief for the landscape architecture competition	2023	Master Plan brief	1.2. 1.3. Action #2 & #3	Delays because of bureaucracy
3. Master Plan Design and Implementation of urgent and most needed infrastructures	2024-27	Master Plan study	Action #2 & #3	Issues related to the land ownership in certain area of the site

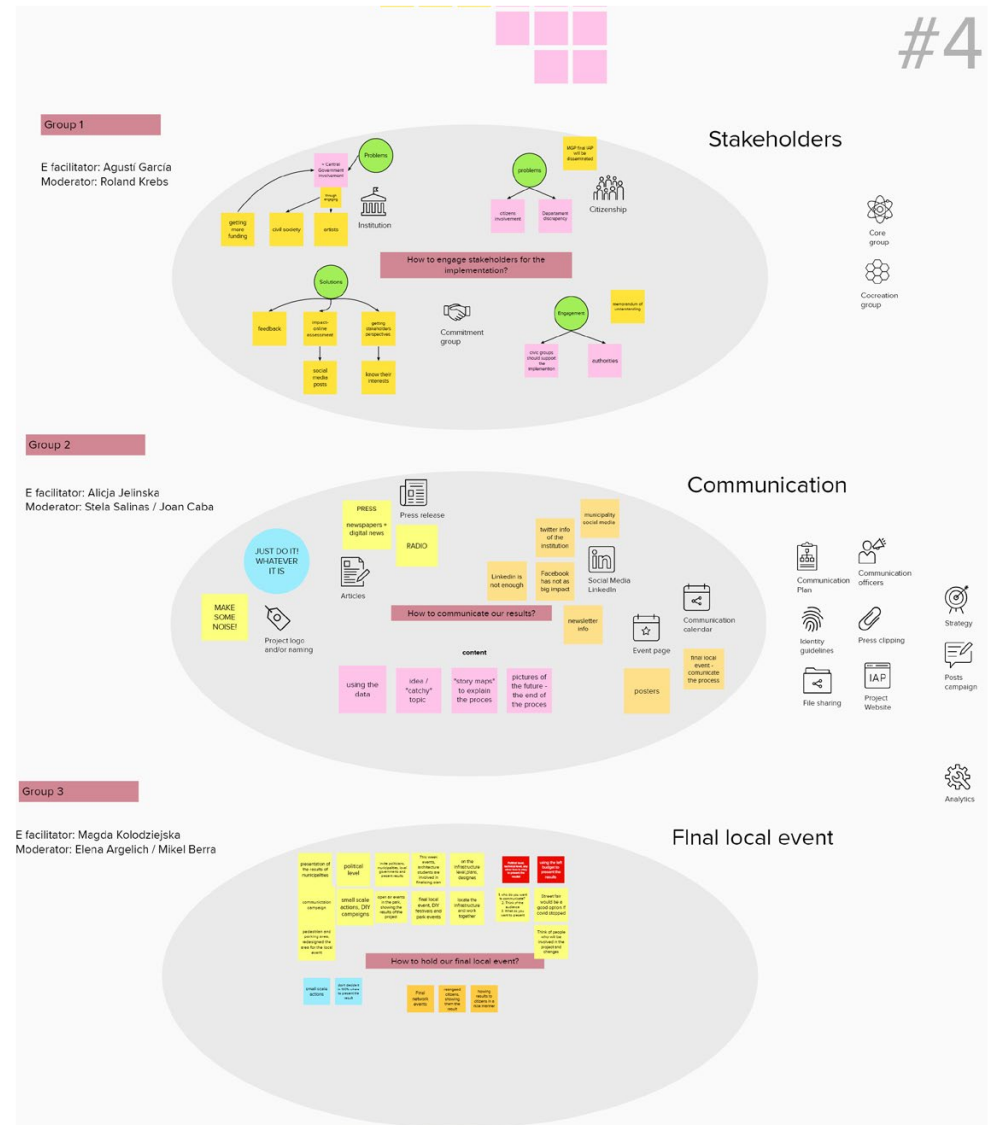
# Break-out session #4: IAPs

11:30

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

The aim of the second breakout session was to review each partner's progress and discuss how to finalise the IAPs and communication products.

The partners covered three topics in particular: how to engage stakeholders in the implementation of IAPs, which products would be best to communicate the projects, and finally, a local event to disseminate the results.



## Engaging stakeholders

How can the general public be involved in the discussion?

*Ronald Krebs, moderator*

*Agustí García, e-facilitator*

During the final session on how to engage stakeholders for the implementation of IAPs, participants identified problems such as difficulties encountered when trying to enlist the involvement of central governments. As a solution to this problem, some members suggested trying to engage with civil society first, to determine the level of public support that would legitimise a discussion with the central government. In connection with this idea, another issue raised during the session was the difficulty of engaging citizens and encouraging them to actively participate.

As part of the solution, members proposed increasing actions aimed at determining the perceived impact of actions on civil society. For instance, a more active presence on social media, involving posting regular pieces of information and conducting surveys, was welcomed among participants as a positive solution. Another common idea involved efforts to obtain more feedback from society and stakeholders, and designing actions aimed at their areas of interest and perspectives.

## Final communication

How can our initiatives and proposals best be showcased?

*Stela Salinas, moderator*

*Joan Caba, moderator*

*Alicja Jelinska, e-facilitator*

How can the project be disseminated? What tools can we use to reach out to the public? We discussed the challenges involved in promoting projects related to micromobility. Catchy content such as “story maps” could be a solution to explaining the process, showing before and after states, and explaining the benefits of the final result, using informative data and facts.

We already have designated communication platforms, such as the social media accounts of the local communes (Facebook, Twitter). A good way to make use of these is through the creation of events using these channels. However, before starting a promotional campaign, it is important to draw up a campaign schedule.

Throughout the duration of the project, we should also think about maintaining a good relationship with traditional media, informing local radio and other local media, digital outlets included.

# Final local event

## How can a wrap-up event engage with local stakeholders?


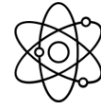


















*Elena Argelich, moderator*

*Mikel Berra, moderator*

*Magda Kolodziejska, e-facilitator*

Local events are powerful tools to showcase IAPs and their benefits, allowing locals to see how improvements can be developed. With respect to wrap-up events, the main points discussed were how best to incorporate suggestions from participants, and how and in what format to present the material. Suggestions included local events on a small scale, such as DIY festivals, open-air events in public spaces, or as a part of local festivities. Each project's representatives could organise events to present their results to their respective municipalities. It is important to present results in an approachable way that encourages interest, engagement, and the sense of belonging that leads to citizen participation and the development of the sites.

## Tools: communication IAP + final event

<b>Local groups</b>	 Institution	 Core group	 Cocreation group	 Commitment group	 Citizenship
<b>Organisation</b>	 Communication officers	 Comm plan	 Identity Guidelines	 Project logo & naming	 File sharing
<b>Press</b>	 Calendar sharing	 Press releases	 Press clipping	 Project website	 Articles
<b>Social media</b>	 Social Media Profile	 Strategy	 Posts	 Events	 Analytics

# Network updates

12:10

## Agenda

*Joan Caba, Lead Coordinator*

**In this session, the final upcoming network-wide topics were presented:**

- The next steps for each partner involve delivery of the funding and action tables, including a prioritisation strategy in addition to monitoring and risk assessment schemes.
- The partners must also complete their articles for submission, followed by delivery of the final IAP, according to a template structure, on 1 June.
- In parallel, it is now time to hold small-scale actions! These must take place before completion of the IAP, and the compulsory local wrap-up event also needs to be organised.
- Other optional tasks include the organisation of local communication campaigns, and translation of the IAP and the layman's report into each of the local languages.

Implementation phase

### Homework

#### Network

**March 17<sup>th</sup>: IAP delivery 1**  
(Finish funding and action tables)  
·Prioritisation  
·Monitoring and indicators  
·Risk assessment  
In IAP final structure format

**March 25<sup>th</sup>: Article submission**

---  
IAP review deliveries  
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**June 1<sup>st</sup>: Final IAP delivery**

#### Local

**If you have not done so: SSA!**

**ULG meetings**

---

**Local final event**

(optional) Local communication  
(optional) Translation of IAP  
(optional) Translation of Layman's report



# Management

Elena Argelich, Network Manager

All the partners have been highly proactive in their management and therefore there are no issues to report:

- All teams have successfully submitted their expenditures and budget reprogramming, and are awaiting a response.
- Partners are reminded that all information and funds must pass through the pre-established procedures.

# Communication

Stela Salinas, Communication Officer

Many teams have improved their communication campaigns, especially Kraków! Let's make one final effort:

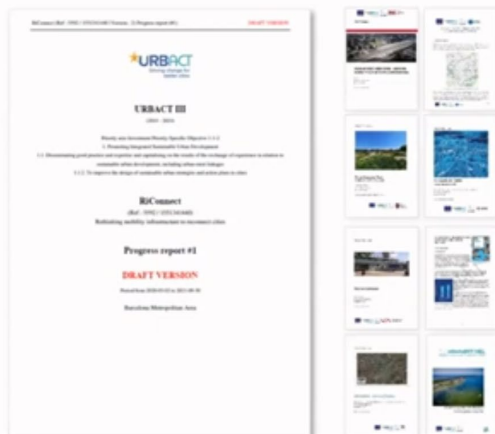
- AMB, AMP and KMA are achieving great engagement with their dissemination channels!
- We have many tools and guidelines available to implement and structure products to manage communication, including who's who, social media posters, icons, etc.

## Management

### URBACT deliveries

### Progress report and IAPs

Delivered!



### Budget reprogramming

Delivered!



## Communication

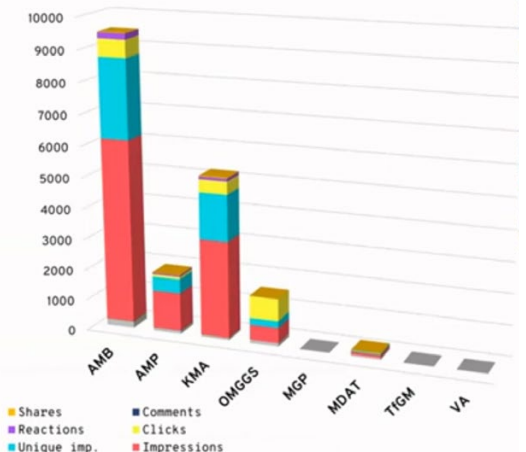
### Progress

#### Social Media Analytics TM9

27 OCT 21 - 20 FEB 22

#### LinkedIn Showcase Pages

	Followers	Posts	Impressions	
AMB	186	+19	22	5934
AMP	80	+6	17	1242
KMA	56	+13	13	3127
OMGGS	107	+5	4	496
MGP	21	+0		
MDAT	60	+3	1	94
TfGM	20	+3		
VA	19	+2		
<b>Total</b>	<b>549</b>	<b>+51</b>	<b>57</b>	<b>10893</b>



# PIR session

12:15

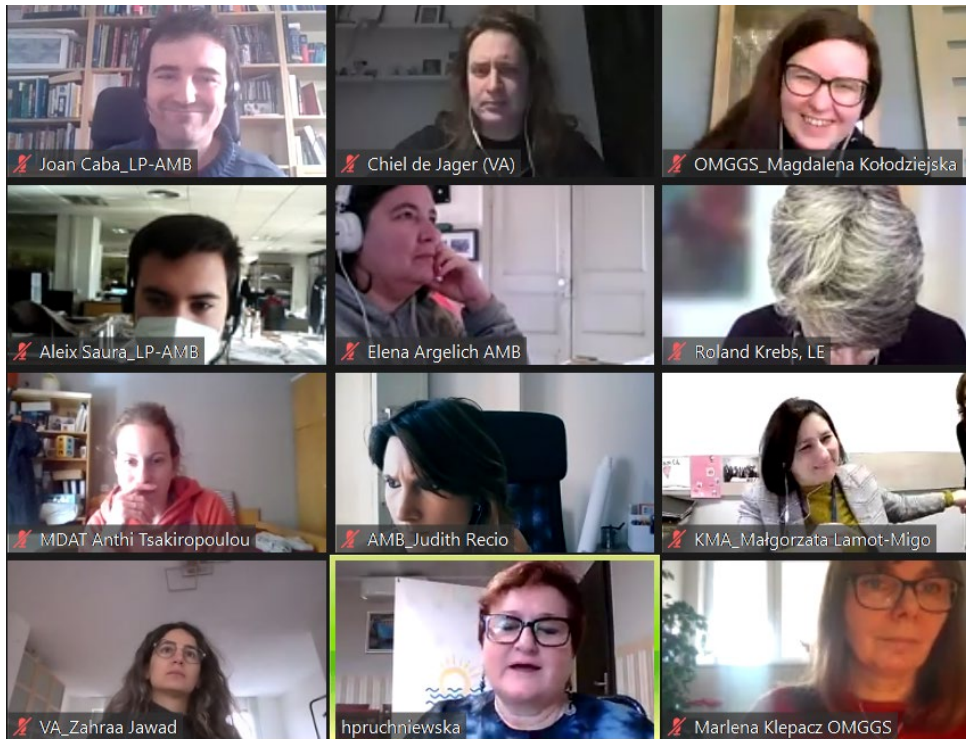
## How can we do better?

In the most recent online Transnational Meeting of the network, the main goal was to offer clear guidance to the partners on their path to completing their IAPs. However, we also had to try to keep it dynamic and make sure that partners apply the input received to their IAPs, while offering insight into implementation, funding and the Gdansk-Gdynia-Sopot site.

### The following positive aspects were identified:

- The partners evaluated the meeting positively.
- The break-out sessions were well received by most participants.
- All partners have a clear understanding of their path to completion of the IAPs.

The possibility of holding an in-person review meeting before submitting the final IAP was also raised. Almost all partners indicated that they were able and willing to travel, and the meeting dates and venues will be decided on soon.



# Final recap

12:30

## **A great meeting to run through the remaining topics, providing a clear way to finish the IAP!**

Despite the online nature of the meeting, the partners made the most of these two days to learn about implementation and funding for their Integrated Action Plans. In addition, the different workshops helped to apply theoretical knowledge to the projects, and the partners also helped the Gdansk-Gdynia-Sopot team by offering different perspectives on their action plan.

Therefore, all partners were provided with a clear path to completion of their IAPs. Now is the time to complete the superb job done by all partners so far, and we look forward to sharing our results, both as a network and locally. Let's wrap it up strongly!





# RiConnect Transnational Meeting 9

Towards the Implementation of the IAP





# 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, Aleix Saura, Mikel Berra-Sandín, Isabel Clos

## Graphic designers

AMB | Stela Salinas and Mikel Berra-Sandín

*Chronicle, a record of events in the order in which they occurred, to highlight the most relevant ideas to the topic dealt with during the URBACT network RiConnect Implementation Meeting on 21-22 February 2022.*



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March 2022

