

Daring Cities

INVESTMENT PLAN

Municipality of Altea



DARING CITIES

Investment Plan for Daring Cities in Altea

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1. The political context

1.1 Needs analysis in the territorial context

The municipality of Altea has an urban layout characteristic of many Mediterranean settlements with rugged terrain: an elevated historic centre —l'Altea de Dalt— and a more recent lower area —l'Altea de Baix— linked by roads, urban activities and the coastal strip. This morphology, which contributes to the municipality's identity and scenic appeal, also poses **structural challenges in terms of internal connectivity**.

Added to this orographic condition is the presence of **the TRAM railway corridor (currently line 9, formerly 'Tenet de la Marina')**, a strategic infrastructure for regional mobility which, however, also acts as **a dividing element** between neighbouring urban areas. The combination of uneven terrain, physical barriers and functional differences between areas has historically led to **urban fragmentation that hinders pedestrian continuity, universal accessibility and social cohesion**.

This situation can be observed in various indicators:

- discontinuous or unclear pedestrian routes,
- underpasses or overpasses under the railway infrastructure with room for improvement in terms of comfort,
- underused or low-quality urban spaces,
- a feeling of disconnection between areas of daily activity (historic centre, coastal area, facilities, residential areas),
- mobility limitations for the elderly, students, people with reduced mobility and visitors.

In recent years, Altea Town Council has developed **various sectoral strategies** that incorporate actions to improve urban mobility, accessibility and public space. However, the urban integration of the railway corridor remains **one of the most complex and least addressed areas**, partly due to its regional jurisdiction and the need to develop a shared vision with Ferrocarrils de la Generalitat Valenciana (FGV).

The existence of multiple municipal documents, participatory activities, prior technical analyses and public debates confirms that this is not a one-off challenge, but a **persistent and cross-cutting challenge** that affects key aspects of the urban model: sustainable mobility, pedestrian experience, climate comfort, quality of public space, perceived safety and territorial balance.

In this context, the URBACT Investment Plan offers Altea the opportunity to **organise, consolidate and advance the technical and social maturation** of a proposal for the transformation of the urban corridor, combining light actions with strategic documentation, institutional coordination and structured participation. The objective is twofold: to progressively improve environmental conditions and lay the foundations for future larger-scale projects that depend on regional, national or European funding.

1.2 Existing policy response

The proposed intervention is part of an ecosystem of public policies which, at different levels, already recognise the importance of sustainable mobility, accessibility, urban regeneration and the enhancement of public space as a central element of well-being and territorial cohesion.

At the municipal level, Altea has:

- The **Destination Tourism Sustainability Plan (PSTD)**, which prioritises the improvement of public space, friendly mobility, accessibility and connections between strategic areas of the municipality.
- Municipal initiatives to strengthen **universal accessibility**, pedestrian mobility and the integration of safe routes.
- A consolidated track record of **participatory processes**, which allow urban challenges to be addressed with a logic of open and collaborative governance.
- Recent urban revitalisation and pedestrian space improvement actions, which form the basis on which gradual progress can be made.

At the regional level, the Valencian Regional Government promotes policies that are fully aligned with this project, notably:

- Programmes for **sustainable mobility, universal accessibility and healthy public spaces**, aimed at municipalities seeking to improve urban quality.
- Technical coordination with **FGV** for the urban integration of railway infrastructure and actions in its surroundings.
- Regional subsidy lines for studies, minor interventions, signage, safe routes and urban regeneration projects.

These tools offer a realistic framework for financing partial advances that help to consolidate a larger project in the medium term.

At the national level, the MITMA (Ministry of Transport and Sustainable Mobility) has various support programmes for:

- **Urban regeneration,**
 - **Pedestrian accessibility,**
 - **Sustainable and safe mobility,**
- which complement the financing possibilities and allow for the development of municipal-scale strategies that can be co-financed in later phases.

At the European level, the project benefits from:

- The URBACT methodology to reinforce the participatory and integrated dimension of the process,
- Funding from **the European Urban Initiative (EUI)**, which will enable the development of a feasibility study that will be fundamental in guiding decisions by the City Council and FGV,
- Alignment with European priorities in terms of active mobility, quality of public space, climate adaptation and more liveable cities.

Taken together, this multi-scale policy framework demonstrates that the proposed Investment Plan for Altea is **coherent, timely and strategically relevant**, and not only responds to the real needs of the territory, but also fits naturally into the current urban agendas at local, regional, national and European level.



2. The Investment Proposal

2.1 Background to the proposal

The proposal is part of an urban transformation process that the Altea City Council has been progressively developing over the last decade, characterised by a growing focus on public space, accessibility, pedestrian mobility and the integration of strategic infrastructure into the daily life of the city. This process is not the result of a single project, but rather a continuous series of actions and reflections that have made it possible to consolidate a way of intervening in the territory that is sensitive to urban quality and the well-being of citizens.

A key milestone in this trajectory was the development in 2017 of the **Strategy for the Regeneration of Altea**, a comprehensive document that proposed alternatives for coastal planning and the improvement of public spaces, incorporating different scenarios depending on the actions of other administrations, such as those related to the passage of supra-municipal infrastructure. This strategy defined interventions to strengthen the connection between the city and the sea, improve accessibility, expand pedestrian spaces and create more comfortable areas for people to spend time in, becoming a benchmark for subsequent actions. Its partial implementation over the following years demonstrated the municipality's ability to tackle complex and coordinated urban transformations.



Diario Información newspaper "Altea launches the second phase of the regeneration of the urban coastline. The car park for 175 vehicles that used to be in the area has been converted into a promenade and a 4,700-square-metre park with several recreational areas. The works have created a new 400-metre-long beach between the beaches of L'Espigó and La Roda". 17/12/2022

At the same time, various actions related to the railway corridor have introduced significant changes in its relationship with the urban fabric. The modification of the route in the municipal area, the widening of crossings and the adaptation of areas near the station have led to adjustments that improve permeability and open up the possibility of rethinking the integration of this infrastructure. Although these interventions do not completely resolve the historical barriers linked to the railway,

they have contributed to improving accessibility conditions and generating opportunities for a broader reflection on the role of the corridor in the urban structure of Altea.

The municipality has reinforced this process by incorporating the principles of the **Valencian Community's Territorial Strategy** into its planning, which emphasises the need to promote more compact, accessible and sustainable cities, as well as to properly integrate infrastructure into its surroundings. This regulatory framework provides coherence and institutional support for municipal initiatives aimed at improving connections between neighbourhoods, reducing physical barriers and moving towards a more balanced city model.

Overall, the progress made on the coast, specific improvements in the railway sector and the integration of land use planning criteria demonstrate a continuous process of learning and adaptation. The experience gained has strengthened the technical and coordination capacities of the City Council, enabling it to tackle outstanding structural challenges with greater confidence, such as the fragmentation between the upper and lower parts of the city and the need to improve pedestrian continuity in strategic areas.

The proposal put forward within the framework of URBACT fits naturally into this trajectory. It does not represent an isolated starting point, but rather the continuation of a process that seeks to consolidate a more humane, accessible urban model geared towards the everyday use of public space. The aim is to move towards a city where existing infrastructure, rather than constituting limits or barriers, is integrated as spaces of opportunity capable of promoting social and territorial cohesion.

2.2 Starting point

The starting point for the project in Altea is defined by the coexistence of tangible advances in public space and urban planning, together with the persistence of a very clear structural challenge: the difficulty of articulating the city in a continuous and accessible way on both sides of the railway corridor and between the different levels of the municipality.

On the one hand, the City Council has demonstrated its ability to design and execute relevant interventions, such as the regeneration of the seafront, the improvement of pedestrian routes in central areas, and actions linked to the modification of the railway line and its immediate surroundings. These experiences have made it possible to strengthen technical teams, consolidate coordination dynamics with other administrations, and generate a knowledge base on the daily functioning of the city.

On the other hand, the physical configuration of the municipality and the presence of the railway infrastructure continue to generate discontinuities: crossings with room for improvement, poorly defined intermediate spaces, pedestrian routes that are interrupted or difficult to follow, and a sense of separation between neighbouring urban areas. This situation particularly affects certain groups and conditions the way in which citizens move around, use public space and perceive the cohesion of the urban whole.

From an institutional point of view, Altea has strategic frameworks in place, experience in managing co-financed projects, and participatory structures that allow it to work with citizens and local actors in an organised manner. However, the nature of railway competences and the need to coordinate solutions involving different administrations require gradual, technically and socially well-founded

steps to be taken.

In this scenario, the project begins with a combination of favourable elements — technical capacity, strategic frameworks and previous experience — and structural limitations that have not yet been addressed in an integrated manner. The challenge is precisely to take advantage of what has already been learned to organise this process, generate evidence, involve key actors and move towards a proposal for the transformation of the urban corridor that is consistent with the reality of Altea and viable in institutional and financial terms.

2.3 The adapted version of the innovative practice

The innovative practice that Altea is adapting within the framework of the URBACT project comes from the experience developed by the city of Ravenna in the regeneration of the Darsena district, a former port area that had been subject to years of physical degradation and functional disconnection. The DARE project, initially promoted within the framework of Urban Innovative Actions, combined participation tools, tactical activation of public space, knowledge-based management and multi-level governance to progressively reorient the relationship between the city and a historically fragmented urban area.

The main value of this practice lies not in a closed set of actions, but in a working methodology that integrates four dimensions:

1. the production of shared knowledge through the analysis of urban data and direct observation of the territory;
2. the structured participation of residents, local agents, cultural entities and economic sectors;
3. the use of pilot interventions and tactics to activate spaces, test solutions and generate learning; and
4. stable coordination between administrations and strategic actors to sustain the process in the long term.

Altea adapts this methodology to its own challenge: the need to improve urban continuity and social integration between the different levels of the municipality and around the railway corridor, an infrastructure that has conditioned the shape and experience of the city for decades. Although the scale and function of the area differ from the case of the Ravenna Dock, both share comparable elements: the presence of a strategic infrastructure that acts as a boundary, the existence of intermediate spaces with undeveloped potential, and the municipal will to move towards a more coherent, accessible and citizen-oriented urban model.

The adaptation in Altea is based on transferring this methodological logic to the local context, with special attention to three elements. Firstly, the need to generate a common diagnosis that integrates technical information, field observations and citizen knowledge to better understand the daily functioning of the urban corridor. Secondly, the importance of articulating participatory processes that allow the population and local actors to identify priorities, validate proposals and contribute to defining a shared vision for the future of the area. Thirdly, the usefulness of developing pilot interventions and small-scale actions that improve specific points, provide practical evidence and help to strengthen trust and collaboration between the different actors involved.

Furthermore, as in the case of Ravenna, the process must be sustained through coordinated governance between administrations, especially between the City Council and the entity responsible for the railway infrastructure. This collaboration is essential to ensure that any tactical progress is

integrated into a viable institutional strategy that is compatible with existing competence frameworks.

Overall, the adaptation of this innovative practice to Altea does not seek to replicate a foreign model, but rather to apply a proven methodology that allows for gradual and informed progress towards a shared goal: transforming a strategic area into a more permeable, accessible and safe urban corridor geared towards the daily lives of citizens. The approach adopted strengthens the municipal capacity to organise decision-making processes, broaden the social base of the project and prepare the conditions for future, more far-reaching interventions.

2.4 Integrated approach and participatory process

The work carried out in Altea is based on a simple but fundamental idea: **the transformation of the urban corridor cannot be approached from a single perspective**. It requires understanding how the city is experienced, how it is travelled through, what barriers people encounter in their daily lives and what limitations and opportunities exist from a technical point of view. For this reason, the project is built on an integrated approach that combines expert knowledge, citizen experience and institutional coordination.

The **URBACT Local Group (ULG)** is the space that articulates this process. Its composition reflects the complexity of the challenge: municipal technicians linked to mobility, urban planning, territory, accessibility and sustainability; representatives of municipal areas that work on everyday space and services; and external professionals with experience in urban regeneration projects. Added to this is the participation of technical staff from **Ferrocarrils de la Generalitat Valenciana (FGV)**, whose involvement is essential to understanding the constraints and possibilities of an infrastructure that crosses the urban centre and affects the daily lives of thousands of people.

The ULG is not conceived solely as a technical coordination body, but as a place where knowledge is shared, perspectives are compared and the challenges of the territory are interpreted jointly. The professional and human diversity of the group has made it possible to generate a constant and accessible dialogue, where each contribution — from engineering to neighbourhood experience — helps to build a more complete vision of the corridor.



Alicante Plaza "The European URBACT project in Altea faces the challenge of unifying the upper and lower parts of the town centre. A critical walk with technicians, universities and local administration analyses eleven strategic points to overcome the historical barrier of the railway and the terrain."

One of the most significant activities in this process was the **Critical Walk**, which brought together specialists from different Spanish cities with extensive experience in mobility, accessibility and urban

innovation in Altea. This action allowed us to look at the city from the outside, incorporate new questions, observe details that sometimes go unnoticed and hear how other cities have addressed similar problems. The presence of these specialists enriched the local debate and confirmed that Altea's challenge is best understood by walking through it, listening to those who use it and examining the spaces where the city works — and where it fails.

This effort has been complemented by conversations and contributions from various local groups, especially those who use the corridor on a daily basis: older people, students, families, businesses and residents who cross the city on foot. Their comments have helped to identify real priorities and understand how physical barriers are also social and emotional barriers that affect the way the city is lived in and perceived.

The integrated approach adopted thus combines three dimensions:

- **the technical dimension**, necessary to ensure that the proposals are viable;
- **the institutional**, essential for coordinating actors with different responsibilities;
- **and the human dimension**, which reminds us that any urban transformation only makes sense if it improves people's lives.

This balance between expert knowledge and everyday experience is what will enable Altea to move towards a common, shared and realistic project for the improvement of the urban corridor.



Chapter 3 – The Adapted Innovation Project.

3.1 Value proposition

The project's value proposition is based on a structural fact: the railway corridor that runs through the urban centre of Altea acts as a physical, functional and symbolic barrier that conditions the relationship between different areas of the city. The municipality's topography, with a marked difference between the upper and lower parts, together with the presence of the railway, has historically generated a fragmented access system, pedestrian discontinuities and a public perception of separation between areas that, in spatial terms, are very close to each other.

In this context, the project provides an opportunity to **rethink the relationship between railway infrastructure and urban life**, but from a realistic approach that respects the competences of each administration. The City Council cannot intervene in the infrastructure, but it can **lead a rigorous, participatory and technically informed process** that lays the foundations for a viable and sustainable future transformation.

The value of the project is articulated in four main dimensions:

1. Institutional value: organising a complex challenge with shared governance

The project makes it possible to organise a problem that involves several administrations and levels of competence.

Through a stable framework of coordination with FGV and the Valencian Regional Government, the City Council:

- clarifies roles and jurisdictional boundaries,
- establishes regular channels of technical communication,
- identifies real possibilities for intervention,
- and creates a favourable context for future decisions.

The value lies not only in the results, but also in **creating the institutional conditions necessary** for any future transformation to be authorised, financed and successfully implemented.

2. Technical value: improving municipal capacity for diagnosis, planning and proposal

The project consolidates a rigorous methodology based on:

- technical analysis of public space,
- identification of critical points,
- evaluation of pedestrian flows and barriers,
- the development of solid and reusable technical documentation,
- and the construction of a shared urban vision.

Adapting the Ravenna experience—which combines data, participation, tactical activation, and collaborative governance—strengthens the municipality's technical capacity to lead complex strategic processes.

This maturity will enable Altea **to access regional, national and European funding more reliably**.

3. Social and urban value: tangible improvements in the daily lives of citizens

Although the project is formulated as a medium-term strategy, it incorporates actions that generate immediate impact:

- specific improvements in safety and comfort,
- tactical interventions at critical points,
- experimental signage,

- small adjustments that facilitate pedestrian mobility.

These actions do not modify the infrastructure, but they do improve the way citizens use and perceive the urban corridor.

The project adds value because **it acts on daily routines**, especially for groups such as:

- the elderly,
- schoolchildren,
- people with reduced mobility,
- families who travel on foot.

The benefit translates into a **friendlier, more accessible and more humane** city.

4. Strategic value: building a realistic and shared vision for the future

The project does not propose a closed solution, but rather a process that:

- synthesises learning,
- defines criteria and priorities,
- structures logical phases of intervention,
- and develops an **Integrated Urban Corridor Concept**.

This document will be key to guiding decisions, negotiating with other administrations and preparing investment proposals.

Its strategic value lies in the fact that the city moves from having a poorly defined chronic problem to having a **clear, consensual and technically viable framework** for its future transformation.

3.2 · Workplan

ACTION 1 — Institutional coordination with FGV and the Valencian Regional Government

Section	Content
1. General description of the action	The action establishes a stable technical and institutional framework between Altea Town Council, Ferrocarrils de la Generalitat Valenciana (FGV) and the regional authorities responsible for mobility and accessibility. Given that the Town Council has no jurisdiction over railway infrastructure , this action seeks to create a permanent space for dialogue that allows for the review of critical issues, understanding of limitations, identification of realistic opportunities and definition of shared priorities. It is the structural basis of the project, essential for any future progress.
2. Competences and limits of competence	Municipal powers: design and maintenance of the adjacent public space, pedestrian mobility, urban accessibility, non-railway signage, conceptual proposals, studies and technical diagnoses. Outside municipal competence (FGV/GVA): railway layout, platform, catenary, railway signage, structures (bridges/crossings), approved fencing, railway safety, structural or functional modifications to the service.
3. Specific objective	To consolidate a formal, stable and regular channel for multi-level coordination that allows expectations to be aligned, diagnoses to be shared, viable actions to be identified and a common roadmap to be structured for the improvement of the urban corridor.
4. Key activities	• Annual technical meetings between the City Council, FGV and GVA. • Joint visits to the corridor to assess critical points. • Preparation of municipal technical notes with compatible proposals. • Technical analysis of railway restrictions and safety constraints. • Joint review and prioritisation of short- and medium-term actions. • Technical support for other project actions.
5. Expected outputs	• Minutes and agreements on institutional coordination. • Agreed map of critical points and opportunities. • Clear identification of interventions that the municipality can implement independently. • Identification of those that require regional authorisation or planning. • Shared technical basis for future investment phases.
6. Expected results	• Greater institutional clarity on what is feasible and within what timeframes. • Reduction of uncertainties in urban planning. • Consolidated operational relationship with FGV. • Greater consistency between municipal proposals and railway regulations. • Preparation for regional, national or European funding proposals.
7. Timeline	2025–2030 — Continuous action throughout the project, given that the Metropolitan Council () guarantees institutional consistency for the plan as a whole.
8. Stakeholders	Altea Town Council: Urban Planning, Public Space, Mobility, Citizen Participation.

FGV: Infrastructure, Operations, Safety, Maintenance.

Valencian Regional Government: Directorates-General for Mobility and Accessibility.

ACTION 2 — Participatory processes and community dialogue

Section	Updated content
1. General description of the action	This action develops a broad participatory process that combines the technical work of the ULG with the involvement of a diverse participation group made up of local stakeholders. This group brings together neighbourhood associations, educational centres, senior citizens' groups, businesses, cultural agents, social entities and professionals with experience in mobility and public space. The aim is to build a shared diagnosis of how the urban corridor works and to gather proposals from different perspectives. Activities such as the <i>Critical Walk and Role Play</i> also provide an external expert perspective that enriches the process.
2. Competences and limits of competence	Municipal responsibilities: design and management of participatory processes, revitalisation of the ULG and the broad group of stakeholders, systematisation of contributions, communication and feedback. Competence limits (FGV/GVA): participatory conclusions inform the process, but do not condition technical decisions on railway infrastructure, which is the responsibility of the regional government.
3. Specific objective	To incorporate in a structured manner the everyday experience of citizens, the knowledge of key actors in the territory and the vision of external specialists, so that the definition of the urban corridor reflects real needs and has social legitimacy.
4. Key activities	• ULG meetings as a technical reference space. • Meetings and workshops with the broad group of stakeholders. • Urban walks and direct observation of the corridor. • Brief citizen consultations and hybrid participation mechanisms. • <i>Critical walk</i> with state specialists in mobility, accessibility, and urban regeneration. • Integration of results into technical and participatory documents.
5. Expected outputs	• Structured participatory diagnosis. • Prioritisation of needs developed with stakeholders. • Record of expert contributions at the state level. • Summary documents for incorporation into technical analysis.
6. Expected results	• Greater understanding of the everyday use of the urban corridor. • Increased social legitimacy of the project. • Involvement of local actors in identifying solutions. • Enrichment of the diagnosis through diverse perspectives.
7. Timeframe	2025–2030 , with greater intensity in the early years to feed into the diagnosis and the Integrated Concept.
8. Stakeholders involved	Altea Town Council: Mobility, Urban Planning, Participation, Public Space. ULG: municipal technicians and relevant agents. Broad participation group: neighbourhood associations, educational centres, businesses, senior citizens' groups, cultural and social organisations. External experts: specialists in mobility, accessibility and urban regeneration.

ACTION 3 — Tactical interventions at critical points

Section	Content
1. General description of the action	This action involves small-scale tactical interventions at critical points along the urban corridor. These are minor, reversible and low-cost improvements that the City Council can implement in the adjacent public space without interfering with the railway infrastructure. These actions improve perceived safety, accessibility and comfort, while generating lessons that will inform subsequent phases of the project. The identification of priority points is carried out jointly by the ULG (technical criteria) and the broad participation group with stakeholders (social and everyday use criteria).
2. Competences and limits of competence	Municipal competences: supplementary lighting, pedestrian signage, surface painting, temporary street furniture, artistic interventions, maintenance of public spaces. Outside municipal competence: any intervention affecting the railway platform, approved fencing, railway signage, technical structures, overpasses/underpasses and elements subject to railway safety regulations.
3. Specific objective	To improve the immediate conditions of the urban corridor through tactical actions that increase safety, spatial legibility and the quality of the pedestrian route, while evaluating solutions for possible adoption in the future.
4. Key activities	• Design of tactical interventions adapted to each point. • Implementation of improvements: safety paint, experimental signage, temporary street furniture, artistic interventions, additional lighting. • Evaluation of the impact of each intervention (observation, quick surveys, usage data). • Documentation of results to inform Action 4 and the Integrated Concept.
5. Expected outputs	• Tactical actions implemented at critical points. • Visual and technical record of interventions (plans, photos, files). • Participatory assessment of the impact and perception of citizens. • Set of useful lessons learned for the design of larger-scale actions.
6. Expected results	• Noticeable improvement in pedestrian safety and comfort. • Greater visibility of the project in the area. • Activation of the corridor as a space for use and not just as a transit area. • Increased citizen ownership and active participation. • Practical evidence to guide future technical decisions.
7. Timeline	2026–2029 , with a progressive sequence to allow for evaluation, adjustment and expansion of interventions based on results.
8. Stakeholders	Altea Town Council: Mobility, Public Space, Maintenance, Culture (if applicable in artistic interventions). ULG: technical identification and validation of proposals. Broad participation group with stakeholders: prioritisation and assessment of interventions, contribution of everyday uses. External experts: specific advice for specific actions (accessibility, urban art, signage).

ACTION 4 — Technical documentation for decision-making

Section	Content
1. General description of the action	The purpose of this action is to produce the technical documentation necessary to support any future decisions related to the urban corridor. It includes accessibility studies, pedestrian mobility analyses, maps of critical points, files on possible interventions, and summaries of lessons learned from tactical actions. This documentation forms the technical basis of the project and allows dialogue with FGV and the Valencian Regional Government to be conducted on the basis of objective and verifiable criteria. The ULG provides specialised analysis and the broad stakeholder participation group contributes its experience of use, ensuring that the documentation reflects both the technical and experiential dimensions.
2. Competences and limits of competence	Municipal competences: preparation of studies, analysis of public space, urban diagnostics, conceptual design of proposals, graphic and textual documentation, evaluation of tactical interventions. External competences (FGV/GVA): validation, authorisation or rejection of any proposal affecting the railway infrastructure or its technical regulations. The documentation generated by the City Council does not imply automatic authorisation.
3. Specific objective	To generate a rigorous, coherent and shared body of documentation that allows for the prioritisation of actions, the justification of decisions, the explanation of problems and opportunities, and the preparation of future investment or co-financing processes.
4. Key activities	• Preparation of reports. • Detailed mapping of critical points (comfort, accessibility, crossings, lighting, uses). • Preparation of technical data sheets for possible interventions. • Analysis of the results of tactical interventions (Action 3). • Incorporation of contributions from the ULG and the broad group of stakeholders. • Preparation of documentation for coordination with FGV and GVA.
5. Expected outputs	• Complete technical report on the urban corridor. • Atlas of critical points with graphic and descriptive evidence. • Set of technical data sheets on improvement proposals. • Summary document of tactical lessons learned. • Base material for the development of the Integrated Concept (Action 5).
6. Expected results	• Greater clarity on intervention priorities. • Solid basis for dialogue with FGV and other administrations. • Increased technical credibility of the project. • Strengthening of the municipal role as a competent actor in the improvement of public space. • Preparation for possible calls for funding.
7. Timeline	2026–2028 , in parallel with tactical interventions and the participatory process, to ensure that the documentation evolves with the project's .
8. Stakeholders	Altea Town Council: Urban Planning, Mobility, Public Space, Citizen Participation.

ULG: technical validation, analysis review, criteria proposal.

Broad participation group with stakeholders: contribution of experiences, identification of critical points and real uses.

FGV / Generalitat Valenciana: technical consultation and comparison of proposals.

External technical assistance: if applicable, support in data collection or urban design.

ACTION 5 — Integrated Urban Corridor Concept

Section	Content
1. General description of the action	This action constitutes the strategic phase of the project. Its objective is to develop an Integrated Urban Corridor Concept , a document that synthesises the technical diagnoses, the contributions of the broad group of stakeholders, the lessons learned from the tactical interventions and the limitations set by FGV and the Valencian Regional Government. This is not a construction project, but rather a structured and viable urban vision that identifies design principles, priorities, accessibility criteria, possible sequences of action, and medium- and long-term intervention scenarios. The ULG provides the technical and methodological analysis, while the broad group of stakeholders contributes with uses, perceptions, and needs. FGV participates in the review of proposals that affect the railway sector to ensure their regulatory and technical compatibility.
2. Competences and limits of competence	Municipal competences: definition of urban vision, conceptual design of adjacent public space, pedestrian mobility criteria, functional planning of adjacent areas, drafting of strategies. Outside municipal competence: any intervention on the railway infrastructure, including the modification of crossings, structures, platforms, fencing or safety elements. The document may propose scenarios or recommendations, but their implementation depends on FGV/GVA.
3. Specific objective	To build a clear, consensual and technically sound strategic framework to guide the development of the urban corridor and facilitate future decisions and financing processes, becoming the baseline reference for subsequent actions.
4. Key activities	• Integration of the technical diagnosis (Action 4). • Review of results and lessons learned from tactical interventions (Action 3). • Specific working sessions with the ULG to define criteria for urban design, accessibility and mobility. • Thematic workshops with the broad group of stakeholders to compare priorities and validate the overall vision. • Technical review with FGV to ensure the compatibility of the proposed scenarios. • Drafting of the Integrated Urban Corridor Concept Document.
5. Expected outputs	• Complete Integrated Concept Document. • Matrix of urban priorities and criteria. • Temporary intervention scenarios (short, medium and long term). • List of possible actions according to municipal or regional jurisdiction. • Strategic basis for possible future projects and funding.
6. Expected results	• Existence of a common framework to guide future decisions. • Greater consistency between citizens' needs, technical criteria and jurisdictional limits. • Shared roadmap between the City Council, stakeholders and FGV. • Increased institutional viability of the project. • Preparation to submit ambitious proposals in regional, national or

	European calls for proposals.
7. Timeline	2027–2029 , following the development of the diagnosis and tactical interventions, with a consolidation phase in 2029.
8. Stakeholders	Altea Town Council: Urban Planning, Mobility, Public Space, Participation. ULG: main technical team for methodological and structural definition. Broad group of stakeholders: social validation, contributions on use and priorities. FGV: technical review and compatibility validation. Valencian Regional Government: institutional support and regulatory guidance.

3.3 · Governance and implementation model

Governance element	Description and functions
1. Institutional leadership of Altea Town Council	The Town Council assumes overall management of the project and coordinates all actions in the plan. It is responsible for technical planning, the implementation of tactical interventions, the generation of documentation and direct dialogue with FGV and the Valencian Regional Government. Municipal leadership ensures consistency, continuity and administrative viability.
2. ULG as the technical core of the project	The ULG remains a specialised technical space, made up of municipal staff and key figures linked to urban analysis. Its function is to ensure methodological rigour, review the diagnosis, validate technical proposals, guide tactical actions and structure strategic documents. It is the body responsible for articulating the content, setting criteria and supervising the technical consistency of the process.
3. Broad participation group with stakeholders	This group brings together social and economic actors from the municipality: neighbourhood associations, educational centres, businesses, senior citizens' groups, cultural entities and relevant local organisations. Its role is to contribute user experience, validate priorities, enrich the urban vision and accompany the process from the citizen's perspective. It is particularly active in participatory actions, identifying critical issues and socially validating the Integrated Concept.
4. Technical coordination with FGV	Given that the railway infrastructure is the exclusive responsibility of FGV and the Valencian Regional Government, a permanent channel of communication has been established through regular technical meetings. FGV reviews proposals that may affect the corridor, validates or limits interventions, and provides guidance on regulatory and operational feasibility. Its participation is essential to ensure that actions remain within the framework of its powers.
5. Support from the Valencian Regional Government	The Regional Government, through its Directorates-General linked to Mobility, Accessibility and Territory, plays an institutional supervisory and technical advisory role. Although it is not involved in the direct management of the project, it does provide guidance on regulations, competences and possible avenues for future support.

	Its presence reinforces the alignment of the project with regional policies.
6. Interdepartmental coordination within the City Council	The project requires stable cooperation between several municipal areas: European Projects (EuroAltea), Urban Planning, Mobility, Public Space, Culture (in artistic actions) and Citizen Participation. Interdepartmental coordination ensures consistency between design, implementation, communication and monitoring.
7. Decision-making mechanisms	Decisions are structured at different levels: Technical level (ULG): formulates proposals, supervises diagnoses and validates technical materials. Participatory level (broad group of stakeholders): compares priorities and contributes social criteria. Institutional level (City Council): approves strategic definitions, communicates progress and establishes administrative priorities. Competence level (FGV/GVA): validates all actions affecting the railway domain.
8. Frequency of work and coordination	• Internal City Council meetings: monthly. • ULG: every 6–8 weeks. • Broad participation group: minimum of two meetings per year, plus specific activities. • Technical meetings between the City Council, FGV and GVA: quarterly. • Integration and review sessions of the Integrated Concept: annually.
9. Guiding principles of the governance model	• Technical consistency: all proposals are based on sound analysis. • Informed participation: citizens are guaranteed participation with clear and accessible information. • Transparency: public feedback on progress. • Competency realism: no action proposes interventions outside the scope of competence. • Progressive evolution: the project advances in phases, integrating lessons learned.

3.4 · General project timeline (2025–2030)

The following table shows the planned timeline for the project, structured by actions and with a coherent sequence according to technical, institutional and participatory dependencies.

General timetable (2025–2030)

Action	2025	2026	2027	2028	2029	2030
Action 1. Institutional coordination with FGV and GVA	• Launch and formalisation of the technical channel	• Periodic coordination	• Continuous coordination	• Continuous coordination	• Adjustment of priorities and technical closure	• Final monitoring
Action 2.	• Process	•	• New	•	• Final	—

Participatory processes and broad group of stakeholders	design • First ULG sessions	Workshops, urban walks and extended consultation • Critical walk	contrast sessions	Participation focused on the Integrated Concept	social validation	
Action 3. Tactical interventions at critical points	—	• Identification of critical points	• First phase of tactical interventions	• Second phase of tactical interventions	• Final evaluation and adjustments	—
Action 4. Technical documentation for decision-making	—	• Data collection and technical survey	• Preparation of reports and data sheets	• Technical synthesis and consolidation	• Final documentation for future scenarios	—
Action 5. Integrated Concept of Urban Corridor	—	—	• Integration of diagnoses and lessons learned	• Technical and participatory definition workshops	• Drafting and validation of the final document	• Institutional presentation
Project management, communication and monitoring	• Start	• In progress	• In progress	• Ongoing	• Ongoing	• Closure

4 · Financing and resources plan

The project requires a balanced combination of municipal resources, regional and provincial support, as well as the possible mobilisation of European programmes aimed at urban planning, innovation and citizen participation.

Given that the City Council **has no jurisdiction over railway infrastructure**, this financing plan focuses exclusively on:

- technical and institutional coordination,
- participatory processes and stakeholder involvement,
- tactical interventions in municipal public spaces,
- the preparation of urban studies and technical documentation,
- the preparation of the Integrated Urban Corridor Concept.

Railway works and structural investments outside the municipal area are not included.

4.1. Project cost types

Cost block	Description
A. Institutional and technical coordination	Municipal human resources needed to organise, document and maintain stable dialogue with FGV and the Valencian Regional Government, as well as for the administrative monitoring of the project.
B. Participatory processes and stakeholders	Design and facilitation of workshops, ULG sessions, activities with the broad participation group, urban walks, analysis of contributions and materials associated with public participation.
C. Tactical interventions	Materials and execution of minor actions (painting, signage, temporary furniture, complementary lighting, small tactical urban planning interventions) in the municipal public space adjacent to the corridor.
D. Studies and technical documentation	Preparation of accessibility and mobility reports, corridor mapping, technical data sheets, analysis of alternatives, methodological summaries and production of documentation necessary for decision-making.
E. Integrated Urban Corridor Concept	Drafting of a strategic document that consolidates diagnoses, tactical learnings, priorities, criteria and intervention scenarios compatible with municipal and regional competences.
F. Communication, monitoring and evaluation	Public information on the process, communication materials, development of indicators, scorecards, interim evaluations and technical closure of the project.

4.2. Municipal funding

The financial basis for the project comes from the City Council itself, specifically through:

- ordinary expenditure items for Urban Planning, Mobility, Public Space and Participation,
- items for technical studies and external consultancy,
- own resources for low-cost tactical interventions,
- municipal technical staff for project coordination and monitoring.

The City Council assumes leadership and guarantees the continuity of the process, even during

periods when other calls for funding are not open.

4.3. Regional funding (Generalitat Valenciana)

The Valencian Regional Government has lines of funding that can complement municipal resources, especially in:

1. Universal accessibility and improvement of public spaces

Grants aimed at:

- accessible pedestrian routes,
- removal of urban barriers,
- adaptation of municipal public spaces,
- accessible signage elements,
- improvements related to pedestrian mobility.

These lines can support tactical actions that are subsequently consolidated as permanent improvements.

2. Citizen participation and democratic governance

Regional lines that finance:

- participatory processes,
- innovative deliberation methodologies,
- transparency and feedback actions,
- local participatory democracy projects.

They are particularly well suited to reinforcing Action 2, which involves ongoing work with the ULG and the broad group of stakeholders.

3. Urban innovation and strategic planning

There are calls for proposals aimed at:

- urban and territorial studies,
- pilot innovation projects,
- research applied to urban improvement,
- planning of complex public spaces.

These lines can support the production of advanced studies and technical documentation linked to Actions 4 and 5.

4.4. Provincial funding (Alicante Provincial Council)

The Alicante Provincial Council annually announces grants applicable to municipalities of all sizes in:

1. Citizen participation, transparency and good governance

They may cover:

- participatory activities,
- workshops and activities with stakeholders,
- digital participation tools,
- transparency actions linked to the project.

They are particularly suitable for reinforcing Action 2 and improving the project's public communication mechanisms.

2. Technical assistance and support for urban studies

In some budget years, the Provincial Council issues specific calls for:

- technical assistance to municipalities,
- drafting studies or analyses related to mobility or public space,
- support for municipal strategic planning.

These lines, although they vary annually, can complement the funding of Actions 3, 4 and 5.

4.5. State funding

Although the railway corridor belongs to regional infrastructure, the state can indirectly support the project through lines aimed at:

1. Sustainable urban mobility

Programmes aimed at:

- pedestrianisation,
- safe routes,
- improving active mobility.

2. Universal accessibility in public spaces

Calls for proposals for:

- adaptation of the urban environment,
- accessible signage,
- improvements to public spaces adjacent to municipal facilities.

3. Urban planning and regeneration of environments

When announced, these lines may finance integrated urban planning studies, strategic plans and complex technical documentation.

4.6. European funding

European funds represent an opportunity to strengthen the strategic and innovative dimension of the project.

1. EUI – European Urban Initiative

Suitable for:

- advanced studies,
- replicable analyses,
- innovative methodologies,
- development of urban strategic frameworks.

The current process is part of a URBACT transfer, but future EUI calls may fund advanced phases of the Integrated Concept.

2. URBACT

Funds:

- strategic planning,
- citizen participation,
- collaborative urban governance,
- creation of strategic documents.

It is particularly applicable to Actions 2, 4 and 5.

3. Regional ERDF and specific programmes

In later phases, they can finance:

- accessibility measures,
- improvements to public spaces,
- renaturalisation,
- sustainable mobility solutions in urban environments.

These sources are not activated at this stage of the project, but the Integrated Concept will serve as a basis for future applications.

4.7. Summary table of the financing plan

Action	Funding requirements	Most likely sources
Action 1 – Institutional coordination	Technical staff, meetings, documentation	Municipal resources
Action 2 – Participation and stakeholders	Workshops, promotion, materials, analysis	Municipal resources + GVA (participation) + Provincial Council (participation)
Action 3 – Tactical interventions	Materials, signage, temporary furniture	Municipal resources + GVA (accessibility and public space)
Action 4 – Technical documentation	Studies, analyses, files, external assistance	Municipal resources + GVA (innovation/planning) + European programmes (EUI)
Action 5 – Integrated concept	Strategic drafting, technical workshops	Municipal resources + URBACT/EUI

5 · Monitoring and evaluation system

The monitoring system is based on two fundamental principles:

1. **Measurement geared towards decision-making**, not just documentary justification.
2. **Realistic and verifiable indicators**, appropriate to the nature of the project (planning, participation, tactical interventions and technical documentation).

The framework combines quantitative indicators, qualitative indicators and periodic review mechanisms that allow the project's course to be adjusted, institutional coherence to be ensured and an informed dialogue to be maintained with FGV, the Valencian Regional Government and the various participation groups.

5.1. Objectives of the monitoring system

- Monitor the progress of the five actions in the Workplan.
- Verify that the technical products (diagnoses, mappings, files, strategic documents) are completed with quality and on time.
- Analyse the evolution of the participatory process and the involvement of the various actors.
- Evaluate the results of tactical interventions and their impact on public perception.
- Ensure that institutional coordination produces verifiable progress.
- Guarantee that the Integrated Urban Corridor Concept is based on solid evidence.

5.2. Project indicators

The indicators are grouped by action and by dimension (process, result, quality).

5.2.1. Action 1 – Institutional coordination

Type	Indicator	Description
Process	Number of technical meetings between the City Council, FGV and GVA per year	Measures the regularity of the institutional channel.
Process	Number of reports or technical notes sent to FGV	Verifies municipal technical activity.
Result	Number of agreements, validations, or conditions identified	Measures progress in institutional clarification.
Quality	Degree of alignment between municipal proposals and regulatory requirements	Evaluated through joint technical review.

5.2.2. Action 2 – Participation and stakeholders

Type	Indicator	Description
Process	Number of ULG sessions per year	Technical core activity.
Process	Number of workshops or meetings of the broad stakeholder group	Intensity of the participatory process.
Result	Number of citizen contributions included in the diagnosis	Measures the actual involvement of citizens.
Result	Percentage of participants who state that they understand the project and its scope	Measured through short surveys.
Quality	Variety and representativeness of stakeholders involved	Qualitative indicator assessed every six months.

5.2.3. Action 3 – Tactical interventions

Type	Indicator	Description
Process	Number of critical points addressed	Physical progress of the project.
Result	Changes observed in pedestrian use of the space (before/after)	Direct observation and counts.
Result	Percentage change in perception of safety or comfort	Quick post-intervention surveys.
Quality	Degree of maintenance and durability of interventions	Periodic municipal review.
Quality	Incorporation of lessons learned into technical documentation	Verification by the ULG.

5.2.4. Action 4 – Technical documentation

Type	Indicator	Description
Process	Number of technical reports produced	Documentary progress.
Process	Completion of the critical points map	Key technical milestone.
Result	Quality of analysis according to review by ULG and FGV	Internal and external review.
Result	Availability of technical data sheets for proposals	Preparation for future phases.
Quality	Internal consistency of technical documents	Assessed by the municipal team.

5.2.5. Action 5 – Integrated Concept of Urban Corridor

Type	Indicator	Description
Process	Number of technical sessions for its development	Measurement of structural work.
Process	Number of partial validations (ULG, stakeholders, FGV)	Measures progressive consensus.
Result	Final document approved by the City Council	Key strategic milestone of the project.
Quality	Consistency between diagnosis, tactical interventions and final vision	Joint evaluation by ULG and municipal team.

5.3. Monitoring mechanisms

1. Regular technical meetings

- **Monthly** within the City Council.
- **Every 6–8 weeks** with the ULG.
- **Quarterly** with FGV and the Valencian Regional Government.

These meetings serve to review indicators, adjust actions and record progress.

2. Project scorecard

The City Council will maintain a scorecard with:

- the status of each action,
- updated indicators,
- milestones achieved,

- emerging risks,
- next steps.

Update: **quarterly**.

3. Annual project evaluation

At the end of each year, the following will be carried out:

- a summary of progress,
- an evaluation of participation,
- a review of the impact of tactical interventions,
- and an analysis of the institutional relationship with FGV.

This annual document will serve to adjust priorities and strengthen project governance.

4. Final evaluation

In 2030, the following will be carried out:

- evaluation of results,
- validation of the Integrated Concept,
- review of lessons learned,
- identification of actions eligible for funding in subsequent phases.

5.4. Roles in monitoring

Actor	Responsibilities in monitoring
Altea Town Council	Leadership of the monitoring system, updating of the scorecard, annual evaluation.
ULG (technical core)	Technical review of indicators, internal validation of diagnoses and documents.
Broad group of stakeholders	Qualitative evaluation of the participatory process and assessment of the impact of tactical interventions.
FGV and Valencian Regional Government	Technical monitoring of proposals affecting the railway domain and supervisory oversight.

