



## Girona (ES)

Girona, is a city with functions of capital (120.000 real residents in front of 97.000 registered inhabitants), centre of a wider urban system (300.000 inhabitants). Its administrative capital function, the presence of a university and central health services, as well as the commercial and touristic activity; configure an area of high mobility in everyday relations regarding the immediate entourage.

In January 2013 the city of Girona joined the high speed line Madrid - Barcelona - French border (which is located in the international corridor Barcelona - Perpignan) and the new high-speed infrastructure; maintaining the current location of the rail and bus infrastructures in the city centre.

However, the whole project is still not completed: the High Speed is currently operating in Girona, leaving an unfinished area that needs a process for its improvement, as well as the definition of the potential uses for the facilities in this new central urban space; but without a clearly defined city strategy.

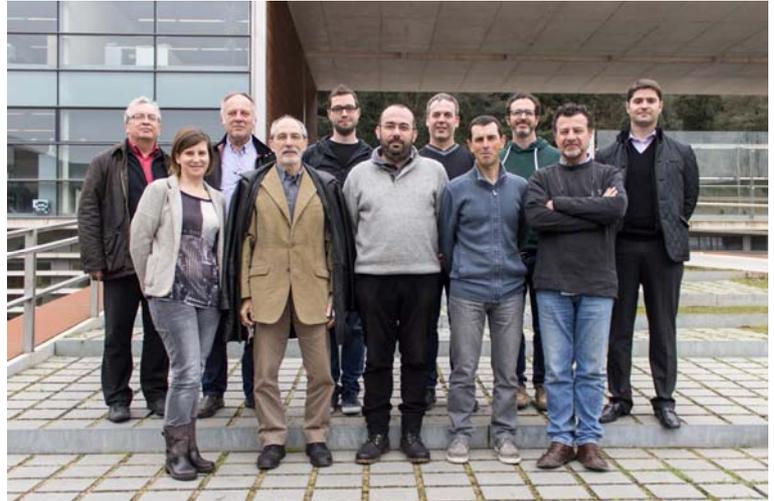
In Girona, the Local Support Group -which has been constituted specifically for this project, due to the lack of an stable table of stakeholders- is composed of 15 entities, that have been meeting monthly during all the project. The ULSG composition is wide, with the aim of collecting the maximum of stakeholders, hosting the University, the public transport management authorities and private companies, the railway infrastructure administrator, economic, tourism and neighbours associations of the city as well as professionals and naturalists associations.

This first crown has been complemented with the more than 400 associations and organizations registered in the city, than have been informed and invited to participate, contribute and share the outputs of the ULSG.

Entities of the ULSG first crown, together with the Girona City Council technicians, have attempted to establish an as broad as possible participation process in order to get a LAP that accurately reflects the agreement of the stakeholders and citizens.

The Girona LAP defines its actions around four main axes, each one structured in the following objectives:

1. The transformation of the train station, its immediate surroundings and the space occupied by the tracks, that includes the following objectives:



*The ULSG members in Girona*

Definition of the uses for the main spaces around the station,

- Structural and social reconnection of the neighbourhoods on both sides of the station.
  - Conversion of the station into a real city gate.
  - Transformation of the mobility around the station, discouraging the use of private motor vehicles.
2. The optimization of the mobility of the area as from the HS Hub, that includes the following objectives:
    - Defining an as much as possible integrated management of transportation to allow a real intermodality,
    - Improving the interconnection between Girona Airport and HS Station, as well as the connection to the conventional train.
    - Ensuring service levels and capacity of the bus station.
  3. The transformation of the station into an element of economic revitalization:
    - The exploitation of the city attractive as a dynamic element of economy promotion
    - The development of the high Speed Rail as an instrument of labour market and business expansion
    - The resident obtains the benefit of the opportunities which ICT provide around the station.
  4. Fostering governance and participation, with the objectives of:
    - The preservation of the continuity of the ULSG and its philosophy;
    - The provision of tools for participation and debate to the citizenship to validate projects

All these actions are planned for development between 2015 and 2025, considering all those organizations that could participate in their funding.

The city of Girona has understood the ENTER.HUB project as a possibility for the creation a stable table of stakeholders, and for the definition of city strategies not only to cope with the current situation and to contribute to the design of this LAP, but also with the aim of continuity beyond the project itself.

In addition, the project is highly valued as a first experience of proactive and propositional planning in many years in the city.



*Rendering of the AVE station area.*