

TM10: Final meeting

July 8th, 2022, Barcelona metropolis

Network products

RiConnect Rethinking infrastructure



The RiConnect Archives

**Final
report**

**Baseline
Study**

**The
RiConnect
Chronicles**

Articles

Newsletters

**Case
Studies**

Roadmaps

IAP

Media

**Final
report**



Final report



The Process

1. Set up the governance
2. Co-creation process
3. Drafting the plan
4. Small-scale tests
5. Collaboration with other networks
6. Implementation and funding
7. Communication



What's **Next** →
Look to the future!

Challenge

Repairing the present... en route to a positive future!

The growth of metropolitan areas throughout Europe has been driven by the availability of easy, quick and cheap mobility. Beginning with railways in the 19th century, since the mid-20th century this mobility has principally relied on automobiles. Emphasis on long-distance private mobility, infrastructure investments focused primarily on motorways and the resulting changes in land use patterns have led to troubling consequences at different levels.

- At the **territorial level**, these include:
- Suburbanisation, decentralisation, and mono/non-functional areas
 - Increased social segregation
 - Mobility exclusion linked to gender, age, disability and socio-economic status
- Local externalities** include:
- Infrastructural barriers that cut off neighbourhoods, disconnecting them from the metropolis
 - Air and noise pollution that affect health and quality of life
 - Low quality, neglected public spaces



However, existing mobility infrastructures can also be part of the solution to create more sustainable, equitable and attractive metropolises for all

When we employ an integrated approach to rethinking, transforming and integrating existing mobility infrastructures, we can:

- Reconnect people, neighbourhoods, cities and open spaces
- Increase and expand mobility options
- Create more appealing and inclusive public spaces and facilities
- Unlock urban opportunities for equitable regeneration and new development
- Create more ecologically resilient landscapes to mitigate climate change

Seizing opportunities to solve urban challenges



Mobility

How can mobility be modified to create a better city?



Mobility infrastructures are the circulatory system of our metropolises. Population growth is giving rise to growing demand for mobility in all metropolises, increasing daily trips and decentralisation. At the same time, citizens are calling for more civic and green spaces, as well as more opportunities for active transport. Transport systems are being overwhelmed as they struggle to move more people in less space, which can only be achieved through more efficient mobility modes such as public transport and active mobility.

Mobility should guarantee access to all live services and opportunities offered by the metropolis to all citizens, regardless of their age, health, disability, race, social status, gender, religion or location.

In short, public transport and active mobility needs to be prioritised to achieve more efficient, sustainable, safe and equitable mobility, and the transformation of mobility infrastructures provides us with the best tool to do so.

How it's happening in MANCHESTER

Manchester's action plan focuses on **Oldham**, a metropolitan borough on the north-eastern periphery of the Greater Manchester area. Its main street and surroundings have several mobility services, including buses and the **Metrolink**, yet its integration is far from ideal.

The project aims to improve bus services by dedicating specific corridors and stations that provide easy transfers, while also creating new cycling infrastructure to help provide a last-mile mobility solution. The result is an improved, more diverse and clearer service that facilitates the combining of different transport modes.



Promote greater diversity of mobility modes
Provide a wider variety of mobility modes to help people find the option that best caters to their need.

Prioritise active mobility and public transport
Build infrastructure that promotes mobility modes capable of moving more people in less space, thus increasing capacity without consuming land.



Offer equitable access to mobility
Mobility must cater to all citizens: women and men, old and young, poor and rich, with and without disabilities, etc., and fares and services must adjust to differing needs and ability to pay.

Facilitate the combination of mobility modes
Create an integrated mobility offer where changing from one mode to another is physically easy and cost-effective.



Communicate the benefits of each mode
Cities must effectively communicate the benefits, both personal and social, of moving in a more sustainable way, to encourage people to change their habits.



Increase car infrastructure
Far from solving traffic jams, building more roads merely creates induced demand. In fact, replacing car infrastructure with other modes may increase capacity.

Build disconnected systems
Metro, tram and bus systems need to incorporate fare integration and interchanges if they are to unlock their full potential as mobility systems.

Focus on working commutes
Most mobility is non-work related. Therefore, day-long, quality services are much needed, beyond connecting employment and residential areas.

Drafting the plan

A step-by-step process, from shared diagnosis to specific actions

This is the core task of the process, where all efforts translate into specific actions to rethink the infrastructure. Drafting must take into account the input of all stakeholders by finding common ground, balancing interests towards the common good, and supporting dialogue. The result must be a shared project in which all stakeholders feel recognised.

To achieve this, it is essential to follow the steps towards a successful action plan. The first step is a shared diagnosis to help detect specific needs. A common vision can bring stakeholders together, guiding the definition of goals and strategies. Ultimately, this will lead to specific actions that transform the physical and socio-economic reality of the site.

Next station: implementation!



Share diagnosis
Sector-specific diagnosis leads to segregated solutions. To build an integrated approach and maximise potential, all stakeholders must contribute to a common diagnosis of the site and its needs.



Establish a common vision
A strong, common vision of the project's objectives is essential to effectively navigate the obstacles that plans will inevitably encounter during the drafting and implementation process.



Iterative process
Planning processes may need to go back and forth towards the best solutions.



Conflict mediation
Participation processes may trigger or revive pre-existing conflicts.



Define goals and strategies
How do we make change happen? Specific goals and strategies will help to guide the process and organise efforts.



Draft the actions
Define a set of actions that provide the roadmap to your vision. The roadmap should be specific and coherent, establish clear roles and responsibilities, and incorporate a calendar.

Final report



Oldham TRANSPORT FOR GREATER MANCHESTER

King Street, at the centre of the town of **Oldham**, is typical of the urban core with shops and restaurants, and it provides direct pedestrian access to the central shopping district and civic buildings, while offering a **Metrolink (tram)** stop connecting it to the centre of **Manchester**.

Aligned to our **"Streets for all"** strategy, we want to ensure that our streets are welcoming, **green**, and **safe** spaces for all people, enabling more travel **on foot, by cycle** and using **public transport** while creating thriving places that **support local communities and businesses**.

How has this process been translated into the plans?



Livry-Gargan GREATER PARIS METROPOLIS

The integrated action plan on the **Poudrerie-Hochailles** site gathers the main local authorities (**City, EPT, MGP, CD93**), shop owners of the commercial area and representatives for the inhabitants.

It aims at transforming an area of **56 ha** in order to integrate a road infrastructure within the urban and natural fabric, improve the accessibility to green spaces through walking or cycling, create areas for diverse economic activities, transform the fringes into an entrance to the metropolitan territory and improve quality of life through housing, integrate economic activities and public space through a set of **7 actions** based on **physical transformations** and **multi-level governance** coordination.



Arranha PORTO METROPOLITAN AREA

ARRANHA is located in the centre of **AMP** and concentrates a series of urban problems whose solution has a direct impact on the mobility system of the AMP, on the urban structure of the municipalities it covers, and the social network around it, due to the importance of the **road N12** which crosses all the area.

It is fundamental to change the structure of the **N12** to a more municipal nature, which will benefit residents of the municipalities it crosses, but it has to be combined with the reinforcement of the surrounding mobility network. The objective will involve **reducing the use of individual transport** and reinforcing the use of other modes of transport, namely **public transport**. The **N12**, due to its characteristics, is a fundamental axis in the **AMP**, so it is unavoidable to start a process of reconversion, oriented towards a new living space for the metropolitan population.



Kodra camp-to-park MAJOR DEVELOPMENT AGENCY THESSALONIKI

The **Thessaloniki RiConnect Project** aims to develop a strategic action plan of how to re-engage a large functionless area, **Kodra ex-military camp** and to reconnect it with the urban fabric, in local and metropolitan level. The aim is to develop a model reconnection strategy applicable to all the former military camps in **Thessaloniki**, as there are 15 similar sites remaining as wastelands. Due to their spontaneous vegetation and the growing **natural ecosystem**, the camps occupy a special place in the range of semi-natural spaces in the metropolitan area of the city.

Kodra Camp-to-Park: Thessaloniki IAP focuses to the former **Military Camp of Kodra** within the administrative borders of the **Kalamaria Municipality**. Its goal is to regain the waste land and reconnect it to the urban fabric, in three spatial levels of intervention: **local, supra local, and metropolitan**.

Final report

Look to the future



We can make the future better! Let's do it together and for everyone

Once the project has been drafted, the implementation is planned, funding is identified and communication is underway, what comes next? It is time to turn the plan into reality, through both soft and hard actions, creating a better built environment and improved socio-economic conditions for citizens.

All our partners have reached the end of the planning phase, and it is now time to put the plans into action. We are eager to see our planned changes become reality in each metropolis, and share our successes with our stakeholders and the broader public!

Make it happen

Build consensus to gain momentum
A large part of implementation involves rallying all the stakeholders: applying pressure leads to change and the speeding up of processes.

Evaluate to improve
As the project gets underway, it is important to check to ensure that goals are being met, and make modifications where necessary to deliver the vision.

Make it collective

All stakeholders are key elements of the project
While only some of the stakeholders will implement the actions, all stakeholders must be credited with contributing to changing the social environment.

A stronger community as a legacy
The process should lead to enduring social connections, making the community stronger and better equipped to address future challenges.

Make it shine

Communicate the process and results
Keeping stakeholders and the wider public informed is key: let them see the resulting improvements, and let them know about problems that arise during the process.

Share it abroad, and help others to transform
Communicating results abroad will help inspire other cities and lead to new projects.

Articles

Gdansk-Gdynia

Our partner Gdansk-Gdynia is the cooperation between Home to the main port growing area of the city development.

Read the 2 articles, written until January 2021. The Gdansk-Gdynia (GdG) Metroplan of September 2020 is strengthening cooperation between Gdansk and Gdynia by making the best use of its differences and unique features.

Created by



60 RICONNECT ARTICLES

When is a Was Understanding Residual Space



Article by Brian Rosa, Ad-hoc expert of the URBACT RICONNECT APN

Brian Rosa is urban geographer and photographer, and Marie Skłodowska-Curie Research Fellow at the Department of Urbanism, Universidad Politécnica de Madrid. He is an Ad-hoc expert at RICONNECT, where he supports the research of case studies and the social impact of infrastructure projects.

© André Gault



52 RICONNECT ARTICLES

Think infrastructures in context: human ecosystems



Article by Bahatur Naysa, Project manager of Eutopian RICONNECT Ad-hoc expert

Bahatur Naysa is an architect and BIM maker with years of experience in international research projects, in the field of urban development and social innovation. As a project manager in Eutopian, she is conducting many pilot areas with special attention to the relationship between environmental

Credit: Eutopian © Bahatur Naysa



62 RICONNECT ARTICLES

We often wonder why some infrastructure projects are loved and cherished by citizens while others aren't. It's not only the quality of the project that determines its success but the acceptance it receives from citizens as well.

Read the 2 articles, written until March 2021

Change is often only possible when a community gets behind a project, owns the solutions, lives the change and actively accepts the proposed solution to their reality.

However, community-led solutions are difficult to achieve, especially if the proposed solution is too new and lacks grassroots support. The mechanisms of ecosystem building come in useful under such circumstances to help yield positive involvement.

"Community-led solutions are difficult to achieve, especially if the proposed solution is too new and has little grassroots support. The mechanisms of ecosystem building come in useful under such circumstances to help yield positive involvement"

RICONNECT is an Action Planning Network consisting of eight metropolitan areas focusing on the improvement of mobility infrastructures. These eight metropolitan areas all want to reconnect people with urban and natural spaces. They would like to foster use of public transport and promote active mobility by reducing externalities and social segregation, especially when the inclusion of local actors is crucial for urban regeneration processes, spatial and process designs. During the webinar held on September 22, 2021 by the RICONNECT Action Planning Network (APN), we discussed three different layers of local ecosystems, which can support the action plans of the participating cities. The goals of these actions need to address social objectives to ensure that citizens support the process. The proposed action can only become successful if it garners popular support, which is usually possible if it somehow improves social life of site and offers citizens benefits.

In order to achieve such a goal, we proposed to examine the level of economic development, social cohesion and gender equality in the communities of the RICONNECT cities. These criteria are significant and telling layers of our urban fabric. They can ensure an increase of public life activities, boost the availability of local jobs and opportunities, contribute to city-wide access, increase administrative income streams, broaden levels of diversity and safety, and improve social wellbeing. Such improvement would place the infrastructure and environmental mobility projects of RICONNECT in a very positive light, consequently garnering an increase in local support for the projects. Yet, these topics were not found to be placed at the core of local action plans, even though local conditions in these fields can have significant impact. Enclosed is a quick look on the visions of the participating cities for their planning area.

Site and metropolitan area	Vision
Kodra MDAT - Major Development Agency Thessaloniki (GR)	To transform Kodra as military Camp sustainably, while preserving its natural resources, as well as historical and cultural heritage. The team aims for social equality and economic prosperity in their project.
Aranha IAPF - Porto Metropolitan Area (PT)	Make "Aranha" a pleasant place to live and work. Connect the territory around the circular road around the city and make it more cohesive, green, inclusive, and sustainable.
Avinguda del Vallès IAPF - Barcelona Metropolitan Area (ES)	Avinguda del Vallès is the new civil, green, and business axis which connects Sabadell, Cardenerola, Ripollat and Barberà. Public transport and active mobility at its core, the low-speed avenue will link public spaces with different qualities to a continuous corridor.
Lelystad Iik - IJmuidersburg (NL)	The area around the station Lelystad will be a vibrant area where the older urban identity will be preserved but adding a boost of liveliness and fresh impulses. There will be an increase in functions around the train station, it will become an attractive area and gathering place.
Ockenburg/THIEL DMGGS - Gdansk-Gdynia-Sopot Metropolitan Area (PL)	Thiel Peninsula will become a friendly and safe space, with a good transport system.
Livry-Gargan MCP - Greater Paris Metropolitan Area (FR)	The future neighbourhood will be organised around streets dedicated to different ways of transportation and allow mixed use and include housing, different economic activities, as well as shops and facilities.
Skawina RMA - Krakow Metropolitan Association (PL)	Improving the quality of life of inhabitants and passengers by connecting the train station to the centre of Skawina, with multifunctional areas.
Edham TGM - Transport for Greater Manchester (GB)	Acting in a peripheral centre with bus and train connections, in order to improve infrastructure integration and enhance social life and retail.

Think infrastructures in context: human ecosystems 63

Case Studies

Nodal inf.
Linear infrastructure
Enclosed inf.

Case study classification

Reorganising how
The space of the infrastructure is rethought in terms of functions and allowing a greater mixture.

EVALUATION CRITERIA

- Increase of space for active mobility
- Increase of space for public transit
- More connections between mobility

Integrating the infrastructure

Reorganising how we move

Planning the metropolis

Adding ecosystem functions

Fostering social inclusion

Main action

18 Relevant case studies

Case study map

- Nodal infrastructure
- ✓ Linear infrastructure
- Enclosed infrastructure






What does it mean in...

NODAL INFRASTRUCTURE

- Intermodality between mobility modes
- Accessibility and parking for active mobility modes

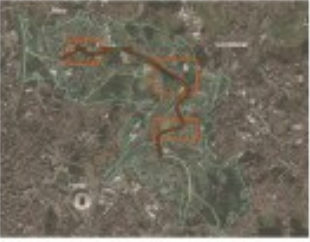
10 Relevant case studies

Case Studies

<p>Model Infrastructure Reorganising how we move</p> <p>Scope: Environmental integration Status: Built Project size: Vallecas neighbourhood Active period: 2016-2019</p> <p>Key actors: City of Madrid UJA - EU Urban Initiative Actions Local organisations</p>  <p>* 1. Location of the Vallecas project in Madrid. * 2. View of a proposed urban corridor, "MA3 de Movilidad" (City of Madrid).</p> <p>28 Reconnect Case studies</p>	<p>Model Infrastructure Fostering social inclusion</p> <p>Scope: Cooperative housing Status: Built Project size: 6,350 m² Year of completion: 2014</p> <p>Key actors: Kalkbreite Cooperative Müller Sigrist Architects H&G, LA, Landscaping</p>  <p>* 1. Location of the project in Zurich. * 2. The housing complex is connected to a central transit via different mobility options.</p> <p>30 Reconnect Case studies</p>	<p>Model Infrastructure Adding ecosystem functions</p> <p>Scope: Environmental integration Status: Built Project size: 12,000 m² Year of completion: 2014</p> <p>Key actors: NS - Train operator City of Amsterdam - Dept. of Environmental Planning</p>  <p>* 1. Location of the project in Amsterdam. * 2. Newly built green area in front of the station.</p> <p>28 Reconnect Case studies</p>	<p>Model Infrastructure Amsterdam, Netherlands ORLYPLEIN REDEVELOPMENT AT SLOTERDIJK STATION</p> <p>Making the surroundings of a station greener and friendlier for pedestrians and cyclists</p>  <p>Needs</p> <p>Background Sloterdijk station on the west side of Amsterdam is an intermodal station served by trains, trams, buses and bicycles. The station, located at the centre of a business area, lacks an urban feel, with other uses some distance away. The entrance plaza, Orlysquare, was also unwelcoming, with concrete predominant in a space where local and long-distance buses mingled with trams. However, buses and trams were relocated in an adjacent area, making it possible to repurpose the plaza at a time when the whole business area was undergoing a rethink to incorporate new uses.</p> <p>Challenge Repurposing such a large space, most of it above train tracks, posed a broad set of challenges. On the one hand, the space needed to integrate a large bicycle parking area and a cycle path crossing, and it also needed to include a kiss-and-ride area. On the other hand, following Amsterdam's pledge to make the city more climate-resilient and rainproof, the project was the perfect opportunity to add permeable areas with new greenery, despite most of the plaza occupying a deck above the rail tracks.</p> <p>Action</p> <p>Design The design is composed of two main elements, a promenade and a green square. The promenade connects the station with the adjacent office buildings and with two train platforms located across the plaza. The green square provides a comfortable area to spend time in, with capacity to store rainwater and parking for 1,000 bicycles integrated into the design. Species present in the Breitenpark were chosen for the plaza.</p>  <p>* 3. Before and after integrating the bike path into the green. * 4. Paths leading to the station.</p> <p>Outcomes</p> <p>Impact - Improved water management in times of heavy rainfall - Improved, welcoming public space - New activities in the area</p> <p>Lessons learnt - Low-level greenery is capable of storing rainwater - New transport stops offer opportunities to rethink former spaces</p> <p>Source: Landside.com</p> <p>Image credit: 1. Statens R&D 2. A. N. Landside.com 3. Upi.nl</p> <p>Model Infrastructure 29</p>
--	---	---	---





RiConnect Integrated Action Plan




ARRANHA
CIRCUNVALAÇÃO ROAD (N2) BETWEEN THE LOCATIONS AREOSA AND RANHA PLACES

Project: Urban Development Policy, Services and Mobility
June 2022
Urban Management Area



RiConnect Integrated Action Plan




THE COMPACT CITY STORY
DEVELOPMENT DIRECTIONS OF THE SKAWINA MOBILITY HUB WITH ITS SURROUNDINGS

Project: Urban
June 2022
Urban Management Area





RiConnect Integrated Action Plan



FROM CAMP TO PARK
RECONNECTING A FORMER MILITARY CAMP

Project: Urban
June 2022
Urban Management Area



RiConnect Integrated Action Plan



ENHANCING THE ENTRANCE TO THE METROPOLITAN AREA
CONNECTING THE TWO SIDES OF A MAJOR ROAD INFRASTRUCTURE

Project: Urban
June 2022
Urban Management Area



RiConnect Integrated Action Plan



INTEGRATED MOBILITY SOLUTIONS FOR HEL PENINSULA

Project: Urban
June 2022
Urban Management Area



RiConnect Integrated Action Plan



OUR STREETS FOR ALL
APPROACH TO THE KING STREET AREA OF OLDHAM

Project: Urban
June 2022
Urban Management Area



RiConnect Integrated Action Plan




STATION LÉLYLAAN
FROM TRAVELLING POINT TO VIBRANT PUBLIC SPACE

Project: Urban
June 2022
Urban Management Area





RiConnect Integrated Action Plan



AVINGUDA DEL VALLÈS
HUMANIZING THE N-150 ROAD

Project: Urban
June 2022
Urban Management Area





6. Small Scale

Action 2

Image 13: People going to play in a park in the city of Berlin
Source: WUOL



20 - WUOL | Image: Environment and Agency: The

24 - WUOL | Image: The Greater Manchester Integrated

The participants worked on the interventions in groups, according to their in-

Between now - 2022 - and 2026/27, we will see the delivery of the initial

5. Urban Strategy

5.1 Vision of the project

RATIONALE - OUR STREETS FOR ALL APPROACH

Greater Manchester's streets make up the majority of our public space. We use these spaces not only to travel through, but for living, learning, working, relaxing, playing, socialising and exercising in. In the past, our streets were not always designed with people in mind. Instead, there was a focus on designing streets for high volumes of motorised vehicles. As in many places across the UK and Europe, people in Greater Manchester live with the legacy of decisions that have not put people first, and that have led to excessive dependence on cars for day-to-day travel.



Image 14: Streets for All Challenges and Opportunities infographic which help to present our rationale for taking this approach
Source: TCA

10 - WUOL | Image: The Greater Manchester Integrated

This legacy includes poor air quality; serious road traffic injuries and deaths and people struggling to incorporate physical activity - such as walking and cycling - into their daily lives. It also includes major roads dividing communities; parents worried about how to keep their children safe and active; and increased isolation for older people, those with mobility impairments and people without access to a car.

The Covid-19 pandemic has brought the quality of our streets into sharp focus. Now, more than ever, people understand the urgent need to improve streets in their local neighbourhoods and town centres to support better health, wellbeing, and economic vitality.

We also need to ensure that Greater Manchester achieves its environmental targets to be carbon neutral by 2038. As road transport generates nearly a third of all carbon emissions, we will need to see significant changes in travel behaviour over the coming years. This will require both a rapid transition to cleaner vehicles and a significant reduction in travel by private motor vehicles.

STREETS FOR ALL VISION

We will ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel on foot, by cycle and using public transport while creating thriving places that support local communities and businesses.

We are using a street typologies framework to help achieve this vision and support shaping the future role of streets across Greater Manchester. This helps us to assess the extent to which a street (or network of streets) meets the Streets for All Essentials criteria, and so works well for everyone using it.

The map below shows a classification of street types in Oldham town centre. This is a good starting point when it comes to thinking about how we achieve our vision, as it enables us to highlight where there is a mismatch between a street type and how people are using it. Mapping streets in this way helps when it comes to co-design, setting priorities for different streets and balancing the requirements of different street users.

Image 15: Street types in Oldham town centre
Source: TCA



10 - WUOL | Image: The Greater Manchester Integrated



[https://urbact.eu/
riconnect-archive](https://urbact.eu/riconnect-archive)

Final
report

Baseline
Study

The
RiConnect
Chronicles

Articles

Newsletters

Case
Studies

Roadmaps

IAP

Media