TM10: Final meeting
July 8th, 2022, Barcelona metropolis
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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-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 affects 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 metropolitan areas 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 by 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 circulation 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, cities are seeking 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 provide access to all the 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 need 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 northern 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 solutions. The result is an improved, more diverse and clearer service that facilitates the connection of different transport modes.

RiConnect Rethinking infrastructure
**Drafting the plan**

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.

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

1. **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.

2. **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.

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

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

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

6. **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.

**Next station: implementation!**
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.

Livry-Gargan
GREATER PARIS METROPOLIS

The integrated action plan on the Pudraise-Hochalles site gathers the main local authorities (CITY, EPT, MGP, CDH), 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, improve quality of life through housing, integrate economic activities and public spaces, and 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 the entire area.

It is fundamental to change the N12 into 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 networks. 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 requalification, oriented towards a new living space for the metropolitan population.

Kodra camp-to-park
MACOR 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 of reconnection strategy applicable to all the former military camps in Thessaloniki, as there are 13 similar sites remaining as wastelands due to their spontaneous vegetation and the growing natural ecosystem. The kampos 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 on 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 interventions: local, supra local, and metropolitan.
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.

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.
Think infrastructures in context: human ecosystems

"Community-led solutions are difficult to achieve, essentially if the proposed solution is the new and has little grassroots support. The mechanism of ecosystem building come into human suit circumstances to help yield positive involvement."

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.

Change is often the case when a community gets behind a project once they understand, own the changes and actively adopt the proposed solutions. However, community-led solutions are difficult to achieve especially if the proposed solution is new and has little grassroots support. The mechanism of ecosystem building comes into human suit circumstances to help yield positive involvement.

RiConnect is an Action Plan of a network consisting of eight metropolitan areas in Europe. It focuses on rethinking infrastructure in line with the new urban challenges. The project aims to develop a set of innovative strategies and tools to help overcome the fragmented urban landscape resulting from different policy approaches to transport and mobility. The project will identify three different levels of infrastructures, which can support the action plan. It will focus on the urban scale to support the development of a new integrated green and compact urban mobility strategy that can enable sustainable urban development including the development of a data-driven decision support tool. The project will also focus on the local scale to support the development of a new integrated green and compact urban mobility strategy that can enable sustainable urban development. The project will also focus on the local scale to support the development of a new integrated green and compact urban mobility strategy that can enable sustainable urban development.

RiConnect 2019-2022

The project is implemented by a network of eight metropolitan areas in Europe: Antwerp (Belgium), Barcelona (Spain), Cluj Napoca (Romania), Gent (Belgium), Gdynia (Poland), Lisbon (Portugal), Malmö (Sweden) and Minsk (Belarus). The project is funded by the European Union under the Urban Europe Programme.

Gdansk-Gdynia: the cooperation between homes to the main port-growth area of the city.

Our partner! Gdansk-Gdynia: the cooperation between homes to the main port-growth area of the city.

Rethinking infrastructure
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 walking, running, reading, playing, socialising and exercising, and, in the past, our streets were not always designed with people in mind. Instead, there was a focus on designing streets that prioritised motorised traffic. As the world gets greener and greener, people in Greater Manchester live with the legacy of decisions that have not put people first, and it’s that left to overcome these issues.

This legacy means our streets are full of serious road safety issues and people struggling with corporatist physical activity - such as walking and cycling - into their daily lives. It also means major risks facing communities, parents worried about how to keep their children safe and active and increased isolation for older people. Poor walkability, impracticality 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 need to improve streets in their local neighbourhoods andFunny roads support better health, wellbeing and productivity.

We are now in a position to ensure Greater Manchester achieves its environmental targets by 2030. As road transport accounts for a third of all carbon emissions, we will make significant changes to how streets are designed, implemented and managed.

STREETS FOR ALL VISION

We will transform our streets and spaces for all people, enabling them to be used by all, making public transport accessible and reducing traffic levels that support local communities. Benefits across Manchester.

We are using a street typology framework to help achieve this vision and support shaping the future role of streets across Greater Manchester. This helps to access the related to a street network that focuses on the streets for all Essentials criteria, and it 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 for how we achieve our vision, and enables us to highlight three main thematic areas.

In Oldham town centre, we aim to improve the quality of life for all residents. This is achieved by enhancing the local environment and promoting a healthy lifestyle. We focus on reducing traffic speeds, improving safety for pedestrians and cyclists, and creating green spaces throughout the town.

For more information, please contact RiConnect at connect@riconnect.org.uk.
RiConnect Rethinking infrastructure

https://urbact.eu/riconnect-archive