

The RiConnect Chronicles

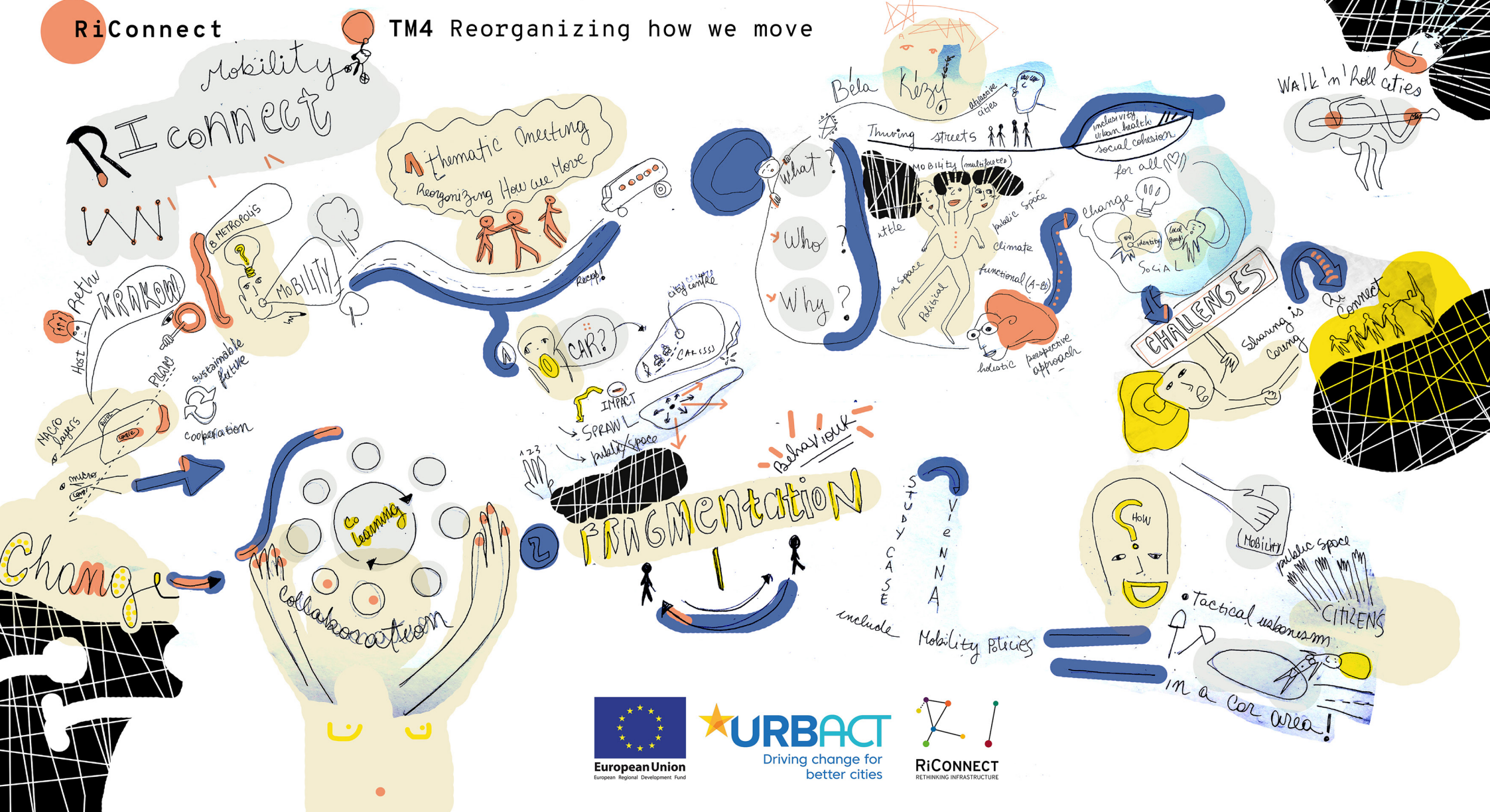
# Thematic Meeting 1

Reorganising how we move

TRANSNATIONAL MEETING 4  
DIGITAL – HOSTED BY KMA  
OCTOBER 22-23 2020



**RiConnect**  
RETHINKING INFRASTRUCTURE



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*The intention of this document is to highlight the most relevant ideas to the subject brought up during the **RiConnect Thematic Meeting 1** on **22-23 October 2020**.*

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

## day 1

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  - AMB + AMP + OMG-G-S + MGP
  - MDAT + VA + KMA + TfGM

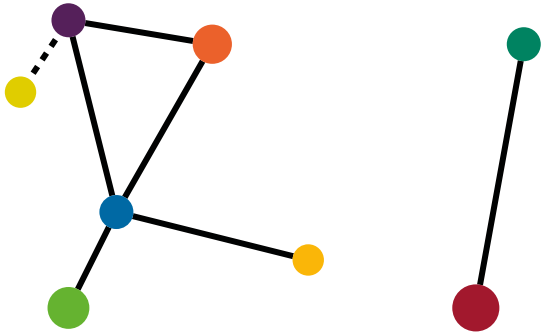
## day 2

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- **Network updates**
  - Who is who
  - Communication plan
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# What is RiConnect?

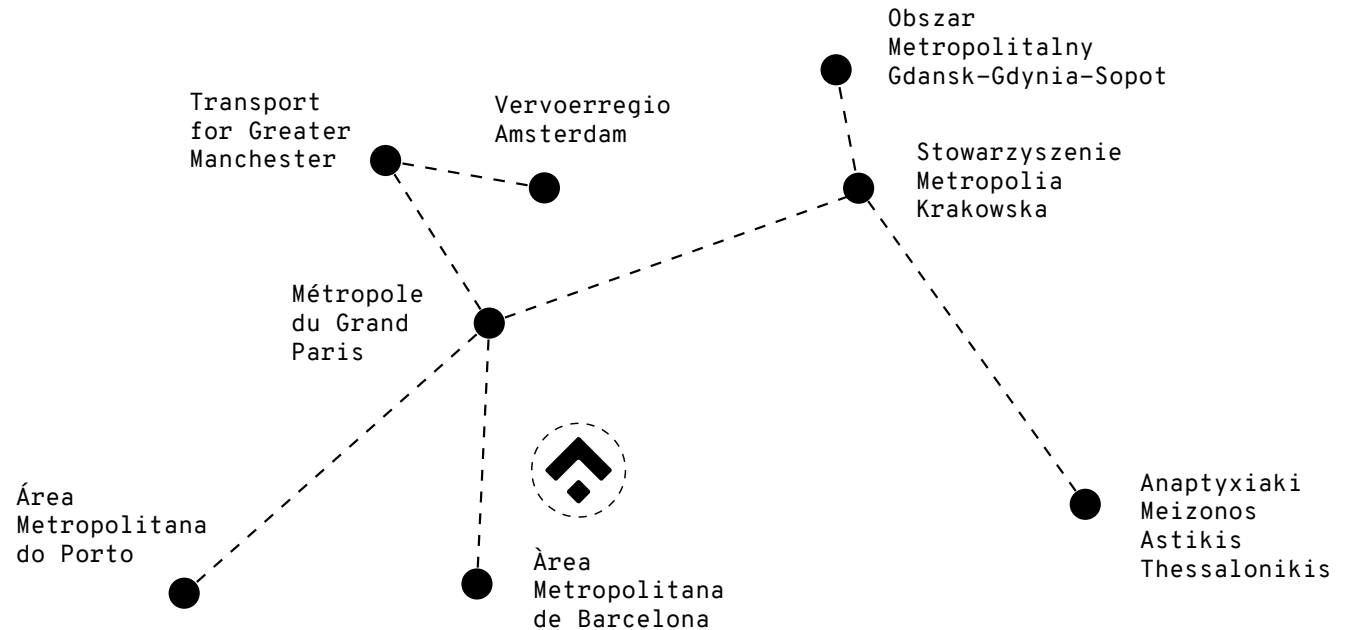


**RiCONNECT**  
RETHINKING INFRASTRUCTURE

RiConnect is a network of eight metropolises whose purpose is to rethink, transform and integrate mobility infrastructures in order to reconnect people, neighbourhoods, cities and natural spaces.

We will develop planning strategies, processes, instruments and partnerships to foster public transport and active mobility, reduce externalities and social segregation and unlock opportunities for urban regeneration.

Our long-term vision is a more sustainable, equitable and attractive metropolis for everyone. It is an URBACT project and is co-financed by the European Regional Development Fund.





# Who is who?



**NIKLAS AALTO-SETÄLÄ**  
City of Helsinki



**ELENA ARGELICH**  
Network Manager



**PASCAL BOONTJE**  
Municipality of  
Amsterdam



**JOAN CABA**  
Lead Coordinator



**SANDRA CHOPIN**  
Métropole du Grand  
Paris



**MARIONA CONILL**  
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Barcelona



**GAVINA CORBETTA**  
Àrea Metropolitana de  
Barcelona



**VIVECA DANIELSON**  
Àrea Metropolitana de  
Barcelona



**JULITA EWERT-STAWOWY**  
Stowarzyszenie  
Metropolia Krakowska



**JOSÉ FERREIRA**  
Área Metropolitana do  
Porto



**PERE GIRALT**  
Àrea Metropolitana de  
Barcelona



**PAWEŁ GUZEK**  
Stowarzyszenie  
Metropolia Krakowska



**BÉLA KÉZY**  
APN ThrivingStreets



**MARTYNA KIERSKA**  
Stowarzyszenie  
Metropolia Krakowska



**CHRYSSA KOPRA**  
Anaptyxiaki Meizonos  
Astikis Thessalonikis



**ROLAND KREBS**  
Lead Expert



**MAŁGORZATA LAMOT-MIGO**  
Municipality of Skawina



**SARA LOBÃO**  
Área Metropolitana do Porto



**CRISTINA MAGALHÃES**  
Área Metropolitana do Porto



**ANNA MAJORAL**  
Àrea Metropolitana de Barcelona



**RÉMY MARCÍN**  
Métropole du Grand Paris



**JONATHAN MARSH**  
Transport for Greater Manchester



**NOEMÍ MARTÍNEZ**  
Àrea Metropolitana de Barcelona



**ÁLVARO MARTÍNEZ**  
Àrea Metropolitana de Barcelona



**JERZY MUZYK**  
City of Krakow



**CARLA OLIVEIRA**  
Área Metropolitana do Porto



**KAROLINA ORCHOLSKA**  
Obszar Metropolitalny Gdansk-Gdynia-Sopot



**TOMASZ OŻÓG**  
Municipality of Skawina



**ROBERT PADDISON**  
Transport for Greater Manchester



**LEVENTE POLYAK**  
Eutropian



**JUDITH RECIO**  
Àrea Metropolitana de Barcelona



**ADELINA RODRIGUES**  
Área Metropolitana do Porto



**STELA SALINAS**  
Communication Officer



**TANYA SAM MING**  
Institut Paris Region



**BART SCHALKWIJK**  
Vervoerregio Amsterdam



**PARASKEVI TARANI**  
Anaptyxiaki Meizonos  
Astikis Thessalonikis



**LISE-ADÉLAÏDE THOMAS**  
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**AUDREY TISSOT**  
Métropole du Grand  
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**CARMO TOVAR**  
Área Metropolitana do  
Porto



**ANTHI TSAKIROPOULOU**  
Anaptyxiaki Meizonos  
Astikis Thessalonikis



**JOOST VAN OS**  
Vervoerregio  
Amsterdam

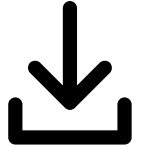


**ELSIE WRAIGHTE**  
Transport for Greater  
Manchester



**DANIEL WRZOSZCZYK**  
Stowarzyszenie  
Metropolia Krakowska

# Meeting programme



THURSDAY 22<sup>ND</sup> OCTOBER 2020

## Morning session: Reorganising the way we move

- 10:00 CET Welcoming words
- Daniel Wrzozszyk, Director of The Krakow Metropolitan Association
  - Jerzy Muzyk, Deputy Mayor of The City of Krakow
- 10:10 CET **Input session #1: Reorganising how we move > Introduction (LE)**
- 10:20 CET **Thriving Streets: Designing mobility for attractive cities (Béla Kézy LE)**
- 10:30 CET **Podium discussion: Case studies from Helsinki, KMA and VA + Q&A (LE)**
- 11:05 CET *Coffee break*
- 11:10 CET **Let's exchange ideas about how to move in your metro area!**
- Reflection on the topic and share experiences
  - Break-out session
    1. How to create space for new types of mobility? (AMB)
    2. How to motivate active mobility behaviour? (TfGM)
    3. How to create a more gender balanced development? (OMG-G-S)
    4. How to make public transport more affordable for all? (AMP)
- 12:00 CET **Presentation of the break-out sessions (LE + e-facilitators)**

## Afternoon session: Activate our Network, Activate your ULG

- 15:00 CET **Input session #2: Getting ready for planning (LE)**
- ULG (Stakeholder mapping and engagement strategy)
  - Digital engagement strategies
  - IAP site (perimeter, size)
  - Analysis of our Territory / Emerging Topics
- 15:10 CET **Civic engagement strategies with local economies (Levente Polyak AH)**
- 15:15 CET **Peer-group session #1: AMB + AMP + OMG-G-S + MGP**
- 15:55 CET *Coffee break*
- 16:00 CET **Peer-group session #2: MDAT + VA + KMA + TfGM**
- 16:40 CET **Presentation of results of the session (LE + e-facilitators)**
- 17:15 CET **Closing remarks (Levente Polyak AH + LP)**

FRIDAY 23<sup>RD</sup> OCTOBER 2020

## Morning session: Let's activate our projects!

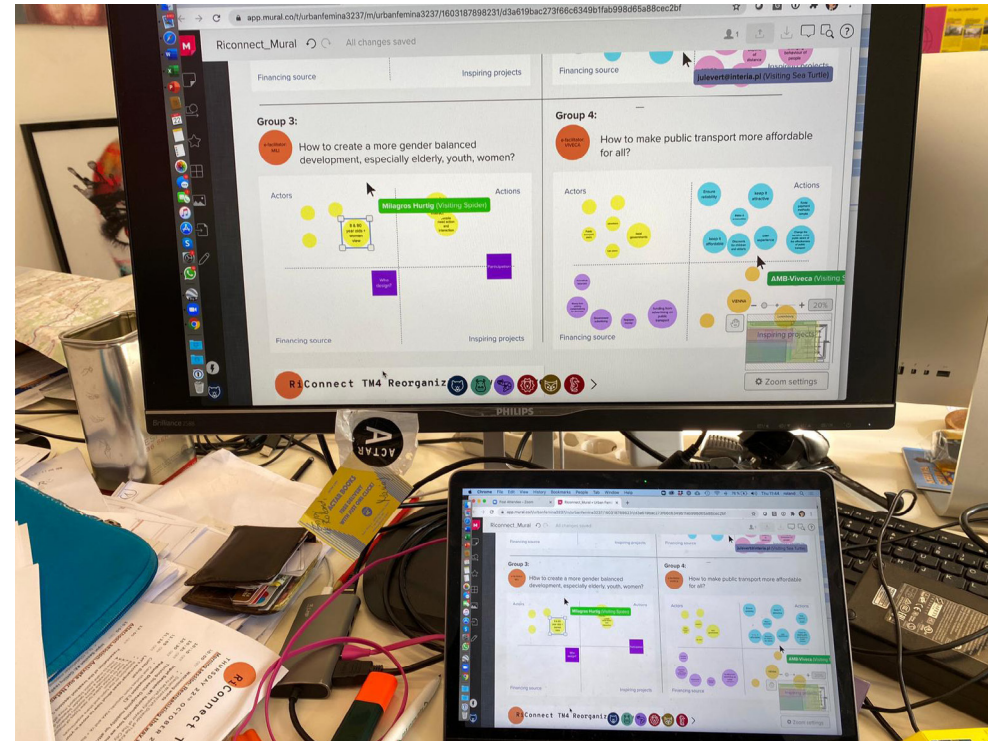
- 10:00 CET **Deep dive into KMA case**
- Virtual site visit to Skawina and IAP Area [Skawina Mobility Hub]
  - Feedback-session in the podium (LE+ KMA)
- 11:00 CET *Coffee break*
- 11:10 CET **RiConnect Road Map for our IAP (LP+LE)**
- Presentation of the Road Map
  - Homework: your IAP Road Map
  - Q&A
- 12:00 CET **Communication strategy + Network administration (LP)**
- Team Building
  - Communication plan + Digital tools
  - Your IAP LinkedIn page
  - Budget and management
- 12:50 CET **Wrap-up and closing**

# What are the main objectives?

Time to get hands on!

This meeting is kicking off a series of thematic meetings covering the four topics of the project and reviewing the key issues in the activation phase. Therefore, the goals are the following:

1. To address the issue of **'Reorganising how we move'** by thinking about how to promote new mobility modes to foster equality.
2. To review the ongoing **definition of Integrated Action Plans** so that all partners can see and share their progress and learn from each other.
3. To build **synergies with related networks** in order to favour knowledge exchange and enrich our projects.
4. To define our network's next steps: the **creation of the IAP Roadmaps**, which will set the stage for the upcoming phases of the project.



**Let's go!**



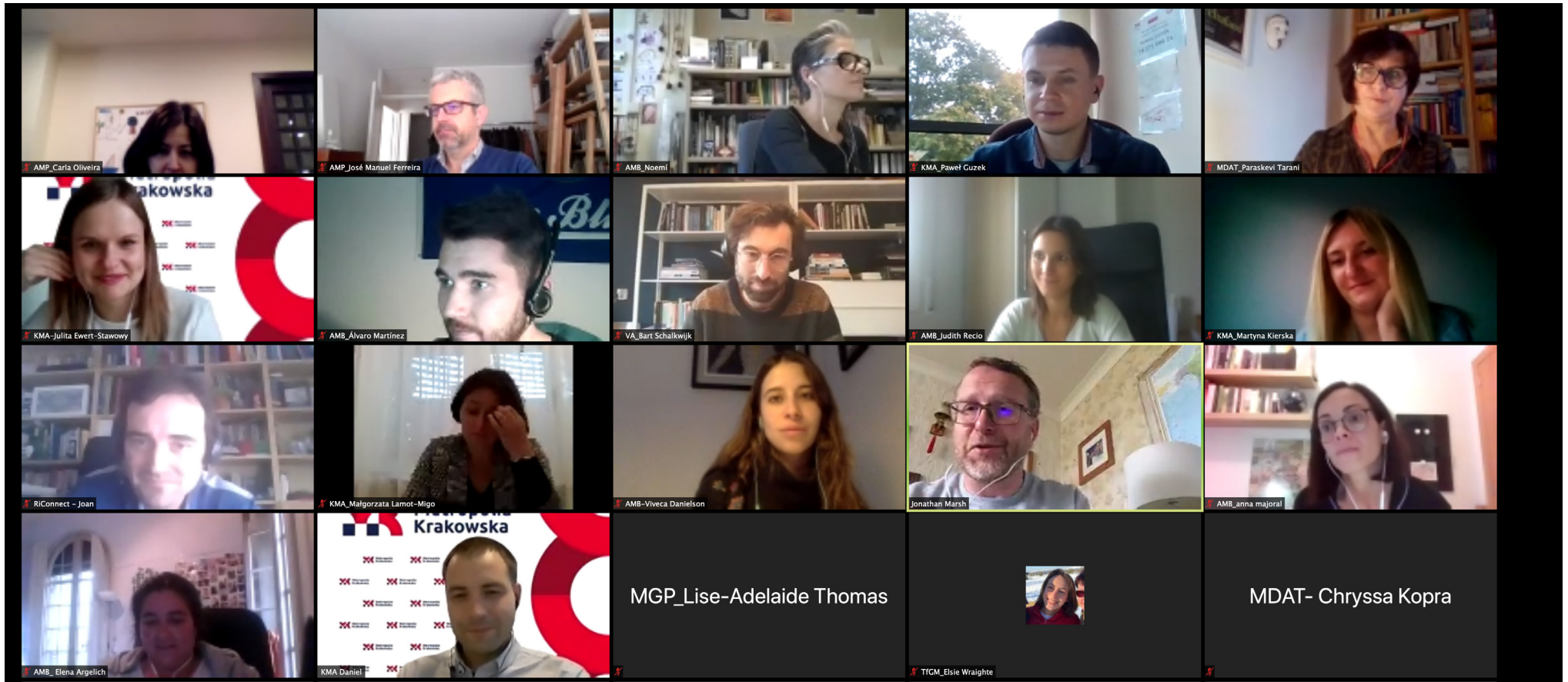


**day 1**

# Digital good morning coffee

9:45

With good music and a cup of coffee in their hand, everyone starts joining in and greeting each other.



# Opening remarks

10:00

## Time for rethinking and cooperating

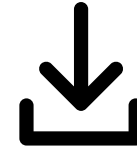
*Daniel Wrzosczyk, Director of Krakow Metropolis Association  
Jerzy Muzyk, Deputy Mayor of the City of Krakow*

The meeting started with welcoming words from Daniel Wrzosczyk, who pointed out that as RiConnect's motto says, it is a **time for rethinking** – not only mobility, but also our lifestyle and priorities. Therefore, it is a great time to work on **reorganising how we move around**, and despite the technical difficulties, this meeting is an opportunity to share the KMA's perspective.

Deputy Mayor Jerzy Muzyk explained the challenges facing the metropolis, focusing on mobility and spatial planning. Their focus in both issues is on **inter-municipal cooperation and coordination**, so actions are taken in an integrated way. To do so, this meeting is vital for everyone to **learn from each other** so the metropolis of Krakow can keep designing resident-friendly spaces, meeting EU Green Deal goals and minimising negative effects.



# Input session #1



10:10

## Reorganising how we move

*Roland Krebs, Lead Expert*

For many decades since the beginning of modernism in the 1930s, the urban development of cities was **based on making the territory accessible via cars**. The concept of the separation of functions through zoning and the increased speed of how we move around the territory led to a dispersion of uses or **urban sprawl**. This resulted territorial fragmentation, increased usage of natural resources, pollution, accidents and so forth. The infrastructure that was created after the economic boom post-WWII led to **barriers in our cities**, not only in the metropolitan area but also in the greater city. These scars resulted in a separation of inhabitants by their social or migrant status, gender, religion and other factors.

A good example is the ‘Gürtel’ (in English ‘Belt’), Vienna’s ring road that was constructed in the 1890s on the location of the historic ‘Linienwall’, a former defence wall. Today, it constitutes Vienna’s (or even Austria’s) busiest highway **segregating the densest neighbourhoods** with an average density of approx. 16,000 inhabitants/km<sup>2</sup>, while these districts have hardly any green areas.

In 2020, during the COVID-19 health crisis, the city government implemented a **temporary pool and park** in the summertime to enable an additional recreational area to be temporarily built at an important intersection. The location was well chosen as it was the site of a public pool until the late 1950s. This project was controversial but a clear statement that the city has to **reclaim public space for its citizens**.





# Partner networks

10:20

## Greetings from Thriving Streets APN

*Béla Kézy, Thriving Streets APN*

In our work to build synergies with other related networks, Béla Kézy from Thriving Streets APN gave a brief overview of their ambition and focus. An interesting activity kicked off the presentation in which all participants had the chance to share **what a 'Thriving street' means** to them: people, business, interaction, walkability, etc.

After that, Kézy specified that **urban mobility is a hot topic**, but it has many faces in relation to functional, political, spatial, environmental and safety issues.

In doing so, the relevance of 'Thriving streets' was introduced: it addresses the topics that makes a thriving street, but from a very specific perspective, favouring sustainable mobility from an economic and social standpoint. To do so, the network **combines 'hard domains'** focusing on infrastructure **with 'soft domains'** addressing economic prosperity, inclusion and health. Afterwards, the goal was stressed: achieving thriving communities, a thriving local economy and inclusivity.

To sum up, Kézy stated that **'sharing is caring', so all related networks can collaborate** and coordination builds up to deliver better, more effective results. We are looking forward to working on it!



### RiConnect – Thriving Streets – Space4People dream-team



- ◆ Coordinating the organisation of webinars, opening the webinars to the other networks;
- ◆ Mutual contributions to online network meetings to introduce the main focus of the other networks and to bring in different perspectives;
- ◆ For cities from different networks located close to each other (like Porto and Santo Tirso) – mutual invitation to transnational events organised in those cities;
- ◆ Organising joint webinars or masterclasses in topics that could be of interest to all networks, using external experts
- ◆ Setting up a common space where the networks can share resources, knowledge, etc.
- ◆ Exploiting the possibility to organise common closing event



# Podium discussion



Case studies: Helsinki, Krakow and Amsterdam

## Cases to learn from in European cities: road transformations and transit integration projects



### HELSINKI, Niklas Aalto-Setälä

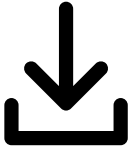
Helsinki, a fast-growing city with a favourable modal split, is facing its challenges through **multi-level decision-making**. These decisions are compiled in a plan every four years, with ambitious goals such as:

- Expansion of the inner city
- Enhancement of the public transport network
- Urban development in nodes
- Improvement of the green network
- Carbon neutrality

In addition, their vision for growth is based on the idea of building **one-third of new housing in retrofitted boulevards**, one-third as infill developments and one-third in new areas.

These expectations need fresh ideas, such as the **expansion of the inner-city core** through the intensification of land use in the closest areas, and a **rethought public transport** system that creates not only radial but also peripheral connections.

These changes will come together with a **visionary redevelopment** of the main entrance roads leading to **active urban boulevards**. Despite the fact that some of the boulevard plans were overruled by courts, others will continue to develop to achieve a more compact and vibrant Helsinki.



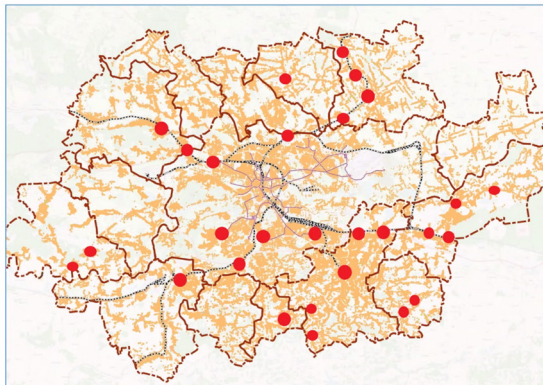
## KRAKOW, Paweł Guzek

Krakow recognises that ‘reorganising how we move’ means changes, and they are working on this. The Krakow metropolis has a wide array of challenges: overcrowded roads, lack of mobility infrastructures and public spaces in the city centre, and lack of good infrastructures and services to connect the suburbs and city core with public infrastructures.

To deal with these issues, the metropolis is promoting **Integrated Territorial Investments**, which act on several aspects in locations all around the metropolis. On the one hand, there is an effort to create **Park and Ride areas** associated with train-tram stations or bus loops. In the long term, though, the city is creating a new **Fast Agglomeration Railway** system to connect city and suburbs and **cut travel times in half**. And last but not least, core action is being taken in the city to better **integrate existing infrastructures** and offer more room for soft mobility.

### Specific character of mobility & density in Krakow Metropolitan Area as an impulse to reorganize how we move

- Overcrowded roads from surrounding communes to The City of Krakow
- Unsatisfactory quality of active mobility infrastructure in the City Centre
- Sidewalks in the City Centre blocked by cars



- Unsatisfactory quality of railway (frequency of trains, time of travelling)
- Lack of parking places next to railway stations in The Krakow Functional Area
- Mobility infrastructure in the City Centre disconnecting public spaces

## AMSTERDAM, Bart Schalkwijk

Our colleagues in Amsterdam offered a great overview of the **redevelopment of the Amsterdam Central Station**. Located on an artificially created island, the station has kept improving its connections with its surroundings by building new roads over the years.

However, the **growth of its intermodal status** with buses and ferries, the greater need to reach the station by foot or on bike and a growing interest in using the riverside have pushed towards a **complete redevelopment of the northern side** of the station, formerly occupied by a busy road.

To do so, the **road has been buried underground**, freeing the ground and creating a **shopping centre** on the ground floor. A **bus station** has been located on the first floor instead, and the riverfront has been converted into a **promenade** shared by cyclists and pedestrians.





## How to create space for new types of mobility?

*Mariona Conill, speaker*  
*Joan Caba, e-facilitator*

The discussion was prompted by two questions:

- How can we maintain ‘good’ mobility habits caused by the pandemic in the post-COVID-19 reality?
- How can we reach widespread acceptance of all these measures from all the different stakeholders?

During the COVID-19 pandemic, many decisions have been taken without consultation, and most of them are being accepted. People usually change their opinion when the new infrastructure is already built or the new type of mobility is already implemented. So, when you provide the right infrastructure, people start using it. However, it is important to allow for a **transitional period** from cars to other types of mobility and to strike the right balance between all different types of mobility. Nowadays, it is also important to explain that **public transport is safe** in order to re-balance the mobility share.

From the economic standpoint, **financing sources** for creating room for new types of mobility should come from parking and congestion charges, as well as from public funds.

## How to motivate active mobility behaviour?

*Elsie Wraighte, speaker*  
*Julita Ewert-Stawowy, e-facilitator*

Elsie shared the challenges Manchester is facing, and their **goal to make 50% of all journeys by walking, cycling and public transport**. To do so, they are investing in creating safer and more attractive spaces for active mobility through **pop-up interventions**.

This led to an enriching discussion on the actors and actions that will help **promote active mobility**, while recognising the difficulty of changing mobility behaviour.

To do so, a key idea is **communication**: active mobility modes are usually safer, cheaper and faster than cars, yet this message has to be delivered successfully.

In addition, all partners agreed that the disruptive times we are living in can be helpful in promoting active mobility. Therefore, the **pandemic has offered a priceless opportunity** to encourage cycling and friendlier public spaces.

## How to create more gender-balanced development?

*Karolina Orcholska, speaker*

*Mili Hurtig, e-facilitator*

The discussion led to a varied set of shared statements that should be applied in all of our local projects:

1. At the beginning of the project, we need to **identify different stakeholders** and find out how they work and what they need, and then invite them to cooperate.
2. If we are able to reach the leader of the group and engage them in our work, then we can reach the whole group.
3. We have to look at different angles and find all perspectives.
4. **People need action and interaction**; they need to meet to interact, so we need to make it possible for them to meet (it works with everyone – young and old alike).
5. The infrastructures that we design need to be **family-friendly**.
6. If everything we do in our cities is great for an 8-year-old and an 80-year-old, but also take into account the female view of the city, then it will be great for everyone.

## How to make public transport more affordable for all?

*Camila Garcia, speaker*

*Viveca Danielson, e-facilitator*

Throughout the session, all participants agreed that the option of using **public transport** must be defined as a public policy and **combined with other actions** to be effective.

To promote the affordability of public transport, the following issues must be guaranteed:

- Public transport must be kept **attractive** and its **reliability** ensured.
- It must be made **accessible and affordable**, with discounts for children and the elderly, and the payment methods must be kept simple.
- The public must be made **aware of the effectiveness** of public transport.
- Evidence should be provided of the **environmental advantages** of using public transport: clean air zones, more public space for leisure, less noise.

Government funding is very important in financing the affordability of public transport, but there are also other **financing sources** that can be used: money from parking, congestion charges, funding from advertising on public transport, business contributions (e.g., paying for workers' commutes), taxpayer money and other innovative sources.



# Input Session #2

15:00

## Getting ready for planning

### The basics to create a solid local group, with well-addressed goals



**TN#1: present the results of the preliminary site assessment and IAP site definition, namely:**

- site analysis (spatial analysis)
  - stakeholder list and map
- questionnaire and conduct interviews with key stakeholders
  - digital tools (online questionnaires)
  - IAP site definition with a red line
- Emerging Topics (summary of Challenges and Potentials of your respective site)
  - The results will be summarized in 5 min presentation

## HOW TO ORGANIZE YOUR ULG

*Roland Krebs, Lead Expert*

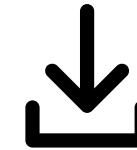
One of the key activities in the project cycle is site assessment and stakeholder mapping. This activity is important because it **sets the framework** and determines who will be included in the planning process.

**Who are the important stakeholders** in the URBACT Local Group? When defining the stakeholders and analysing their influence on territorial development, we also look at the sites: What are their characteristics, potentials and challenges?

By asking simple questions, we find out what is really relevant for the sites: ‘How do you see the territory in 5 years?’, ‘What are the site’s problems?’, ‘What can be done to improve the situation?’

Our partner cities conducted around 5 to 15 interviews with their local stakeholders using digital tools; some did it via Zoom conferences, while some set-up an online questionnaire. As a result of the process, each city defined their **‘emerging topics’**, a list of the most important challenges and potentials. Additionally, each partner carefully **defined the planning perimeter** and a buffer zone as an area of influence.

# Civic engagement



15:10

## Funding the Cooperative City

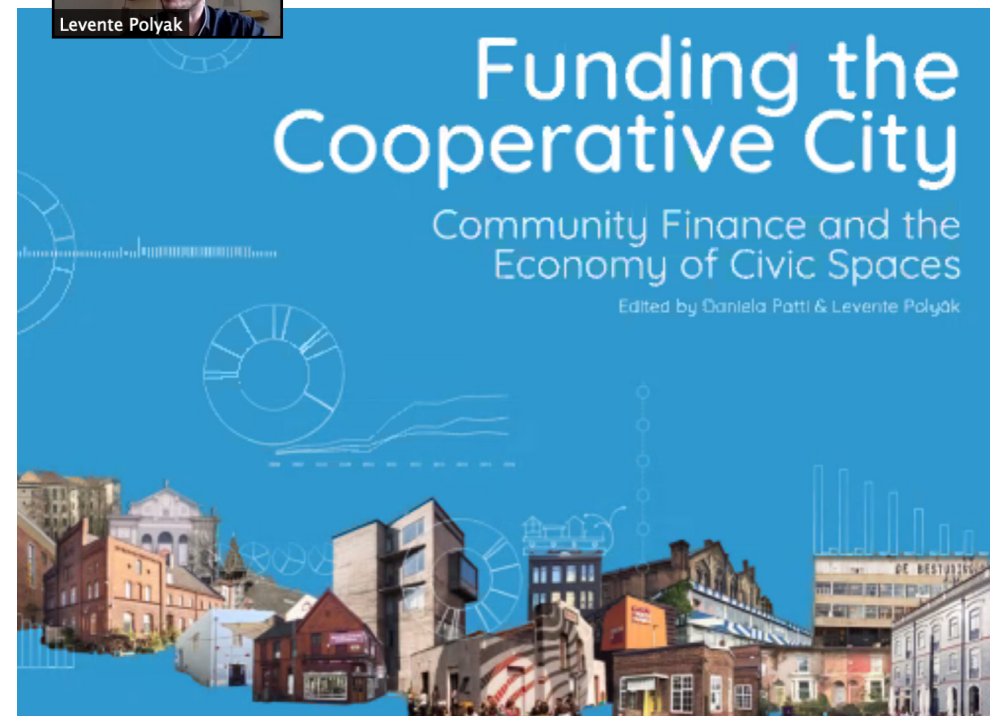
*Levente Polyak*

As part of Eutropian, Levente advocates for local economic development, the reuse of abandoned sites and the detection of unused reserves. To do so, **local advocacy is vital** so the different stakeholders and actors can connect, or as he puts it, 'build an ecosystem'.

These ecosystems can take several forms and attend to diverse needs, as Levente pointed out with a varied set of examples:

- Bremen: Citizen innovation projects have been promoted by **offering unused spaces**.
- Turin: **Neighbourhood houses** serve NGOs and other associations while building a citywide network through **shared management**.
- Madrid: One project has been **mapping the diverse initiatives** in the city, increasing their outreach and allowing to synergies to be created.
- Lisbon: A wide array of **disadvantaged areas have been detected** and mapped so the projects in them can work together.

Despite the fact that they are economic or social initiatives, **mobility can play a vital role in linking** and activating these projects. We will work for this in RiConnect!



# Peer-group sessions



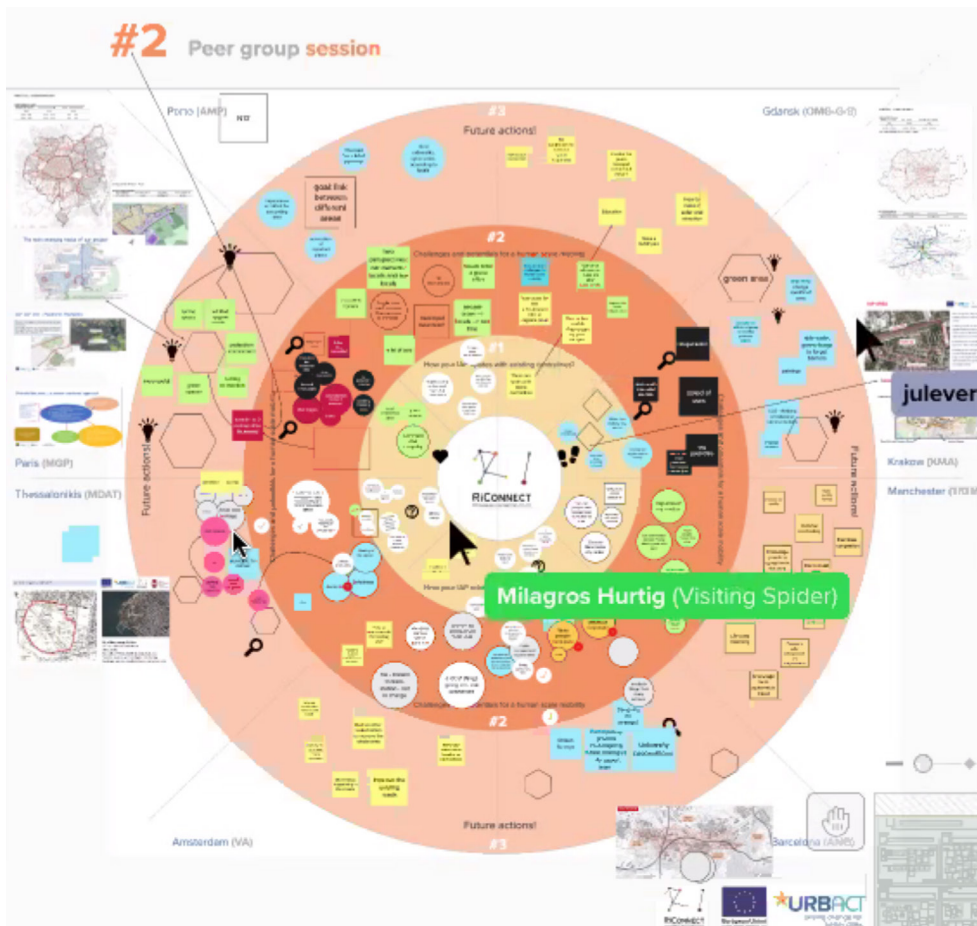
## Learning from each other about the steps towards the Roadmaps

The goal of the session was to **learn about all partners' progress** so the projects can feed off each other. To do so, we had a 5-minute presentation from each of the partners to learn how they are dealing with the following topics:

- ULG setting and engagement methods
- Project site definition and analysis
- Emerging topics

After this input, all the partners discussed how to **better approach the project** and define these issues. To do so, a mural was put up covering three aspects: the IAP's relationship with existing centralities, the challenges and potentials for human-scale mobility, and future actions.

As a result, this peer-group session will lead to **major improvements in our Roadmaps**, guiding us to successfully tackle the upcoming phases. Also, it was great to hear from all the partners to get a broad picture of how we are doing overall.





**day 2**

# Deep dive into the KMA case



## Virtual site visit + on-site interviews Greetings from Skawina!

Given that this was the first digital Transnational Meeting, we introduced the site to our partners with a **virtual visit to Skawina**, the municipality where our local project is taking place. It is located in the southeast part of the Krakow Functional Area, about **20 km from the centre of Krakow**, and it is an area with many **infrastructural investments** connected with the development of Fast Agglomeration Railway system, the Park & Ride system and new functions of public spaces.

New sustainable mobility infrastructure creates the impetus to **rethink infrastructure to reorganise** the way local residents move and integrate mobility infrastructure. Skawina is an example of an area where the crucial tasks will be **optimising** the functioning of public transport, developing effective methods of **informing**

residents about available transport options and **rethinking the functions of public spaces** after developing a mobility hub in the centre of the town.

Skawina Mobility Hub (IAP area) includes the Railway Station with a Park & Ride (500 parking spaces), a bus terminal, a roofed bicycle shelter and the nearest surroundings – and it is an example of the **changes in mobility in our functional area**, connected with the reorganisation of the way people move. In this evolving space, the IAP foresees taking **actions in three main problem areas**: optimising public transport, rethinking the functions of the public spaces near mobility infrastructures to gear them towards the needs of residents and passengers, and rethinking the way to shift residents' mobility behaviours towards sustainable mobility.

### Welcome to The KMA Metropolitan Bus journey



- Route of our Deep-dive journey:**
1. Introduction & general informations about Skawina
  2. Skawina Mobility Hub & IAP assumptions
  3. Interview with Deputy Mayor of Skawina
  4. Interviews with Skawina comune representatives
  5. Interviews with ULG members (residents)





In order to find out the opinions on the current and future functions of the Skawina Mobility Hub and its surroundings, we have conducted **interviews** with 15 stakeholders. In this way, we gathered opinions from different perspectives – municipal politicians and technicians, town planners, passengers, and residents.

During the presentation at the TM#4, the site for our IAP was presented from the perspective of **new mobility directions** resulting from the new mobility hub and the new functions of public spaces in the surroundings (the perspective of passengers using the interchange and residents of the area).



# Next steps for the network



## Workplan and IAP Roadmaps

### Work plan Post Covid

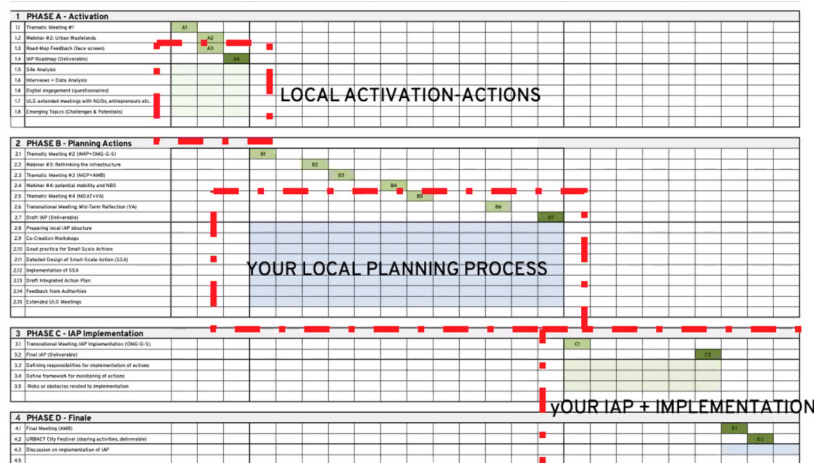
2020	OUTPUTS	MEETING SUBJECT	TOPIC AND QUESTIONS	PARALLEL THEMES	OTHER ISSUES	SITE VISITS	
2 JUN 1ST PROGRESS REPORT InNetwork LP (PP inputs)	KICK-OFF Organiser: LE+LP	JUNE	Covid-19 • & 'Human-Scale' Recovery • & the Public Realm • & Changing Urban Planning Paradigms	• & Short Term and Immediate Action <b>Space4People</b> <b>APN Synergies</b>		The Vienna case 3 temporary interventions +space for people +active mobility	
JUL COMMUNICATION PLAN InNetwork LP (LE PP inputs)	SEPTEMBER WEBINAR 1 Organiser: AHE	SEPTEMBER	ULG configuration + Communication strategy	Communication keynote LinkedIn IAP <b>U.R.C.P. &amp; P.</b>	How to activate your IAP		
15 SEP - 8 OCT e-UNIVERSITY All partners must attend	OCTOBER THEMATIC MEETING 1 Reorganising how we move Host: KMA CoOrganiser: TIGM	OCTOBER	To an efficient mobility • How do we re-allocate road space for new types of mobility? • How to move more people rethinking the current infrastructure? • How to change the behaviour of daily travel?	To an equitable mobility • How can we design cities fully accessible for people with disabilities, children, older people, women? • How do we manage to offer public transport affordable for everybody?	Communication (1/2) <b>Thriving streets</b> <b>APN Synergies</b>	How to set up and run an ULG IAP Roadmap Assess ULG Face to Face WPI management	KMA IAP site Key mobility infrastructure Relation with the Downtown
26-27 NOV INTERREG EUROPE SMARTMR Final event - Barcelona	NOVEMBER WEBINAR 2 Organiser: AHE	NOVEMBER	Urban waste lands as an opportunity to integrate the infrastructure				
DEC IAP ROADMAP InPartner (LE support)	NOVEMBER FACE-TO-SCREEN	NOVEMBER	IAP Roadmap		Assess IAP Face-to-screen		



## Which are our next steps? The Roadmaps will be a vital tool to guide each partner's local project

This session aimed to show the network's next steps. To do so, Roland Krebs presented the **post-COVID Workplan**, which is keeping the overall structure yet making use of the additional three months to complete the project. In addition, it adds **webinars** between Transnational Meetings with two goals: first, to focus on the external inputs in these sessions and ensure that Transnational Meetings focus on knowledge exchange, and secondly, to keep the network's spirits high in these difficult times where we cannot hold in-person meetings.

Afterwards, the IAP Roadmaps were explained. Each partner will have to make its own **Roadmap to plan its local structure**, its contribution to the network as a whole and its methods for knowledge exchange between the local and network level. To do so, the Roadmaps will be delivered in a structured fashion in order to ensure that all roadmaps cover the required contents and are comparable.



ROAD MAP AND TIME SCHEDULE

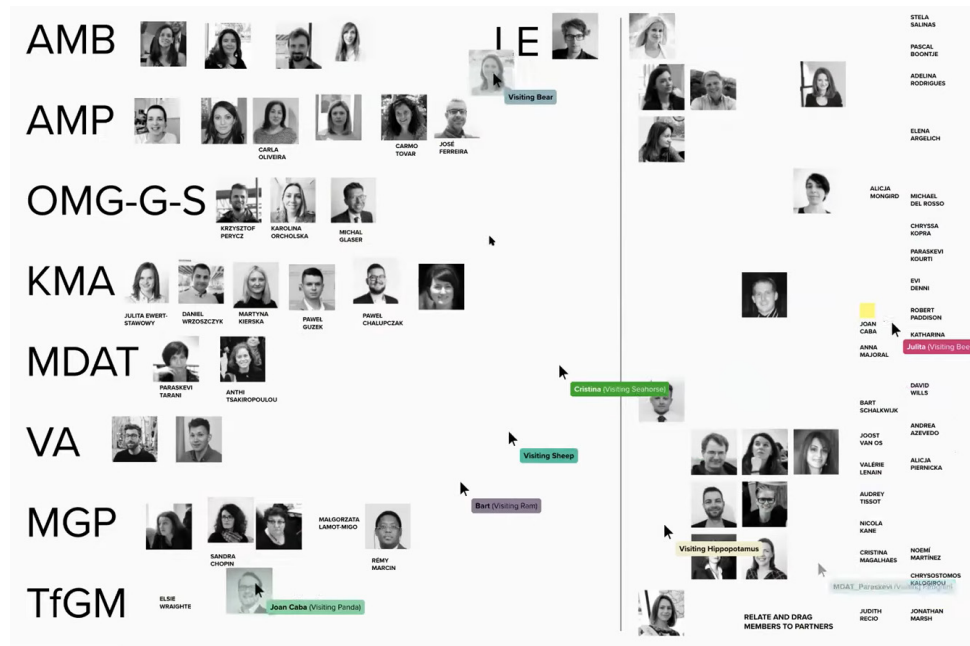
# Network updates



## Guess who

Stela Salinas, Communication Officer

The session started with a very fun and intense exercise, where participants had to **match pictures and names**. It was a great activity to get to know each other better and see who is behind each of the teams.

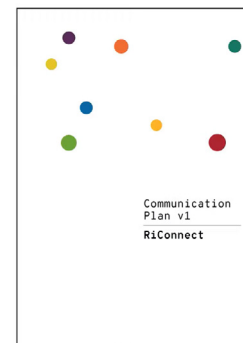


## Communication plan

Stela Salinas, Communication Officer

Afterwards, the Communication Plan was presented to all partners. The plan is a set of **network-wide guidelines** so we know what the calendar is, what contents to produce and what platforms to use.

- Calendar: We will have a **shared calendar** so we know about each partner's events.
- Outputs: As a network, we will have to deliver a report ('RiConnect Chronicles') after each event and 24 articles throughout the project.
- Platforms: We will use the URBACT website, LinkedIn and Twitter.

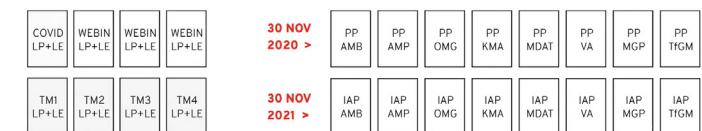


### Outputs

The RiConnect Chronicles > After each event



URBACT website Articles > 1 post/month = min 24 posts



OPTIONAL > Submit your own article about any topic and we will publish it!

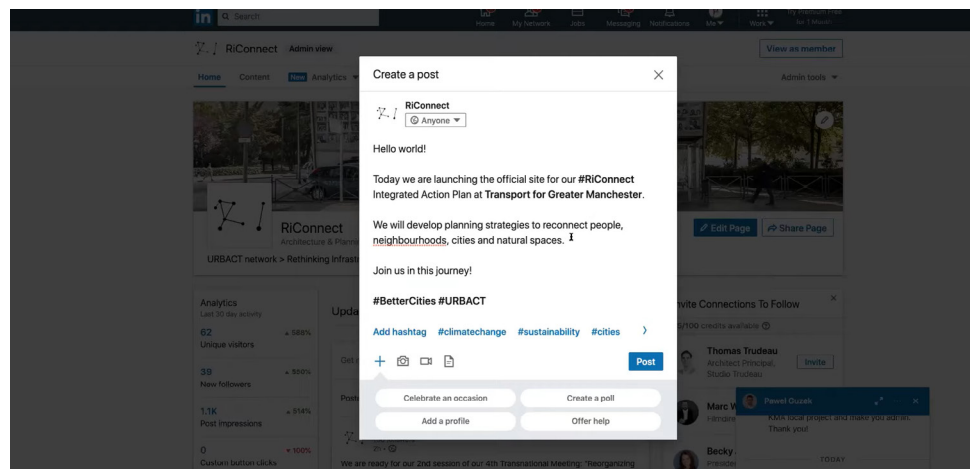
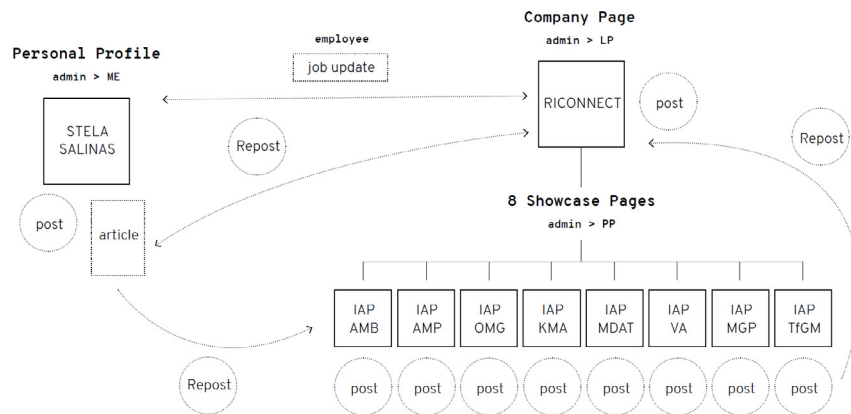


# LinkedIn hands-on

Stela Salinas, Communication Officer

In order to practise the criteria established in the Communication Plan, all partners were invited to **customise their IAP's LinkedIn page** and make their first post.

To do so, LinkedIn's structure was first presented, where each partner will have a Showcase Page to show their progress on the local project.



# e-University review

Joan Caba, Lead Coordinator



As the last activity of the meeting, the partners were invited to **review the contents of the URBACT e-University**. Each of the sessions was targeted at one of the Planning Phases, so it is easy to find the right session to review.

In addition, each of the talks has a related presentation, and the tools that were used are available on the URBACT website, which provides a complete archive of materials to be used.

Last but not least, URBACT also offers the Toolbox, a **wide range of resources** that can be used for engagement at the local level, which will help keep a vibrant and successful URBACT Local Group.

## URBACT TOOLBOX

YOUR COMPLETE SET OF TOOLS AND RESOURCES FOR INTEGRATED & PARTICIPATIVE WORKING

You want to design and implement local policies in an integrated and participative way? Each tool in this toolbox is tailored to respond to **5 different stages of the public action-planning cycle**, from the analysis of your challenge to the measurement of the impact achieved through the actions implemented. 2 cross-cutting sections also gather tools to **engage stakeholders** and **share knowledge**, throughout the action-planning process.

Everything is at your fingertips, so browse around and find the right tool for your need.

The content you will find here was developed through URBACT's diverse Capacity-building activities and experiences. Building on the URBACT Method, you will get a taste of the programme's **core principles** in a wide range of formats: **videos, animations, how-to guides**... All tools are considered to be a basis to tackle a challenge in a **collaborative way** and **thinking collectively**. Do not hesitate to adapt the tools to your own needs and to share with us your feedback, questions and ideas. The toolbox will be fed with new tools on a regular basis, so stay tuned!



# PIR session

12:50

## How can we do better?

How did we adapt to the current situation? This meeting posed a major challenge to delivering a compelling deep dive of the Krakow site remotely using new tools such as the video site visit.



### The positive aspects were:

- The site visit video was very compelling and gave a great overview of the site.
- The external speakers offered relevant inputs and examples.
- It was an intense yet rewarding meeting, with great takeaways.

### Aspects to improve:

- Break-out sessions could be improved, especially the ones concerning the local IAPs.
- Having a varied set of speakers is interesting, yet time for interaction should be guaranteed.



# Final recap

13:00

## An intense meeting with a great digital site visit!

The meeting came to an end with the warm closing remarks by Jerzy Muzyk, Deputy Mayor of the City of Krakow.

It was an enriching **opportunity to exchange views** and improve our approaches to the project. In addition, it offered a great opportunity to get to **know a specific site**, the Skawina IAP site in Krakow, through an entertaining and attractive video.

We are sure that the meeting has **delivered great outcomes** for each partner, and we hope they will be implemented in the local projects!

At the network level, it has been great to **get input from other networks**, and we are looking forward to having more exchanges with our fellow URBACT projects!

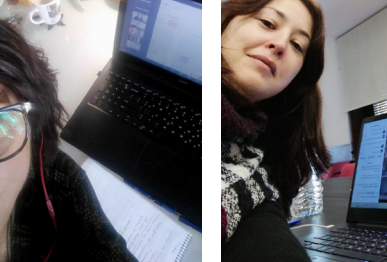
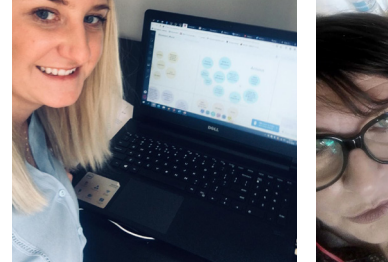
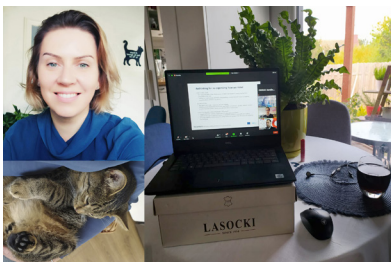
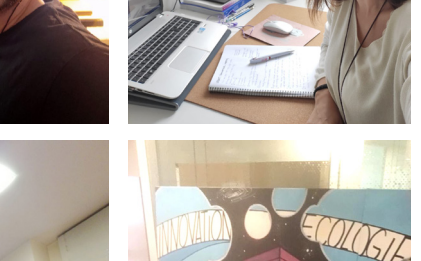
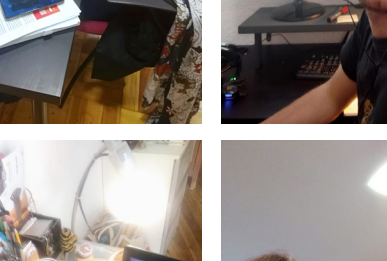
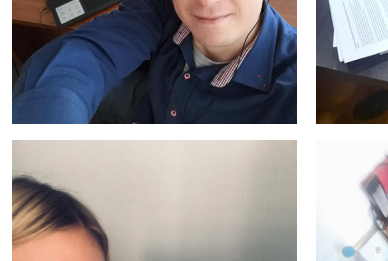
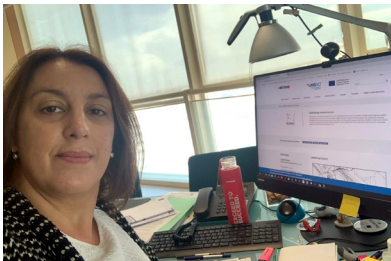
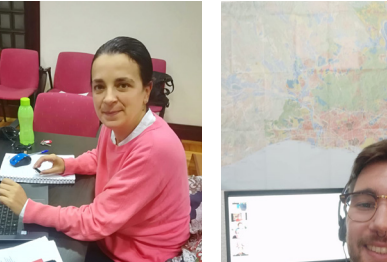
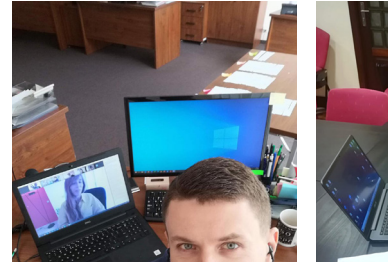
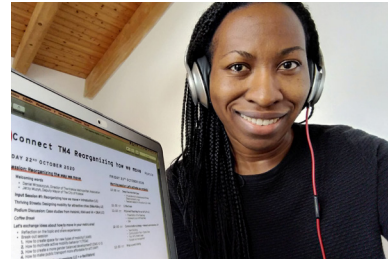
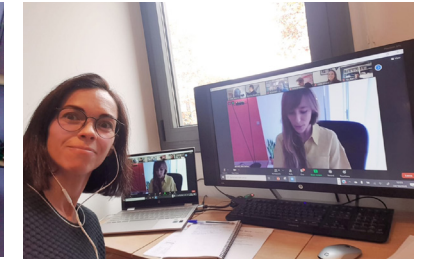
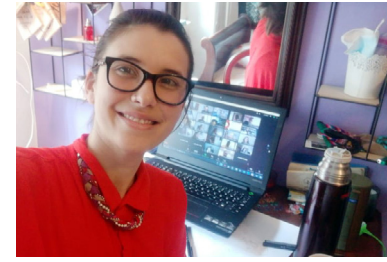


**MISSION ACCOMPLISHED**





# TM4



# Credits

## Network

Àrea Metropolitana de Barcelona

Stowarzyszenie Metropolia Krakowska

Anaptyxiaki Meizonos Astikis Thessalonikis

Métropole du Grand Paris

Obszar Metropolitalny Gdansk-Gdynia-Sopot

Área Metropolitana do Porto

Transport for Greater Manchester

Vervoerregio Amsterdam

## Editors

AMB | Joan Caba, Isabel Clos and Mikel Berra-Sandín

## Graphic designers

AMB | Stela Salinas and Mikel Berra-Sandín

*Chronicle, a record of events in the order in which they occurred, to highlight the most relevant ideas to the topic dealt with during the URBACT network RiConnect Thematic Meeting 1 on 22-23 October 2020.*



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October 2020

