



ENTER.HUB

LAP peer reviews. Final integration workshop, Łódź, PL

9th –10th of October, 2014

AN URBACT II PROJECT



PORTO-CAMPANHÃ *national speed train hub*

Connecting cities
Building successes



more urban centrality



needs

degraded area empty of functions



problem setting

proposed solutions



call the attention of local stakeholders

decision making

- road passenger terminal
- improve accessibility towards city center
- facilitate/ support local stakeholders initiatives



ULSG - URBACT LOCAL SUPPORT GROUP ROLE

AN URBACT II PROJECT



Local government

Municipality of Porto

- Coordinate the different sectors involved in development of the area
- Encourage participation in decision-making processes

Local stakeholders

Porto Social Foundation

Military Museum/ STOP Centre music halls

António Carneiro Museum

CERES flour and other warehouses

‘Águas do Porto’

Non- governmental Organizations

‘Mira’ Exhibition centre

‘Forum Mira’

‘Plano Geométrico’

- shaped several programs for local actions as public space ‘enterprises’

5 MEETINGS

1st - governance/ participation



2nd - economy



3rd - new technologies

4th - urban planning and regeneration



5th - mobility



HUB AS AN URBAN CENTRALITY

In our days it is not possible to think that large scale urban interventions might, in the short or even medium term, be levers for developing a new urban centrality, even motivated by the accessibility provide by a speed train national interface.

**Hence,
in the case of Porto,
the main issue is potentialise the
interface as a catalyst for urban
regeneration in its immediate
surroundings**

GENERAL OBJECTIVES

AN URBACT II PROJECT

MACROTHEME

**URBAN
CENTRALITY**

SPECIFIC THEME

**URBAN AND
TERRITORIAL
INSERTION**

**I. IMPROVE THE
QUALITY OF LIFE**

**II. ATTRACT
INVESTMENT**

**III. PROMOTE
ACCESSIBILITY
AND TERRITORIAL
COHESION**

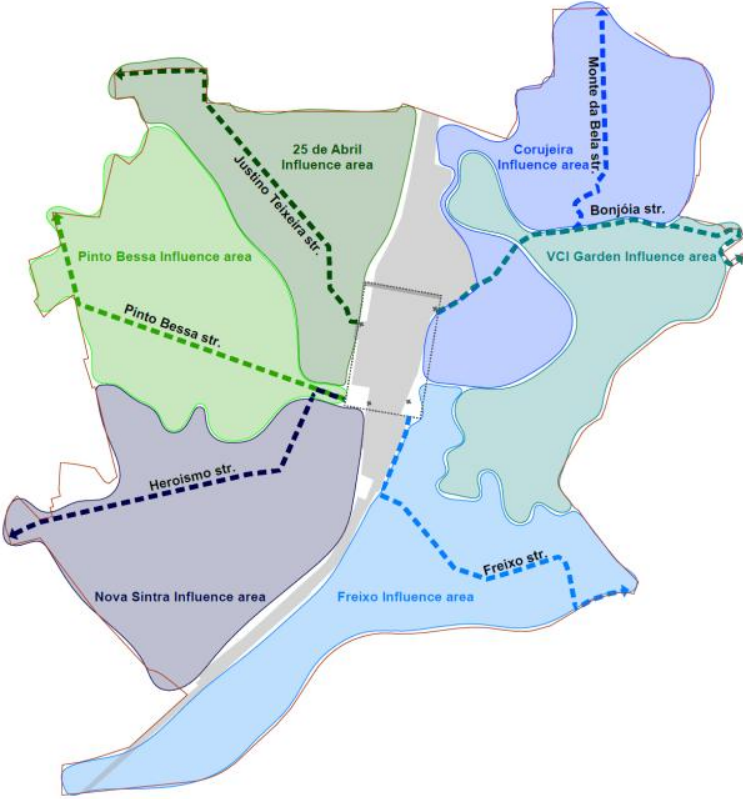


SPECIFIC OBJECTIVES

5 transversal themes

	A	B	C	D	E	
1 Boost cultural events in public space				★	★	A - Communication/ governance and participation
2 Bring people to street life	★				★	
3 Improve environmental quality		★	★		★	B - New planning strategic tools
4 Increase the economic vitality in the area		★		★		
5 Promote interaction with local players	★				★	C - New technologies/ smart cities
6 Improve the connections to the inner-city		★	★			
7 More shared spaces and better quality corridors for walking and cycling		★	★		★	D - Economic tools
8 Improve technological systems for intermodality			★		★	
9 Promote low-cost car parking for residents, 'P+R' and events		★			★	E - ENTERHUB & EU Policies

MULTIMODAL QUALITY CORRIDORS



Improving infrastructure for soft modes and environmental qualification



JUSTINO TEIXEIRA street



PINTO BESSA street



HEROÍSMO street



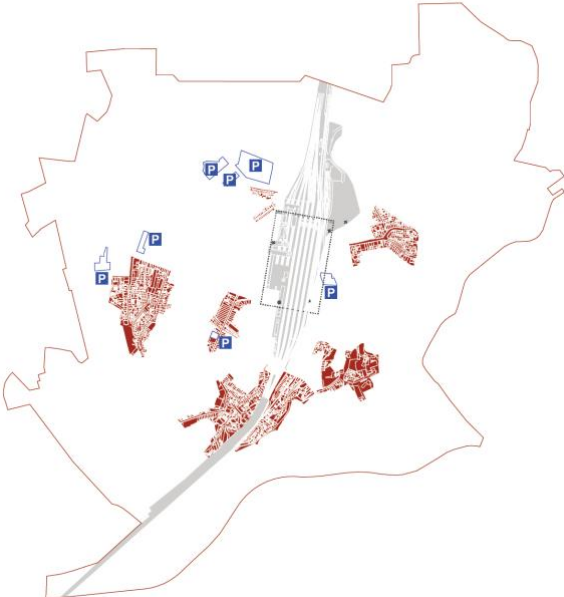
GREENING RING ROAD TERRITORY



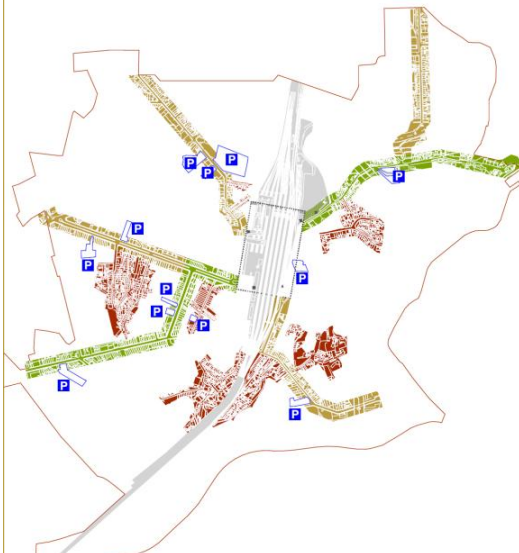
CYCLEWAYS & GREENWAYS



LOW SPEED ZONES

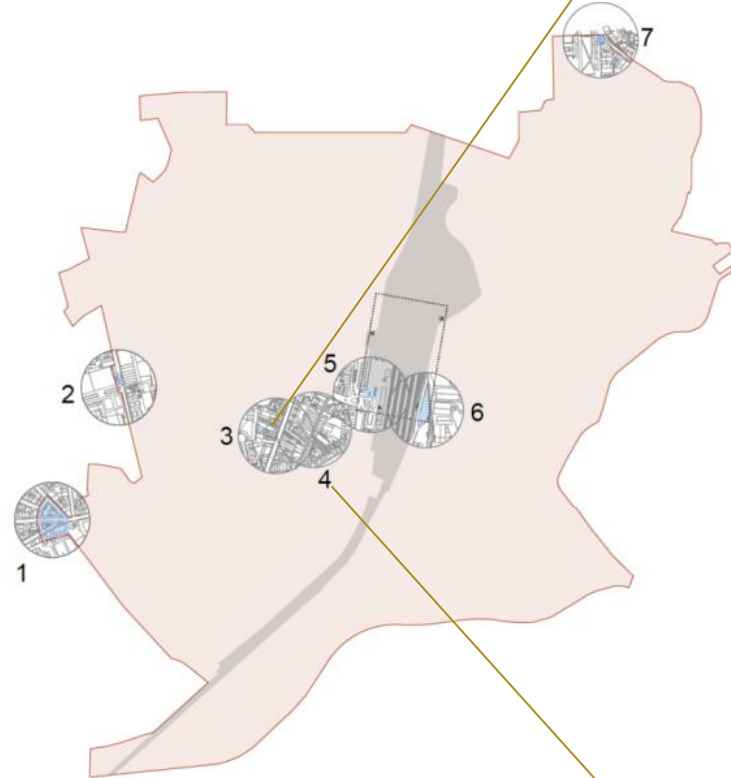


PRIVATE PARKING NETWORK



whose locations are not yet defined

'FRONT DOOR' STREET PLATFORMS



- Boundary LAP
- Campanhã Interface
- Interface doors
- 'Front Door' Street Platforms
- 1 Soares dos Reis Plaza
- 2 Camilo Avn./ António Carneiro Str.
- 3 Padre António Vieira Street
- 4 Mira Flôr Street
- 5 Estação Square
- 6 Pinheiro de Campanhã Street
- 7 Corujeira Garden

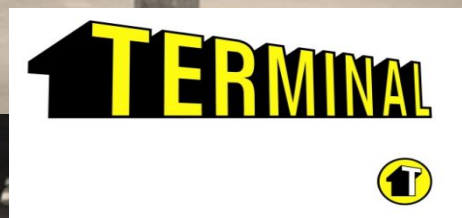


SIDEWALK EXTENSION



TEMPORARY STREET TRANSFORMATION

PERMANENT EVENTS PLATFORM AND ARTIST RESIDENCES



MOBILITY AND CITIZENSHIP PROJECTS



INFORMATION SYSTEM BETWEEN SPEED TRAIN HUB AND LAP AREA



SIGN POSTING



APPS + WEB

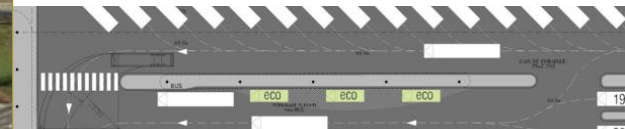


BROCHURE

ROAD PASSENGER TERMINAL



ELECTRIC BUS-SHUTTLE CONNECTION between interface level and river side



THEMES

STAKEHOLDERS

ACTIONS

1. GOVERNANCE AND PARTICIPATION

2. ECONOMY

3. NEW TECHNOLOGIES

4. URBAN PLANNING

5. MOBILITY

*WORKSHOPS
ULSG*

Call to LOCAL PLAYERS to identify actions in LAP area

ESPAÇO MIRA project: Cultural boost of the public space

C M PORTO - Request define shared zones

C M PORTO - Request to improve the tourist links between high/low elevation

PLANO GEOMÉTRICO Project - PERMANENT EVENTS PLATFORM AND ARTIST RESIDENCES

Private Meeting FUNDAÇÃO PORTO SOCIAL

C M PORTO Project – Organization of the Road, pedestrian and bike networks

PARTILHOMANIA CAMÕES PARKING
Share experience and potential local stakeholders, interested in boosting action

1. FRONT DOOR STREET PLATFORMS

6. PRIVATE PARKING NETWORK

5. LOW SPEED ZONES

2. GREENING RING ROAD TERRITORY

9. ELECTRIC BUS-SHUTTLE CONNECTION between interface level and river side

7. INFORMATION SYSTEM BETWEEN SPEED TRAIN HUB AND LAP AREA

10. PERMANENT EVENTS PLATFORM AND ARTIST RESIDENCES

8. MOBILITY AND CITIZENSHIP PROJECT

3. MULTIMODAL QUALITY CORRIDORS

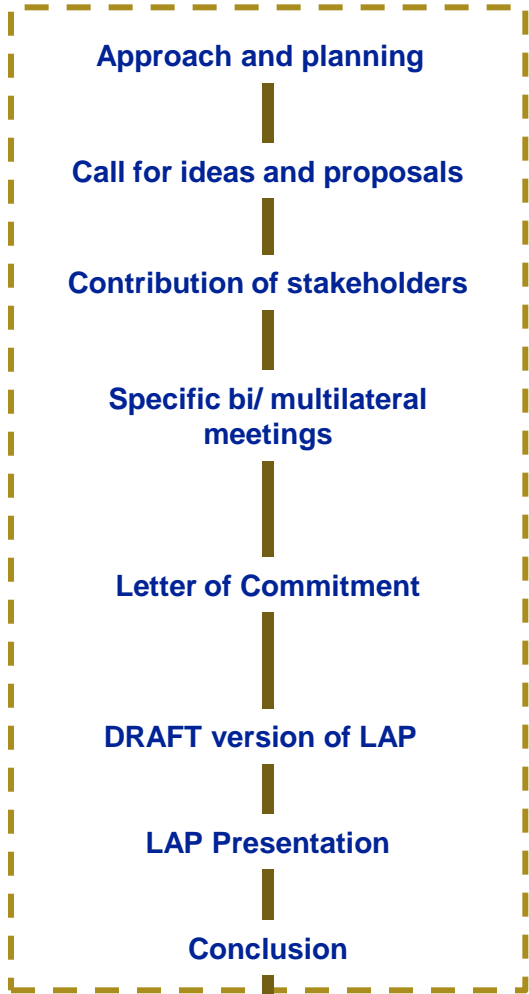
4. CYCLEWAYS / GREENWAYS



FRAMEWORK OF THE PROCESS

Implementation example of the action 'FRONT DOOR STREET PLATFORMS'

INTERACTIVE AND PARTICIPATE PROCESS



Urbact Local Support Group - ULSG

LOCAL STAKEHOLDER to identify actions in LAP area

MIRA Exhibition Centre project: cultural boost of public space

With MIRA Exhibition Centre to define tasks

**PORTO Municipality as facilitator
STAKEHOLDERS as public space enterprises**

September 2014

**WORKSHOP LODZ
Feedback of other cities**

April 2015

Implementation and monitoring

Conclusions | SWOTT

STRENGTHS

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- Availability demonstrated by a set of local agents with the will and capacity to boost inexpensive projects, with social and territorial cohesion relevance of the LAP area, improving its cultural profile
- Existence of a design for a new road passenger terminal, located inside the Campanhã HUB associated with the URBACT program which defines an integrated strategy for the area.

OPPORTUNITIES

- Availability of land for new urbanization and large number of empty manufacturing/ storage spaces or with residual activity, waiting for new uses and investment that can take advantage of this situation.
- Prices of land and empty buildings cheaper than in the rest of the city can attract investment for lower cost projects that will benefit from the excellent multimodal accessibility.
- Possibility of being able to benefit from a north-south urban axis that improve the connections to the centrality of Antas-Dragão (Avenue), offering a direct connection to the Campanhã Interface as opposed to the trend for the entire eastern part of the city being connected in a 'comb' layout to the Combatentes Avenue.
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- Attraction of new labour-intensive and more space consuming activities (call centers, for example) that can benefit from the good accessibility by public transport.
- Possibility of the municipal management bureau regard as beneficial the deployment of a careful action, which may increase the building capabilities provided by the planning tools, increasing the attractiveness of the area for investments with lower commercial margins or fostering the anticipation of initiatives that would otherwise be slower to implement.
- Deepening of intermodality in the current interface with the implementation of the bus terminal whose design is under development by the Metropolitan Transportation Authority.
- The implementation of the actions set out in LAP could facilitate an acceleration of economic dynamics, increase quality of life and territorial equity, if proven the suitability of the intervention model that supports it.

WEAKNESSES

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- Difficulty linking the NW front of Railway Station (high elevation ground) with the Douro margins (low elevation ground) which requires a split between the platform interface and the tourist and recreational component associated with the river corridor.

THREATS

- Unavailability of public budgets to perform structural Investment capable of generating strong signals about the potential of urban rehabilitation of the area.
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- Risk of the low interaction of the different players with the municipality, as the momentum created by the URBACT slows down.
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