

Porto (PT)

City context and definition of the initial problem/ policy challenge

Hub as an urban centrality. A number of indicators show notable social and economic imbalances between the western and eastern areas of the city of Porto. Campanhã, in the East, developed with the passage of railway, iron when this mode of transport was prevalent. Currently, has the lowest rate of owners housing (39% compared to an average of 51% in city), and presents the highest rate (82%) of less than 60m² housing floor (for an average of 72%). The main issue is potentiate the interface as a catalyst for urban regeneration in its immediate surroundings, helping the consolidation of a centrality with different attributes.



Setting of focus and objectives

The Railway station of Campanhã is not currently an engine boosting the surrounding territory. The zone can therefore be understood in crisis and presents an enormous potential in terms of location expected land and abandoned buildings. Existing economic activities are weak and poorly diversified and therefore do not constitute an attraction factor that links the area with an express function of gateway to the city. However, Campanhã is an important and unquestionable first level node of the national transportation system, which still lacks a terminal for intercity buses.



The Campanhã station area

For the municipality of Porto the social and territorial cohesion is a key priority for the next years. The actions to be undertaken should pursue the following general objectives: (I) improve the quality of life; (II) attract investment; (III) promote accessibility and territorial cohesion. In terms of urban planning and mobility, it will be essential the building of the bus terminal and the qualification of public space in radial street axes. Governance with participation of local actors in the zone valuation is one of the criteria in the choice of actions to be undertaken. New technologies for a smart city will be invoked in the improvement of information between the interface and the surrounding area as well as in the management of the local parking policy. Finally it is assumed that the local economy will be strengthened with a well-directed policy for urban regeneration in the surrounding of the transport interface.

Actions/ scheduleThe Action 1 consists in cultural and social animation by local players, of several public spaces that will be prepared on their 'front door' street platforms, with the proposal to bring people to street life. Action 2 aims to reduce, as much as possible, the aridity of the area with a density tree planting intervention in the territory affect by the ring-road highway and nodes. Action 3, aims to qualify for multimodality the main urban streets that converge to the transport interface, improving the irrigation of the area, and the connection with the city center. Complementing the previous section, the Action 4 includes the creation of

intra-urban cycle paths and an eco-way taking advantage of an old deactivated rail corridor. Urban areas of more rural matrix within the PAL area will be the subject of Action 5, consisting on the qualification and regulation of shared-streets by motorized traffic, two-wheeled and pedestrian.

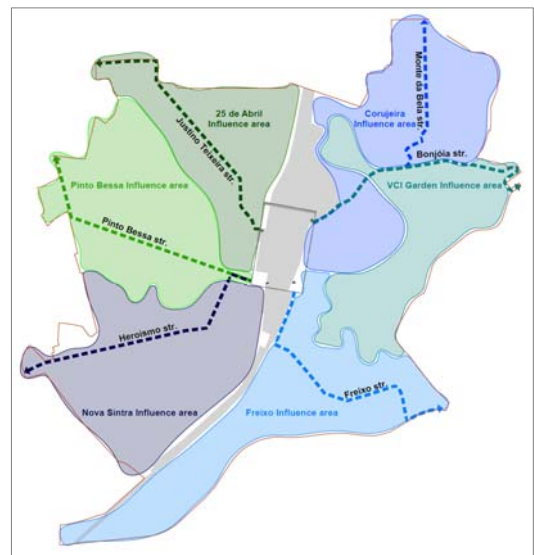
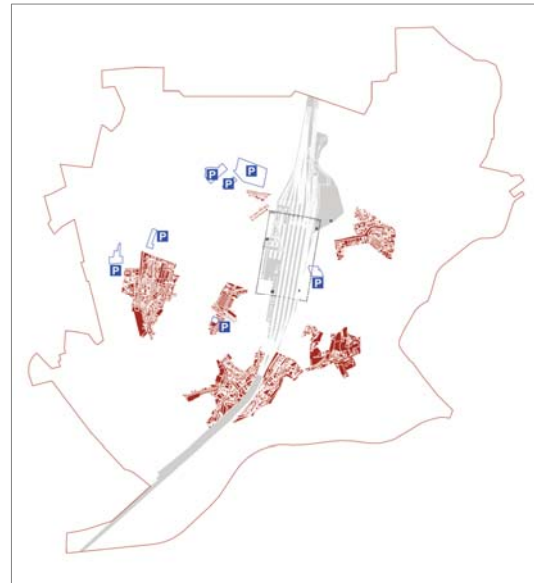
The Action 6 aims to create an articulated network of private car parks in the zone, in order to solve the low turnover resident's car parking and park-and-ride, qualifying streets for mobility and environment issues. The Action 7 includes the development of information system between the interface and the area of the LAP, in order to increase their transparency and attractiveness to new visitors. Promoting interaction with local actors, Action 8 will develop a performance in the area of mobility and citizenship along with schools and neighborhood associations. The creation of an electric bus-shuttle connection high-low elevation (between interface and River Douro) - Action 9 - aims to increase the area from interaction with the current tourist dynamics of the city. The Action 10 is intended to realize the project of creating a permanent event center and residence of artists, in order to increase the economic vitality of the area. Finally Action 11 proposal aims to build the intercity bus terminal whose architecture previous study is finished.

Funding scheme

The Community framework for financial support framed by Portugal 2020, either from national or regional programs should be one of the most consistent hypotheses for obtaining external funding for the proposed actions in LAP. The private investment and public capacity is limited by budget constraints so that even the assurance of the national part shall be a difficult equation

Framework for delivery

This LAP was developed through an interactive and participatory process. In a first approach we defined and planned the overall structure of the whole process between the team of the Municipality of Porto and the Local action experts. Next step was scheduling local meetings to which the various stakeholders were invited to submit ideas and projects for the LAP area, grouped by the five macro themes. Later the LAP actions programs were developed, always in conjunction with all stakeholders, in order to define the concept, the development, the role of each stakeholder and each due estimated cost and schedule. To make the process more enforceable commitment letters between all the stakeholders were drawn up.



The Campanhã area masterplan and intervention sites

Description of the process

The Porto LSG is composed by 34 entities, with the involvement of three sectors - public, private and civil society. Regular meetings of LSG were a success and should continue to be, because there is willingness to continue with this form of public consultation. The organization and the generic structure provided by the URBACT already allowed us to change the traditional model of public consultation used by the municipality. The majority of meetings were held in the surrounding area of Campanhã multimodal interface /railway station, in LSG member's facilities, especially NGO's, promoting, simultaneously, the initiatives, especially cultural, of these institutions.



The ULSG group in Porto

The majority of meetings were held in the surrounding area of Campanhã multimodal interface /railway station, in LSG member's facilities, especially NGO's, promoting, simultaneously, the initiatives, especially cultural, of these institutions.

Risk analysis

The risk analysis presented here is based on a set of evaluations requested to the different elements of the municipal team and to the LAP coordination team. The values presented in Table are averages based on 6 inquiries. Overall the proposed actions are seen as low (L +) to medium (M +) risk. All mean scores are contained in the range of 5 to 22 points. There is therefore a general understanding about the feasibility of actions recommended since no one offers, as a final result, a high-risk rating - the maximum total score is 16.

ENTER-HUB - RISK ANALYSIS								Type of Risk	
	A	B	C	D	E	F	Total		
1 - FRONT DOOR STREET PLATFORMS	7	8	8	10	5	7	8	A Operational	
2 - GREENING RING ROAD TERRITORY	12	17	10	13	7	10	11	B Financial	
3 - MULTIMODAL QUALITY CORRIDORS	13	20	5	10	7	13	11	C Legal	
4 - CYCLEWAYS/ GREENWAYS	17	17	10	13	10	12	13	D Staffing	
5 - LOW SPEED ZONES	7	10	7	7	7	7	7	E Technical	
6 - PRIVATE PARKING NETWORK	17	18	18	8	8	12	14	F Behavioral	
7 - INFORMATION SYSTEM BETWEEN SPEED TRAIN HUB AND LAP AREA	10	7	5	5	8	8	7		
8 - MOBILITY AND CITIZENSHIP PROJECT	7	5	5	7	7	8	6		
9 - ELECTRIC BUS-SHUTTLE CONNETION BETWEEN INTERFACE LEVEL AND RIVER SIDE	17	20	13	13	17	15	16		
10 - PERMANENT EVENTS PLATFORM AND ARTIST RESIDENCES	10	12	5	10	7	10	9		
11 - ROAD TERMINAL PASSENGERS	17	22	8	12	10	12	13		

Categorisation	
Low	5
Medium	15
High risk	25

Conclusions

The area of the LAP may well prove to be an attractive area for alternative activities if based on lower real estate rents and lower installation costs, particularly in the cultural and nightlife components, benefiting from the proximity of downtown Porto in terms of accessibility by public transport (metro and train). On the other hand, the enhancement of the existing intermodal transport interface with the construction of the bus station will provide greater integration of the zone in the metropolitan area, reinforcing an urban center which should set complementarities with the area of the Dragon-Antas Stadium located more the north. The urban structure to develop and planning of land use should favor this proximity, in particular by increasing the urban compactness.