

Altea IAP DARING Cities

URBACT IV · INNOVATION TRANSFER NETWORK

EXECUTIVE SUMMARY

A roadmap to connect l'Altea de Dalt and l'Altea de Baix through institutional coordination, citizen participation, technical evidence and progressive funding.

URBACT

Co-funded by
the European Union
Interreg



EUROALTEA
Oficina de Proyectos Europeos de Altea
Altea European projects office



Ajuntament d'Altea
MUNICIPALITY OF ALTEA



01 Purpose of the executive summary



RAVENNA — DARE PROJECT

SHARED NARRATIVE AND DATA, THE NETWORK'S METHODOLOGICAL BASIS

This executive summary outlines Altea's *Investment Plan*, developed within the framework of URBACT Daring Cities, a European innovation transfer network led by Ravenna (Italy) and comprising Altea (Spain), Den Helder (the Netherlands), Dunaújváros (Hungary), Kragujevac (Serbia), Olomouc (Czech Republic) and Piraeus/Piraeus Plus (Greece). The network works on methodologies for urban regeneration, citizen participation, data, shared narratives and cooperation among local stakeholders.

In this context, Altea's IAP is not a fully defined construction project, but a strategic roadmap for structuring the challenge of urban connectivity between "l'Altea de Dalt" and "l'Altea de Baix", shaped by the topography and the TRAM railway corridor.

Its main purpose is to turn European learning and the local diagnosis into a realistic action plan capable of coordinating public authorities, engaging *stakeholders*, generating technical evidence, identifying priorities and preparing future funding opportunities.

The IAP serves as a tool for urban diplomacy: it enables the City Council to lead a shared process in an area where municipal, regional and railway responsibilities converge.

In this way, it lays the foundations for a gradual and feasible transformation aligned with the vision of a better connected, more accessible and more cohesive Altea.

02 Altea's strategic challenge



THE TRAM CORRIDOR IN ALTEA

THE RAILWAY LINE BETWEEN L'ALTEA DE DALT AND L'ALTEA DE BAIX

Altea has an urban structure shaped by the relationship between “l’Altea de Dalt”, located in the upper part of the municipality, and “l’Altea de Baix”, linked to the lower area, everyday services and the coastal strip. This condition is part of the municipality's landscape and urban identity, but it also creates significant challenges for internal connectivity.

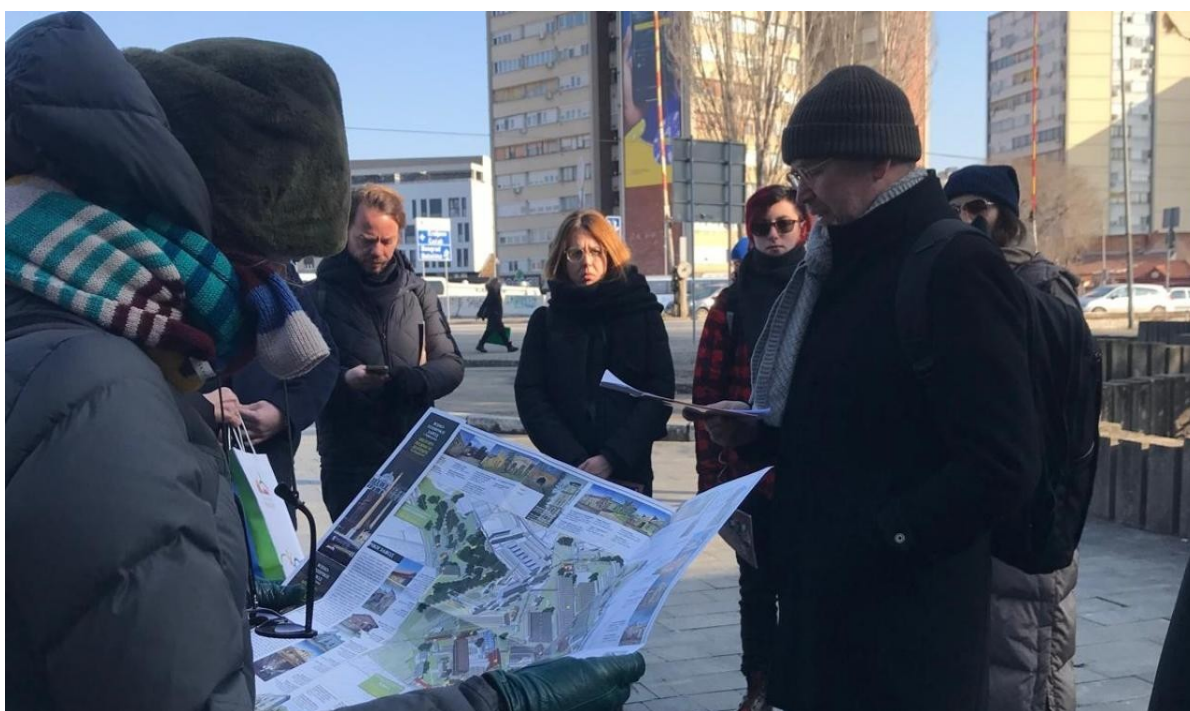
This topography is compounded by the presence of the TRAM railway corridor, an essential infrastructure for regional mobility that also acts as a physical and symbolic barrier within the urban area. The combination of level differences, limited crossings and discontinuous pedestrian routes makes everyday connections between neighbourhoods, facilities and public spaces more difficult.

THE STRATEGIC CHALLENGE Overcome a historic urban fragmentation that affects accessibility, pedestrian mobility, perceived safety, the quality of public space and social cohesion.

VISION

The IAP builds on this reality to set out a clear vision: moving towards a better connected, more accessible and more cohesive city, where the railway corridor is no longer perceived solely as a barrier and can gradually become an urban corridor of opportunity.

03 Urban diplomacy as a method



KRAGUJEVAC · SERBIA

NETWORK URBAN WALK — READING THE URBAN SPACE

The IAP is based on a realistic premise: Altea City Council does not have all the powers required to transform the railway corridor on its own, but it can lead the process that will make such a transformation possible in the future.

For this reason, the plan is conceived as a tool for urban diplomacy: bringing stakeholders together, opening up dialogue, building trust and developing a shared vision among public administrations, municipal departments, FGV, the

Generalitat Valenciana, experts, local *stakeholders* and residents.

Within this process, actions such as the *Critical Walk*, the work of the ULG and the participatory spaces have been essential in moving from a general urban concern to a shared diagnosis. Walking through the city, listening to those who use it and bringing together technical and institutional perspectives has made it

possible to identify genuine priorities and strengthen the legitimacy of the process.

Urban diplomacy therefore enables Altea to move forward without promising immediate solutions or encroaching on the responsibilities of other authorities, while building the technical, political and social conditions needed to act on a more solid basis in the future.



RAVENNA · DARSENA

NETWORK BIKE TOUR

04 Action plan 2025 - 2030

The IAP organises future work into five lines of action designed to move forward gradually, realistically and in a coordinated manner.

1 Institutional coordination with FGV and Generalitat Valenciana

OBJECTIVE:: Establish a stable working channel with the authorities responsible for the railway infrastructure.

PURPOSE:

- clarify what the City Council can do and what falls under the responsibility of FGV/GVA;
- review critical points along the corridor;
- avoid proposals that are not feasible;
- prepare future decisions on a sound technical and institutional basis.

EXPECTED RESULT: A shared roadmap with FGV and Generalitat Valenciana.

2 Citizen participation and dialogue

OBJECTIVE: Keep active the participatory process initiated through the ULG, the Critical Walk, the Open Call

PURPOSE:

- gather the real needs of residents, businesses, educational centres and social organisations;
- compare and validate priorities;
- strengthen the legitimacy of the project;
- ensure that the transformation responds to everyday life.

EXPECTED RESULT: A shared social and urban diagnosis.

3 Tactical interventions at critical points

OBJECTIVE: Act in specific spaces through light, reversible and low-cost improvements.

EXAMPLES OF POSSIBLE ACTIONS:

- pedestrian signage;
- improved lighting;
- temporary street furniture;
- tactical painting;
- small accessibility improvements;
- activation of underused spaces.

EXPECTED RESULT: Visible short-term improvements and lessons for future actions.

4 Technical documentation for decision-making

OBJECTIVE: Generate the technical basis needed to negotiate, prioritise and seek funding.

INCLUDES:

- mobility and accessibility studies;
- maps of critical points;
- factsheets for potential interventions;
- analysis of alternatives;
- documentation for FGV, Generalitat Valenciana and future calls for funding.

EXPECTED RESULT: Move from participatory diagnosis to robust technical evidence.

5 Integrated Urban Corridor Concept

OBJECTIVE: Develop an overall vision for the future urban corridor.

PURPOSE:

- integrate participation, technical studies and the limits of institutional responsibilities;
- define design and accessibility criteria;
- organise actions over the short, medium and long term;
- prepare future projects.

EXPECTED RESULT: A common strategic framework to progressively transform the railway environment into a better connected, more accessible and more liveable urban axis.

Overall, these five actions turn the IAP into an operational tool: it does not promise immediate construction work, but rather sets out the steps needed to make future transformation possible.

05 Initial implementation



PIRAEUS · GREECE

DISUSED FORMER RAILWAY STATION — NETWORK REFERENCE

One of the IAP's main achievements is that it has already begun to translate into concrete actions.

The first of these is the **mobility and feasibility study**, currently being developed with support from the *European Urban Initiative* (EUI). This study directly addresses one of the needs identified during the participatory process, particularly through the Critical Walk and the dialogue with key local stakeholders, including FGV representatives.

Its objective is to generate the technical basis needed to better understand how the railway corridor functions, identify opportunities for improvement and assess possible intervention scenarios compatible with the different administrative responsibilities.

The study is the first practical application of the IAP and a fundamental step in moving from strategic reflection to evidence-based decision-making.

06 Funding and resources

The IAP proposes a mixed and progressive funding strategy adapted to the distribution of responsibilities within the project. Since the City Council has no direct authority over the railway infrastructure, the plan focuses on actions it can promote: institutional coordination, participation, tactical interventions, technical studies, strategic documentation and improvements to municipal public space.

FUNDING LEVEL	POTENTIAL APPLICATION IN THE IAP
• Municipal	City Council resources for technical coordination, monitoring, participation, small-scale actions and driving the process forward.
• Regional	Potential Generalitat Valenciana funding lines related to accessibility, sustainable mobility, healthy public spaces, citizen participation and urban innovation.
• Provincial	Support from Alicante Provincial Council for participation, transparency, technical assistance and studies related to mobility or public space.
• National	Programmes focused on urban regeneration, pedestrian accessibility, sustainable mobility and improvements to urban environments.
• European	Funds and programmes such as URBACT, ERDF, Interreg or the European Urban Initiative, useful for strengthening studies, innovative methodologies, participation and future development phases.

A concrete example of this approach is the mobility and feasibility study, funded as a pilot action under the *EUI Footprints* project. The study turns a priority identified in the IAP into a real technical action, demonstrating how combining European strategies can accelerate implementation of Altea's urban objectives.

07 Executive conclusion

The IAP enables Altea to move from a historic problem —the disconnection between “l’Altea de Dalt” and “l’Altea de Baix”— to a shared, structured and realistic framework for action.

Its main value lies not in promising immediate transformation, but in building the conditions required to make it possible: institutional coordination, citizen participation, technical evidence, progressive funding and a shared urban vision.

The plan turns the railway environment into a strategic opportunity to improve accessibility, everyday mobility, public space and urban cohesion. At the same time, it strengthens the City Council’s role as an actor capable of leading the process, even in an area involving different responsibilities and public authorities.

OUTLOOK

*In short, the IAP is a roadmap for moving forward rigorously: it does not close the debate, but **organises** it; it does not replace future projects, but prepares the ground so that they can be developed with greater technical, institutional and social robustness.*

Annex I Funding matrix for IAP actions

IAP ACTION	APPLICABLE FUNDING LINES	APPLICATION
1. Institutional coordination with FGV and Generalitat Valenciana	Municipal resources; URBACT IV ; Interreg Europe ; Interreg Euro-MED – Green Living Areas	Technical and institutional coordination, meetings, corridor visits, exchange of experiences, preparation of technical notes, analysis of institutional responsibilities, multilevel governance and definition of a shared roadmap.
2. Citizen participation and dialogue	Municipal resources; Generalitat Valenciana —citizen participation and democratic governance—; Alicante Provincial Council —participation, transparency and good governance—; URBACT IV ; EUI FOOTPRINTS ; CERV – Citizens’ Engagement and Participation ; Interreg Europe ; Interreg Euro-MED – Green Living Areas	Stakeholder mapping, ULG sessions, workshops with residents and stakeholders, urban walks, youth and educational participation, consultations, digital tools, facilitation, communication, analysis of contributions and feedback on results.
3. Tactical interventions at critical points	Municipal resources; Generalitat Valenciana —universal accessibility, pedestrian mobility and public space—; Alicante Provincial Council; national mobility and accessibility programmes; ERDF Comunitat Valenciana 2021–2027 ; ERDF – Integrated Action Plans for Local Authorities ; Interreg Euro-MED – Call 8 ; LIFE – Climate Change Adaptation ; LIFE – Nature and Biodiversity	Pedestrian signage, tactical painting, temporary street furniture, supplementary lighting, accessibility, pedestrian routes, activation of underused spaces, vegetation, shade, sustainable drainage, green infrastructure and evaluation of pilot actions.
4. Technical documentation for decision-making	Municipal resources; Generalitat Valenciana —urban innovation and strategic planning—; Alicante Provincial Council —technical assistance—; national urban planning programmes; EUI FOOTPRINTS ; Interreg Europe ; Interreg Euro-MED – Call 8 ; Horizon Europe – Climate-Neutral and Smart Cities Mission	Mobility, accessibility and feasibility studies; data collection and analysis; mapping; maps of critical points; analysis of alternatives; technical factsheets; graphic documentation; evaluation of pilots and preparation of documentation for FGV and future calls for funding.
5. Integrated Urban Corridor Concept	Municipal resources; Generalitat Valenciana; national urban regeneration programmes; ERDF Comunitat Valenciana 2021–2027 ; ERDF – Integrated Action Plans for Local Authorities ; URBACT IV ; EUI ; Interreg Euro-MED ; LIFE – Climate Change Adaptation	Integration of technical and participatory diagnoses, definition of design and accessibility criteria, intervention scenarios, prioritisation and scheduling of actions, allocation of institutional responsibilities, cost estimates and preparation of a portfolio of fundable projects.