

RECENT PUBLICATIONS

Brandão Alves F (2017) 'The Traditional Urban Square - a Vital Organ in the City or a "Thing" of the Past?', Vitor Abrantes, Bárbara Rangel and José Manuel Amorim Faria (Eds), in *The Pre-fabrication of Buildings Facades (Building Research: Design, Construction and Technologies)*, Springer International Publishing, 37-46 (ISBN 978-3-319-22694-1).

Monteiro C (2017) 'Publishing an urban morphological classic', *Urban Morphology* 21(2) (forthcoming).

Silva C, Bertolini L, te Brömmelstroet M, Milakis D and Papa E (2017) 'Accessibility instruments in planning practice: Bridging the implementation gap', *Transport Policy* 53, 135-145.

Fernandes R, Pinho P (2017) The distinctive nature of spatial development in small islands, *Progress in Planning* 112, 1-18.

Oliveira V (2017) 'Reflections on the teaching of urban morphology', *Urban Morphology* 21.

Abrantes N, Brandão Alves F and Abrantes V (2016) 'Public Spaces of the Social Housing in Porto. Learning with Design Practice', Yuan-Ming Liu, Dong Fu, Zhen-Xin Tong, Zhi-Qing Bao and Bin Tang (Eds), in *Civil Engineering and Urban Planning IV*, London, UK, Taylor & Francis Group - CRC Press - Balkema Book, 153-159 (ISBN 978-1-138-02903-3).

Cortês J, Brandão Alves F, Corvacho H and Rocha C (2016) 'Retrofitting Public Spaces for Thermal Comfort and Sustainability', *Indoor and Built Environment* 25(7), 1085-1095.

Marques B, Corvacho H and Brandão Alves F (2016) 'Assessment of Solar Access in Urban Environment: the Case of the Renewal of a City Block in Espinho, Portugal', *Indoor and Built Environment* 25(7), 1075-1084.

Oliveira V and Medeiros V (2016) 'Morpho: combining morphological measures', *Environment and Planning B: Planning and Design* 43(5), 805-25.

Perdicoulis, A (2016) 'Systems thinking and SEA', *Impact Assessment and Project Appraisal* 34(2), 176-179.

Perdicoulis, A, Batista L, Pinho P (2016) 'Logical chains in territorial impact assessment', *Environmental Impact Assessment Review* 57, 46-52.

EDITORIAL

Dear Reader,

At the time of writing, the FCT is promoting a public discussion of the Draft Proposal of the Pluriannual Evaluation and Financing Regulations of the R&D Centres, which will substitute the current Regulations (Regulamento no. 284/2013 from 22 July).

The present Government has already announced a new nationwide evaluation exercise, involving all Centres from, virtually, all scientific areas of research. Once again, this will be a massive, complex, very expensive and time-consuming exercise, whose final results will be particularly important, if not decisive, for the future of the large majority of the Centres. As such, the draft regulations referred to above deserve due consideration, notwithstanding the common feeling among most Portuguese researchers that, over the last years, more time has been spent in empty, meaningless and, sometimes, totally absurd bureaucracies, related to the preparation of all sorts of calls and evaluation procedures than, actually, on the research work we were all supposed to carry out.

At a first sight, there are not that many differences between the present regulations and the new text from the draft proposal. However, if one looks more carefully, it is possible to find a number of significant changes and corrections, which will be addressed in the following paragraphs. Most of these changes have a clear intention to simplify the evaluation process, which is very much welcome, in principle. The size of the Centre criterion, in terms of integrated researchers, is significantly lowered, with the new text accepting R&D Centres with just above 10 integrated researchers, or even less when the Centres' activities focus on new topics with, still, few researchers in the country.

The existing 6-year funding programme, divided in 3 plus 3 years by an intermediate evaluation, is substituted by a straight 5 year funding programme. The general criterion of evaluation is reduced from 5 to 3 items, privileging now the overall quality of the research output and not the quantity of published papers. In addition, the importance of the social value of the research work is clearly emphasised. The references to productivity and to budgetary options and demands - very contested aspects in the 2014 evaluation - are now totally removed from the text. The evaluation process is simplified becoming a one-tier process for all the centres. The final results of the evaluation are now expressed in 5 grades and not 6 as previously, with the apparent dismissal of the "outstanding" rating, being now the "Excellent" rating the highest possible.

As with the present regulations, the proposed version accepts the principle that the assessment of the R&D centres should be exclusively carried out by foreign and external evaluators with respectable curricula and recognised experience, organised in evaluation panels by scientific areas. An innovative aspect introduced now is the obligation of each panel to evaluate four different centres at least. Clearly, this obligation is intended to facilitate the achievement of fairer judgements and comparisons between and among the different centres' performances and, as such, is very welcome. The access to a funding programme is now extended to Centres with a final rate of Good, and not just Very Good or Excellent. Also, it is not affected by the so-called laboratorial intensity, a criterion that, previously, proved to be difficult to judge. Finally, the panel visit to the Centre, as part of the evaluation procedures, is proposed to become obligatory and not just optional as in the present regulations.

Often times in this editorial address, I had been quite critical of some past FCT policy options. This time, however, I'm pleased to agree with and, indeed, express my support to most of the proposed changes to the existing regulations in order to prepare the next evaluation of the R&D Centres.

A final word to announce our next annual conference that will take place at FEUP on the 12th of May. This year's theme is "Planning for Climate Change: Political Climate and Policy Changes" and is being organised by Luísa Batista and Ruben Fernandes to whom I address my most sincere thanks for all the efforts to make this year's conference, the 10th edition, another great event of our Centre.

Paulo Pinho

RECENT PUBLICATIONS

Rangel B, Guimarães A, Sá A, Brandão Alves F (2016) 'Integrated Design Concept in Civil Engineering Education', *International Journal of Engineering Education* 32(3), 1279-1288.

Saraiva M, Roebeling P, Sousa S, Teotónio C, Palla A and Gnecco I (2016) 'Dimensions of shrinkage: evaluating the socio-economic consequences of population decline in two medium-sized cities in Europe, using the SULD decision support tool', *Environment and Planning B: Urban Analytics and City Science* (doi: 10.1177/0265813516659071).

Saraiva M, Matijosaitiene I, Diniz M and Velicka V (2016) 'Model (my) Neighbourhood - A bottom-up collective approach for crime-prevention in Portugal and Lithuania', *Journal of Place Management and Development* 9(2), 166-190.

Saraiva M and Pinho P (2016) 'Spatial modelling of commercial spaces in medium-sized cities', *GeoJournal* (doi: 10.1007/s10708-015-9694-7).

Serra M, Gil J and Pinho P (2016) 'Towards an understanding of morphogenesis in metropolitan street-networks', *Environment and Planning B: Urban Analytics and City Science* (doi:10.1177/0265813516684136).

Silva C, Papa E, te Brömmelstroet M and Hull A (2016) 'Accessibility instruments for planning practice: A review of European experiences', *Journal of Transport and Land Use* 9(3), 57-75.

PROPOSALS/RECENT CONTRACTS

SIESTA - Enhancing Safety by using data from real-time driver drowsiness feedback (Fundación MAPFRE).
Starting date: 21 February 2017 (1 year).

3S RECIPE - Smart Shrinkage Solutions - Fostering Resilient Cities in Inner Peripheries of Europe (ENSUF/0003/2016).
Starting date: 31 March 2017 (3 years).

Generation.Mobi - Rede social de dispositivos interativos para uma nova geração de mobilidade urbana (POCI-01-0247-FEDER-017369).
Starting date: 01 February 2017 (1,5 years)

IPCT - Public transport and urban development: Improving public transport competitiveness versus the private car (IPTC - Research Council of Norway).
Starting date: 01 April 2017 (4 years)

Citizen Sensing - Urban Climate Resilience through Participatory Risk Management Systems (ERA4CS - ERA-NET Consortium 'European Research Area for Climate Services').
Starting date: 15 September 2017 (3 years).

Increasing the take up and scale-up of innovative solutions to achieve sustainable mobility in urban areas (H2020-2016-2017, MG-4.1-2017)
Proposal submission.

RESEARCH GROUP 1

Since our last report, two years ago in Newsletter no. 17, the dimension of this research group, then with 25 researchers in total, increased slightly and seems to have recently stabilized at around 30 researchers. However, the internal structure is still evolving and maturing. Indeed, over the last years, the weight of the senior researchers (including postdocs) increased from one half to two thirds of the entire research group, while the group of PhD students shrunk, in relative terms, to one third. Nevertheless, in absolute terms, this total number of PhD students has been kept fairly stable at around 10 PhD students, which means a steady and very satisfactory output of thesis completions of 2 to 3 per year, on average. The following paragraphs provide a brief update of the main activities about CITTA's RG 1, emphasizing, in particular, the involvement of our researchers in a series of very interesting and challenging new projects, national and European, that have just started or are about to start shortly.

Generation.Mobi - a PT2020 Project | PI - Cecilia Silva

Generation.mobi is a R&D project that aims at developing and validating a dynamic mobility management system for new generation services. It is based upon the concept of social network of interactive bikes, which are interoperable with the city ecosystem. Within the research team led by CEIIA, CITTA is responsible for a research sub-group focused on Mobility Management and Urban Planning. CITTA's role in this project consists in the preparation of mobility characterization studies in a number of target cities, which will involve the selection and classification of different dimensions of analysis and mobility profiles. Furthermore, it will also develop base research into the practical usability of this type of information (Big Data) for mobility management and planning practice, exploring ways of improving its current added value.

IPTC - Public transport and urban development: Improving public transport competitiveness versus the private car - funded by the Norwegian Research Council | PI. Cecilia Silva

The primary objective of IPTC is to develop knowledge and tools enabling planners and decision-makers to steer development of land use and transport systems to strengthen the competitiveness of public transport vs the private car, in cities of different sizes and characteristics. CITTA will be involved in the tasks of the project involving Portuguese case studies, including: i) the assessment of local awareness of relative competitiveness of public transport vs the private car in municipal land use and transport plans; and ii) the implementation of a number of planning support tools revealing the relative competitiveness of the public transport vs the private car in local workshops involving Portuguese municipalities.

Citizen Sensing - Urban Climate Resilience through Participatory Risk Management Systems - ERA4CS - European Research Area for Climate Services | PI - Sara Santos Cruz

CitiSense is an ERA4CS project that aims to co-develop a participatory risk management system (PRMS) with citizens, local authorities and other organizations in order to develop advanced climate services and enhanced urban climate resilience. It employs citizen sensing, i.e. citizens acting as sensors to collect and send information and also novel means of citizen-technology interaction. This communication not only facilitates decisions taken by citizens, but also enhances authorities' preparedness and ability to take appropriate risk management actions. CITTA will contribute with expertise in participatory research, adaptive and urban governance processes, for i) the co-development and implementation of the PRMS design, and ii) for stakeholder interaction and engagement among targeted citizen groups.

3S RECIPE - Smart Shrinkage Solutions - Fostering Resilient Cities in Inner Peripheries of Europe - Horizon 2020 ERA-NET co-fund the Smart Urban Futures scheme | PI - Sílvia Sousa

This is a project aimed at harnessing the innovative policy potential of Applied, Interdisciplinary, and Social Sciences, working together with urban practitioners and policy-makers to identify a) what works in a shrinking city context, and b) how the underlying forces of urban shrinkage can be reversed in order to convert these cities into sustainable, liveable, and economically resilient urban environments. Building on the state-of-the-art theorisation of the phenomenon, and applying a pioneering Future Performance Framework in combination with the Urban Futures methodology, this project aims at i) tackling the key socio-economic causes of urban shrinkage, ii) future-proofing sustainability actions in urban re-development and regeneration, and iii) enhancing the role of long-term strategic planning.

Paulo Pinho