

Gdynia (PL)

ULSG composition

Gdynia's URBACT Local Support Group consisted of 21 members from 13 organizations and institutions. The city's ULSG was open and enlarged during the lifetime of the project. Moreover, ULSG held several meetings with representatives of local government, NGOs and external experts. Core group members was distinguished within the ULSG - Dorota Wawrzonek, Arkadiusz Zieniuk, Dorota Gajda, Alicja Pawlowska and Maciej Rodowski. Each of them is responsible for urban planning and mobility issues.

Meetings' frequency depended on the stage of work on Gdynia's Local Action Plan and possibilities to go to the next stages of elaboration. Due

to the many aspects of the scope of the project, work was also organised in thematic groups: urban planning, information, aesthetic design of the area which were grouped into two main topics of the project - urban planning and mobility. The core group of ULSG met more often, because our aim was to make a - safe, useful and friendly hub area for vulnerable road users, especially pedestrians and PT passengers.

City context and definition of the initial problem / policy challenge

Gdynia's Local Action Plan is focused on the City's part of railway hub Gdynia Główna called Konstytucji Square. In the nearest future, Konstytucji Square will be a 'bridge' between the renovated in 2012-2014 railway station, city centre and Międzytorze area (14ha), where a new prestige zone is planned.

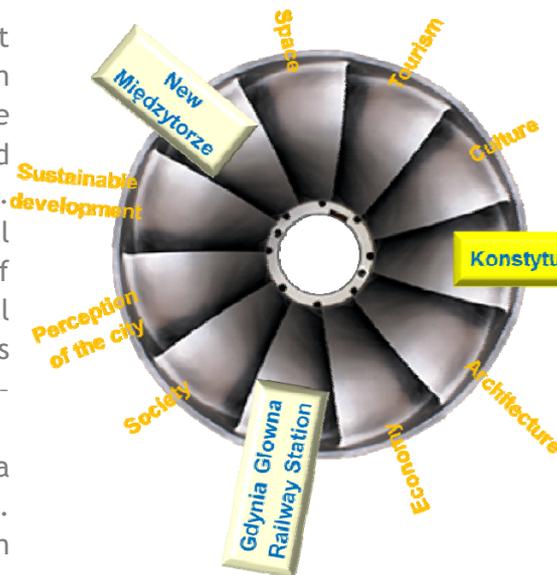
During the first ULSG meetings a vision and challenges were defined:

"Konstytucji Square should become Gdynia's 'red carpet'."

Unfortunately, at present it is an unfriendly place for people, especially vulnerable road users, cyclists and passengers of public transport. Cars have got priority and a lot of space.

Every day, we noticed 24.000-30.000 users of railway hub. Many of them changed here the mean of transport: bus/ trolleybus/ bike/ car - rapid urban train - bus/ trolleybus/ bike/ car. It's not easy and safe, because passengers of PT have to go even 400 metres and cross a 21 metres wide road (!) with unclear rules of traffic. Moreover, there is no legal parking for cars. The city's part of the hub isn't a prominent symbol of Gdynia, because of lack of investments for many years.

Spatial development plan for Konstytucji Square hasn't been elaborated yet. Gdynia's task within ENTER.HUB was to collect and prepare documents, do research and elaborate a concept which would



(left) the LAP model in Gdynia, (right) the Gdynia Główna area

be the basis for a project to revitalize the foreseen area. ULSG's aim is was make Konstytucji Square a turbine that would let travellers and other people to perceive Gdynia in the first impression as a modern, friendly and sustainable city.

Setting of focus and objectives

Gdynia's ULSG was focused on urban planning and mobility taking very much into account public participation. Without a spatial development plan for the area, other topics within ENTER.HUB's Transversal Themes (governance and participation, new technology and smart cities, economy), although important, are in the background. ULSG aimed to create a people-friendly area which would show the best aspects of the City of Gdynia and also be open for pedestrians instead of giving cars a priority. In the concept the railway hub is integrated with the city center and the planned prestige zone (Miedzytorze). ULSG concept will create a turbine for the City through connecting macrothemes taken in project: hub as node-interface, gateway, urban centrality.

From 2014, a modern, fast train - Pendolino has started operating in Gdynia and connects our city with Warsaw, Cracow and other important agglomerations. With investments in the hub and catchment area, there is a chance to strengthen the position of Gdynia on national market in aspects such as business, culture, trade and new technologies. We have to remember about possibilities and chances which are given by the continuously developing port of Gdynia.

Actions / schedule

During the lifetime of ENTER.HUB were able to do very important activities. Among them was strengthening cooperation between different stakeholders and using knowledge of external experts, thanks to which we procured 2 expert assessments, necessary to make progress in the concept elaboration:

- Traffic research and analysis together with prognosis of traffic volume in the hub area;
- Measurement of pedestrian traffic intensity and research on travel behavior.

Their results are valuable during the process of adopting spatial development plan for Konstytucji Square. Within the first expert assessment, detailed consultations with Public Transport Authority (PTA) were conducted. PTA is the most important stakeholder (beside citizens and travelers) for the hub area.

Adopting the spatial development plan for Konstytucji Square (2015-) is Gdynia's next, key action after ENTER.HUB project. City Spatial Development Office with City Councilors will be responsible for this task. Adoption will be preceded by public consultations.

ULSG elaborated 3 projects of Konstytucji Square urban plan. Two of them were accepted by the most important stakeholders. They include priorities and space for vulnerable road users and passengers of public transport. Even though spatial development plan for Konstytucji Square hasn't been elaborated yet, it's possible that investment will be finished by 2025.

It has to be said that during the lifetime of the project small improvements were made at the railway station itself - for example the installation of sliding electric doors (in place of heavy glass doors), vastly improving the accessibility of the station for people with disabilities. Another success of ULSG members cooperation was the installation of an art exhibition at the railway hub during the Design Week in Gdynia.

Funding scheme

It is very difficult to calculate a total budget for the investment before the adoption of the Spatial Development Plan for the Konstytucji Square.

It is also difficult to formulate at this moment the source of funding for the investment.

Here are 2 options:

City of Gdynia carries on many local investments which have Road Agreements included in them. Investors can build their objects on a dedicated area, but they are also obliged to invest in local, public road infrastructure (i.e. modernize a cross road which is foreseen to be affected by that investment). It is difficult to foresee if an investor into that area will be signing a Road Agreement with the City and what scope of work it would include.

Based on Regional Development Strategy for Pomeranian Voivodeship, Konstytucji Square can be rebuilt with many funds. from the following potential sources: Regional Operational Programme for Pomorskie Voivodeship for the years 2014-2020 (ERDF + ESF included); The operational program relating to the low carbon economy, the environment, adapting to climate change, transport and energy safety 2014-2020; Other EU support programs and funds of individual EU countries; National budget; Own funds of local government and associations; Loans, Leasing

Within Integrated Territorial Investments, Pomorskie Voivodeship plans to rebuild about 25 of the most strategic transportation hub for the region (especially railway hubs).

Framework for delivery

The Local Action Plan was prepared by Roads and Green Areas Management in cooperation with all institutions and organizations whose employees were URBACT Local Support Group in Gdynia, especially Spatial Planning Office and Public Transport Authority. A Spatial Development Plan for Konstytucji Square is being elaborated by Spatial Planning Office using documentation prepared within LAP. We have strong political support for our activities. Local government of Gdynia see the necessity for revitalization of Konstytucji Square.

At this stage, without adopting Spatial Development Plan, ULSG is only able to monitor when it will be elaborated and propose its final look.

1. Description of the process

Gdynia's situation is very similar to the Rostock railway hub, which is inside the city centre, but not so attractive for people.

Together, with members of ULSG we evaluated what kind of problems the railway hub Gdynia Główna has. We organized thematic meetings and discussed problematic issues and potential solutions. Moreover, we involved members of local NGOs in the process, who gave us a lot of practical advice and tips for users about urban planning.

Local Action Plan will be a collection of many analysis, documents and results of ULSG meetings which will be the base for spatial development plan.

Risk analysis

We found about 15 different types of risks (operational, financial, technical, social) which can appear during process of elaborating Spatial Development Plan for Konstytucji Square. Some of them will have a big impact for hub area (delays, lack of finance). Within spatial development and investment plans, contingency steps will be elaborated.

Conclusions

Gdynia Główna railway hub has a great potential for development because of its localization in the city centre and new investments in the catchment area - Miedzytorze. Konstytucji Square - city's part of railway hub need to be rebuilt and revitalised after a long period without any infrastructure. Within ENTER.HUB - ULSG prepared a plan to create a space that is friendly and safe for vulnerable road users and passengers of public transport.

It's was great opportunity to begin a long-term discussion about the meaning of pedestrians in Gdynia's local traffic.