

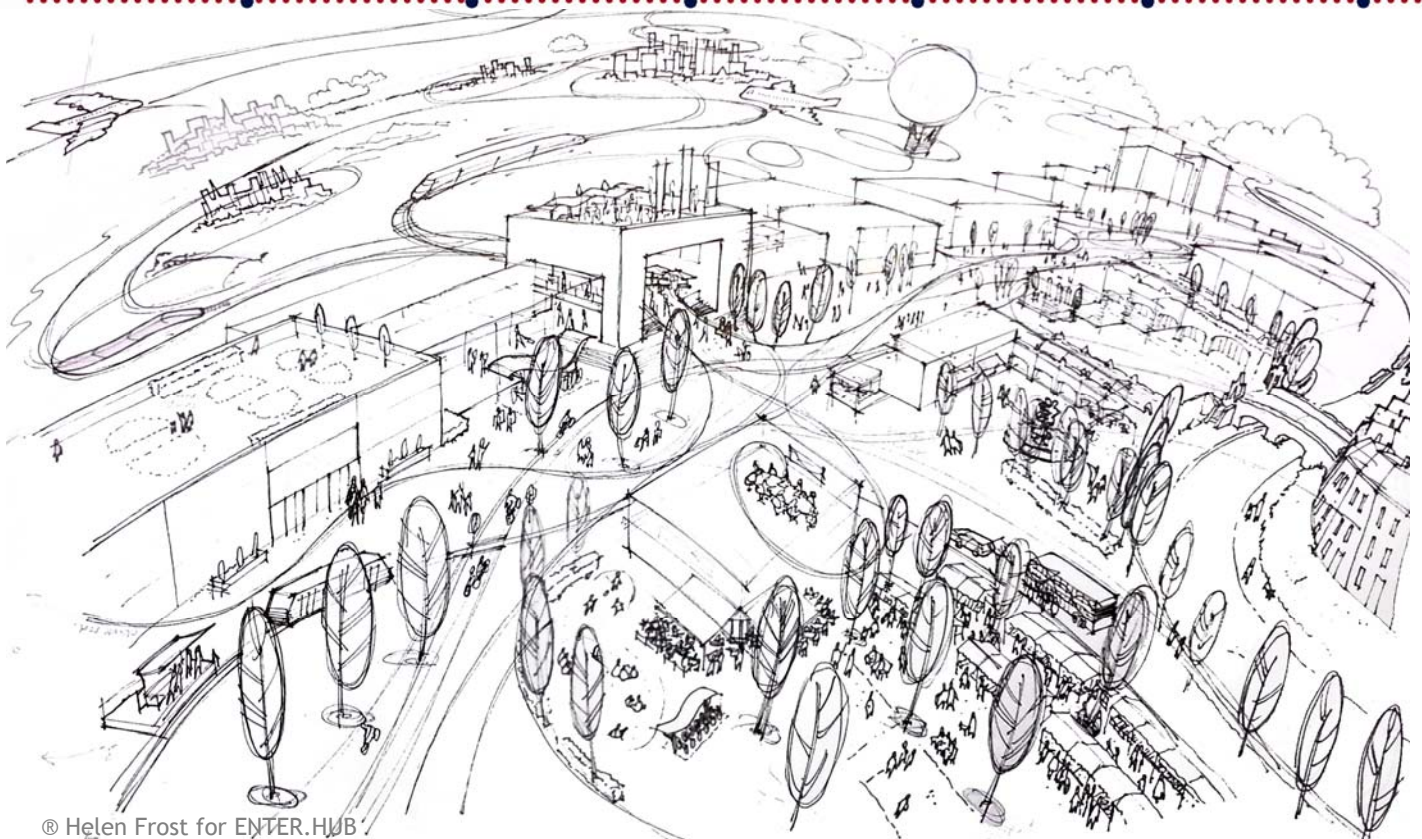
# NEWS- LETTER N°7

December 2014 /  
January 2015



hubs as engines of cities' development  
cities as engines of regions' development

EUROPEAN  
PROGRAMME  
FOR  
SUSTAINABLE  
URBAN  
DEVELOPMENT

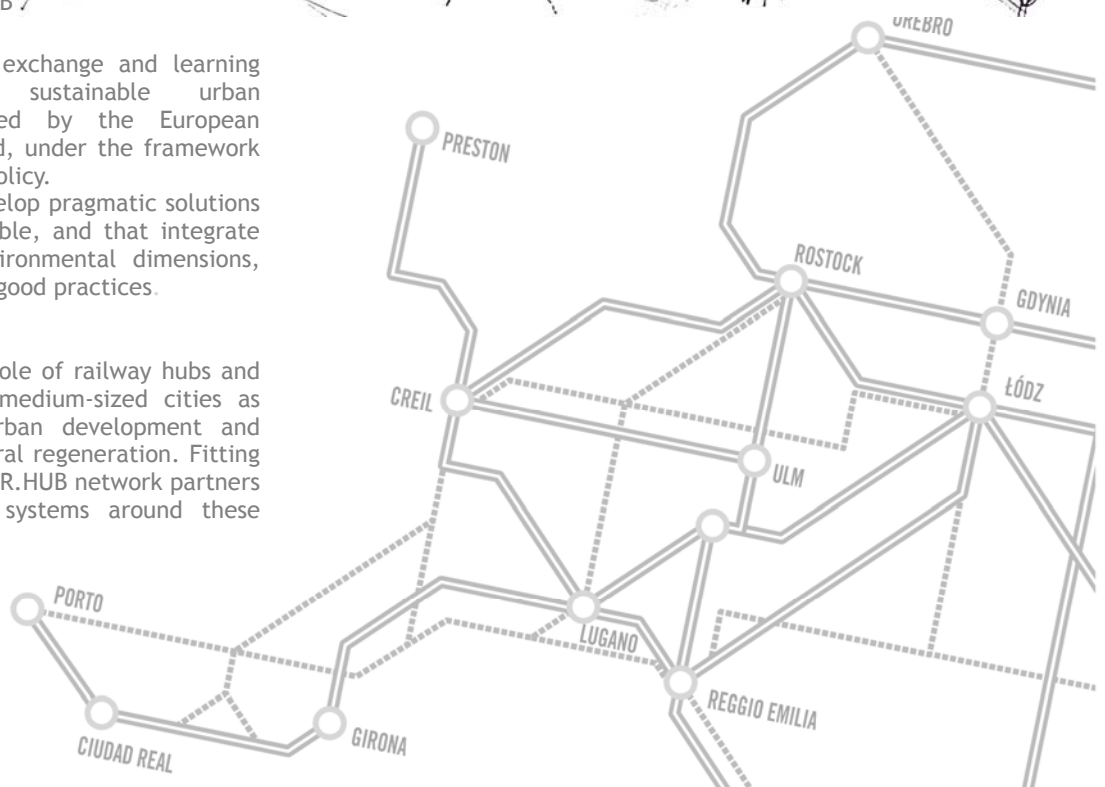


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**URBACT II** is a European exchange and learning programme promoting sustainable urban development, part-financed by the European Regional Development Fund, under the framework of the European Cohesion Policy.

URBACT helps cities to develop pragmatic solutions that are new and sustainable, and that integrate economic, social and environmental dimensions, and enables cities to share good practices.

**ENTER.HUB** promotes the role of railway hubs and multimodal interfaces in medium-sized cities as engines for integrated urban development and economic, social and cultural regeneration. Fitting into TENT-T corridors, ENTER.HUB network partners redefine their territorial systems around these hubs.



# EDITORIAL

*This newsletter has been issued just before the ENTER.HUB final event, which will be held in Reggio Emilia, Italy, the 26th and 27th of February.*

*The core part of the event will be a round table where the 12 ENTER.HUB partners will exchange with experts about the six definitions for a High Speed Hub in a Medium-sized City proposed by the Lead Expert: An Urban Icon; an Urban Backbone; a Place for all Stakeholders and Users; a Network of Services; a Red Carpet; a City Lounge.*

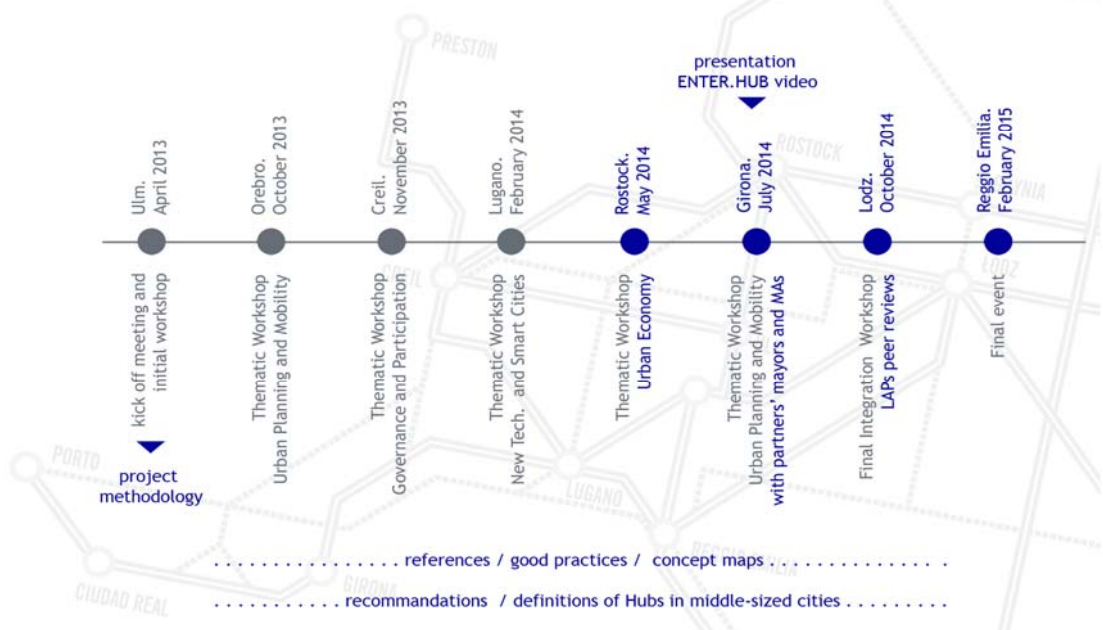
*Jean-Jacques Terrin, ENTER.HUB Lead Expert, Jacques Ferrier, French architect and urban planner and Franco La Cecla, Italian anthropologist and architect, will illustrate these keywords and discuss them with the participants.*

*The final event will be accessible to a local professional and academic public. Inscriptions are possible to the following email address: [enter.hub@municipio.re.it](mailto:enter.hub@municipio.re.it), before the 23rd of February.*

*In the next weeks ENTER.HUB will publish a Final Report and an Atlas of Practices and Experiences, collecting and concluding this almost 3 years project work. Both documents will be available beginning of March on the ENTER.HUB website (<http://urbact.eu/en/projects/metropolitan-governance/enterhub/our-outputs/>).*

*This newsletter presents Gdynia, Łódź and Preston on going projects.*

Jean-Jacques Terrin, Lead Expert ENTER.HUB  
David Zilioli, Reggio Emilia, Lead Partner ENTER.HUB



# Our cities and regions at work

12 partners > 12 ULSGs > 12 LAPs

Reggio Emilia IT - Ciudad Real ES - Creil Agglomération FR - Ulm DE - **Gdynia PL** - Girona ES - Łódź PL - Lugano CH - Orebro region SE - Porto PT - Preston UK - Rostock DE



Gdynia  
PL

*Gdynia Railway Station  
and Konstytucji Square*

In 2012, after more than 50 years, main building of railway station in Gdynia was renovated. Polish Railways - owner of station, by using EU funds (ERDF + ESF) improved the condition of the historic building and its functionality. Station was adapted to modern-day passenger service requirements, including the disabled people. In the building devices to facilitate orientation and movement to the blind were installed. The safety of passengers is guarded by up-to-date monitoring system. All levels of building were totally reconstructed with changes of water, sewage, telecommunication, electrical and

central heating systems. As part of the rebuilding, windows and doors, insulation of walls and ceilings were changed. Moreover, a small architecture and access roads surrounded building were built.

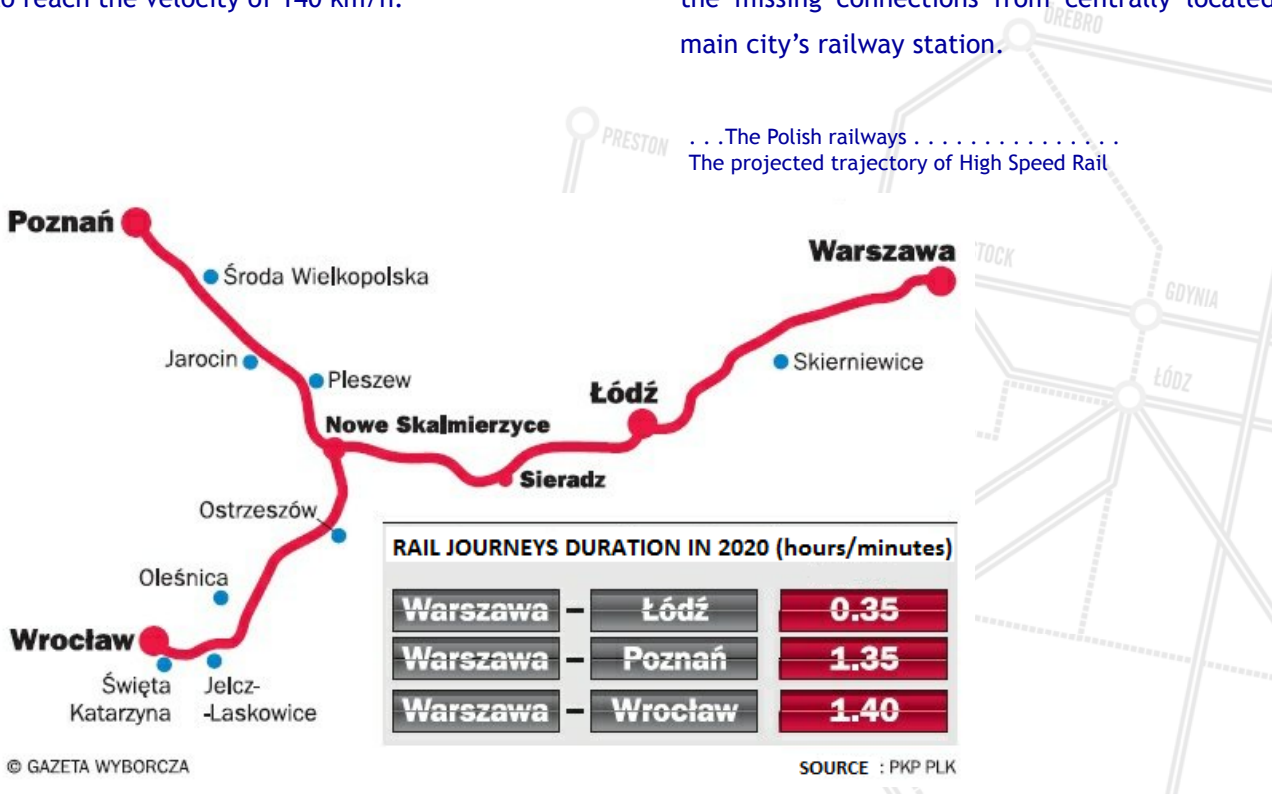
Within ENTER.HUB city part of railway station - Konstytucji Square was considered. With members of URBACT Local Support Group, policy makers and external experts we were working out a new road infrastructure arrangement which will give a priority for vulnerable road users and public transport passengers instead of cars. The





The new Łódź Fabryczna Station project covers not only the station area itself but also the surrounding urban zone forming the New Centre of Lodz. It is a key investment for the development of the city of Lodz together with its agglomeration. As the project is combined with the modernization of the railway line from Lodz to Warsaw, the estimated journey time between these cities will shorten from 120 to 70 minutes as the trains will be able to reach the velocity of 140 km/h.

The station was designed as an element of the projected high speed rail corridor linking Warsaw, Łódź, Poznan and Wroclaw. In the centre of Lodz the station's platforms are located underground so that additional space is left for new buildings on the surface. In further perspective the tunnel will reach the circular railway in western part of the city linking Łódź Fabryczna station with two other stations of Łódź Kaliska and Łódź Żabieniec. This link will provide the missing connections from centrally located main city's railway station.



The station will become fully functional multimodal hub for the city of Lodz and the whole region. All means of the local public transport will be cumulated in a single spot together with parking lots for car users and long distance bus connections.

The construction of the hub and railway link between Łódź and Warsaw (to be completed in 2015) is being realized in close cooperation between rail national institutions (PKP S.A, PKP PLK S.A) and the authorities of Lodz.

The project's aims are:

- Creating a hub that will increase the competitiveness of public transport.
- Integrating post-industrial railway zones with the city centre
- Using High Speed Rail investment to accelerate revitalization processes aimed at the city's growth.

The Local Support Group is content-wisely and organizationally diversified group of 28 members, important representatives of city's authorities, railway institutions, academics and NGO's. The group is working on creating Local Development Plan by identifying problems and needs of the future multimodal hub and triggering 11 mini projects, 2 of which were chosen for further, detailed analysis. The aim of the chosen projects is creating attractive public spaces around the hub and increasing the investment's benefits through regular research conducted within 8 years from the moment of the station's official opening to public use.

... Łódź .....  
The diametral tunnel will join Lodz Fabryczna Station with Lodz Kaliska Station. It is to be the key element of Łódź Agglomeration Railway.





The railway station is attracting increasing interest in local public policies. One recent development can be found in the renewed City Centre Plan for 2026 (publication version to be submitted to planning inspectorate). The main objective of this action plan is to reverse the trend of the city centre being ‘hollowed out’ of jobs and attractiveness as many of the employment areas are situated on the outer edges of Preston.

Therefore, the overall strategy for the city centre is to encourage and facilitate sustainable new development, including optimising the use of existing buildings, that will maintain, and enhance, the vitality, viability and vibrancy of the centre, whilst also preserving and enhancing environmental quality. These objectives are being addressed through key areas of change based on three themes, and a number of specific issues within each theme:

**Securing Economic Vitality:** this theme seeks to address the issues of decreasing or stable city centre workforce and ageing office accommodation; the shopping offer/declining retail ranking and the limited leisure, culture and tourism offer.

**Enhancing Movement & Accessibility:** this part deals with access and movement within the city centre and the two major public transport hubs, i.e. the railway station and the bus station, which are situated at opposite ends of the city centre. The presentation and prominence of the railway station needs improvement to facilitate its function as a transport gateway and interchange and to take advantage of future investment possibilities, including the national project of a new high-speed line (HS2) potentially coming through the city. Similarly, the arrival experience, connectivity and functionality the bus station currently offers is poor and fails to deliver a high quality public transport service. To address these issues, the City Centre Plan acknowledges the benefits of ENTER.HUB project partnership which has helped Preston to highlight the value of these local and regional transport assets.

It is clear that the inner city railway station is directly or indirectly concerned in all three key themes as a major gateway to the city centre. Located within the plan boundaries at the western edge, it is neighboured at its northern edge by the Corporation Street ‘opportunity area’ as one of the focus points of the Council’ policies implementation. The redevelopment of Corporation Street is considered an important part

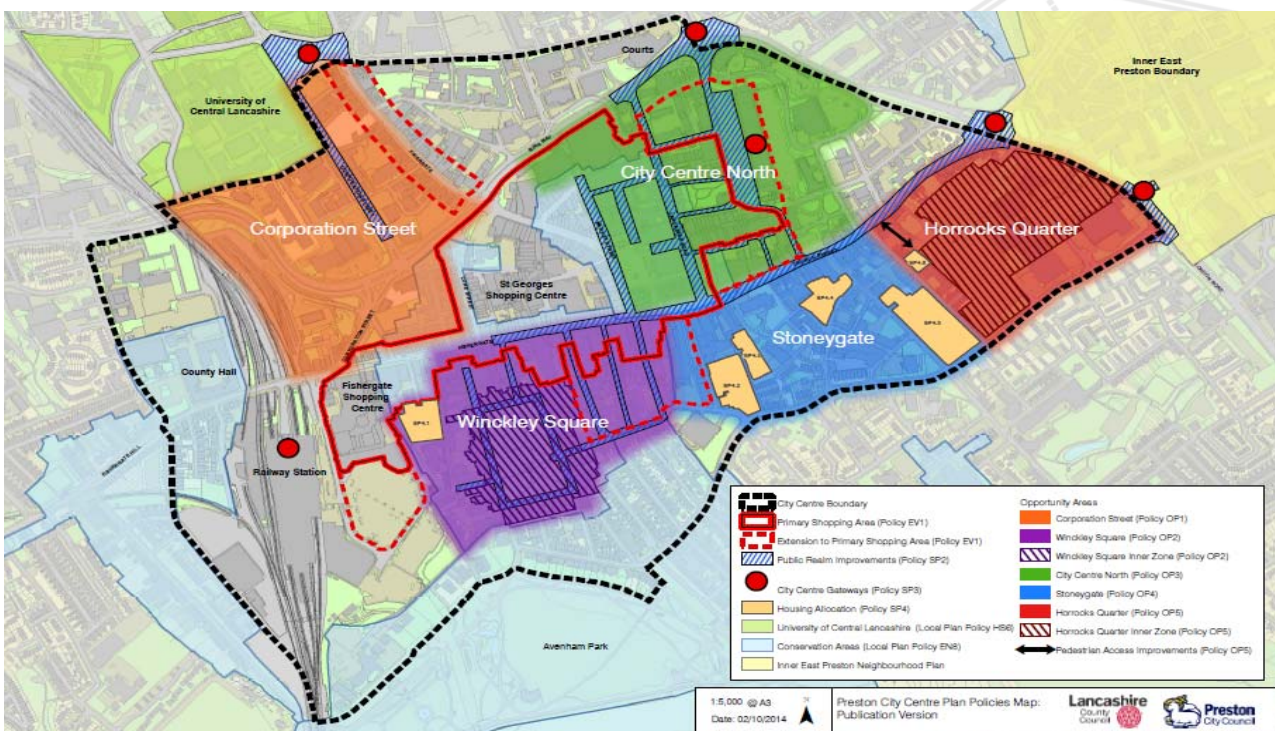
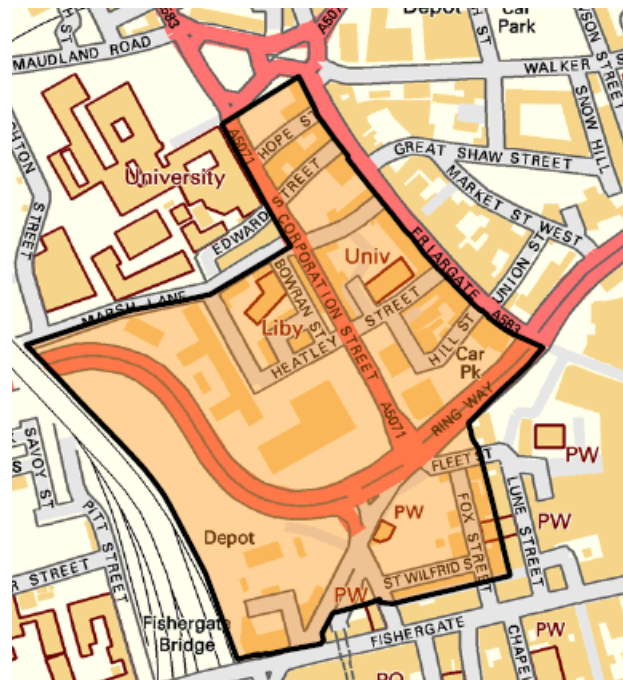
of the future success of the city. One of the reasons for this is its location between two major gateways to the city centre, i.e. the railway station and a roundabout situated in the campus of the local University of Central Lancashire (UCLan), via a key pedestrian and vehicular thoroughfare. Currently the land within this area is both unused and underused, and the vision is to optimise this by delivering high quality, modern developments, harnessing the university's innovation and entrepreneurship whilst also greatly improving the public realm and pedestrian environment.

The creation of high quality frontages to the Ringway, a major thoroughfare through the city which separates the city centre from the university, and Corporation Street will also provide a strong identity for the area. Within this area, the Council policy is to allow proposals for new, high-quality, mixed-used development.

Next to the western edge of the railway station will also be an extension to the Primary Shopping Area of the Plan, identified as a strategic position to generate more footfall into the city centre.

With links also to the bus station via Fishergate high street, shifts towards more pedestrian and cycling friendly area, and improvement of wayfinding, the potential of the railway station to foster attractiveness to the city centre will be exploited to its fullest.

... Preston ...  
 Below: Corporate street opportunity area  
 Bottom: Preston Action Plan





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