

# **Model garden metropolis or a transport node in the global metropolitan network**

**Principal dilemmas of urban structure  
and transport systems development –  
The case of the Tri-City agglomeration**

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# Overview

- Features of an europolis
- Characteristics of the Gdansk Gdynia Sopot agglomeration as a metropolitan region in transition
- Official and alternative visions of transport infrastructure development in the Tri-City area
- Conclusions

# Features of an europolis

( Conceptual Plan of spatial development of the country)

- Population >0,5 M, multifunctional character, increasing employment in high tech industries, (...) and in institutions of national and European importance
- Nodal position in the communication system (motorways, railways, telecommunication, air transport and seaborne shipping)
- A centre of science, higher education and national culture

# Characteristics of the Tri - City agglomeration (1/3)

- Population:  
>800 K inhabitants
- Unique historical heritage
- Unique location



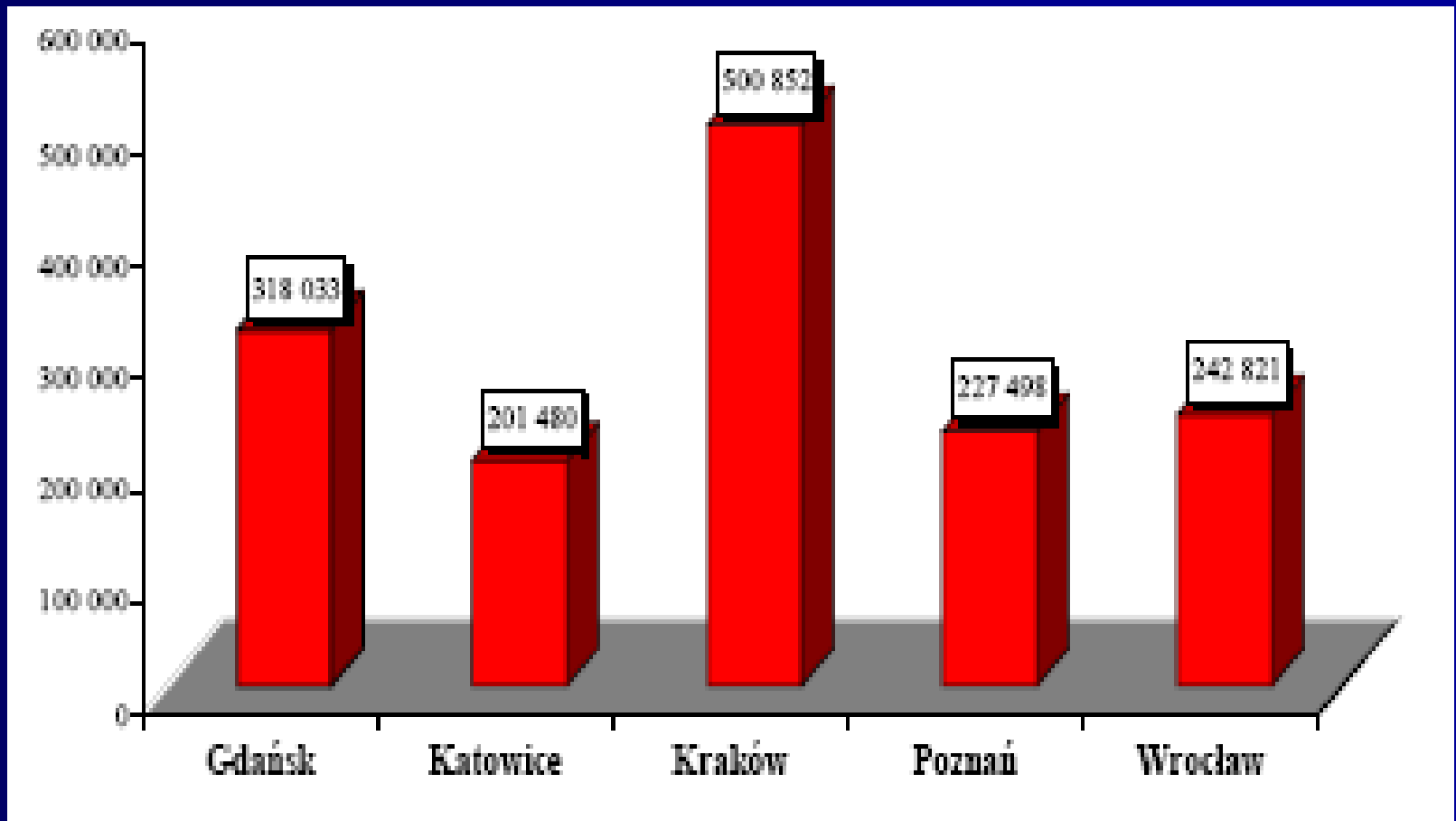
# Unique historical heritage

(3/3)



# Access to other metropolises

passengers in Poland's regional airports, 2004

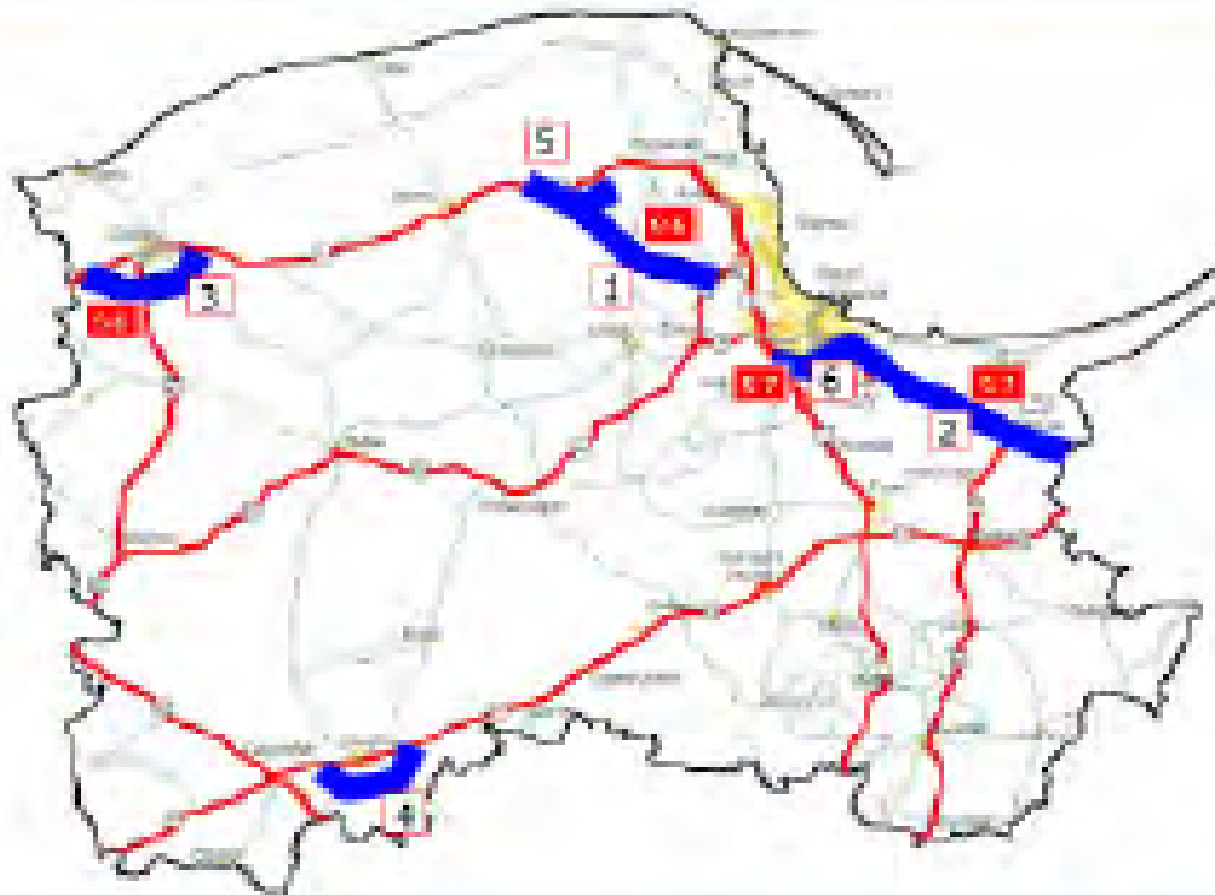


# Place of the 3City in Pan European networks



# Planned road investments

Inwestycje planowane do realizacji w ODDKJA Ojciec  
w ramach strategii przebudowy dróg krajowych w Polsce do 2013 roku



do 2013 roku



# Preliminary conclusions

## (1/2)

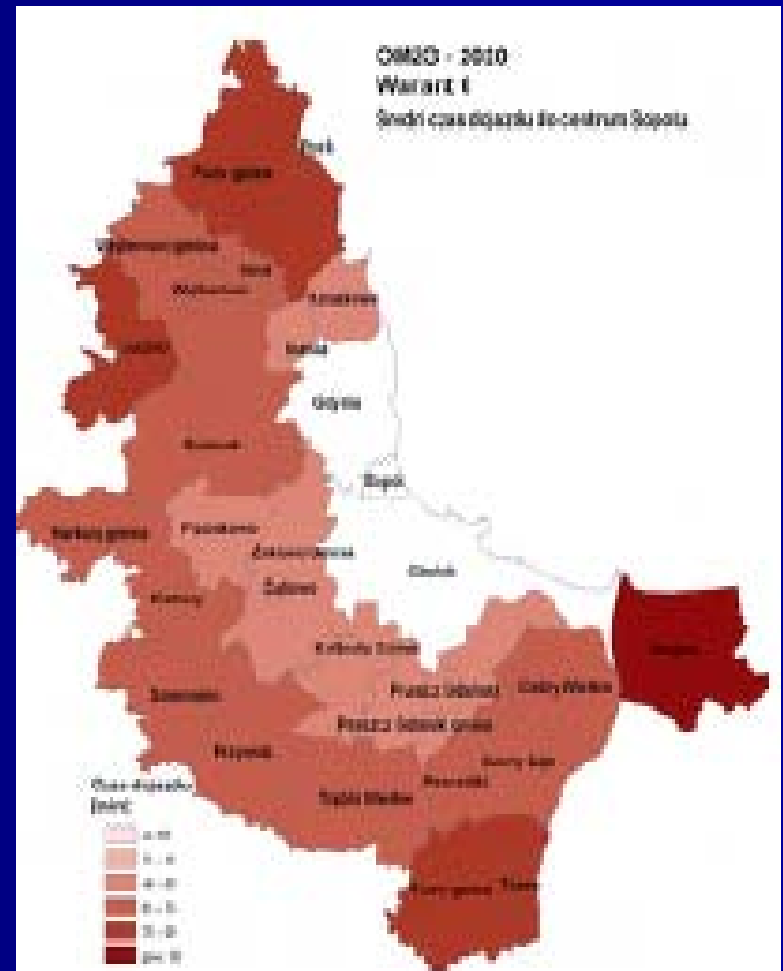
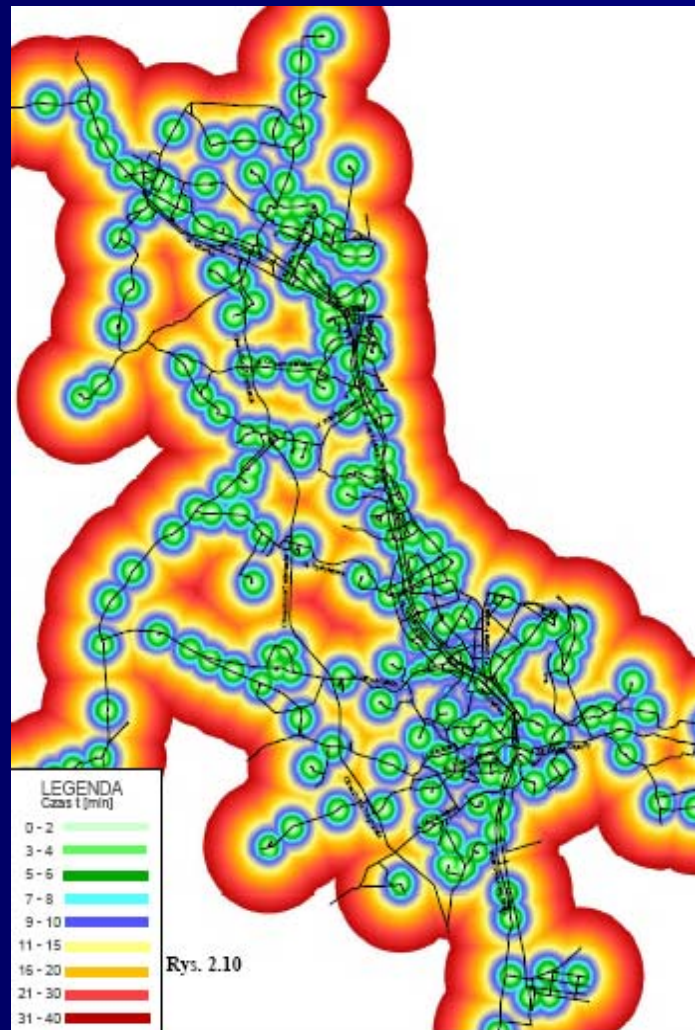
- No metropolis without access to other metropolises
- There is need to develop external transport links but there is also a chance to exploit uniqueness;
- Development of those transport links has a direct impact on the local quality of life

# Preliminary conclusions

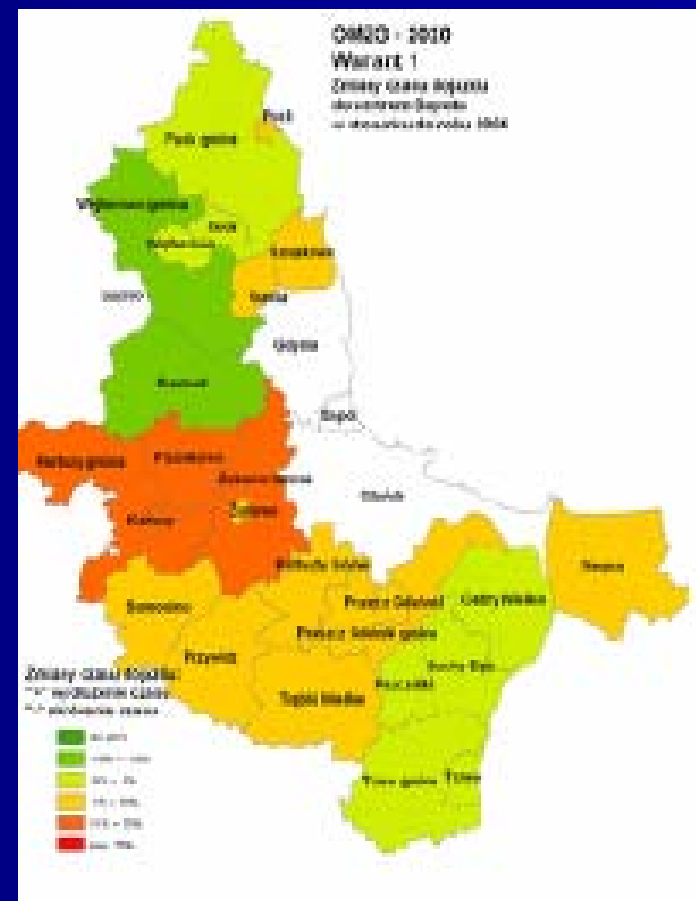
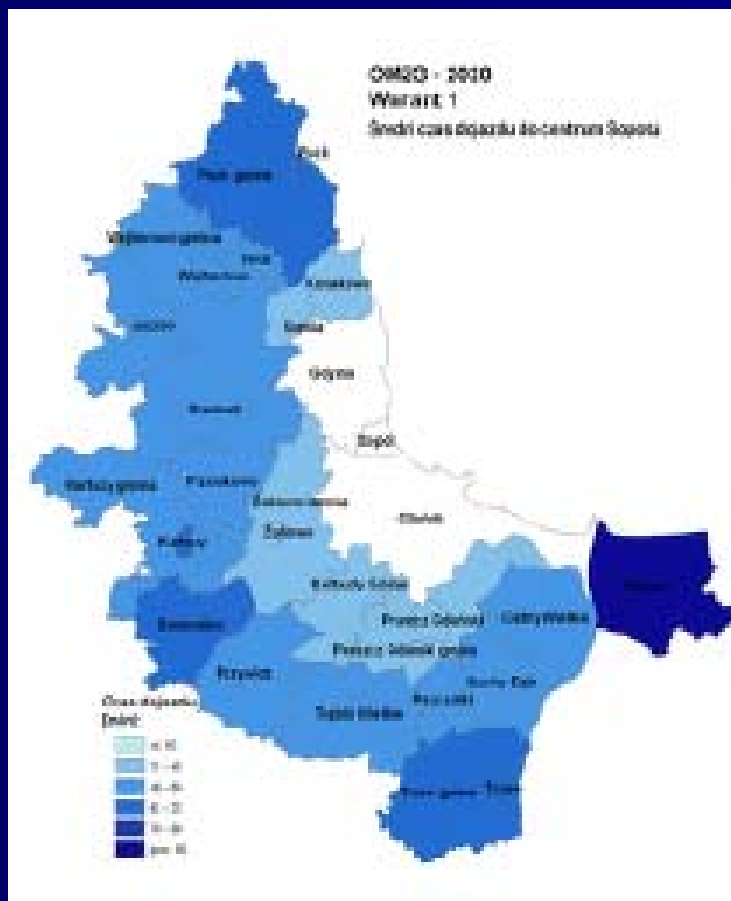
## (2/2)

- Transition from the era of international isolation and low level of social communication
- Necessity of learning from others
- No development strategy without proper strategy of transport infrastructure development

# Local accessibility in official documents



# Expected changes in local accessibility till 2020 (official vision)



# Conflicting visions



# Can the Tricity remain a garden city ?

- Principal conflict with space consuming transport infrastructure development (car parking lots and dual carriageways)
- Ways of congestion reduction: stress on alternatives to individual motorisation:
  - either including cycling
  - or neglecting cycling

# Garden city – ecomobile city

- Fighting congestion by extension of the road capacity is like fighting obesity by loosening the belt
- Statement contrary to intuition
- On a technical level – untrue; on a strategic level – source of inspiration unless the planners have enough courage and imagination

# Examples of metropolises taking cycling seriously

- Amsterdam
- Copenhagen
- Munich
- Berlin
- Paris
- London
- Barcelona...



# Conclusions (1/2)

- Stress on development of external accessibility undermines the chance for retaining garden –like living conditions
- Retention of garden character of the agglomeration requires particular care in development of local accessibility systems

# Conclusions (2/2)

- Local accessibility can only be retained if non-motorised transport modes, including cycling is seriously considered as an option (in particular in connection with congestion – free public transport modes)
- Ecomobility promoters want to change and not reverse the structure of infrastructural investments

**Thank you for your  
attention 😊**

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