

Freeing the transport from car-dependence

Public transport hubs as an incentive for reshaping
the public spaces



- *Tomasz Buzalek, The City of Lodz Office*

Content:

1. Lodz Fabryczna – main railway station

- Starting point
- The process
- The result

2. Central tram hub

- Starting point
- The process
- The result

3. Bonus



1. Lodz Fabryczna – main railway station

1. Starting Point

- A terminus, ground station,
- In the city centre, but serving mainly the route to Warsaw



1. Lodz Fabryczna – main railway station

1. Starting Point

- Poorly achievable, badly tied to the local transport
- Poor quality of architecture (however the building might be regarded as historical)



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1. Lodz Fabryczna – main railway station

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1. Lodz Fabryczna – main railway station

2. The process

- Simple reparation of the building and enlarging the car park capacity arranged, but not implemented
- Conception of building the high speed line changes the perspective,
- The underground station as a safe solution that will not block further cross-city tunnel
- Revitalisation of the nearby former power plant as a synergic project, finally urban project for the whole area



1. Lodz Fabryczna – main railway station

3. The result

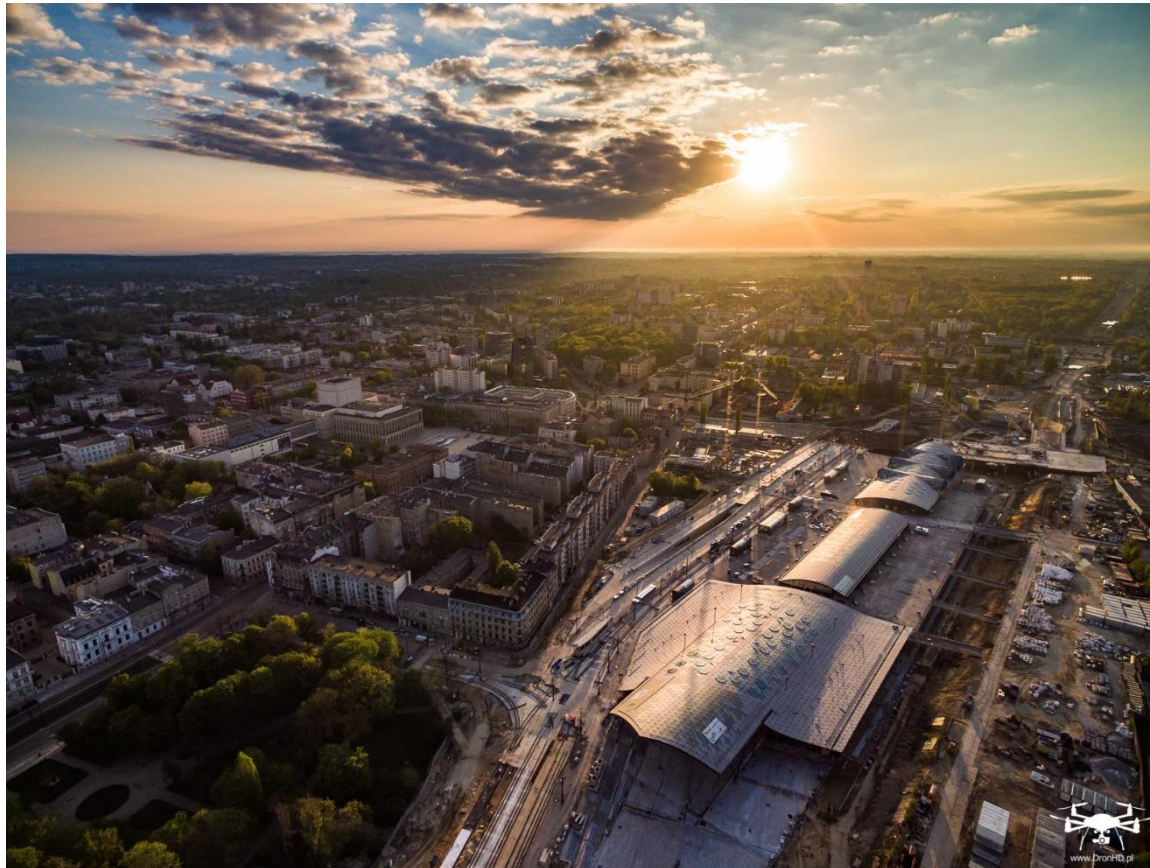
- Underground station with a preliminary construction of a future cross-city tunnel
- Platforms lit by daylight



1. Lodz Fabryczna – main railway station

3. The result

- Trams redirected to serve the station
- Bus station and a car park below the ground



1. Lodz Fabryczna – main railway station

3. The result



2. Central tram hub

1. Starting point

- The crossing of two main tram lines (N-S & E-W)
- Dominated by car traffic



2. Central tram hub

1. Starting point

- The crossing of two main tram lines (N-S & E-W)
- Dominated by car traffic



2. Central tram hub

1. Starting point

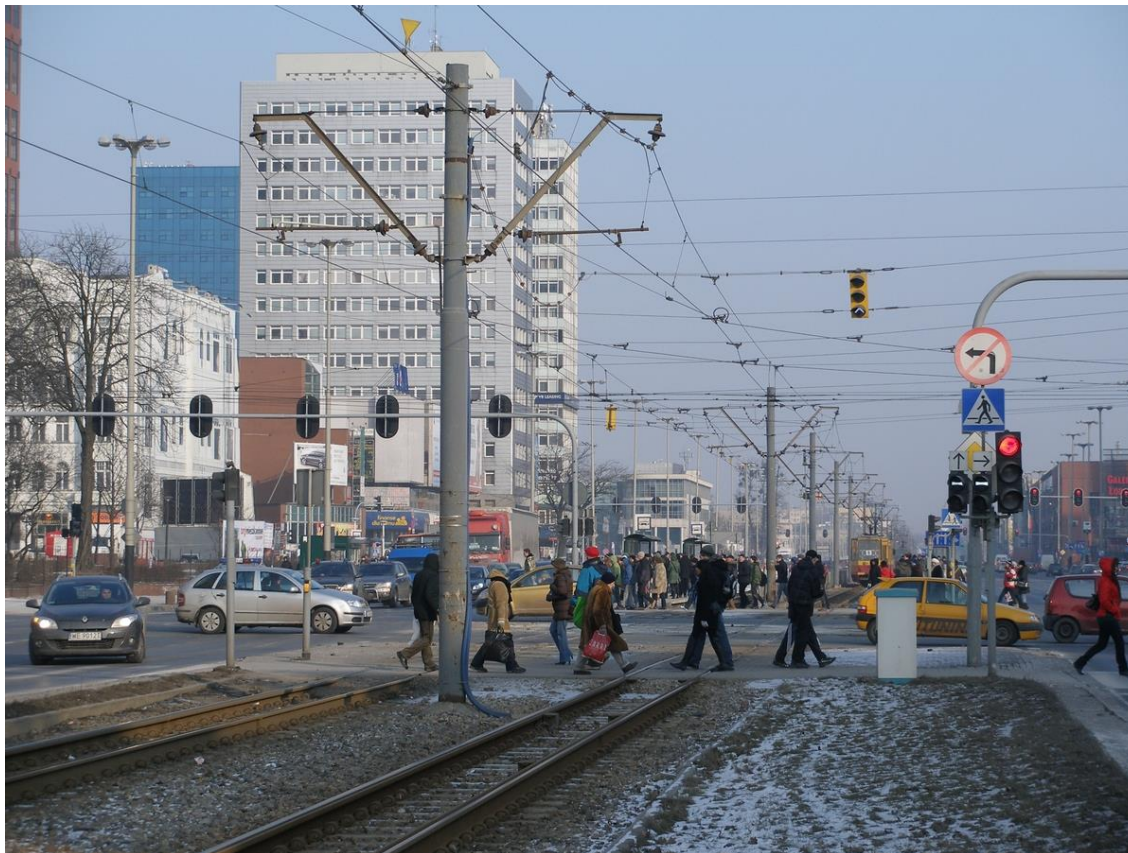
- The crossing of two main tram lines (N-S & E-W)
- Dominated by car traffic



2. Central tram hub

1. Starting point

- A huge demand for transfers
- 200 m from the city's pedestrian zone



2. Central tram hub

1. Starting point

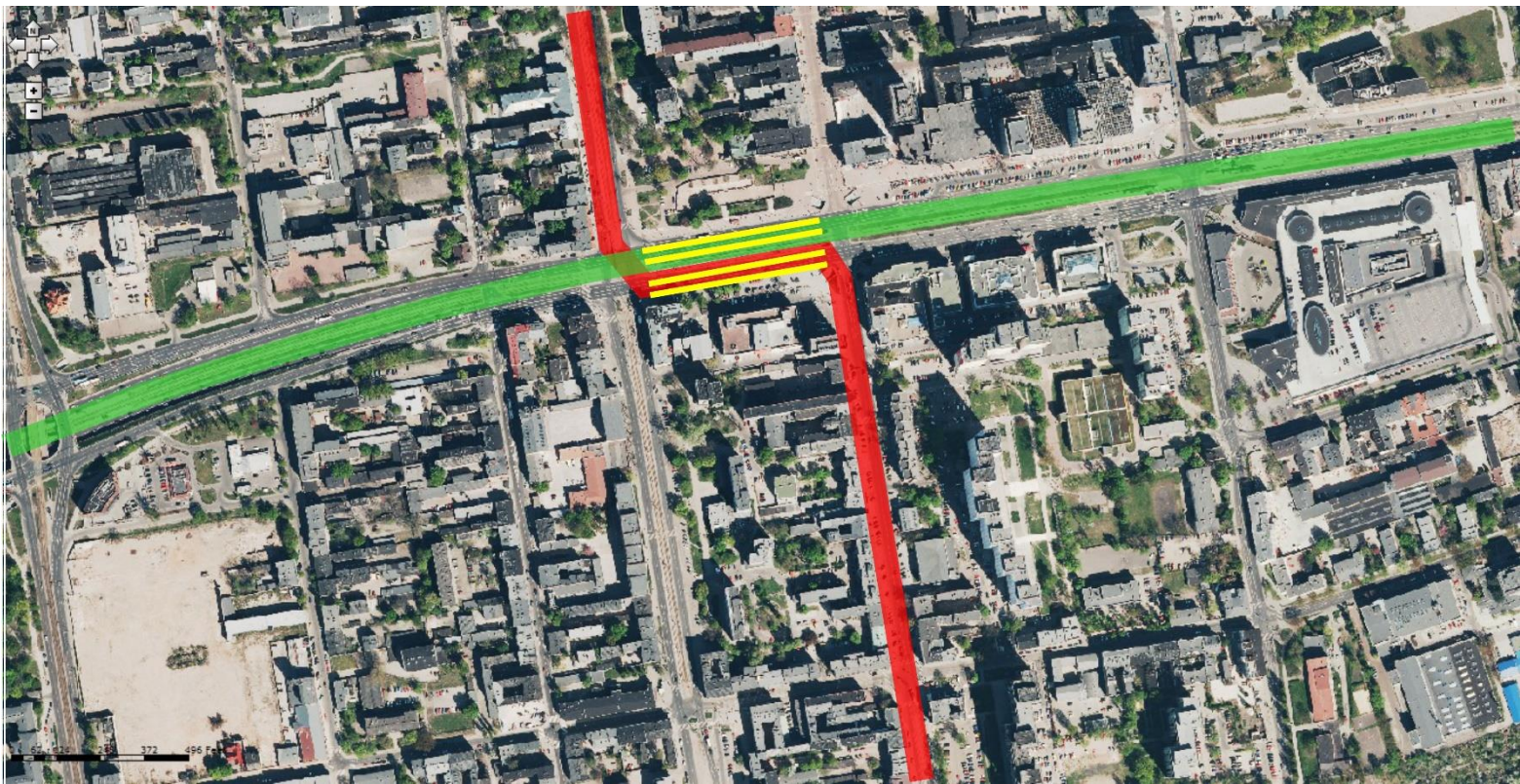
- A huge demand for transfers
- 200 m from the city's pedestrian zone



2. Central tram hub

2. The process

- The concept of a transferring hub proposed by a local NGO



2. Central tram hub

2. The process

- The concept of a transferring hub proposed by a local NGO



2. Central tram hub

2. The process

- The route N-S rebuilt 2007-2008 without major improvements



2. Central tram hub

2. The process

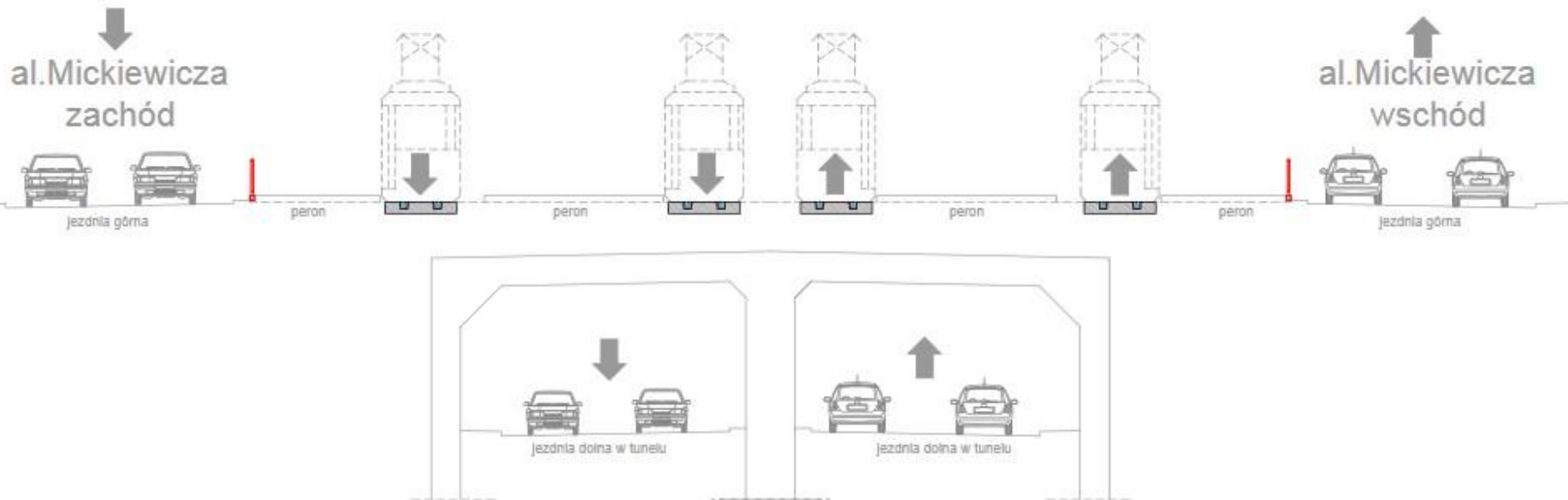
- The route E-W planned to rebuilt 2011 – proposal of a tunnel (car, car&tram?) at the brink of the city centre



2. Central tram hub

2. The process

- Finally the hub accepted provided the major traffic is moved underground



2. Central tram hub

3. The result

- Transit underground, car traffic on the surface – reduced.



2. Central tram hub

2. The result

- An integrated hub allowing transfer without crossing a road
- People are free to walk between platforms to shorten the walk



2. Central tram hub

2. The result

- Access to the hub only on the ground level



2. Central tram hub



3. Summary

1. Radical change is possible
2. Even hard infrastructure reconstruction is, in fact, a long – term proces with strong social aspect
3. Participation of the society made the investment proces longer, but improved the final result; citizen's ideas may even initiate the project
4. If the project goes wrong direction it is never too late for changes



3. Bonus – the hole in the fence that wishes to become a zebra



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The screenshot shows a Facebook page for a community named "Nielegalna dziura w siatce, która chciałaby być zebra". The page has 381 likes and was created by "Zarządzie Dróg i Transportu, mam". The main post, dated 20 September at 00:51, features a photo of a zebra in a field and text that reads: "Mimo że wszystkie znaki na niebie i Ziemi wskazują na to, że przejścia podziemne oraz kładki to pomyłka, ZDiT wie swoje." Below the main post, there is a section for "Mieszkańcy Rudy proszą o remont przejścia pod Pabianicką - Łódź - Naszemiasto.pl" with a photo of people walking on a bridge. The page also includes a "Wall" section with a "Write something..." input field, a "Share" button, and a "Similar Facebook Pages" section with recommendations like "Ratujmy ostatni zadrzewiony skwer przy Piotrkowskiej w Łodzi" and "Dziennik Łódzki".



3. Bonus – the hole in the fence that wishes to become a zebra





Enjoy your travel!



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