

**Development Strategy  
of the GZM Metropolis  
for 2022–2027,  
with an outlook to 2035**

**Executive Summary**



**Górnśląsko  
-Zagłębiowska  
Metropolia**

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# Development Strategy of the GZM Metropolis for 2022–2027, with an outlook to 2035

## Executive Summary

BĘDZIN ■ BIERUŃ ■ BOBROWNIKI ■ BOJSZOWY ■ BYTOM ■  
CHEŁM ŚLĄSKI ■ CHORZÓW ■ CZELADŹ ■ DĄBROWA GÓRNICZA ■  
GIERAŁTOWICE ■ GLIWICE ■ IMIELIN ■ KATOWICE ■ KNURÓW ■  
KOBIOR ■ LĘDZINY ■ ŁAZISKA GÓRNE ■ MIERZĘCICE ■ MIKOŁÓW ■  
MYSŁOWICE ■ OŻAROWICE ■ PIEKARY ŚLĄSKIE ■ PILCHOWICE ■  
PSARY ■ PYSKOWICE ■ RADZIONKÓW ■ RUDA ŚLĄSKA ■  
RUDZINIEC ■ SIEMIANOWICE ŚLĄSKIE ■ SIEWIERZ ■ SŁAWKÓW ■  
SOSNOWIEC ■ SOŚNICOWICE ■ ŚWIERKLANIEC ■  
ŚWIĘTOCHŁOWICE ■ TARNOWSKIE GÓRY ■ TYCHY ■  
WOJKOWICE ■ WYRY ■ ZABRZE ■ ZBROSŁAWICE



**Górnśląsko  
-Zagłębiowska  
Metropolia**

Katowice, Bytom, Gliwice, Tychy, Sosnowiec

March 2023



The Metropolis GZM was established pursuant to the Act on the Metropolitan Union in the Silesian Voivodeship, defining the legal, organizational and financial basis for its operation. Formally, the GZM began operating on 1 January 2018, so far as the only metropolitan association in Poland. In the first period of GZM's operations, the Metropolis operated under a so-called "small strategy" – i.e. the Strategic Action Programme until 2022. The Strategic Action Program provided the foundation for the Development Strategy of the GZM currently in force.

GZM is still a young organization. Therefore, many of the undertaken activities are still of a pioneering nature or require an individualized and creative approach. Nonetheless, past experience has shown the real benefits that come not only from the cooperation of member municipalities, but also from sharing challenges and trying to solve them together. The development of the GZM Development Strategy for 2022-2027 came at a time of great uncertainty, surprises and volatility on an international scale – in particular: the COVID-19 pandemic, Russia's attack on Ukraine, the energy crisis, and rising inflation. These unexpected events have shaken the modern world and the existing order. Therefore, the adopted strategic arrangements refer both to these global challenges and trends, as well as to phenomena specific to the GZM. The intensive work lasted two years. The goals and directions of activities, extending to 2035, express the aspirations for the further acceleration of the GZM's development and for better management at the metropolitan level. Their development required the involvement of a wide range of stakeholders, representing: government and local government authorities, state institutions, as well as academic, business, non-governmental and residential milieus.

On behalf of the GZM Board, we would like to express our gratitude to all the people and entities involved in the creation of this important strategic document. We hope that thanks to further cooperation and the agreed directions of development, we will be able to experience successive improvements in the quality of life in the GZM.



**Danuta Kamińska**  
Vice President  
of the GZM Board



**Kazimierz Karolczak**  
President  
of the GZM Board

# 01 . Introduction

## Basic information about the GZM Metropolis

The GZM is Poland's first statutory metropolitan association, established on 26 June 2017, based on the Regulation of the Council of Ministers (item 1290), pursuant to the Act of 9 March 2017 on the metropolitan association in the Silesian Voivodeship. The GZM began operating in January 2018.

Public tasks of the metropolitan association in the Act on the metropolitan association in the Silesian Voivodeship (Article 12):

- planning spatial order;
- social and economic development of the metropolitan union area;
- planning, coordination, integration and development of public transport, including road and railroad transportation, as well as sustainable urban mobility;
- metropolitan passenger services;
- cooperation in determining the course of national and provincial roads in the area of the metropolitan union;
- promotion of the metropolitan union and its area.



41

MEMBER MUNICIPALITIES

APPROX. 25% OF ALL MUNICIPALITIES OF THE SILESIA VOIVODESHIP

2.2 MILLION

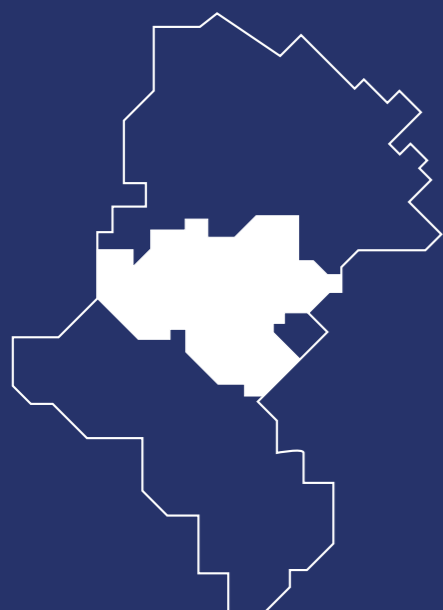
POPULATION

APPROX. 50% OF THE SILESIA VOIVODESHIP

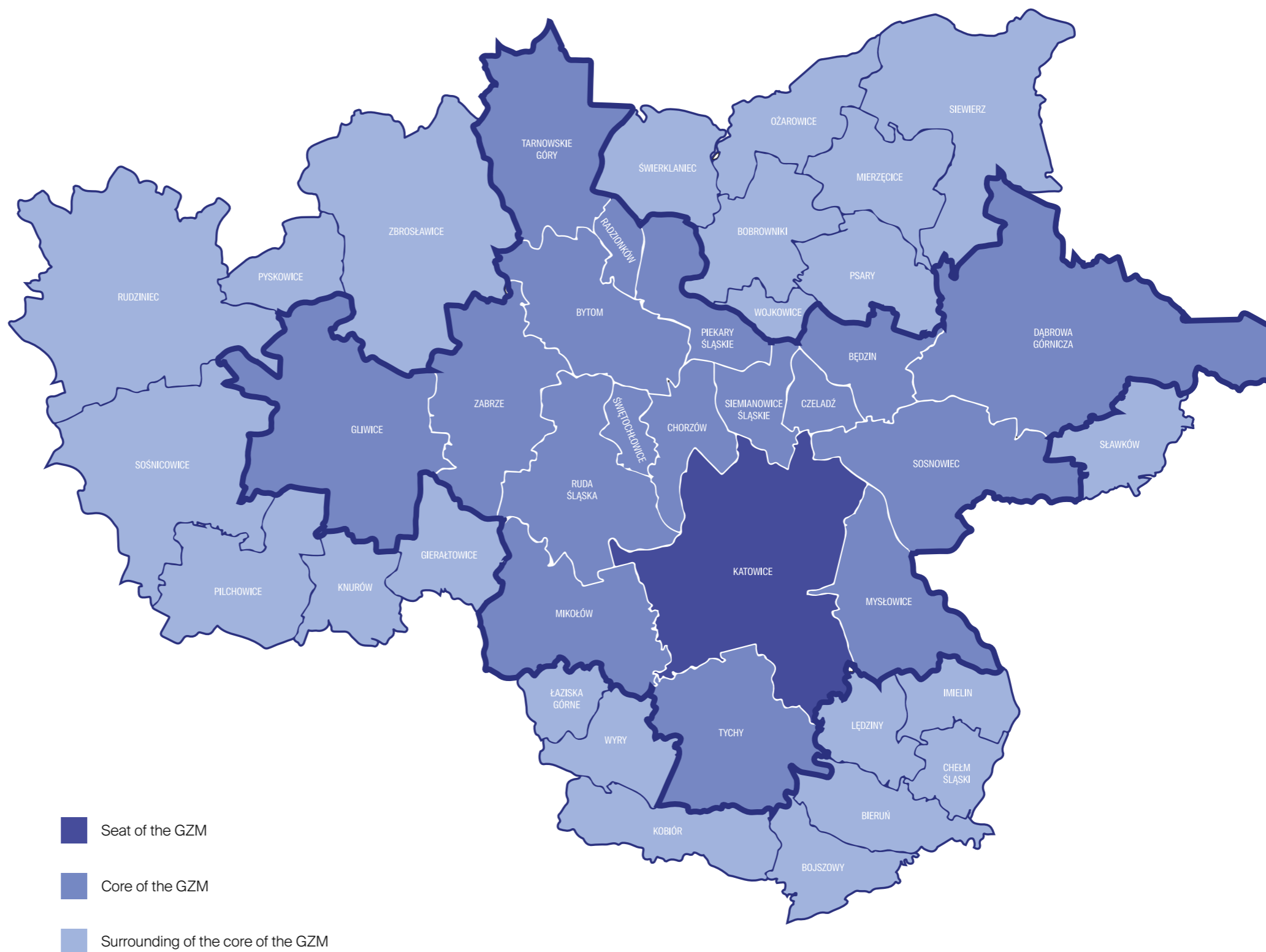
2500 km<sup>2</sup>

AREA

APPROX. 20% OF THE SILESIA VOIVODESHIP



The GZM area divided into the core and its surrounding



## Spatial and institutional dimension of the GZM

**41 member municipalities consisting of two parts:**

- **The core of the GZM (central zone)**

- **18 municipalities:**

- **13 cities with county (powiat) rights:**

- Bytom, Chorzów, Dąbrowa Górnicza, Gliwice, Katowice, Mysłowice, Piekary Śląskie, Ruda Śląska, Siemianowice Śląskie, Sosnowiec, Świętochłowice, Tychy, Zabrze;

- **5 urban municipalities:** Będzin, Czeladź, Mikołów, Radzionków, Tarnowskie Góry;

- **surroundings of the GZM core**

- (supplementary zone) - **23 municipalities:**

- **8 urban municipalities:** Bieruń, Imielin, Knurów, Lędziny, Łaziska Górne, Pyskowice, Sławków, Wojkowiec;

- **13 rural municipalities:** Bobrowniki, Bojszowy, Chełm Śląski, Gierałtowiec, Kobiór, Mierzęcice, Ożarówce, Pilchowice, Psary, Rudziniec, Świerklaniec, Wyrzy, Zbrostawice;

- **2 urban-rural municipalities:** Siewierz, Sośnicowice.

**An institution located between the local and regional level, with the following organizational structure:**

- **the GZM Assembly:** decision-making and supervisory body (one delegate from each member municipality);
- **the GZM Management Board:** executive body (five members, including the chairman; one representative from each subregion);
- **Metropolitan Authority:** performing tasks commissioned by the GZM Board.
- **Metropolitan Transportation Board:** the body responsible for the organization of integrated transport on the territory of the GZM.



Bytom Subregion: Bytom

### The GZM's spatial potential:

- compact polycentric structure of the GZM core;
- large share of natural areas in the GZM, including more than 60 legally protected sites;
- large share of agricultural land in the GZM;
- event venues – multifunctional;
- many cultural facilities;
- industrial heritage, including artefacts belonging to the European Route of Industrial Heritage and the Route of Monuments of Technology;
- other historical and heritage sites;
- recreational centres, with reservoirs or rivers;
- other supra-local cultural and recreational attractions;
- reasonably well-developed public transport;
- cycle tracks.

**Katowice is the capital of the Silesian Voivodeship, the seat of the provincial government and government administration, and the headquarters of the GZM.**

It is also a city which has numerous metropolitan functions that are recognized nationally and internationally. Katowice is an important academic and medical centre, the headquarters of many national and regional offices, the place where so-called major national and international events (one-off or cyclical) are held, and a growing e-sports centre.



## 02 . Premises of GZM Development Strategy

### The goal and scope of the GZM Development Strategy

The Development Strategy of the GZM Metropolis for 2022–2027, with an outlook to 2035 (hereinafter referred to as the GZM Development Strategy) was adopted by Resolution No. XLIX/367/2022 of the GZM Metropolitan Assembly of 16 December 2022.

The purpose of the GZM's development strategy:

Determining a common vision of development for creating a spatially, functionally, economically and socially coherent area with strong metropolitan functions and high human capital.

The GZM Development Strategy is an instrument:

- directly: supporting the management process of the GZM (as an institution and area), in particularly development understood not only as growth, but also the ability to adapt to various types of downturns;
- indirectly: serving as the basis for obtaining and using funds, including those from external sources.

### Stakeholders

An important element of the work on the GZM Development Strategy was to ensure public participation and expert support – i.e. to involve as wide a range of stakeholders as possible at various stages of the work. This participation was ensured by undertaking activities such as:

- surveying residents to identify opinions on the perception of the GZM in the 2035 perspective;
- establishing the Metropolitan Development Council (an interdisciplinary group of experts, representing local and government authorities, various social, economic, academic and research environments);
- engaging external experts to prepare supplementary papers for individual stages of the work (mainly representatives of the GZM's academic community);
- involving municipalities in the consultation of individual stages of the work;
- holding consultations.

### Mind map of the GZM residents – the Metropolis in 2035



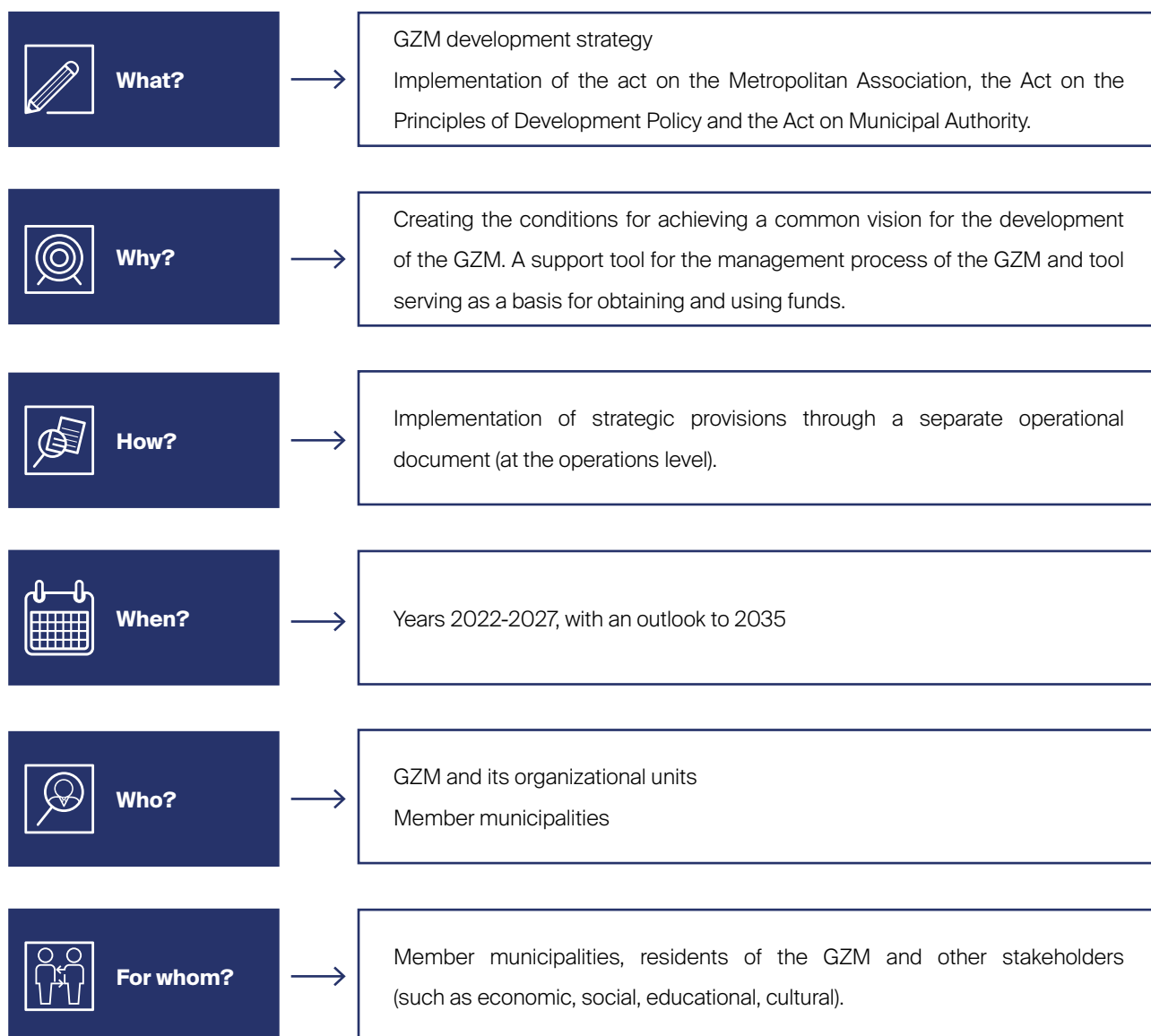
## Guidelines for developing the GZM Development Strategy

The GZM Development Strategy highlights the priority areas and activities of the GZM to be accomplished by 2035. They reflect both global challenges and trends, as well as factors specific to the GZM.

Work on the GZM Development Strategy for 2022-2027, with an outlook for up until 2035 began in July 2021. The results were divided into 4 stages culminating with the Workbooks:

- Workbook 1: Report on preparatory work;
- Workbook 2: Diagnosis of the GZM;
- Workbook 3: Functional Areas of the GZM;
- Workbook 4: Development Strategy of the GZM

## Key guidelines for developing the GZM Development Strategy



## 03 . Working process on the GZM Development Strategy

### STAGE I: PREPARATORY WORK

(Q3 – Q4 2021)

- Identification of key stakeholders for the development of the GZM Development Strategy;
- Gathering the opinions from the widest possible range of stakeholders (conducting surveys via the Internet and during metropolitan events: about 1,300 surveys);
- Collection and analysis of the most important strategic and planning documents (including EU, national, regional, sub-regional and local levels).

### STAGE II: ANALYTICAL AND DIAGNOSTIC PART

(Q4 2021 – Q3 2022)

- Analysing and diagnosing the social, economic, environmental, spatial and institutional situation of the GZM, using:
  - results of the first stage of work,
  - statistical data from sources such as public statistics (Main Statistical Office, EUROSTAT) and the InfoGZM portal;
  - information from metropolitan notebooks from the GOSPOSTRATEG project, implemented within the framework of the NewUrbPact project by the Institute for Urban and Regional Development in 2019–2021;
  - the list of activities and ongoing projects of the Metropolitan Office,
- Conducting individual and group interviews and periodic meetings with representatives of GZM municipalities;
- Development of conclusions from the Diagnosis of the State of the GZM (an integral component of the strategic document).

### STAGE III: DELIMITATION PART

(Delimitation part, Q4 2021- Q3 2022)

- Delimitation of the functional areas of the GZM, i.e. areas with common spatial and socio-economic characteristics on the basis of:
  - Municipality impact resulting from commuting and outbound commuting links and inter-municipal check-outs and check-ins,
  - Identification of the hubs,
  - occurrence of metropolitan functions.
- Delimitation of the GZM core and its surrounding based on an analysis of the metropolitan strength of municipalities

### STAGE IV: STRATEGIC PART

(Q2 2022 – Q1 2023)

- Formulation of the strategy document with the Environmental Impact Assessment of the draft document;
- Conducting statutory consultations (20 October – 24 November 2022),
- Obtaining mandatory opinions from: the Silesian Voivodeship Board (compliance with arrangements and recommendation on the spatial policy of the Silesia Voivodeship strategy), Regional Directorate of Environmental Protection, State Regional Sanitary Inspector (environmental impact), legal supervision of the Silesian Voivode.

## 04 . Foundations of the mission, vision and strategic arrangements

The basis for the formulation of the GZM's mission and vision and strategic arrangements were the results of three stages of the work, as well as analyses and observations, including:

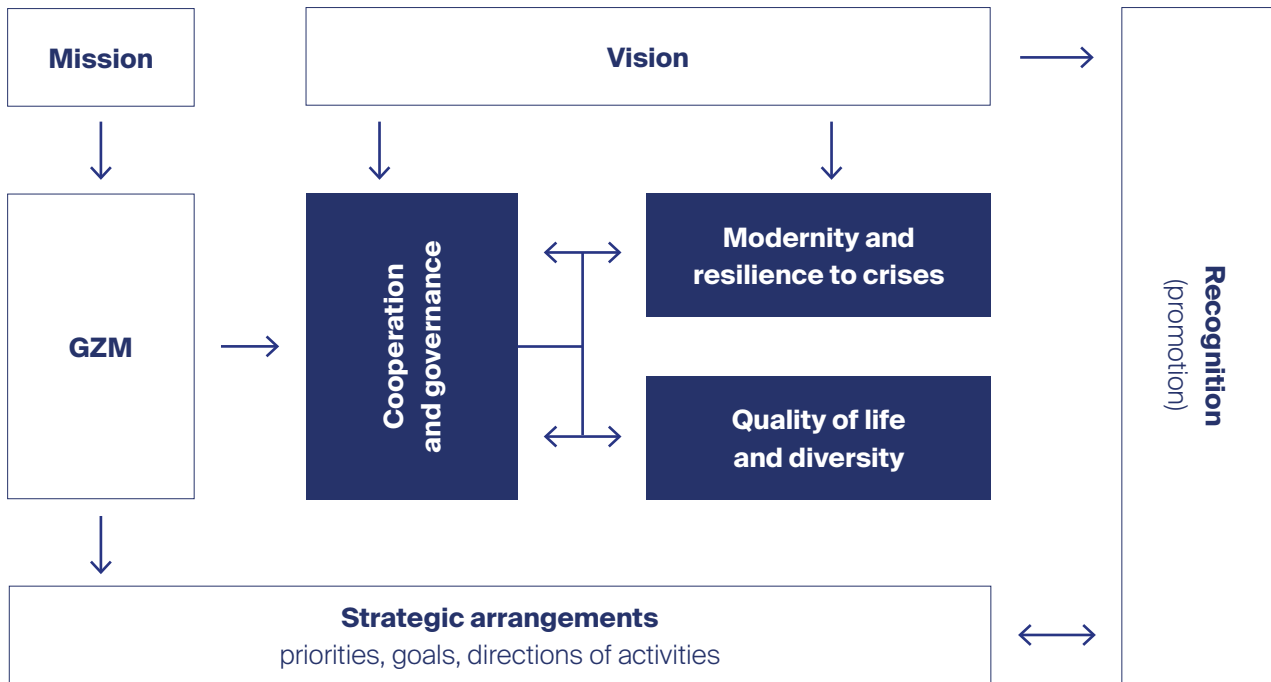
- opinions of stakeholders;
- conclusions from the Diagnosis of the State of the GZM along with strategic challenges;
- findings resulting from the designation of functional areas;
- the scope of GZM projects implemented so far;
- preliminary guidelines of the Sustainable Urban Mobility Plan – the so-called SUMP (currently under development) and an indication of the Metropolitan Railway Concept;
- regional strategic and planning documents;
- results of analyses and diagnoses from the GOSPOSTRATEG programme (Institute for Urban and Regional Development 2019–2021);
- review of local strategic and planning documents.

Based on the Diagnosis of the GZM five development challenges have been defined, which:

- support elaboration of strategy priorities till the year 2035, and subsequently objectives and directions of activities;
- refer to at least two aspects analysed in the Diagnosis of the GZM (i.e. environmental, spatial and functional, social, economic and institutional aspects)



## Schematic reference of the “key words” to the mission and vision



## Development challenges of the GZM and their relation to the Diagnosis of the State of the GZM

Development challenges	Environmental aspect	Spatial and transport aspect	Social aspect	Economic aspect	Institutional aspect
Increasing negative impacts of climate change and energy transition	X	X	X	X	
Negative demographic processes and trends		X	X	X	
Negative effects associated with past and present heavy industry activities	X	X	X	X	
Insufficiently developed metropolitan functions			X	X	X
Inadequate competence of the GZM in the face of the challenges and needs of the metropolitan union	X	X		X	X

# MISSION OF THE GZM

expected role of the institution in achieving the vision

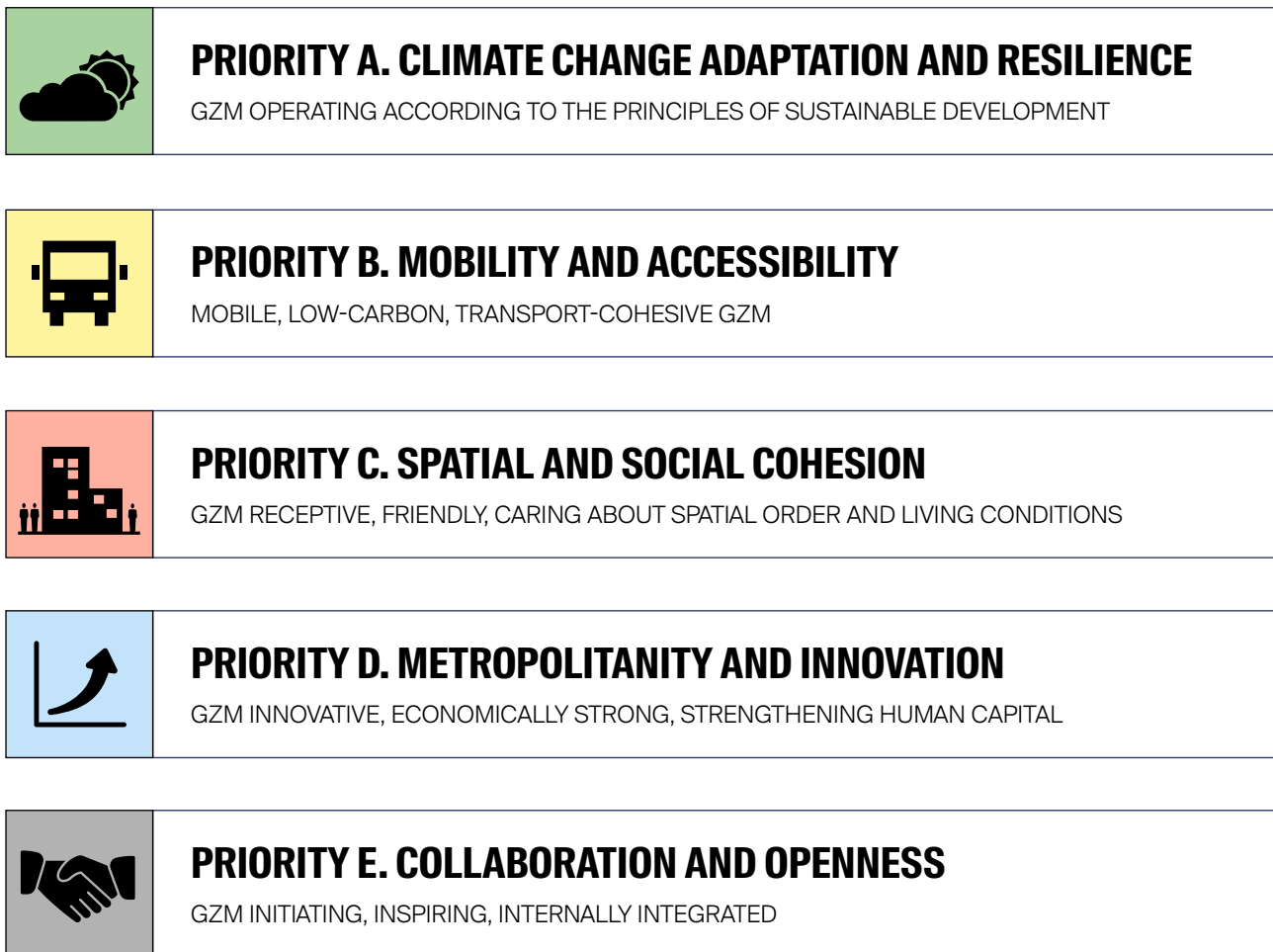
We create the cohesion of the metropolitan area, integrate the potential of municipalities, initiate activities and inspire development through openness, cooperation and modern management.

# VISION OF THE GZM

expected image of the area after implementing the strategic arrangements

The GZM Metropolis is an attractive area for people to live, study, work and relax. It is a well-integrated area, benefiting from the synergy of diversity, tradition and industrial heritage, developing a cultural offer and modern economy, undergoing transformation in the pursuit of climate neutrality and resilience to crises, with a strong position among metropolitan areas.

## The structure of strategic arrangements adopted to achieve the mission and vision



The division into priorities is both simplified and conventional. In practice, the effects of achieving one priority will affect the others. This reciprocal overlapping of priorities confirms the synergistic nature of the adopted strategic approaches, which are intended not so much to achieve individual goals as the overriding message which is the continuous improvement in the quality of life in the GZM.

## 05 . Strategic arrangements

Goal	Direction of activities
<b>PRIORITY A. Climate change adaptation and resilience</b>	
GZM operating according to the principles of sustainable development	
<b>A.1.</b> Blue-green infrastructure development and management	<p><b>A.1.1.</b> Supporting activities for the preservation of biodiversity as well as mitigation and adaptation to climate change;</p> <p><b>A.1.2.</b> Supporting activities for efficient water management and drought prevention;</p>
<b>A.2.</b> Energy transformation and improving air quality	<p><b>A.2.1.</b> Supporting the energy transformation process in the GZM;</p> <p><b>A.2.2.</b> Supporting the reduction of greenhouse gases emissions and improving the energy efficiency of buildings, including the dissemination of RES and district heating;</p> <p><b>A.2.3.</b> Supporting the reduction of transportation emissions;</p>
<b>A.3.</b> Integrating the municipal waste and municipal sewage sludge management system, with a focus on a circular economy	<p><b>A.3.1.</b> Supporting the development of municipal waste and municipal sewage sludge management infrastructure in the GZM;</p> <p><b>A.3.2.</b> Supporting the transition from a linear to a circular economy;</p>
<b>A.4.</b> Popularizing knowledge on climate change and sustainable development	<p><b>A.4.1.</b> Raising environmental awareness in various dimensions;</p> <p><b>A.4.2.</b> Organizing events in the area of environmental protection and sustainable development;</p>
<b>PRIORITY B. Mobility and accessibility</b>	
Mobile, low-carbon, transport-cohesive GZM	
<b>B.1.</b> Developing sustainable urban mobility and popularizing public transport as the primary choice for everyday commuting	<p><b>B.1.1.</b> Creating and implementing solutions to reduce individual transportation and improve pedestrian safety;</p> <p><b>B.1.2.</b> Integrating mobility and transportation communities;</p>
<b>B.2.</b> Developing infrastructural and organizational conditions for the improvement of public and road transport	<p><b>B.2.1.</b> Optimizing the operation of public transportation with the integration of operators and the tariff-ticketing system as well as the development of the ticketing network;</p> <p><b>B.2.2.</b> Expanding infrastructure related to public transportation and traffic management, including smart solutions;</p> <p><b>B.2.3.</b> Developing an information system on public transportation system solutions and implemented changes;</p> <p><b>B.2.4.</b> Supporting the development of priority metropolitan transport routes;</p>
<b>B.3.</b> Developing railway transport	<p><b>B.3.1.</b> Developing rail infrastructure and fleet, taking into account the connection with the Katowice Airport in Pyrzowice;</p> <p><b>B.3.2.</b> Cooperation with institutions of the legislative and executive branch on changes in the mechanisms of financing railroad passenger transport and statutory discounts;</p>
<b>B.4.</b> Promoting micromobility, including cycling and the principle of sharing	<p><b>B.4.1.</b> Building a coherent system of cycling connectivity and existing, and planned infrastructure;</p> <p><b>B.4.2.</b> Popularization of individual and shared micromobility for "last mile" travel;</p>



Goal	Direction of activities
<b>PRIORITY C. Spatial and social cohesion</b>	
GZM receptive, friendly, caring about spatial order and living conditions	
<b>C.1.</b> Reasonable spatial use against urban shrinkage and suburbanization	<p><b>C.1.1.</b> Supporting municipalities in improving the quality of public spaces and development of riverside areas – in accordance with the principles of sustainable development;</p> <p><b>C.1.2.</b> Supporting the process of revitalization and development of degraded and post-industrial areas;</p> <p><b>C.1.3.</b> Strengthening urban-rural relations for food security and the creation of short food supply circuits;</p>
<b>C.2.</b> Proactive approach to demographic challenges	<p><b>C.2.1.</b> Mitigation of the effects of the depopulation processes in the GZM;</p> <p><b>C.2.2.</b> Openness of the GZM to migration processes, including foreign migration, and creating conditions for integration with foreigners;</p>
<b>C.3.</b> Improving conditions for the development of open, active and creative communities	<p><b>C.3.1.</b> Promoting an inclusive approach to residents, especially young people, the aging population and people with disabilities;</p> <p><b>C.3.2.</b> Supporting the municipalities of the GZM in the development of public services and healthy lifestyles;</p>
<b>PRIORITY D. Metropolitanity and innovation</b>	
GZM innovative, economically strong, strengthening human capital	
<b>D.1.</b> Creating conditions for economic development and innovation	<p><b>D.1.1.</b> Supporting development of innovative industries and green economy as well as the conditions for start-ups;</p> <p><b>D.1.2.</b> Promoting the economic potential of the GZM, including participation in domestic and foreign economic events;</p> <p><b>D.1.3.</b> Development of cooperation networks with the R&amp;D sector, business environment organizations, business;</p>
<b>D.2.</b> Strengthening metropolitan functions	<p><b>D.2.1.</b> Supporting development of innovative industries and green economy as well as the conditions for start-ups;</p> <p><b>D.2.2.</b> Promoting the economic potential of the GZM, including participation in domestic and foreign economic events;</p> <p><b>D.2.3.</b> Development of cooperation networks with the R&amp;D sector, business environment organizations, business;</p>
<b>D.3.</b> Strengthening the competitiveness of academic institutions and schools in the GZM	<p><b>D.3.1.</b> Supporting the process of improving the competitiveness of student education in the GZM;</p> <p><b>D.3.2.</b> Supporting the process of educating young people in adapting to the needs of the labour market and knowledge of foreign languages;</p>
<b>PRIORITY E. Collaboration and openness</b>	
GZM initiating, inspiring, internally integrated	
<b>E.1.</b> Modern governance of the GZM	<p><b>E.1.1.</b> Creating a knowledge base and dissemination of data about the GZM;</p> <p><b>E.1.2.</b> Expanding the list of joint purchases;</p> <p><b>E.1.3.</b> Working towards adapting the legislation accommodating the needs of the functioning of the GZM, as well as creating a coherent administrative metropolitan centre – with the selection of a new name for the GZM.</p> <p><b>E.1.4.</b> Implementing and standardizing of digital solutions in the e-government area in the GZM;</p>
<b>E.2.</b> Development of internal and external cooperation of the GZM	<p><b>E.2.1.</b> Development of cooperation mechanisms for collaboration with member municipalities and other stakeholders;</p> <p><b>E.2.2.</b> Cooperation with domestic and foreign metropolitan institutions;</p>
<b>E.3.</b> Promotion of the GZM	<b>E.3.1.</b> Creating the image of the GZM (including both, institutions and the region) as a strong brand and a friendly place to live, study, work and relax.



## 06 . Strategic intervention areas (SIA)

A Strategic intervention area ("SIA") is an area defined in the development strategy with identified or potential functional links, or one with specific social, economic or spatial conditions that determine the existence of barriers to development, or one with sustainable development capabilities that can be activated, to which public intervention is directed, combining investments, in particular in economic, infrastructural or in human resources, financed from various sources, or regulatory solutions (Article 5(6b) of the Principles of Development Policy Act of 6 December 2006).

The inclusion of the SIA in the GZM's spatial policy is expressed by indicating:

- **informative SIAs from the Development Strategy of the Silesian Voivodship "Śląskie 2030"** (a so-called Regional SIA) – to compare them with the GZM's strategic arrangements (financial instruments at the national level are already dedicated to these SIAs, including operational and regional programmes, as well as Integrated Territorial Investments);
- **binding SIAs for the GZM** (so-called metropolitan SIAs) – as a response to the need to strengthen a given potential or a response to a development challenge (for the GZM, it means recognition as a priority area of support: in financial, advisory/expert, and promotional terms – depending on the needs).

### 4 SIAs have been designated for the GZM, divided into 2 categories:

#### SIA concerning development:

- **SIA science, innovation, culture** referring to priority D. Metropolitanity and Innovation – GZM core;
- **SIA climate resilience and energy transformation** referring to priority A. Climate Change Adaptation and Resilience – the whole of the GZM;

#### SIA concerning the challenges:

- **SIA demographic trends** referring to the priority C. Spatial and Social Cohesion – GZM core;
- **SIA degraded areas, including post-industrial areas** referring to the C. Spatial and Social Cohesion – the whole of the GZM.

At the time of creating the GZM Development Strategy, the location of metropolitan SIAs in the GZM could not be predicted and precisely identified. Therefore, they are identified in a generalized way - at the municipal scale, referring either to the core of the GZM or to the entire area of the GZM.

The designation of the SIA has been generalized to the level of the municipality, which does not mean, however, that the GZM will implement support for the entire area, but for specific projects or those with particular priority due to their metropolitan dimension (if identified).

## 07 . Metropolitan strength

Metropolitan functions are a factor establishing the position of the GZM on a national and international scale. Therefore, an analysis of the strength of metropolitaneity of GZM municipalities was carried out, according to 3 criteria and 21 indicators assigned to them.

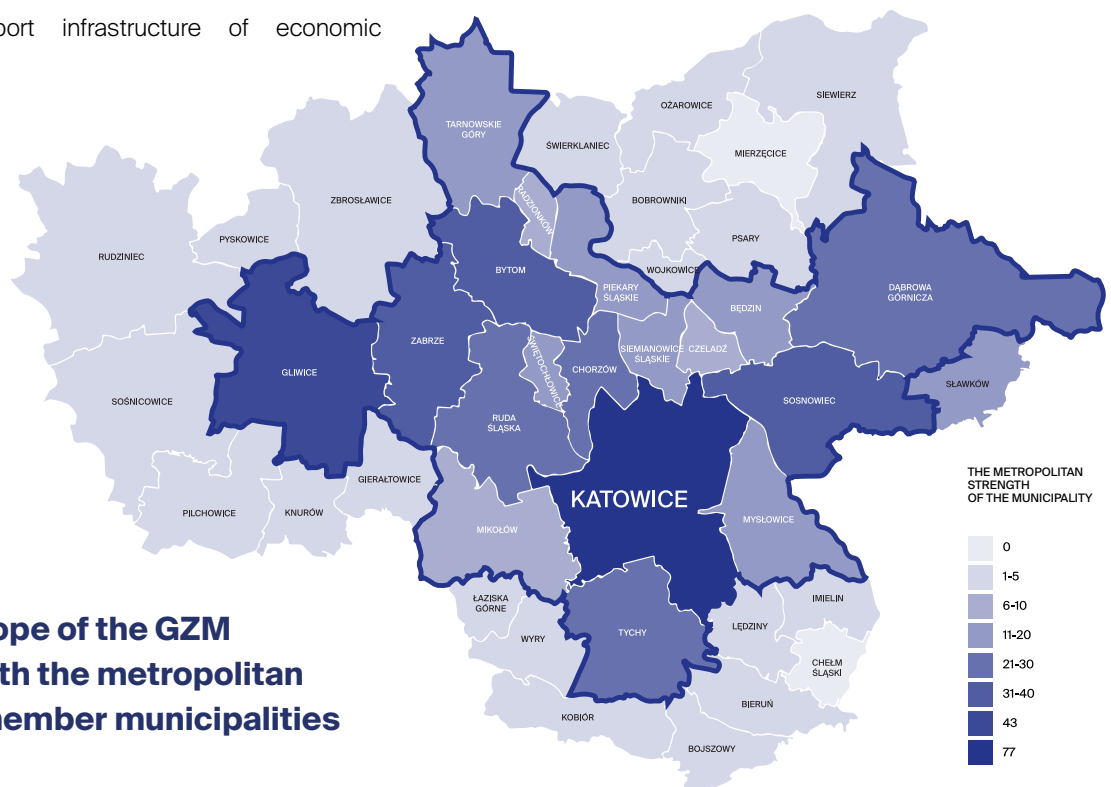
- **role of the municipality in the GZM:** indicators relating to administrative issues, population potential, spatial cohesion, strength of connections, and the number of employees – compared to the Silesian voivodeship;
- **metropolitan functions:** indicators relating to higher-order services, that is, objects or areas of regional, national and foreign importance, as well as unique, distinctive features, associated with the GZM;
- **supra-local functions:** indicators relating to objects that are distinctive in the scale of the GZM: cultural facilities, symbols of industrial heritage (including the Monuments of Technology Route, the European Route of Industrial Heritage), recreational areas (especially with water reservoirs), medical services, industrial and science and technology parks, transport infrastructure of economic importance.

**According to an analysis of the metropolitan strength of municipalities: the first place is occupied by Katowice**, second place by Gliwice, and based on number of points allocated: Zabrze, Bytom, Sosnowiec, Chorzów, Tychy, Ruda Śląska and Dąbrowa Górnicza.

Based on an analysis of metropolitan strength, municipalities with the most similar characteristics were identified, and municipalities meeting the criteria were selected - determining the core of the GZM:

- is an urban municipality;
- is bordered by a minimum of 1 city with county (powiat) rights;
- is inhabited by more than 10,000 residents;
- has a minimum of 1 metropolitan function.

**The GZM core** is an area of potentially deeper integration processes. The designation of the GZM core is important for future plans to create a strong metropolitan center in the Silesian Voivodeship as a single city in the GZM.



**Territorial scope of the GZM core along with the metropolitan strength of member municipalities**

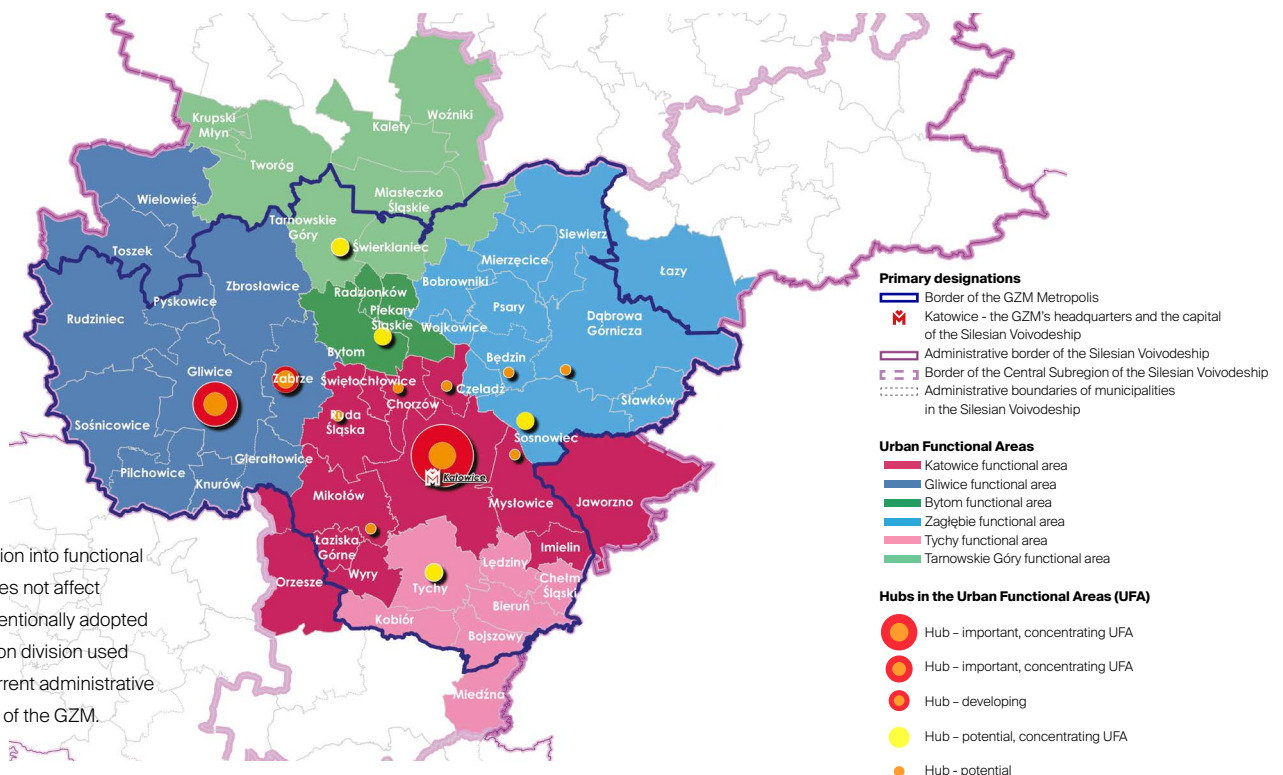
## 08 . Functional areas

Functional areas are areas in which there is a relatively distinct, intensive and open system of social, economic or natural connections, conditioned by the characteristics of the geographic (natural, anthropogenic) environment; its particular type is the urban functional area (Article 5(6a) of the Principles of Development Policy Act of December 6, 2006).

The following have been designated within the GZM:

- **natural functional areas (NFA):** by dominant function (forests and fields, other non-urbanized areas, legally protected areas, areas of flood risk);
- **economic functional areas (EFA):** according to the dominant function (business centres, technology parks, business incubators, economic zones, as well as agricultural areas as agricultural production space);
- **metropolitan functional areas (MFA)**
  - the core of the GZM (18 municipalities);
  - the vicinity of the core GZM (23 municipalities).
- **urban functional areas (UFAs):** according to the strength of their connections – the impact of the hub on the surrounding area (based on: commuting and outbound commuting rates and the balance of check-ins and check-outs) – focused around 6 centres:
  - **Katowice** – central: Katowice (the leading hub), Chorzów, Mysłowice, Ruda Śląska, Siemianowice Śląskie, Świętochłowice, Mikołów, Łaziska Górne, Imielin, Wry;
  - **Gliwice:** Gliwice (an important hub), Zabrze, Rudzinek, Knurów, Pyskowice, Sośnicowice, Gierałtówce, Pilchowice, Zbrosławice;
  - **Zagłębie:** Sosnowiec (development hub), Dąbrowa Górnicza, Będzin, Czeladź, Siewierz, Sławków, Bobrowniki, Mierzęcice, Psary, Wojkowice;
  - **Bytom:** Bytom (development hub), Piekary Śląskie, Radzionków;
  - **Tychy:** Tychy (development hub), Bieruń, Bojszowy, Chełm Śląski, Kobiór, Łędziny;
  - **Tarnowskie Góry:** Tarnowskie Góry (development hub), Ożarówce, Świerklaniec;

### Urban functional areas and hubs



The division into functional areas does not affect the conventionally adopted sub-region division used in the current administrative activities of the GZM.

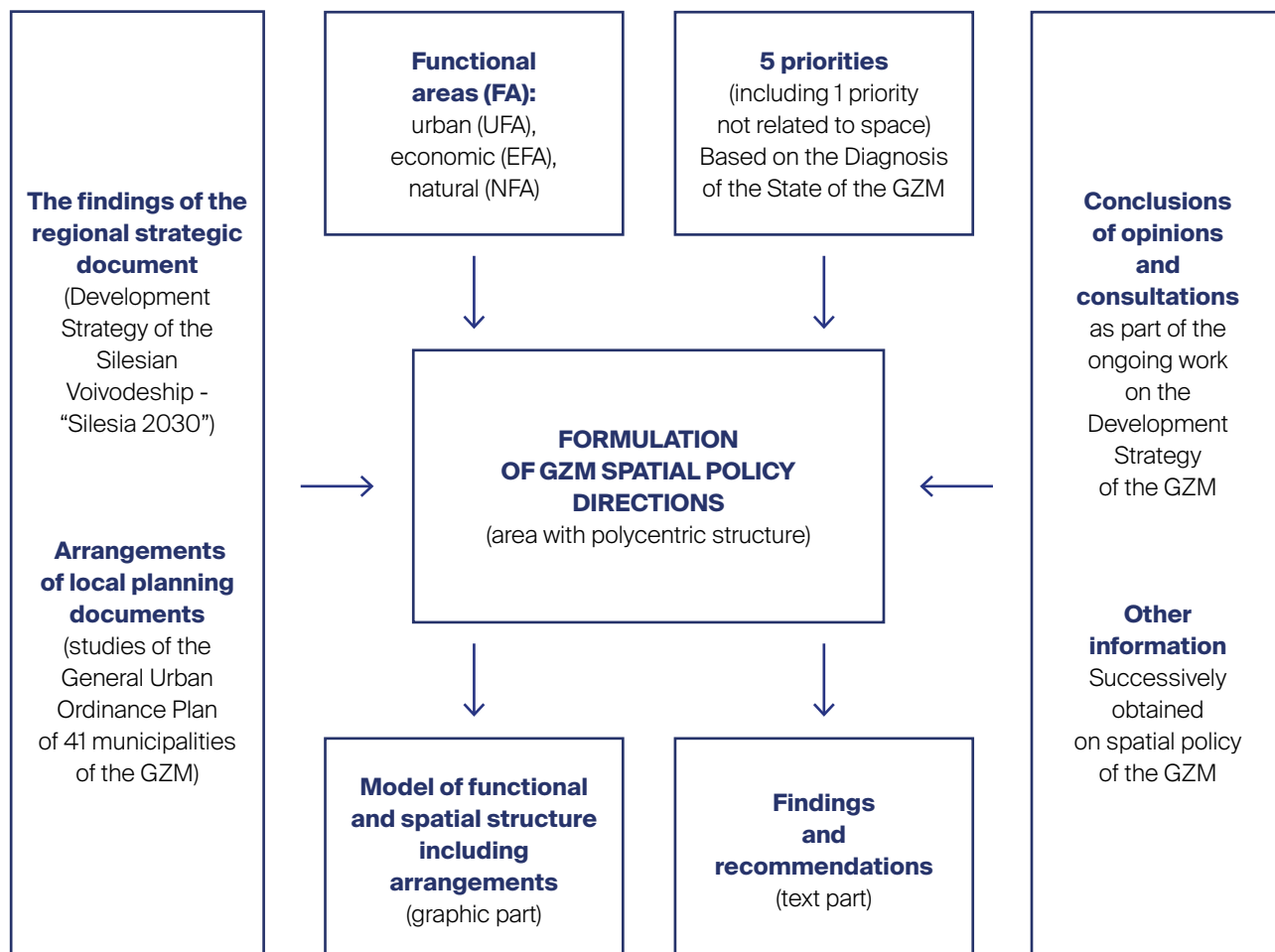
## 09 . Spatial policy of the GZM

The spatial policy trends are related to the 4 priorities identified in the strategic findings, except for one priority, concerning institutional issues (the functioning of the GZM and cooperation with municipalities). They are addressed separately for the core GZM and the surroundings of the core GZM or for the entire Metropolis.

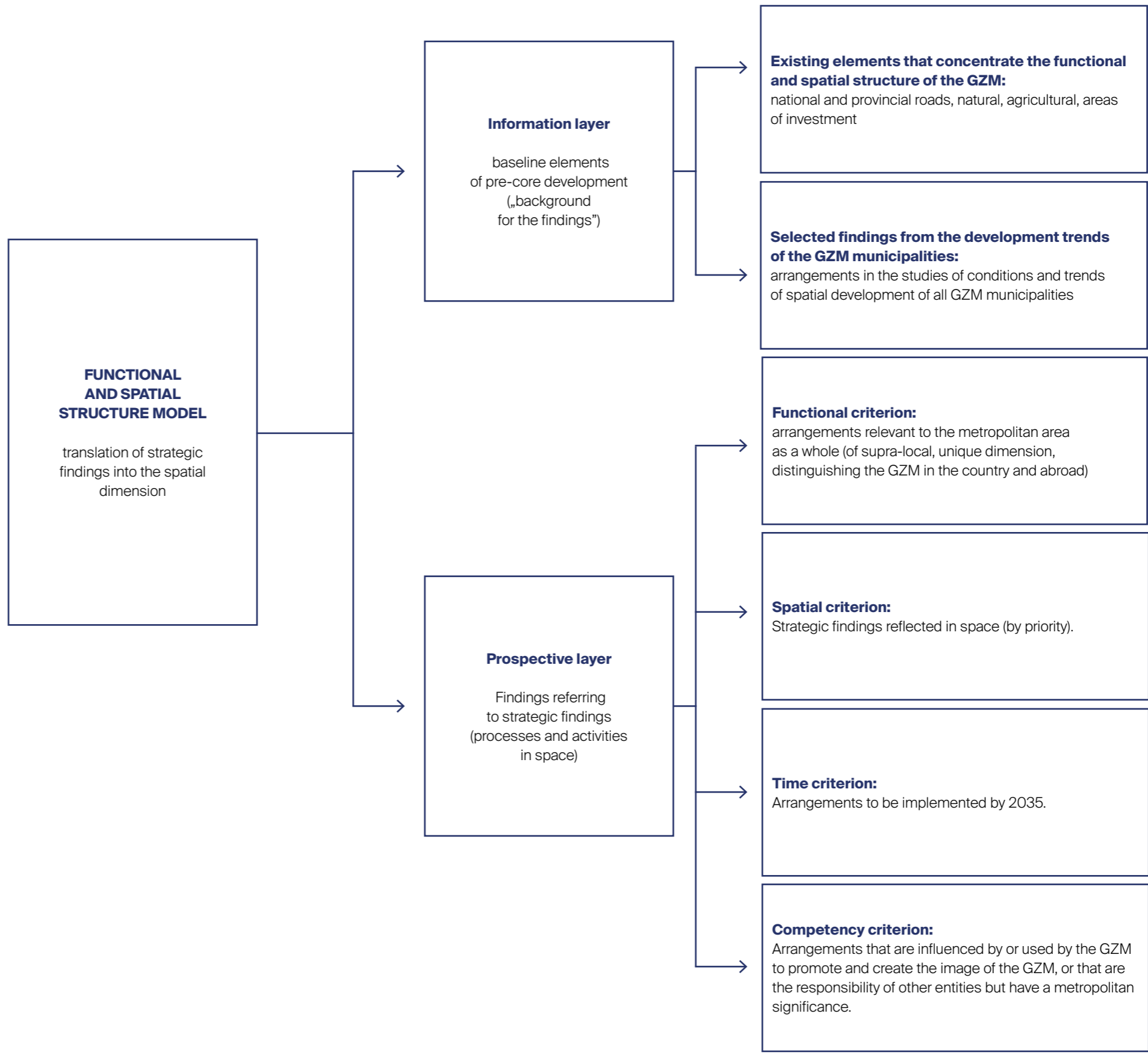
### Criteria for defining arrangements regarding the creation and implementation of the GZM spatial policy:

- Functional criteria: findings relevant to the entire GZM with a metropolitan dimension;
- Spatial criteria: strategic findings that can be reflected in space;
- Time criteria: arrangements to be implemented with an outlook to 2035;
- Competence criteria: arrangements that can be influenced (directly or indirectly) by the GZM or arrangements within the competence of municipalities and other entities, but that meet the functional criteria.

### Elements important for the formulation of the trends of the spatial policy of the GZM



### Diagram of the content of the GZM model and criteria for selecting information



Spatial policy is expressed through two components:

- a graphic part:
  - a model of the functional and spatial structure of the GZM;
  - thematic diagrams, complementing the model according to priorities
- a textual part:
  - arrangements for shaping and carrying out spatial policy in the GZM (description of the GZM model), of a mandatory nature;
  - recommendations for shaping and conducting spatial policy in the GZM (reference to priorities within the framework of strategic arrangements), of an optional nature.

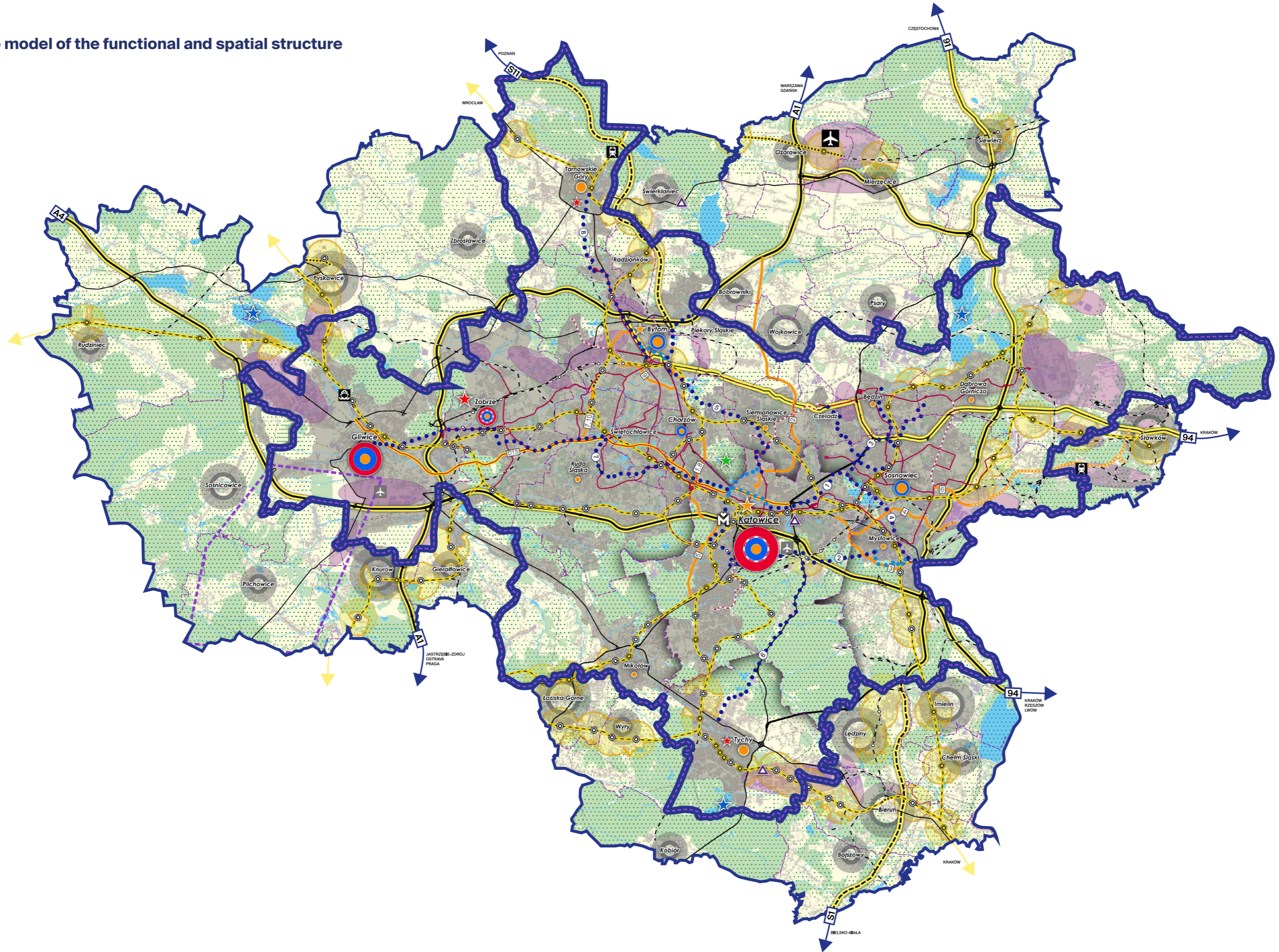
Functional and spatial structure model is a graphical illustration of the strategic arrangements presented spatially. It depicts is a simplified way:

- areas, processes, investment of key importance for the GZM development, which require intervention or strengthening as well as main internal and external functional links of the GZM,
- strategic findings (as a prospective layer) - in a form of symbols, without precise location, against current area development as a background.

The findings presented on the model may be subject to change due to the further process of investment design (especially with regard to: location and courses of planned investments).



















An annual modification of the model is planned. This will not affect the need to update the entire GZM Development Strategy in the sense of the legal regulations.

The model of the functional and spatial structure











## LEGEND

	Border of the GZM Metropolises
	Administrative border of the municipality
	Administrative border of the Silesian Voivodeship
	The GZM's headquarters
	The GZM core
	Intensively urbanized, multifunctional area with green spaces and elements of economic functional area
	Extensively urbanized, multifunctional area with a large share of single-family housing, green spaces and elements of the economic functional area - Size of the symbol adequate to the type of municipality: urban, urban-rural and rural
	Urbanized area
	Production and warehouse area
	Surface water (reservoir, river, stream)
	Natural area with predominance of forests - natural functional area
	Mixed-use area with a share of agricultural land - part of the natural functional area and economic functional area
	Highway and expressway - existing
	Expressway - planned
	National road (other than highway and expressway) - existing
	Drogowa Trasa Średnicowa (DTS) - existing
	Railroad - existing
	Electric power line - transmission line













## Existing transport and logistics infrastructure of supra-local and national importance


	Katowice Airport
	Civilian airport: Katowice (Muchowice) and Gliwice (Trynek)
	Port Gliwice (river port on the Gliwice Canal)
	Railroad infrastructure - Euroterminal Sławków (a junction linking normal and broad gauge railroads) and Tarnowskie Góry railroad junction (one of the largest in Poland)


## PRIORITY A - CLIMATE CHANGE ADAPTATION AND RESILIENCE

	Metropolitan natural system - on the basis of the natural functional area
	Metropolitan natural system - on the basis of the agricultural land - (natural functional area and economic functional area)


## PRIORITY B - MOBILITY AND ACCESSIBILITY


	Metropolitan railroad line designed in the footprint of the existing one (according to the Preliminary Feasibility Study of the metropolitan railroad on the territory of the GZM)
	Metropolitan railroad line - designed
	Direction of external rail links
	Metropolitan railroad stop - existing
	Metropolitan railroad stop - planned
	Other railroad stops
	Metropolitan road ring (including external links)
	Direction of external road links
	Metropolitan road links (10 priority sections)
	1. Planned relocation of DK 79
	2. Planned DTS North
	3. Planned DTS East (section to Jaworzno)
	4. Planned DTS East (section to Sosnowiec)
	5. Combination of planned road investments on the edge of Katowice's downtown zone
	6. Planned connection S1 - Euroterminal - DK 54
	7. Planned route N-S (north-south)
	8. Planned extension of DK 79
	9. The planned "BeCeTka" (Bytom Central North-South Route)
	10. Connection of route N-S with "BeCeTka" with the use of railroad tracks
	Projected connection S1 - Euroterminal - DK 94 (further route of the road of metropolitan character)
	Tram line - existing
	Tram line - designed


-  Bicycle path (Velostrada) - designed:
- Project I. Section A:  
Katowice - Sosnowiec
  - Project I. Section B:  
Katowice (Załęże-Brynów-Giszowice) - Mysłowice
  - Project I. Section C:  
Sosnowiec - Czeladź/Będzin/ Dąbrowa Górnicza
  - Project I. Section D:  
Katowice - Sosnowiec - Mysłowice
  - Project II:  
Piekary Śląskie - Bytom - Chorzów - Siemianowice Śląskie - Katowice
  - Project III:  
Tychy - Katowice
  - Project IV:  
Gliwice - Zabrze - Ruda Śląska - Świętochłowice - Chorzów - Katowice
  - Project V:  
Tarnowskie Góry - Bytom


-  Connector for Velostrada (based on existing bicycle routes)

## PRIORITY C - Spatial and social cohesion

 Zone of further urbanization with accessibility of up to 15 minutes on foot/bike to public services (with the possibility of rational densification of residential development in accordance with the principles of sustainable development, taking into account green areas, maintaining good residential conditions) - designation overlapping with the intensively urbanized area in the core of the GZM



 Zone of further intensive urbanization with accessibility of more than 15 minutes on foot/bike to public services (with the possibility of densification of development in accordance with the principles of sustainable development - with preference within the framework of existing technical and road infrastructure) - surroundings of the GZM core

 Zone of potential concentration of development - within the accessibility of up to 15 minutes on foot/bike to a railroad stop (surroundings of the core of the GZM)




 Area accessible by up to 15 minutes on foot/bike to the railroad stop (surroundings of the GZM core) - geometric simplification

## PRIORITY D - METROPOLITANITY AND INNOVATION




## Concentration centers - according to analyses in the framework of the work on functional areas (Workbook 3)

-  Concentration center - focusing 6 urban functional areas
-  Concentration center - potential







## Centers with the greatest metropolitan strength - according to the analysis in the work on functional areas (Workbook 3)

-  Leading metropolitan center: with the highest concentration of metropolitan services (highly diversified), capital of the Silesian Voivodeship and seat of the GZM
-  Important metropolitan center: with a high concentration of metropolitan services, including a strong scientific, research and medical center
-  Developing metropolitan center: with a concentration of metropolitan functions, including a scientific center and a strong medical center


## Dominant metropolitan functions - according to the analysis in the work on the Diagnosis of the state of the GZM (Workbook 2)

-  Leading scientific center - with the highest concentration of public universities or their departments
-  Scientific center - with the presence of public universities or their departments
-  Medical center - with the highest concentration of medical services, including in connection with academic centers



## Supra-local dominant functions - according to the analysis in the work on the Diagnosis of the state of the GZM (Workbook 2)

-  Industrial tourism center
-  Spodek and Cultural Zone (NOSPR, MCK, Silesian Museum)
-  Silesian Park (one of the largest in Europe)
-  Object of special importance for industrial heritage - UNESCO or European Route of Industrial Heritage
-  Silesian Opera House
-  Water recreation and water sports center

## Economic activity

-  Zone of intensification of production and logistics - geometric simplification

## Development of innovation and infrastructure investment

-  Hydrogen refueling station - planned (Katowice, Tychy, Swierklaniec)
-  Exercise area for drones

## An overview of the findings and recommendations for shaping and conducting the spatial policy of the GZM by the GZM

core and its surroundings (by priority)

<b>PRIORITY A. Climate change adaptation and resilience</b>		<b>GZM core</b>	<b>Surroundings of the GZM core</b>
arrangements	the metropolitan natural system with links outside the GZM	X	X
	multi-purpose land including agricultural land		X
recommendations	strengthening connections in the metropolitan environmental system	X	X
	aiming to ensure the availability of public green areas within 300–500 m from residential areas	X	X
	popularization of solutions that reduce the effects of “concreteosis” and the heat island effect (partly a form of increasing micro and small retention)	X	X
	popularization of solutions that increase micro and small retention	X	X
	popularization of green building principles and a wave of renovations	X	X
	popularization of renewable energy sources (RES)	X	X
	supporting the process of selective collection of municipal waste and circular economy	X	X
<b>PRIORITY B. Mobility and accessibility</b>		<b>GZM core</b>	<b>Surroundings of the GZM core</b>
arrangements	Metropolitan Railway	X	X
	a “metropolitan ring road” with connections outside the GZM	X	X
	metropolitan road connections	X	X
	tram lines	X	
	bicycle roads – velostrades	X	X
recommendations	intensifying urban mobility development	X	X
	ensuring transport connections of the GZM with the national and/or international system	X	X
	aiming at integration of local bicycle systems and ensuring their continuity, in connection with metropolitan roads (velostrades)	X	X
	creating infrastructure for bicycles	X	X
	limiting motor vehicles in city centres	X	X
	development of infrastructure surrounding bus stops	X	X

<b>PRIORITY C. Spatial and social cohesion</b>		<b>GZM core</b>	<b>Surroundings of the GZM core</b>
arrangements	zone of further intensive urbanization, with public service accessibility of up to 15 minutes on foot/bike	<b>X</b> highly urbanized area	
	zone of further extensive urbanization, with public service accessibility of more than 15 minutes on foot/bicycle	<b>X</b> outside highly urbanized areas	<b>X</b>
	zone of prospective spatial clustering of buildings with up to 15 min walking/ biking access to a train stop	<b>X</b>	<b>X</b>
recommendations	limiting suburbanization and adapting to the phenomenon of shrinking cities: space as a resource that is hardly renewable and limited	<b>X</b>	<b>X</b>
	ensuring high-quality public space	<b>X</b>	<b>X</b>
	use of blue and green infrastructure for the development of recreational functions	<b>X</b>	<b>X</b>
	protection of existing and creation of new spatial identifiers	<b>X</b>	<b>X</b>
	protection of existing and creation of new spatial identifiers	<b>X</b>	
	support of a comprehensive revitalization process	<b>X</b>	<b>X</b>
<b>PRIORITY D. Metropolitanity and innovation</b>		<b>GZM core</b>	<b>Surroundings of the GZM core</b>
arrangements	strengthening metropolitan or identity-building functions of the GZM	<b>X</b>	<b>X</b>
	zone of intensification of production and logistics		<b>X</b>
	innovation and related infrastructure	<b>X</b>	<b>X</b>
recommendations	development of metropolitan or identity-building functions of the GZM	<b>X</b>	<b>X</b>
	transformation of degraded areas and facilities, including post-industrial ones, into new functions	<b>X</b>	<b>X</b>
	development of economic activities	<b>X</b>	
<b>Formal and institutional recommendations for the creation of spatial order in the GZM</b>		<b>GZM core</b>	<b>Surroundings of the GZM core</b>
effective creation of spatial policy - on local and metropolitan level		<b>X</b>	<b>X</b>
use of institutional solutions to improve the quality of design and aesthetics of public space		<b>X</b>	<b>X</b>



# 10 . System of implementation of the GZM Development Strategy

The entity responsible for implementing the GZM Development Strategy is the GZM Board – directly through the Metropolitan Authority (and its budget unit – the Metropolitan Transportation Board) as well as in cooperation with other external stakeholders (including, but not limited to: government and local government administration units, the academic community, NGOs).

Implementation of the strategic findings will be financed from various sources, using different financing mechanisms, including financial engineering. The main sources of funding for the implementation of activities resulting from the adopted strategic arrangements are:

- the GZM's own funds,
- public funds (from the state budget, from the budget European Union, other foreign sources),
- funds of other participants of implementation of the GZM Development Strategy.

The timeframe and estimated costs will be included in a separate document - the Metropolitan Development Program 2023-2027.

Progress in the implementation of strategic findings will be monitored at least twice during the period of the GZM Development Strategy – in the form of a report (the first monitoring in 2024).

The underlying basis for monitoring the changes will be indicators:

- **basic indicators** (for priorities): depicting the general situation in the GZM and the changes occurring over the years, based on publicly available statistical data;
- **specific indicators** (one for each objective): the source of data is the information collected and provided by the GZM.

## List of indicators for monitoring

Priority	Indicators	Trend	Baseline value
A	1. Green areas (parks, gardens and housing estate green areas) per 1 resident [m2]	↑	27.7
	2. Number of days of exceeding the level of permissible concentrations of PM10, 24-hours per calendar year [days]	↓	69
	3. Average annual concentration level of NO2 [ug/m3]	↓	49
B	4. Annual operational work of the Metropolitan Transportation Board [km per vehicle]	↑	100 255 750
	5. Length of bicycle lanes [km]	↑	727.2
	6. Number of park-and-ride car parks	↑	14
C	7. Number of residents of the GZM [persons]	↑	2 160 555
	8. Elderly population dependency ratio [%]	↓	31.9
	9. Share of young people (15–29 years old) in the population of the GZM [%]	↑	14.0
	10. Number of housing units made available for use per 1,000 residents	↑	4.01
D	11. Employed per 1,000 people [persons]	↑	318
	12. Percentage of CIT tax revenue in total revenue of GZM municipalities [%]	↑	1.2
	13. Share of tertiary students from the GZM area in the total number of tertiary students in the country [%]	↑	7.2
E	14. Number of participants in mass events [persons]	↑	1 335 795
	15. Number of foreign tourists (non-residents) [persons]	↑	110 682

## List of indicators for monitoring

	Goal	Indicators	Trend
A	<b>A.1.</b> Blue-green infrastructure development and management	Number of the blue-green infrastructure initiatives implemented or supported by the GZM [no.]	↑
	<b>A.2.</b> Energy transformation and improving air quality	Number of residential buildings supported with energy efficiency as part of GZM initiatives [no.]	↑
	<b>A.3.</b> Integrating the municipal waste and municipal sewage sludge management system, with a focus on a circular economy	Number of installations for sludge management and municipal waste implemented in the GZM [no.]	↑
	<b>A.4.</b> Popularizing knowledge on climate change and sustainable development	Number of environmental awareness and climate change adaptation projects implemented by the GZM [no.]	↑
B	<b>B.1.</b> Developing sustainable urban mobility and popularizing public transport as the primary choice for everyday commuting	Number of Urban Mobility Policy documents - in line with the SUMP adopted by the GZM - passed by GZM municipalities [no.]	↑
	<b>B.2.</b> Developing infrastructural and organizational conditions for the improvement of public and road transport	Annual number of rides	↑
	<b>B.3.</b> Developing railway transport	Length of modernized/constructed sections of the Metropolitan Railway [km]	↑
	<b>B.4.</b> Promoting micromobility, including cycling and the principle of sharing	Length of completed velostrades [km]	↑
C	<b>C.1.</b> Reasonable spatial use against urban shrinkage and suburbanization	Number of landscape resolutions passed in the GZM municipalities [no.]	↑
	<b>C.2.</b> Proactive approach to demographic challenges	Number of resident attraction initiatives [no.]	↑
	<b>C.3.</b> Improving conditions for the development of open, active and creative communities	Number of initiatives supporting the development of a trans-generational metropolis [no.]	↑
D	<b>D.1.</b> Creating conditions for economic development and innovation	Number of domestic and foreign initiatives, conducted by or with the participation of the GZM, aimed at creating conditions for the economic development [no.]	=
	<b>D.2.</b> Strengthening metropolitan functions	Number of scientific, economic, cultural, recreational and other events of Metropolitan importance, organized or co-organized by the GZM [no.]	↑
	<b>D.3.</b> Strengthening the competitiveness of academic institutions and schools in the GZM	Number of initiatives conducted by or with the participation of GZM, strengthening the competitiveness and attractiveness of education and science in the GZM [no.]	↑
E	<b>E.1.</b> Modern governance of the GZM	Number of users of the InfoGZM portal [persons]	↑
	<b>E.2.</b> Development of internal and external cooperation of the GZM	Creation of the MetroLab [no.]	↑
	<b>E.3.</b> Promotion of the GZM	Number of participants of the GZM Festival [persons]	↑



# 11. Contributors to the Strategy

A wide range of stakeholders representing: member municipalities, government and local government authorities, state institutions, academic, business and non-governmental organizations, as well as residents of the GZM were involved in the process of developing the GZM Development Strategy.

**We would like to thank all the stakeholders involved for their participation in the development of the Strategy, for their substantial contribution and their time.**

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1. Rafał Adamczyk, Mayor of Sławków
2. Zdzisław Banaś, Mayor of Siewierz
3. Marcin Bazylak, President of Dąbrowa Górnicza
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5. Daniel Beger, President of Świętochłowice
6. Arkadiusz Chęciński, President of Sosnowiec
7. Jan Chwiędacz, Mayor of Imielin
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10. Arkadiusz Czech, Mayor of Tarnowskie Góry
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3. Aurelia Hetmańska, Director of the Statistical Office in Katowice
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20. Mariusz Wolosz, President of Bytom
21. Tomasz Zjawiony, President of the Regional Chamber of Commerce in Katowice



**GZM Board:**

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2. Danuta Kaminska, Vice-Chairman of the Board
3. Henryk Borczyk, Vice-Chairman of the Board
4. Jacek Brzezinka, Member of the Board
5. Grzegorz Kwitek, Member of the Board

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12. Martyna Puc, Chief Specialist in the Department of Strategy and Spatial Policy, Secretary

**Executive partner:** PwC Poland and P.A. Nova

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2. Henryk Borczyk, Deputy Chairman of the Steering Committee
3. Agnieszka Szołtysik, Treasurer of the GZM
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**Metropolitan Authority – GZM:**

1. Marek Pszonak, Secretary
2. Directors and deputy directors of the Authority's Departments
3. Substantive employees of the various Departments of the Office

**Other stakeholders:**

1. Local government employees of all 41 municipalities of the GZM, substantively related to strategic and spatial planning and local development
2. Representatives of entities participating in various stages of work, including consultations
3. Residents participating in various stages of work, including consultations
4. External experts – co-reviewers giving opinions on various stages

**Department of Strategy  
and Spatial Policy of the GZM Metropolis**

**GZM Metropolis**

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All of the workbooks are available in Polish,  
on the GZM website.

<https://bip.metropoliagzm.pl/>

<http://infogzm.metropoliagzm.pl/>

**Photos**

Municipality of Katowice – page 2

Radosław Kaźmierczak – page 4, 26, 29

Aleksander Małachowski Hashtagalek – page 6

Krzysztof Malinowski – page 10, 16

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