

Integrating port and social functions in urban public space: A case study of Port Węglowy in Wrocław

Hanna Adamiczka

Wrocław University of Economics and Business

e-mail: hanna.adamiczka@ue.wroc.pl

ORCID: [0000-0001-9906-962X](https://orcid.org/0000-0001-9906-962X)

© 2024 Hanna Adamiczka

This work is licensed under the Creative Commons Attribution-ShareAlike 4.0 International License. To view a copy of this license, visit <http://creativecommons.org/licenses/by-sa/4.0/>

Quote as: Adamiczka, H. (2024). Integrating port and social functions in urban public space: A case study of Port Węglowy in Wrocław. *Biblioteka Regionalisty. Regional Journal*, 24, 1-11.

DOI: [10.15611/br.2024.1.01](https://doi.org/10.15611/br.2024.1.01)

JEL: R11, R14

Abstract

Aim: The study aimed to identify the needs and preferences of Wrocław residents regarding the development of Port Węglowy, the only yacht port in the city wholly owned and managed by the Municipality. The research focused on understanding residents' vision for the area, assessing its current image, and exploring how the port could combine recreational, social, and port functions to enhance its value as a public space.

Methodology: The research used desk research of literature, legal documents, and press materials. An in-depth individual interview (IDI) was conducted with the river policy coordinator in Wrocław. An online survey (CAWI, $n = 122$) was also administered based on assumptions of the Project for Public Spaces organisation. The survey examined accessibility, comfort and image, functions and activities, and social value.

Results: The survey revealed limited awareness of Port Węglowy among Wrocław residents, with a significant portion expressing unfamiliarity with its location and purpose. Many respondents identified issues with accessibility, particularly regarding parking and pedestrian access. The majority of respondents wished to preserve the port character of the area. Preferred amenities included a small watercraft rental and a city beach, while land-based functions like food services and relaxation spaces were the most popular. Respondents generally rated the aesthetic quality of the port as average, with concerns about cleanliness and infrastructure.

Implications and recommendations: The findings underscore the potential of Port Węglowy as a multi-functional public space but highlight the need for broader public awareness and engagement. The lack of awareness about the port indicates an opportunity for the Municipality to connect residents more closely with this location, primarily through strategic marketing and community outreach.

Recommendations to enhance Port Węglowy's role as a social and recreational space connected with the port's functions: 1. Conduct a public awareness campaign to increase knowledge and engagement around Port Węglowy. 2. Hold public consultations with diverse stakeholders, including local residents, city-wide users, and sailors, to ensure all stakeholders' needs are addressed. 3. Improve accessibility, especially regarding parking and pedestrian routes, and enhance the overall aesthetic and functionality of the port area by introducing small-scale infrastructure. 4. Develop recreational facilities that align with residents' preferences to increase the port's social value and appeal. 5. Enhanced infrastructure and aesthetics.

Originality/value: This study contributes to the research on integrating port functions within urban public spaces, especially for smaller yacht ports like Port Węglowy in Wrocław. By focusing on resident perceptions and specific local needs, the research highlights the potential of yacht ports to serve as multifunctional spaces that combine social, recreational, and utilitarian roles within a city. The findings underscore the value of involving local communities in the planning and development of such spaces, providing insights that can guide future revitalisation projects in Wrocław and similar urban contexts.

Keywords: yacht port, Port Węglowy, public space, social participation, Wrocław

1. Introduction

Marinas, harbours, and yacht ports significantly shape urban space, influencing its functionality and appeal. Although they are primarily associated with port cities, they are also featured in many cities situated by rivers, lakes, or seas. Despite their potential for centralisation and extensive possibilities for multifunctional use, large commercial ports are predominantly discussed in the literature. Yacht ports are often located in city centres as an effect of the revitalisation of former shipyards or port areas (Rembarz, 2020). Serving as functional spaces with specific infrastructural requirements, they simultaneously form part of public space intended for use by city residents. In the context of public space, a yacht port fulfils multiple essential roles, but primarily, it is a gathering place that facilitates interaction between people and the aquatic environment. Yacht ports have become integral to urban structures, incorporating elements such as promenades and recreational areas, which enhance the accessibility of public spaces for both residents and tourists (Rembarz, 2019).

Wrocław, despite its extensive river network, has only one port wholly owned and managed by the Municipality – Port Węglowy. Nowadays, efforts are underway to restore this degraded space for residents and sailors alike. This study aims to identify the needs of Wrocław's residents regarding the development of Port Węglowy and to examine the current image of this location. To achieve this objective, the authoress utilised several methods, including desk research encompassing literature review, source document analysis, and press materials; an in-depth interview (IDI) with the Wrocław river policy coordinator on November 13, 2023; and an online survey (CAWI, $n = 122$). The research investigates resident needs, the current perception of the port, and actionable recommendations to enhance its value as a multifunctional urban space, building on its unique position as the only municipally-owned port.

2. Literature review and research questions formulation

2.1. Yacht ports as a public space

Waterfront revitalisation has been a significant topic in the public space debate since the 1960s, evident in academic literature and municipal initiatives (Syahrir, 2021). Examples of changes in waterfront areas can be found worldwide (Den Hartog et al., 2023; Muszyńska-Jeleszyńska, 2013; Schneider-Skalska, 2012; Traboulsi et al., 2023). Ports, marinas, and harbours form a particularly noteworthy

waterfront component. Due to their critical role in global trade and transport networks, the development of substantial cargo ports has been considerably studied in the academic literature (Gripaios & Gripaios, 1995; Li et al., 2023; Lonza & Marolda, 2016). At the same time, smaller yacht ports, marinas, and inland harbours remain a research gap, particularly concerning the revitalisation of public spaces, despite their essential role in the urban tissue. These spaces serve various functions; they can offer recreational and tourism venues, strengthen local identity, and shape the urban context (Rembarz, 2019, 2020).

Kochanowska (1998) suggests that “the meeting of water and land in its various forms seems to be one of the catalysts [...] of processes that create cultural areas [...] these are, therefore, significant areas carrying important cultural content and intensely affecting users’ consciousness, building the city’s identity, creating a unique and thus highly valuable atmosphere that simultaneously supports the city’s competitiveness with other centres.” Therefore, a port should serve as an attractive public space that meets the needs of both sailors and city residents (Rembarz, 2019). Given the interest in sailing – research shows that over 70% of Poles have some experience related to sailing (Kaźmierczak et al., 2022) – yacht ports should also fulfil their primary function. A crucial aspect seems to be the integration of essential port infrastructure (such as quays, moorings, utility buildings, etc.) (Bilski, 2015) with a space attractive to residents on three levels defined by Gehl (2012): necessary activities (everyday tasks), optional activities, and social activities.

The yacht port is an excellent example of an element of the city image described by Lynch (2011), identifiable due to its conformity to a stereotype previously established by the observer. After studying over a thousand public spaces worldwide, the Project for Public Spaces (*What makes...*, n.d.), an organisation dedicated to planning, designing, and education, identified four key characteristics of successful spaces: accessibility, functionality, comfort and image, and social value. In general, researchers such as Gehl, Miller, and Shaftoe advocate for human-centred public spaces that are vibrant, sustainable, safe, and democratic, providing social spaces that are human-friendly and can complement the modern, consumer-driven private lifestyle (Gehl & Matan, 2009). Such should also be the port spaces, as they have a utilitarian character and are also part of the urban landscape, constituting a unique public space.

2.2. Study area

Wrocław is the capital of Lower Silesia, covering an area of 292.8 square kilometres with a population of 674.3 thousand (Urząd Statystyczny we Wrocławiu, 2023). The Middle Oder River Basin city has a hydrographic network of over 100 km formed by the Odra, Widawa, Oława, Ślęza, and Bystrzyca rivers. According to an analysis of Wrocław’s yacht ports, marinas, and river harbours (Adamiczka, 2023), the only yacht port entirely under municipal management is Port Ujście Oławy (Port Węglowy). The port was built between 1842 and 1844, and it initially served as a winter harbour for steam passenger ships, later evolving into a facility supplying construction materials for municipal waterworks, a coal port, and, until 2014, a port for construction aggregates (OnWater.pl, 2015). The port is located in the city centre, in the Przedmieście Oławskie district, near the main campus of the Wrocław University of Technology.

This area spans over 1.60 hectares and has a local spatial development plan from 2020 designating the land for public purposes. Specifically, the plan designates the area for marinas, pedestrian walkways, pedestrian and bicycle paths, technical infrastructure facilities, passenger ports and harbours, surface waters, park greenery, sports facilities, road infrastructure, and technical infrastructure buildings (Uchwała nr XXV/689/20...).

Nowadays, work is underway to implement a marina project with docking facilities featuring Y-booms, a gas station, a yacht harbour, kayak rental, and camper parking (Organisty, 2023a). According to the official Wrocław portal, a 30-meter floating pier and beach bar have been completed, featuring

amenities such as a beach, children's pirate ship, swings, and a community garden. Events like Zumba classes, silent discos, senior dances, and yoga sessions occur during the summer. The first part of the investment, the Beach Bar at Port Węglowy, opened on May 31, 2023 (Organisty, 2023b).

No public consultations were conducted during the project's planning phase, despite residents having previously protested the proposed solutions during the preparation of the local spatial development plan, resulting in its temporary withdrawal from council sessions. Consequently, residents influenced the final design (interview with M. Majka, the coordinator for river policy in Wrocław). This situation demonstrates significant public engagement in the development of this area.

In light of this, the research problem is framed as a research question: What are the needs of Wrocław residents regarding the development of the former Port Węglowy area, and what is their vision for this space? A vital element of the study was addressing the question of the current image and perception of Port Węglowy.

3. Methodology

For research purposes, a desk research approach was conducted, which included analysing academic literature and legal acts and reviewing press materials. In November 2023, an in-depth individual interview (IDI) was conducted with M. Majka, the coordinator for river policy in Wrocław. Additionally, an online survey (CAWI) was developed based on the principles established by Project for Public Spaces.

In evaluating thousands of public spaces around the world, PPS has found that to be successful, they generally share the following four qualities: they are accessible; people are engaged in activities there; the space is comfortable and has a good image; and finally, it is a sociable place: one where people meet each other and take people when they come to visit. (*What makes...*, n.d.)

Apart from demographic information, the survey comprised four sections, each examining different aspects of the space – accessibility, comfort and image, functions and activities, and social value. With the intent of considering a broader, supra-local perspective, the survey targeted both users and residents of the city, receiving responses from 122 participants.

4. Research results

The survey was completed by only 122 respondents, more than half of whom were women and people aged 30-49 (see Fig. 1 and Fig. 2).

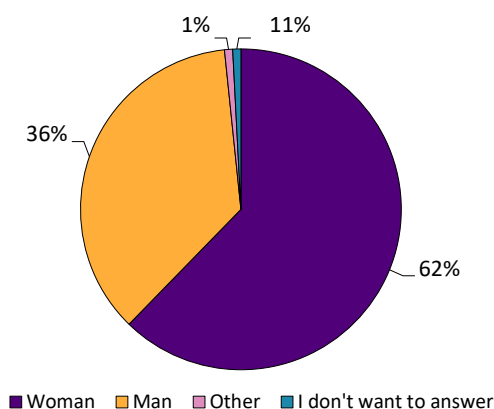


Fig. 1. Gender distribution of respondents

Source: own work.

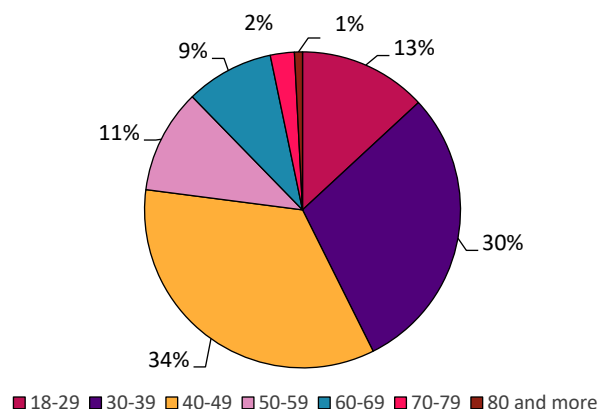


Fig. 2. Age distribution of respondents

Source: own work.

Respondents came from all over Wrocław and its surrounding areas (with the requirement that they engage with the city for work, school, etc.), with the largest groups indicating their residence as outside Wrocław (12.3%), Biskupin-Sępolno-Dąbie-Bartoszewice (7.4%), and Gaj and Ołbin (both 5.7%). Over one-third of respondents (32%) have a direct pedestrian access to the site; it was particularly relevant to questions about transportation accessibility. When asked about public transit connections and walking paths from the nearest stop to the port, nearly one-third of respondents indicated that there are sufficient connections and that the walk from the tram or bus stop is convenient (see Fig. 3). More than a quarter found the connections adequate but the walk from the stop inconvenient; an equal portion selected “I don’t know”.

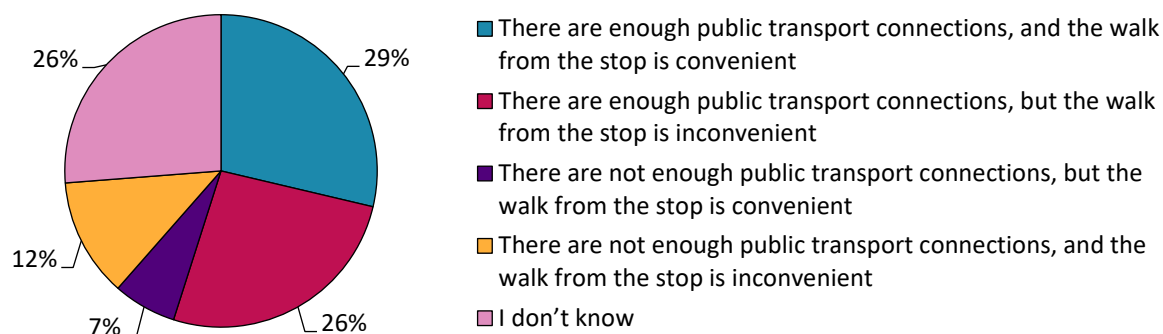


Fig. 3. Responses to the question: How would you rate the accessibility (public transit) of Port Węglowy?

Source: own work.

When asked about accessibility by private transport, over one-third of respondents indicated they did not know how easy it was to reach Port Węglowy by private transport (see Fig. 4). More than half of the respondents noted issues with parking near the area.

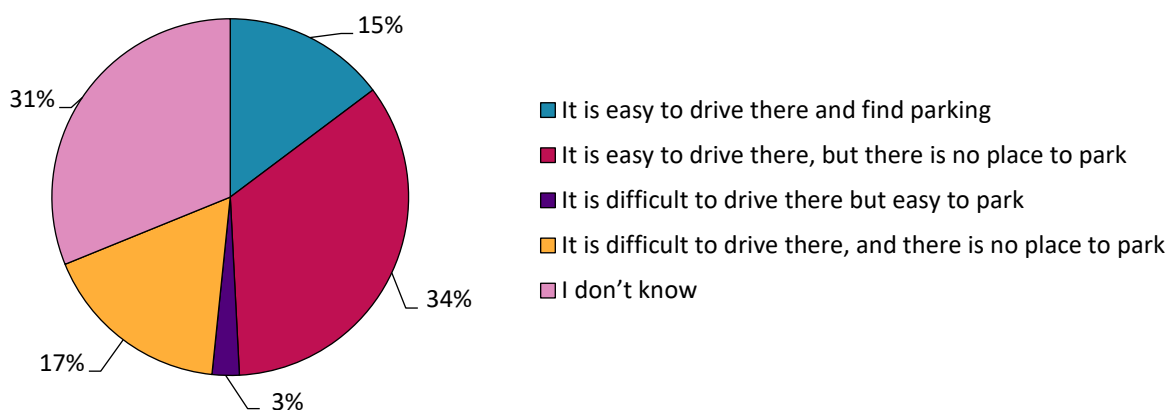


Fig. 4. Responses to the question: How would you rate the accessibility (private transport) of Port Węglowy?

Source: own work.

In a follow-up question, respondents were asked to select up to three preferred modes of transport they would choose to reach Port Węglowy. The most common responses were public transit (79 responses), bicycle or scooter (57 responses), car (44 responses), and on foot (39 responses). The final question about accessibility concerned the ease of entry into the port itself. Over 34% of respondents did not know how easy it is to enter Port Węglowy from the street; an equal portion found it convenient or very comfortable, while one-third rated this aspect negatively (see Fig. 5).

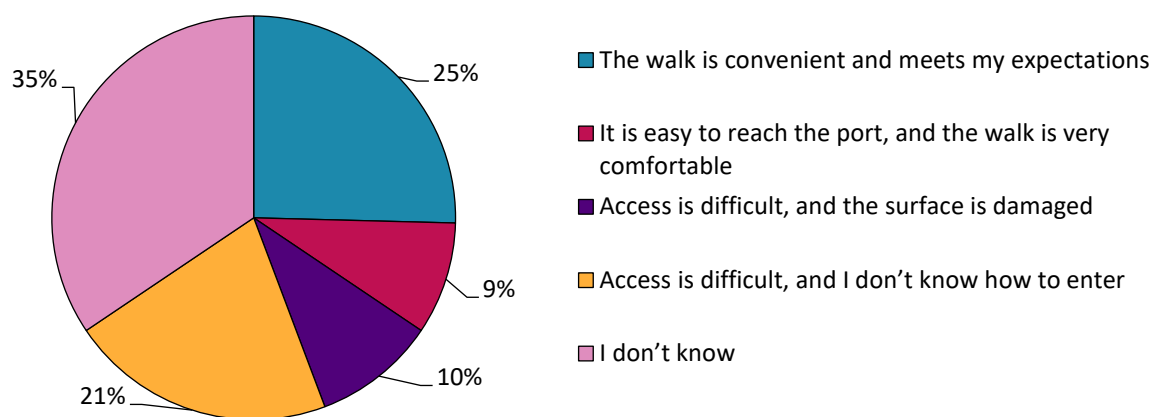


Fig. 5. Responses to the question: How would you rate the accessibility (private transport) of Port Węglowy?

Source: own work.

In open-ended questions, the most frequently mentioned issues were the lack of parking spaces and convenient pedestrian access to the port. Many respondents noted they had never visited this location and were unfamiliar with the transportation options.

Subsequent survey sections contained questions about comfort, image, and the port's functions and activities. For the vast majority of respondents, contact with water was important (26.2%) or very important (29.5%); over one-third (35.2%) would like to spend time directly by the water, 8.2% found a view of the water sufficient, and one respondent (0.8%) felt no need for contact with water. For a significant majority (almost 78%), maintaining the port character of the space is essential (see Fig. 6).

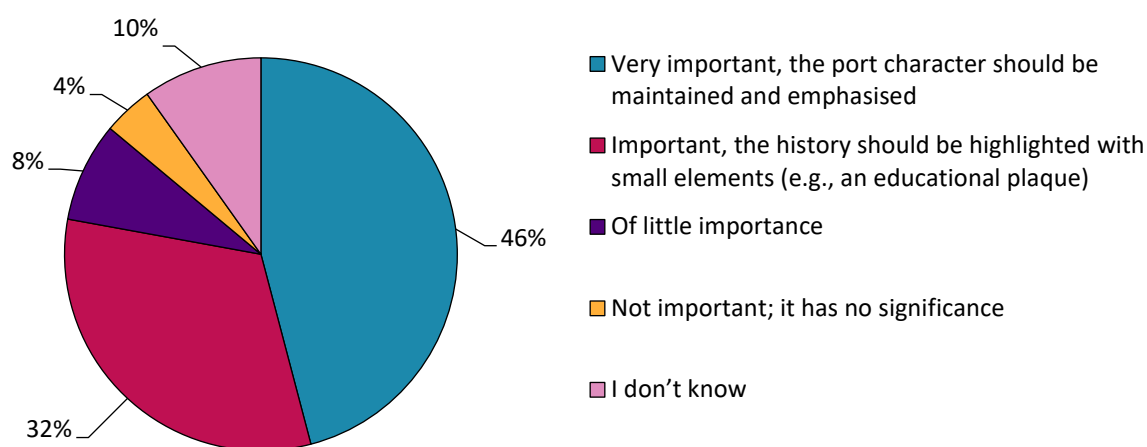


Fig. 6. Responses to the question: How important is it to maintain the port character of the place?

Source: own work.

At the same time, most respondents were indifferent or unconcerned about the presence of a yacht rental within the port; however, a rental for small watercraft and a city beach were the most popular options (see Fig. 7). In open-ended responses, some participants emphasised the necessity of preserving the port function.

In terms of land-based functions, the most popular choices were food services and relaxation spaces, while coworking spaces were the least popular (see Fig. 8). Among various activities (educational activities for children/youth, educational activities for adults, general sports activities, sports activities for seniors, sports activities for children, outdoor cinema, concerts, markets), respondents most frequently indicated concerts and outdoor cinema as desirable, followed by various types of sports and educational activities, while markets were the least favoured.

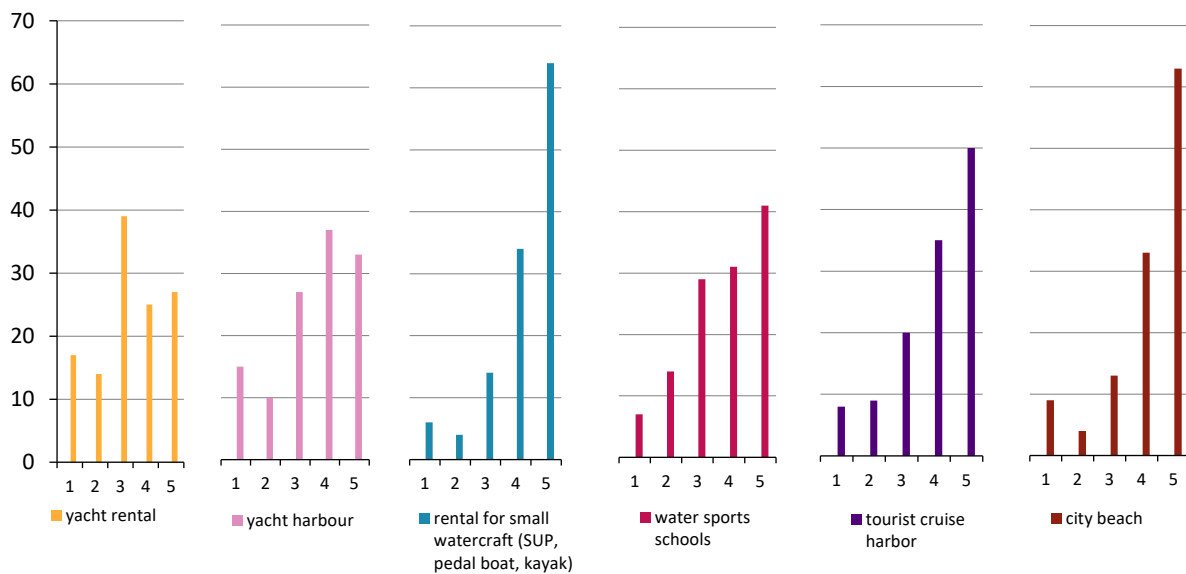


Fig. 7. Responses to the question: How important is it for a water-related function to be located at Port Węglowy? Please answer on a scale of 1-5: 1 – very unimportant; 2 – unimportant; 3 – indifferent; 4 – important; 5 – very important

Source: own work.

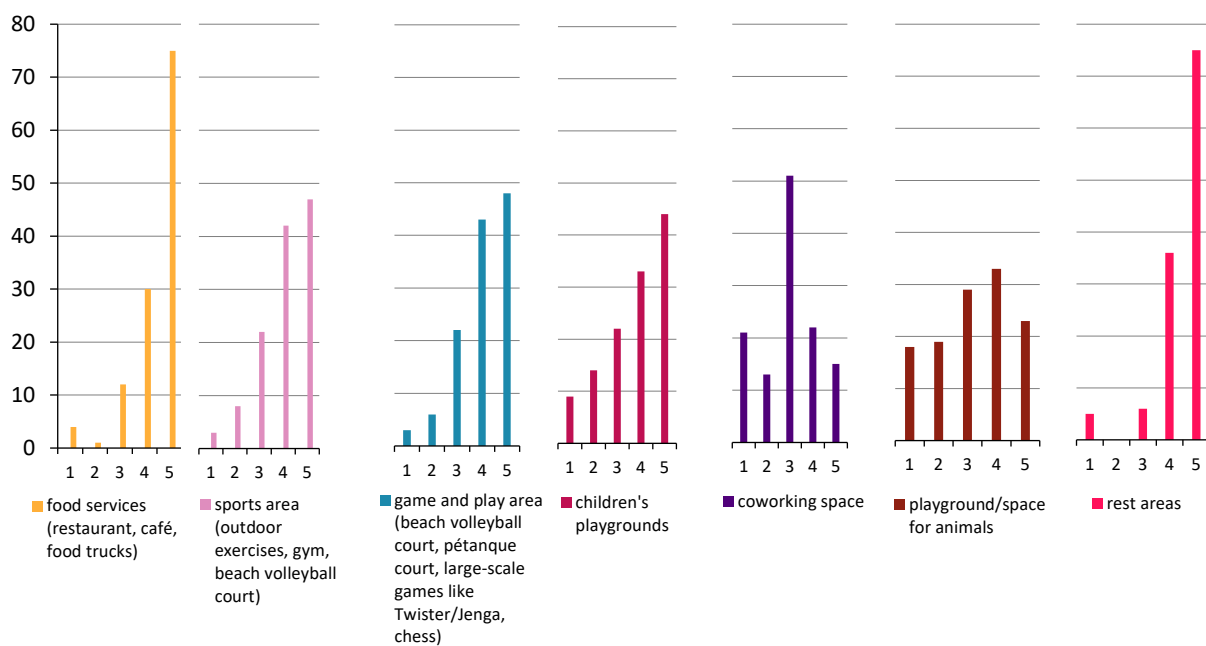


Fig. 8. Responses to the question: How important is it for a land-based function to be located at Port Węglowy? Please answer on a scale of 1-5: 1 – very unimportant; 2 – unimportant; 3 – indifferent; 4 – important; 5 – very important

Source: own work.

Regarding the sense of security at Port Węglowy, 61 respondents felt pretty safe during the day and 23 after dark. During the day, 17 people felt uncertain, 23 felt this way after dark, two individuals felt completely unsafe during the day, and 21 after dark. The remaining respondents selected “I don’t know.” Nearly all aspects related of the site’s aesthetics, perception, and functionality were rated as average, with many respondents unable to answer detailed questions (see Fig. 9).

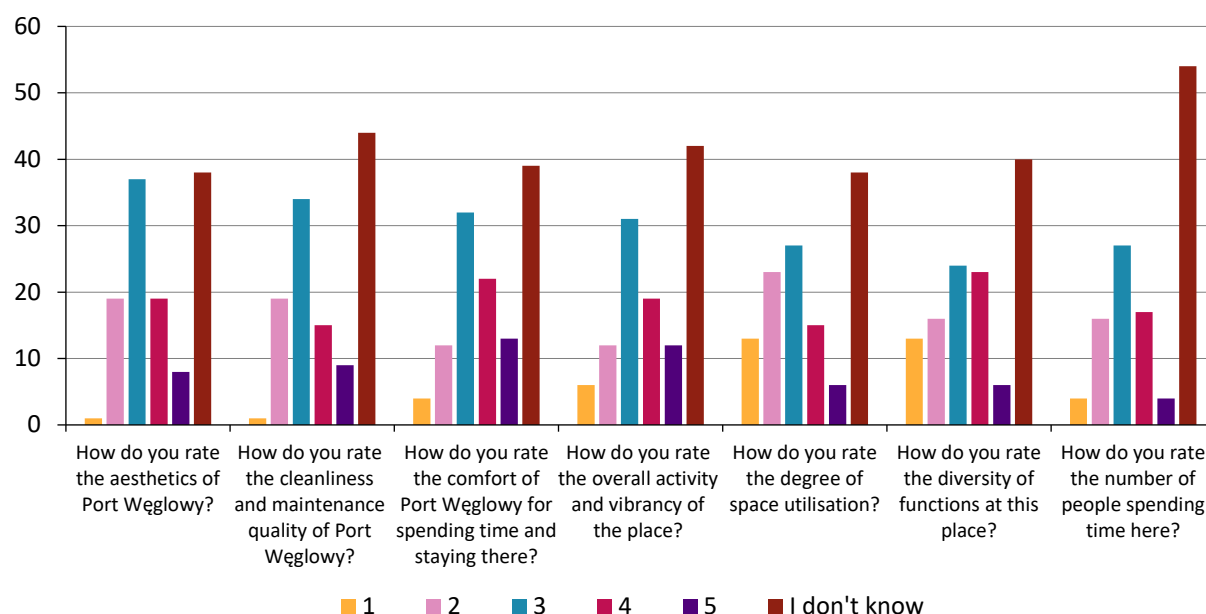


Fig. 9. Responses to the question: Answer the following questions using a scale of 1-5, where 1 – very poor; 2 – poor; 3 – average; 4 – good; 5 – very good

Source: own work.

Questions about social value were posed in the survey's final section. Most respondents had never visited Port Węglowy (32%) or had only been there once or twice (32%). Less than one-third (27.9%) visit the location a few times per year, 6.6% visit 1-2 times a month, 0.8% visit 1-2 times a week, and 0.8% visit more frequently. Those who visit tend to do so in the afternoon and evening. Respondents were also able to provide open-ended responses. Many people associated Port Węglowy with a neglected, post-industrial, and degraded area on the one hand and with relaxation, water, and a beach on the other. Many Wrocław residents are unaware of this place and do not know about its existence.

To sum up, the survey revealed a notable lack of awareness among Wrocław residents about the existence and purpose of Port Węglowy. Many respondents were unfamiliar with its location, highlighting a need for strategic public outreach. Many respondents identified accessibility issues, particularly related to pedestrian routes and parking availability. Over 78% of respondents emphasised the importance of maintaining the port's character, with preferences leaning toward recreational facilities such as small watercraft rentals and a city beach. Respondents also identified key land-based functions, including food services and relaxation areas, as priority developments. In open-ended responses, many noted the need to address aesthetic issues, improve cleanliness, and introduce infrastructure improvements. For example, one respondent stated: "The area could be much more welcoming if it were cleaner and included more seating and shade".

5. Discussion and conclusions

Harbors, marinas, and yacht ports are significant elements of urban fabric, especially in cities with developed hydrographic networks, such as Wrocław. Integrating port functions with social functions is particularly important in city centres. Considering that in Wrocław, only Port Węglowy is owned and managed by the Municipality, without limited property rights assigned to other entities, it is the only location where the area can be developed in full accordance with the city authorities' objectives and with the involvement of the local community. However, despite the residents' engagement in developing the local spatial development plan, no public consultations were held during the planning of the port investment.

The limited response to the survey on Port Węglowy (only 122 respondents from across the city) and the high frequency of “I don’t know” answers indicate a lack of awareness among Wrocław residents about this location. In open-ended responses, participants noted statements such as: “This is the first I’ve heard of it; I have no idea what or where it is,” “I don’t know where Port Węglowy is,” “I am not familiar with Port Węglowy,” “I have no opinion; it doesn’t interest me,” and “I don’t see any reason to go there.”

During the in-depth interview, the river policy coordinator in Wrocław noted that those responsible for the port aim to create a city-wide destination that combines port functions with social functions. Achieving this goal would require a broad marketing campaign to raise public awareness about the site. It would also be essential to conduct public consultations with various groups – including the local community, city residents, and sailing enthusiasts.

Increasing accessibility is crucial in this context. Although the research indicates that the site is relatively well connected, issues with parking and pedestrian access to the facility remain. Given the port’s mediocre image, steps should be taken to improve the aesthetics of the port area and its surroundings, such as by maintaining cleanliness, introducing small-scale infrastructure and street furniture, and implementing functions suggested by residents. However, these actions should be preceded by detailed public consultations targeting specific stakeholders, which should be expanded in subsequent studies. The survey conducted, due to its limited number of respondents, can only serve as a preliminary exploration of needs – especially as many respondents know little about Port Węglowy.

To summarise, recommendations to enhance Port Węglowy’s role as a social and recreational space connected with the port’s functions are as follows:

1. Conducting a public awareness campaign to increase knowledge and engagement around Port Węglowy.
2. Holding public consultations – organising workshops and focus groups with diverse stakeholders, including local residents, city-wide users, and co-creating plans for the port’s development.
3. Improving accessibility, especially regarding parking and pedestrian routes, and enhancing the overall aesthetic and functionality of the port area by introducing small-scale infrastructure.
4. Developing recreational facilities that align with residents’ preferences to increase the port’s social value and appeal.
5. Improving infrastructure and aesthetics by introducing small-scale infrastructure, such as seating, shade structures, and improved lighting; addressing concerns about cleanliness with dedicated maintenance programmes.

Port Węglowy represents a unique opportunity for Wrocław to combine utilitarian port functions with a dynamic social and recreational environment. This study underscores the importance of community involvement and practical planning in achieving this dual purpose. By addressing accessibility challenges, improving infrastructure, and fostering public engagement, the port can be transformed into a model for urban waterfront revitalisation. This research contributes to the broader discourse on integrating specialised urban spaces within the public domain, offering insights applicable to similar projects in other urban contexts.

References

- Adamiczka, H. (2023). Analysis of the utilization policy of Wrocław yacht harbors, marinas and river ports. *Biblioteka Regionalisty. Regional Journal*, 23, 1-10. <https://doi.org/10.15611/br.2023.1.01>
- Bilski, M. (2015). Selected human factors in marina design. *Procedia Manufacturing*, 3, 1646-1653. <https://doi.org/10.1016/j.promfg.2015.07.482>
- Den Hartog, H., Ding, F., Wang, X., & Wu, J. (2023). Waterfront revitalization as opportunity for sustainability transitions – the Huangpu River in Shanghai. In: Z. Allam (Ed.), *Sustainable urban transitions. Urban Sustainability*. Springer. https://doi.org/10.1007/978-981-99-2695-4_9

- Gehl, J. (2012). *Life between buildings: Using public space*. Island Press.
- Gehl, J., & Matan, A. (2009). Two perspectives on public spaces. *Building Research & Information*, 37(1), 106-109. <https://doi.org/10.1080/09613210802519293>
- Gripaios, P., & Gripaios, R. (1995). The impact of a port on its local economy: The case of Plymouth The impact of a port on its local economy: the case. *Maritime Policy & Management: The Flagship Journal of International Shipping and Port Research*, 22(1), 13-23.
- Kaźmierczak, R., Szczepańska, A., Grunwald, G., Kowalczyk, C., & Tanajewski, D. (2022). Conceptual framework of a Global Yacht Positioning System in Poland. *Applied Geomatics*, 14(1), 79-91. <https://doi.org/10.1007/s12518-021-00413-z>
- Kochanowska, D. (1998). Przestrzeń publiczna – przestrzeń kulturowa miast portowych w transformacji. In: M. Kochanowski (Ed.) *Współczesne metamorfozy miast portowych* (pp. 45-54). Wydawnictwo Politechniki Gdańskiej.
- Li, J., Li, X., & Zhu, R. (2023). Effects of ports on urban economic geography: A study based on the natural experiment of decentralization reform in China. *Journal of Transport Geography*, 111, article103624. <https://doi.org/10.1016/j.jtrangeo.2023.103624>
- Lonza, L., & Marolda, M. C. (2016). Ports as drivers of urban and regional growth. *Transportation Research Procedia*, 14, 2507-2516. <https://doi.org/10.1016/j.trpro.2016.05.327>
- Lynch, K. (2011). *Obraz miasta*. Wydawnictwo Archiwolta.
- Muszyńska-Jeleszyńska, D. (2013). Rozwój i rewitalizacja bydgoskiego węzła wodnego. *Journal of Health Sciences*, 3(14), 88-98.
- OnWater.pl. (2015, December 12). *Mapa Wrocławskiego Węzła Wodnego*. <https://onwater.pl/wroclawski-wezel-wodny-na-mapie/>
- Organisty, B. (2023a). *Najpierw plaża miejska nad wodą, później marina. Wrocławski Park Wodny rusza z inwestycją*. <https://www.wroclaw.pl/sport/plaza-miejska-marina-port-weglowy-hydropilis-polinka-budowa-wizualizacje>
- Organisty, B. (2023b). *W centrum Wrocławia działa nowy bar plenerowy – Beach Bar Port Węglowy. Byliśmy na otwarciu 31 maja*. <https://www.wroclaw.pl/sport/nowy-beach-bar-port-weglowy-otwarcie-menu-ceny-godziny-zdjecia>
- Rembarz, K. (2019). *Port jachtowy jako element przestrzeni publicznej miasta nadmorskiego* [doctoral dissertation, Politechnika Gdańska].
- Rembarz, K. (2020). Możliwości wykorzystania infrastruktury portu jachtowego w procesie projektowania miejskiej przestrzeni publicznej. *Przestrzeń, Ekonomia, Społeczeństwo*, 18/II, 49-72.
- Schneider-Skalska, G. (2012). Miasta nad wodą – dwie Wenecje. *Czasopismo Techniczne. Architektura*, 4(13) A, 103-116.
- Urząd Statystyczny we Wrocławiu. (2023). *Rocznik Statystyczny Wrocławia 2022*. <https://wroclaw.stat.gov.pl/publikacje-i-foldery/roczniki-statystyczne/rocznik-statystyczny-wroclawia-2022,3,16.html>
- Syahrir, Y. (2021). Towards an effective participatory process for a sustainable urban waterfront development. *Communications in Humanities and Social Sciences*, 1(1), 1-6. <https://doi.org/10.21924/chss.1.1.2021.6>
- Traboulsi, C., Khalifa, M., El Samahy, E., El-Daghar, K., & Felix, M. (2023). Urban waterfront revitalization through landscape design enhancing social-cultural conditions of El-mina, Tripoli. *Architecture and Planning Journal (APJ)*, 29(1), article 5. <https://doi.org/10.54729/2789-8547.1189>
- Uchwała nr XXV/689/20 Rady Miejskiej Wrocławia z dnia 23 lipca 2020 r. w sprawie uchwalenia miejscowego planu zagospodarowania przestrzennego w rejonie wybrzeża Juliusza Słowackiego i ulicy Na Grobli we Wrocławiu. https://baw.um.wroc.pl/UrzadMiastaWroclawia/document/42289/Uchwala-XXV_689_20
- What makes a successful place?*. (n.d.). Project for Public Spaces. <https://www.pps.org/article/grplacefeat>

Integracja funkcji portowych i społecznych w miejskiej przestrzeni publicznej: studium przypadku Portu Węglowego we Wrocławiu

Streszczenie

Cel: identyfikacja potrzeb i preferencji mieszkańców Wrocławia dotyczących zagospodarowania Portu Węglowego, jedyne go portu jachtowego w mieście, będącego w pełni własnością gminy i przez nią zarządzanego. Badanie skupiło się na poznaniu wizji mieszkańców dla tego obszaru, ocenie jego obecnego wizerunku oraz zbadaniu możliwości połączenia funkcji rekreacyjnych, społecznych i portowych w celu zwiększenia wartości jako przestrzeni publicznej.

Metodologia: W badaniu wykorzystano metodę *desk research* obejmującą analizę literatury naukowej, aktów prawnych oraz przegląd materiałów prasowych. Wykonano także indywidualny wywiad pogłę-

biony (IDI) z koordynatorem ds. polityki rzecznej we Wrocławiu. Ponadto opracowano i przeprowadzono ankietę internetową (CAWI, $n = 122$), opartą na założeniach organizacji Project for Public Spaces. Ankieta badała aspekty takie jak dostępność, komfort i wizerunek, funkcje i działania oraz wartość społeczną.

Wyniki: Badania wskazują na ograniczoną świadomość istnienia Portu Węglowego wśród mieszkańców Wrocławia. Niewielu respondentów potrafiło wskazać jego lokalizację oraz przeznaczenie. Wielu uczestników wskazało na problemy z dostępnością, w szczególności w zakresie parkowania i dojścia pieszego. Dla większości respondentów istotne było zachowanie portowego charakteru miejsca. Preferowanymi funkcjami w zakresie użytkowania wodnego były wypożyczalnia małego sprzętu wodnego i plaża miejska, natomiast w zakresie funkcji lądowych najpopularniejsze były usługi gastronomiczne oraz miejsca wypoczynku. Estetyka portu została oceniona przeciętnie, a respondenci wskazali potrzebę poprawy czystości i infrastruktury.

Implikacje i rekomendacje: Wyniki badania podkreślają potencjał Portu Węglowego jako wielofunkcyjnej przestrzeni publicznej, ale także wskazują potrzebę zwiększenia świadomości i zaangażowania społecznego. Brak wiedzy o porcie wśród mieszkańców sugeruje, że Gmina powinna zadbać o zwiększenie świadomości tego miejsca wśród społeczności lokalnej, zwłaszcza poprzez strategiczny marketing i działania edukacyjne. Aby wzmocnić rolę Portu Węglowego jako przestrzeni społecznej i rekreacyjnej, zaleca się: 1) przeprowadzenie kampanii informacyjnej, zwiększającej świadomość i zaangażowanie społeczne wokół Portu Węglowego; 2) organizację konsultacji społecznych z różnymi grupami interesariuszy, w tym lokalnymi mieszkańcami, użytkownikami miasta oraz żeglarzami, aby uwzględnić potrzeby wszystkich interesariuszy; 3) poprawę dostępności, zwłaszcza w zakresie miejsc parkingowych i dojścia pieszego, oraz estetyki i funkcjonalności obszaru portowego poprzez wprowadzenie małej infrastruktury; 4) rozwój udogodnień rekreacyjnych zgodnych z preferencjami mieszkańców, aby zwiększyć społeczną wartość i atrakcyjność portu; 5) Poprawę infrastruktury i estetyki.

Oryginalność/wartość: Badanie stanowi istotny wkład do literatury dotyczącej integracji funkcji portowych w miejskich przestrzeniach publicznych, szczególnie w przypadku mniejszych portów jachtowych, takich jak Port Węglowy we Wrocławiu. Skupiając się na percepcji mieszkańców i ich lokalnych potrzebach, badanie podkreśla potencjał portów jachtowych jako wielofunkcyjnych przestrzeni, które mogą łączyć role społeczne, rekreacyjne i użytkowe w miejskim kontekście. Wyniki wskazują wartość zaangażowania społeczności lokalnej w proces planowania i rozwoju takich przestrzeni, dostarczając jednocześnie wniosków, które mogą być pomocne przy przyszłych projektach rewitalizacyjnych we Wrocławiu i podobnych ośrodkach miejskich.

Słowa kluczowe: port jachtowy, Port Węglowy, przestrzeń publiczna, partycypacja społeczna, Wrocław
