

SUMP Case study City of Gdynia

„SUMP in Europe: best practices and multi-level governance”
The European Reality of SUMP

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Brussels, 26th October 2017

CIVITAS DYN@MO (2012-2016)

- Co-financed within 7FP;
- RTD project on transport planning, environmentally friendly vehicles and ITS;
- Partners: Gdynia (Poland), Aachen (GER), Koprivnica (CRO), Palma de Mallorca (ESP);

Goals:

- Development of people friendly transport systems and services;
- Introduction of energy-efficient transport;
- Citizens' engagement into mobility planning process;
- Cooperation and exchange between cities/partners;

CiViTAS GDYNIA



CIVITAS DYN@MO

Miasta aktywnie dążące do
dyn@micznego rozwoju
zrównoważonej mobilności

- Włączanie mieszkańców w proces planowania zrównoważonego transportu
- Wdrażanie rozwiązań w zakresie czystych i energooszczędnych pojazdów transportu miejskiego
- Rozwój systemów i usług «Mobility 2.0»



URBAN MOBILITY PLANNING

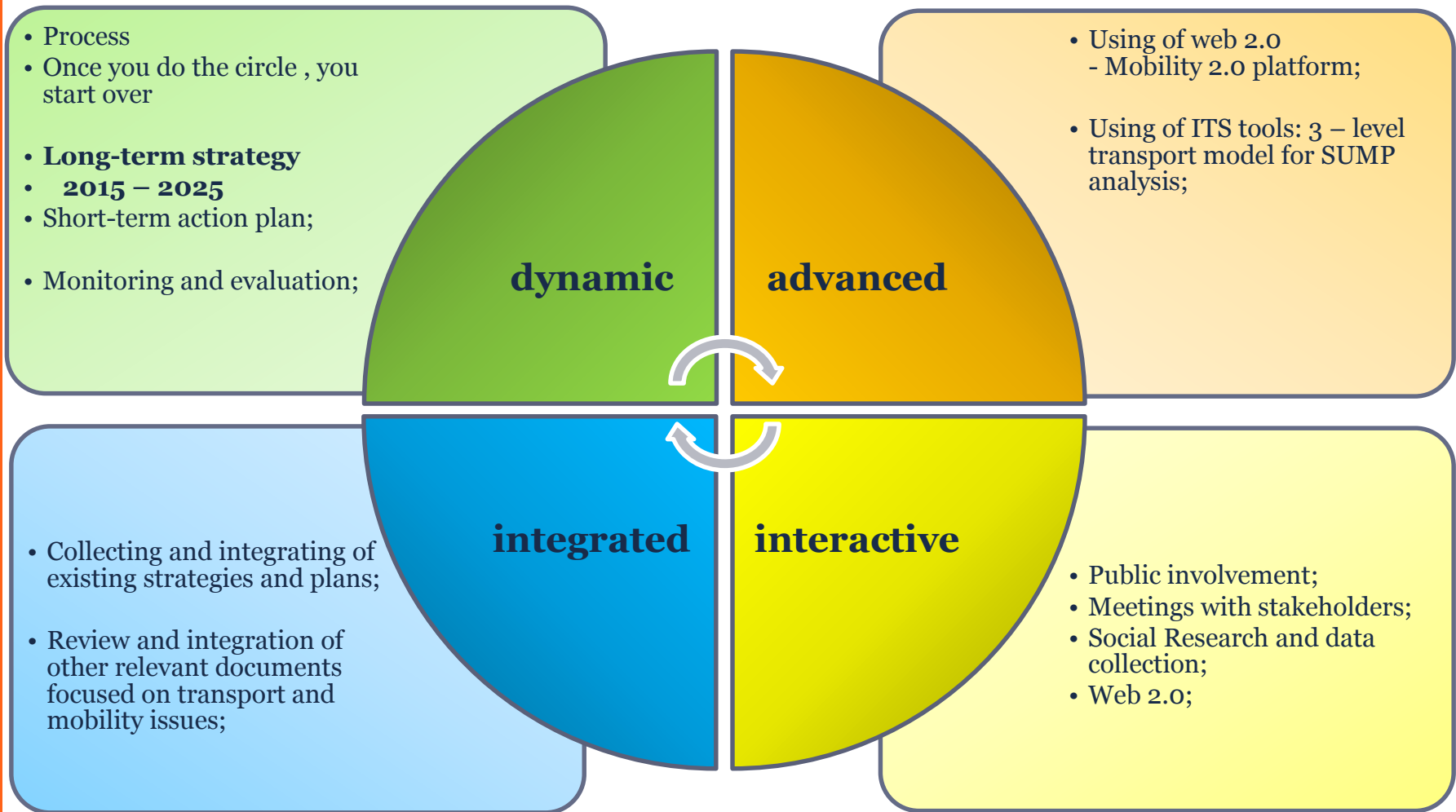
- Stakeholders engagement
- SUTP for the City for 2008-2015 elaborated within EU BUSTRIP project (2009)
- SUMP elaborated within CIVITAS DYN@MO project
- Ratified on 26th Oct 2016
- SUMP - in line with EC guidelines



New SUMP for 2016-2025
updated every 2-3 years

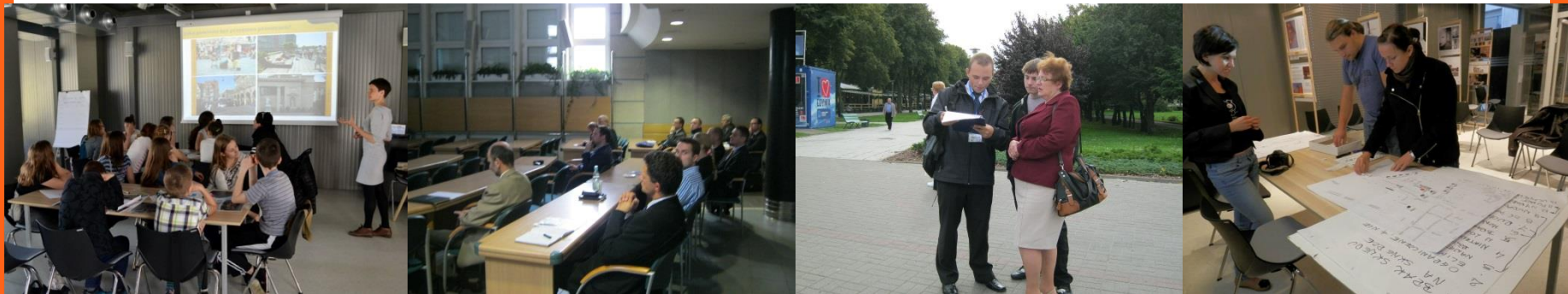
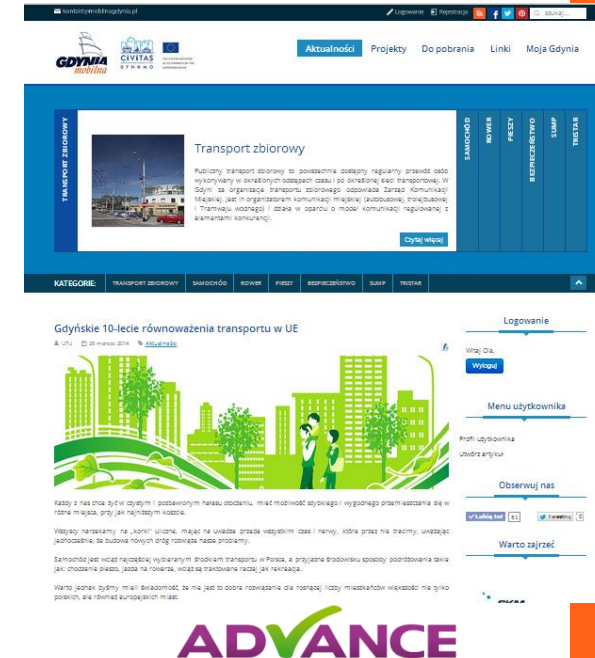


APPROACH



PUBLIC PARTICIPATION

- Meetings with stakeholders groups, public and citizens
- Surveys on transport preferences and behaviour
- Public consultations and workshops
- ADVANCE methodology for self-assessment and marketing research
- Communication with citizens - Mobility 2.0 platform (www.mobilnagdynia.pl) & social media
 - Consultation on community projects
 - Transport model for visualization and discussion



PROCESS



used, which was developed under the EU co-funded project ADVANCE²⁵. The ADVANCE project assessment form contains a set of questions in the area of mission and activity. The mission area relates to the process of planning (e.g. co-operation issues, inhabitants inclusion, use of evaluation), while the activity area concentrates on eight subject areas, such as parking policy, urban spatial development, pedestrian traffic, bicycle traffic, goods transport, car traffic, mobility management and goods transport.

Obszary misji



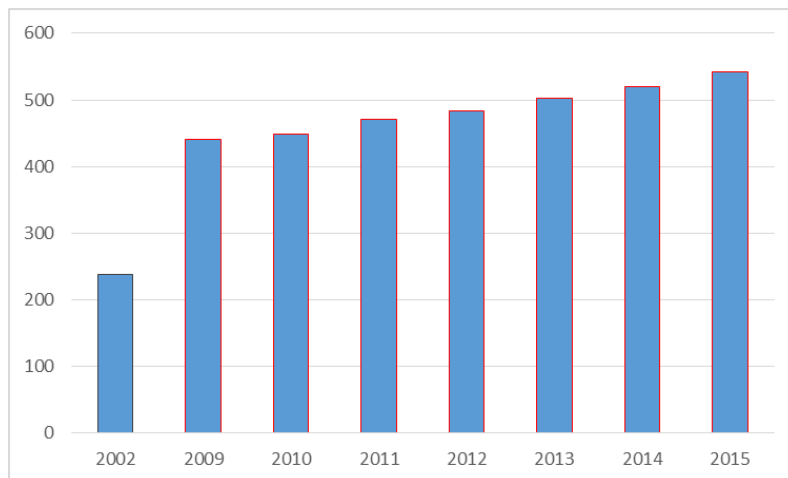
Obszary działań



Term	Translation
Obszary misji	Mission areas
Obszary działań	Activity areas
room for improvement	room for improvement
performance	performance
M1 -Sytuacja wyjściowa	M1 - Initial situation
M2 - Wizja i strategia	M2 - Vision and strategy
M3 -Organizacja wewnętrzna	M3 - Internal organisation
M4 - Wdrażanie działań	M4 - Implementation of activities
M5 -Monitoring i ewaluacja	M5 - Monitoring and evaluation
A1 - Zarządzanie przestrzenią parkingową	A1 - Parking space management
A2 -Zagospodarowanie przestrzeni...	A2 - Spatial development
A3 - Obszar ruchu pieszego	A3 - Pedestrian traffic area
A4 - Obszar ruchu rowerowego	A4 - Bicycle traffic area
A5 - Transport Publiczny	A5 - Public transport
A6 - Obszar ruchu samochodowego	A6 - Car traffic area
A7 - Zarządzanie mobilnością	A7 - Mobility management
A8 - Zarządzanie transportem towarów...	A8 - Goods transport management...

MAIN CHALLENGE: GROWTH OF INDIVIDUAL MOTORISATION AND SUBURBANISATION

Indiv. motorisation index



Motorisation index for districts



Number of cars in neighbouring communes (excluding Gdansk and Sopot) stands for 44% of number of cars in Gdynia.

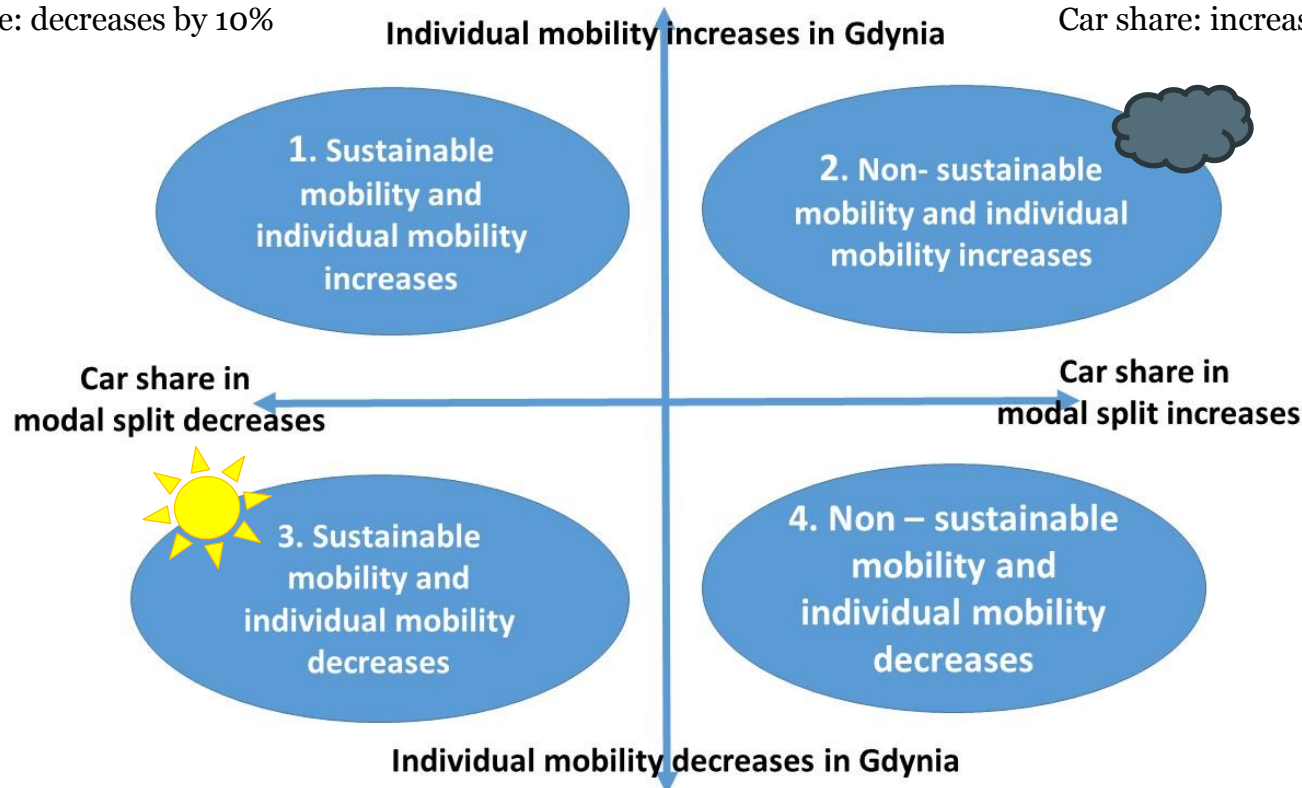
Almost 75% of Gdynia's households have at least a car.
In 2004 this factor was 56%.

SCENARIOS OF MOBILITY DEVELOPMENT IN GDYNIA

Individual: increases by 5%
Car share: decreases by 10%

Individual mobility increases in Gdynia

Individual: increases by 5%
Car share: increases by 10%



Individual: decreases by 5%
Car share: decreases by 10%

Individual: decreases by 5%
Car share: increases by 10%

VISION

Quality of life

Better living, working and travelling conditions in Gdynia

Economy

Economic growth and reducing demand for transport

Environment

Sustainable transport for clean environment

Energy

Energetically efficient transport

Collective development
of a sustainable mobility
system, ensuring high
quality of life and travel
in a safe, clean and
friendly environment

**Sustainable,
social, spatial and
economic
development of
Gdynia**

STRATEGIC AND OPERATIONAL GOALS

Attractive and safe urban space



- ☐ Improvement of conditions for pedestrians
- ☐ Improvement of accessibility for people with reduced mobility
- ☐ Improvement of conditions for cyclists
- ☐ Improvement of quality of public space

Safe and efficient transport system



- ☐ Integrated planning of transport and mobility system at metropolitan level
- ☐ Development of traffic management system with ITS
- ☐ Development of competitive public transport
- ☐ Increase of share of low emission vehicles

Rational transport choices



- ☐ Education and awareness raising
- ☐ Optimisation of transport needs
- ☐ Making mobility in districts more sustainable
- ☐ Development of new mobility services

Effective freight transport



- ☐ Improvement of accessibility of sea port
- ☐ Effective and sustainable system of urban goods distribution
- ☐ Supporting new technologies and organizational solutions for freight transport

ACTION PLAN (2016-2018) – ATTRACTIVE AND SAFE URBAN SPACE

Activity	Conformity with the objective	Entities responsible and engagement	Budget	Implementation schedule
Temporary introduction of pedestrian zones in selected streets in the centre of Gdynia (selected weekends and days, on which events are held)	1.1.	ZDiZ, District Council	current	from 2017
Traffic lights with priority for pedestrians	1.1.	ZDiZ	current	from 2017
Survey and diagnosis of parking places for the disabled	1.2.	ZDiZ	45,000	2017
Walkway repairs, considering the needs of reduced mobility people	1.2.	ZDiZ	current	from 2016
Public officer training on accessibility standards	1.2.	ZDiZ	current (10,000)	2018
Adaptation of the SKM Gdynia Główna platform for reduced mobility travellers and modernisation of the Dworzec Podmiejski (Suburban Railway Station) building	1.2.	PKP SKM in Tricity, City Hall, ZDiZ, Marshal Office	EU funds, city budget	from 2018
Bicycle path route changes near public transport stops (e.g. in ul. Nałkowskiej, ul. Morska, al. Zwycięstwa)	1.3.	ZDiZ, ZKM	current	from 2016
Construction of the main system bicycle paths (under the projects co-financed by the EU – ul. Nowowiczlińska, ul. Wielkopolska, ul. Sopocka, ul. Kartuska, ul. Morska)	1.3.	ZDiZ, City Hall	20,000,000	from 2016
Construction of the road R-10, repair and improvement of bicycle trail signs in forests, signs of routes to those trails through urban areas to shorten bicycle trips between districts	1.3.	ZDiZ, City Hall	current	2016-2018
Further placement of bicycle racks in places indicated by cyclists	1.3.	ZDiZ	current	2016-2018
Construction and expansion of Bike&Ride parking areas by SKM and PKM	1.3.	ZDiZ, City Hall, PKP SKM	current	2017-2018
Create a traffic model for bicycle transport in Gdynia	1.3.	ZDiZ	current, the FLOW project	2016-2017
Introduction of a 30 km/h zone in the centre of Gdynia and acceptance of bicycle contra-flow in selected streets	1.3. and 1.4.	ZDiZ	current	from 2016
City public space diagnostics for accessibility	1.4.	ZDiZ	100,000	2017-2018
Introduction of limited speed zones near the schools and preschools located along D and L-rated roads with an identification of main routes to schools and improvement of point elements of the infrastructure	1.4.	ZDiZ	current	from 2017

ACTION PLAN (2016-2018)

SAFE AND EFFICIENT TRANSPORT SYSTEM

Activity	Conformity with the objective	Entities responsible and engagement	Budget	Completion schedule
Introduction of metropolitan bicycle service in Gdynia	2.1.	City Hall, ZDiZ, MZKZG, ZTM Gdańsk, ZKM		from 2018
Project of e-ticket system development in the Metropolitan Area of Tricity	2.1.	Gdynia, MZK Wejherowo, ZUK Tczew, Marshal Office		2017-2019
Construction of the Gdynia Karwiny integration node	2.1.	Commune of the City of Gdynia	90,000,000	from 2018
Sustainable public transport development in Gdynia through infrastructural projects, e.g. construction of the Gdynia Chylonia integration node	2.1.	ZDiZ, City Hall	66,000,000	from 2017
Development of transfer parking areas near railway stations and ZKM loops	2.1.	ZKM Gdynia, ZDiZ	current	from 2017
Development of passenger information system at public transport stops	2.2.	ZKM, City Hall		from 2018
Construction of new bus lanes for public transport vehicles in Gdynia (e.g. segments of ul. Morska, ul. Wielkopolska, ul. Chwarznieńska)	2.3.	ZDiZ, ZKM	e.g. under the Chylonia and Karwiny integration node projects, current	from 2018
Construction of Gdynia Wzgórze Św. Maksymiliana, Gdynia Stadion and Gdynia Karwiny stations along railway line no. 201 (so-called "PKM stations")	2.3.	PKM, PKP PLK S.A., Marshal Office, City Hall	30,000,000 (estimated)	from 2016
Initial feasibility study for the continuation of the Pomeranian Metropolitan Railway project to service the northern districts of Gdynia and Kosakowo	2.3.	Marshal Office, City Hall, PKP PLK S.A.	200,000	2017-2018
Initial feasibility study for the Gdynia Zachód and neighbouring communes railway transport service project	2.3.	City Hall	150,000	from 2018
Modernisation of PKP SKM stations in Gdynia (Gdynia Chylonia, Gdynia Orłowo, Gdynia Redłowo, Gdynia Stocznia, Gdynia Grabówek, Gdynia Leszczynki)	2.3.	PKP SKM in Tricity, City Hall, Marshal Office		from 2017
Reconstruction of station bays along the main traffic routes in Gdynia	2.3.	ZDiZ		from 2017
Increasing the share of low emission EURO VI-rated diesel buses (by 55 vehicles)	2.4.	PKA, PKM, Commune of the City of Gdynia	64,000,000 (estimated)	from 2017
Development of emission-free trolleybus transport through the purchase of 30 trolleybuses and 21 sets of traction batteries	2.4.	PKT, Commune of the City of Gdynia	85,000,000 (estimated)	from 2017
Replacement of diesel vehicles with electrical drive vehicles on one of the bus lines in the ZKM Gdynia system	2.4.	ZKM, city carriers,	studies under the ELIPTIC project	2018

INTEGRATED ACTION PLAN (2016-2018)

– RATIONAL TRANSPORT CHOICES

Activity	Conformity with the objective	Entities responsible and engagement	Budget	Implementation schedule
The "Odprowadzam sam" (I accompany on my own) campaign in the public preschools of Gdynia	3.1.	ZDiZ, education facilities of Gdynia	current (60,000 per year)	2017-2018
Cycling competition for the businesses of Gdynia: "Do pracy jadę rowerem" (I cycle to work)	3.1.	ZDiZ, businesses	current (130,000 per year)	2017-2018
"Rowerowy Maj" (Cycling May) campaign	3.1.	ZDiZ, education facilities of Gdynia	current (70,000 per year)	2017-2018
European Week of Sustainable Transport	3.1.	ZDiZ, ZKM, businesses	current (35,000 per year)	2017-2018
Next editions of the European Cycling Challenge	3.1.	ZDiZ	current (100,000 per year)	2017-2018
"Wychowanie Komunikacyjne" (Transport Education). The purpose of this project is to shape desirable transport behaviours in children, in accordance with sustainable development principles	3.1.	MZKZG	current	2017-2018
"Parkingowa rewolucja" (Parking Revolution) campaign	3.1.	ZDiZ	current (20,000 per year)	2017-2018
Mobility survey in the businesses and institutions of Gdynia	3.2.	ZDiZ, University of Gdańsk	current, possibly under European projects	from 2018
Development of the participatory budget in connection with sustainable mobility project	3.3.	ZDiZ, City Hall	current	2017-2018
Co-operation with district councils regarding the location of new bicycle racks	3.3.	ZDiZ, District Councils	current	2016-2018
Creation/modernisation of intra-district footpaths	3.3.	ZDiZ, City Hall, District Councils	current	from 2018
Promotion of good practices in implementing sustainable mobility in districts	3.3.	ZDiZ, District Councils, University of Gdańsk, RG, PUMA	current	from 2017
Calming local traffic in districts with the introduction of bicycle contra-flow	3.3.	ZDiZ, District Councils	current	from 2017
Co-operation with district councils in shaping a sustainable parking policy	3.3.	ZDiZ, District Councils	current	from 2017
Development of requirements for using unified forms and colours of pedestrian and bicycle infrastructure and city furniture	3.3.	ZDiZ, the City Artist	current	2017-2018
Trolleybus transport service of new housing estates in Gdynia Fikakowo	3.3.	ZKM, PKT	current	2017
Trolleybus transport service of new housing estates in Gdynia Dęptowo	3.3.	ZKM, PKT	current	from 2018
Development of the concept of using bicycles for local goods transport	3.4.	ZDiZ	current	from 2018

ACTION PLAN (2016-2018) – EFFECTIVE FREIGHT TRANSPORT IN THE CITY

Activity	Conformity with the objective	Entities responsible and engagement	Budget	Completion schedule
Construction of the Droga Czerwona road to create the indispensable, collision-free, road system, connecting the port with fast traffic roads	4.1.	City Hall, GDDKiA	project	until 2018
Construction of the Tricity Agglomeration North Beltway (OPAT) to connect the northern part of the Metropolitan Area with the Droga Czerwona road	4.1.	City Hall, GDDKiA	technical design	from 2018
Preparation of a repair and modernisation plan for the main traffic routes relevant to freight transport	4.1.	ZDiZ, City Hall, Gdańsk Employers Association (NORD)	current	2017-2018
Modernisation of the Gdynia Port goods station	4.1.	PKP PLK S.A.	850,000,000	from 2018
Modernisation of line no. 201 (works on the alternative Bydgoszcz-Tricity transport route)	4.1.	PKP PLK S.A.	1,600,000,000 [entire project]	from 2018
Development of a supply concept for a selected district of Gdynia in partnership with companies	4.2.	ZDiZ	current	from 2018
Development of the concept of implementing waste collection vehicles with an alternative drive to the diesel engine	4.3.	University of Gdańsk, ZDiZ, City Hall	current or under an European project	2018

EVALUATION & MONITORING

Indicator	Unit of measurement	Description	Category	Initial value (2015)	Target value (2018)
Individual motorisation rate in Gdynia	pas. cars/ 1,000 people	Number of passenger cars/ 1,000 inhabitants	STRATEGIC	542 (2015)	550
Transport mobility of Gdynia's inhabitants	number of trips per business day	Average number of trips per inhabitant per business day, excluding trips on foot	STRATEGIC	1.65	stable or slightly increased
Accidents with pedestrians	case	Number of pedestrians injured in accident	key	53	decreased
Share of pedestrian traffic in trip distribution	%	Number of pedestrian trips at the distance of more than 500 m/ total non-pedestrian trips on the day before the survey	key	10.9%	increased
Share of the bicycle traffic in trip distribution	%	Number of bicycle trips on the day before the survey/ total non-pedestrian trips on the day before the survey	key	1.8%	3%
Cycling system density	km/ km ²	Length of the cycling system related to the surface of Gdynia	auxiliary	0.42	increased
Middle school students obesity rate	%	Percentage of overweight or obese middle school students	auxiliary	[data only for middle schools]	decreased
Traffic calming	%	Length of roads in 30 km/h zones/ total length of roads in Gdynia	key	15.4%	20%
Improved road traffic safety near education facilities	case	Number of schools and preschools near D and L-rated roads with limited speed zones	key	19	24
Management of parking in the city centre	case	Number of parking places in Śródmieście and Kamienna Góra	auxiliary	5966	maintained or slightly reduced
Metropolitan bicycle availability	case	Number of metropolitan bicycle stations in Gdynia	auxiliary	0	increased
Improved access to passenger information	case	Number of stops with the passenger information system	key	34	increased

EVALUATION & MONITORING

Indicator	Unit of measurement	Description	Category	Initial value (2015)	Target value (2018)
Share of public mass transport (PMT) in trip distribution in Gdynia	%	Number of PMT trips on the day before the survey/total non-pedestrian trips on the day before the survey	key	39.8 (2015)	increased
Length of bus lanes in Gdynia	m	Total length of separated bus lanes for public transport vehicles	key	2,120	increased
Improved railway transport accessibility	case	Number of modernised and constructed railway stations in Gdynia	key	0	3
Share of low-emission and emission-free vehicles	%	Share of low-emission (EURO VI, CNG, hybrid) and emission-free (trolleybuses, electric buses) in the total vehicles in the communal companies of the ZKM Gdynia system	key	52%	60%
Emission-free public transport	case	Number of public transport lines operated with emission-free vehicles in the ZKM Gdynia system	auxiliary	13	increased
Electric mobility infrastructure availability	case	Number of electric vehicle charging stations	auxiliary	0	3
Promotion of mobility among school students	case	Number of school students involved in sustainable mobility promotion campaigns	auxiliary	8,138	increased
Transport education	case	Number of school students included in the transport education programme	auxiliary	1,125	maintained or increased
Promotion of mobility among workers	case	Number of workers of business in Gdynia involved in sustainable mobility promotion campaigns	auxiliary	1,315	increased
Mobility survey in businesses and institutions	case	Number of businesses and institutions included in the mobility survey in the given year	auxiliary	2	3
Number of passengers in newly created segments of the trolleybus system	case	Number of passengers in newly created segments of the trolleybus system	key	0	increased
Share of railway transport in the service of the seaport	%	Freight transported by railway / total cargo	key	approx. 30%	stable or increased

SUMMARY

- SUMP as a process
- Talk to people
- Strong stakeholder involvement and participation using different channels
- Use of new technologies: Modelling used for concrete purpose (scenarios); web2.0 platform, FB
- Be SMART *Specific, Measurable, Achievable, Realistic, Time-bound*
- Well integrated with other strategic documents and plans
- Adjusted to local conditions (i.e. specific location of port)
- Regional context and elements
- Political and academic support



Thank you!

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