



TAKING
COOPERATION
FORWARD

DRT as SUMP instrument



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Structure of the presentation

- SUMP for Gdynia
- SUMP for the district
- DRT solutions - review of Polish experience
- Recommendations



SUMP for Gdynia

- Gdynia - a dynamic harbour city with nearly 250K inhabitants;
- SUMP elaborated within CIVITAS DYN@MO project;
- Adopted by the City Council in 2016;
- Main challenge: growth of individual motorisation and suburbanisation;
- Focused on public transport, freight, walking and cycling as well as on changing transport behaviour of Gdynia's citizens;
- Involvement of different stakeholders.



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 raising
- Optimisation of transport needs
- Making mobility in districts more sustainable
- Development new mobility services

Effective freight transport



- Improvement of accessibility of sea harbour
- Creation of effective and sustainable system of urban distribution
- Supporting new technologies and organizational solutions for freight transport

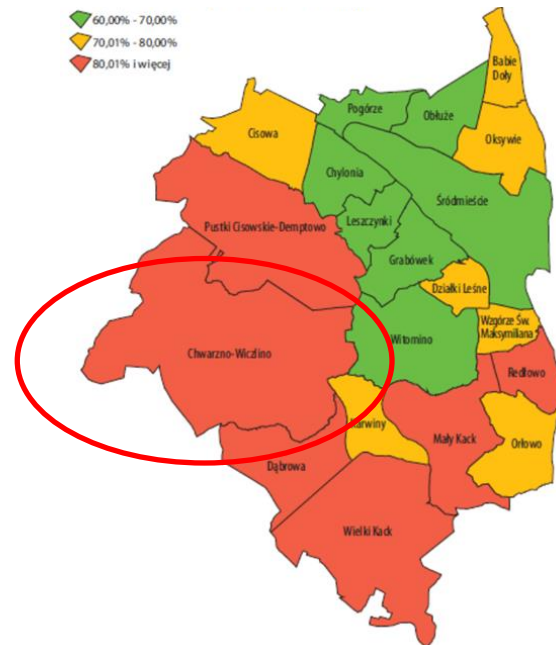


Main challenge: growth of individual motorisation and suburbanisation



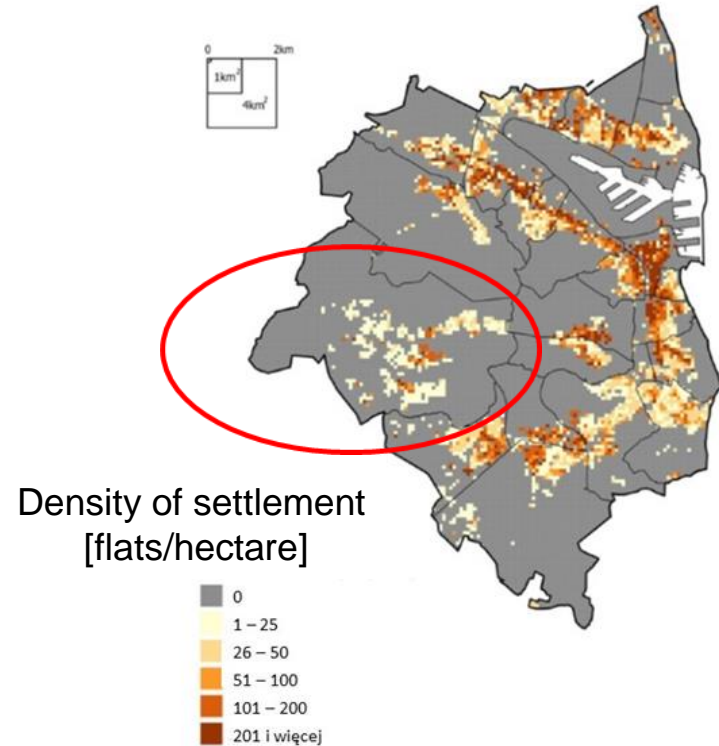
Motorisation level of particular districts of Gdynia in 2015

- 60,00% - 70,00%
- 70,01% - 80,00%
- 80,01% i więcej



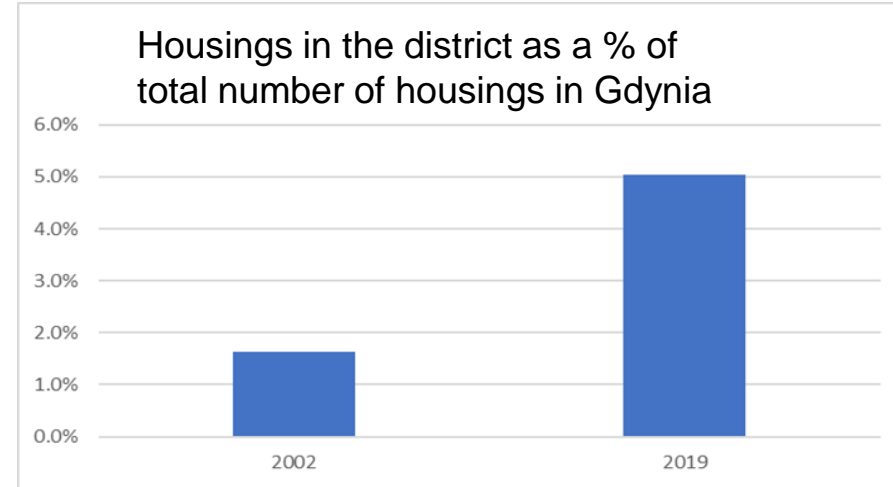
Area of the study: district of Chwarzno-Wiczlino

- Area of the very dynamic development;
- Neighbourhood of the rural commune that transforms itself into suburban area;
- Island-linear spatial layout of the city with half of the area covered with forest;
- The district forms a separate „island”;
- Internal structure is not homogenous (mix of different forms of housing).



Dynamic rate of growth: results in growth of motorisation

- The growth rate of the number of dwellings in Gdynia in 2002-2019 was 25%, while in Chwarzno-Wiczlino it amounted to 283%;
- Every fifth flat in Gdynia in 2019 was located in the district of Chwarzno-Wiczlino;
- 12,5K inhabitants in 2019, expected more than 30K in next 10-15 years.



Directions of sustainable mobility development:

„external perspective”: development of bus lanes with intensive supply of buses, development of P&R facilities located close to bus stops;

„internal perspective”: development of active modes, shared-mobility and DRT (?)



Analysis of two existing DRT systems in Poland

Feature	Krakow	Szczecin
Date of opening	2007	2017
Route flexibility	Partly dynamic	Partly dynamic (start and termination points fixed, others are dependant on the demand)
Number of vehicles	2	6
Operator	MPK Kraków (inhouse)	Private company
Organising authority	City of Krakow	Road and Public Transport Authority in Szczecin
Number of passengers	40 000	252 000 (2018)
Booking scheme	By phone	By phone
Vehicle tracking	no	yes
Vehicles for PRM	?	yes
Integrated with public transport system	yes	yes
Cost per passenger	30 PLN [6,67 EUR]	7,9 PLN [ca. 1,75 EUR]



Summary of case studies from Poland

- Areas with lower accessibility to public transport;
- „secondary market” for public transport operators;
- Rolling stock with different parameters, other than in „regular”, urban services;
- Booking system based on one operator;
- Software for route schedule planning;
- Integrated with „main” urban public transport systems;
- Simple interface;
- Different levels of costs.



Recommendations

- Include neighbouring commune of Szemud (rapid transformation from the rural area to suburban-type area);
- App as the main tool to reduce personal costs („Uber-like solutions”);
- Full integration with existing supply of public transport;
- Strong visibility in the district supported by low-cost promotional tools;
- Car-sharing/scooter-sharing (14 years old youngster could drive a scooter) as strong competitors;
- **A need to change Polish regulatory framework which does not support solutions being discussed.**



Thank you!

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