

OUTPUT FACT SHEET

Pilot actions (including investment, if applicable)

Version 3

Project index number and acronym	CE1332 SMACKER
Output number and title	O.T2.5 - Pilot action implementation Gdynia (PL)
Investment number and title (if applicable)	O.I4.1 PILOT ACTION - Pilot implemented in the peripheral area of the City of Gdynia - Chwarzno - Wiczlino
Responsible partner (PP name and number)	PP3 GDYNIA Support: PP1 SRM; PP2 ITL; PP5 UM; PP9 BOKU
Project website	https://www.interreg-central.eu/Content.Node/SMACKER.html
Delivery date	30 June 2022

Summary description of the pilot action (including investment, if applicable) explaining its experimental nature, demonstration character and transnational added value

The Gdynia pilot is implemented in the City of Gdynia in Chwarzno Wiczlino, the biggest of the 22 districts within the administrative division of the city. The areas suffered of high car-dependency with not sufficient access to sustainable mobility services; traditional public transport services were available but services during off-peak hours and on public holidays were limited and there was also a considerable transit from the neighbouring municipalities.

The pilot aimed at strengthening sustainable mobility choices through enhancing the intermodality offer, as a backbone for implementation of DRT solutions. This included the elaboration of an in-depth study of mobility patterns and preferences combined with active participation of the pilot area residents that would lead to the elaboration of new mobility services tailored to the specific expectations of the local community. Also, towards the real implementation of DRT services, the increase of attractiveness of the existing public transport was targeted.

The pilot action was in line with main objective of SMACKER, i.e. to reduce the impact of transport on the local environment improving the effectiveness of mobility services and providing innovative solutions such as DRT services to connect peripheral areas EU transport network, cutting down the dependence from the private cars.

The Gdynia pilot plan was built capitalizing on the methodologies and objectives identified through the analysis done at local level on users' needs and behaviours, and includes the activities for the behaviour change campaign, the services offered and opportunities to be exploited (D.T1.2.13). It takes into account specificities of the pilot site, the existing mobility plans, the results from the collaboration with the local LMF (D.T1.2.6, D.T1.2.13), and the local strategies elaborated with the SMACKER scientific partners (D.T1.2.19, chapter 4).

The main goal of Gdynia pilot was to strengthen sustainable mobility choices of pilot area residents through enhancing intermodality offer, by developing it with the support of the public and the LMF. Such an offer is perceived as a backbone for future implementation of DRT solutions. The pilot showed that it is possible to develop the public transport system with a collaborative approach. This has been confirmed by the continuation of the work with stakeholders and the development of partnerships with neighbouring municipalities, that would allow for further implementation of the Sustainable Mobility Plan for the district.

NUTS region(s) concerned by the pilot action (relevant NUTS level)

The Gdynia pilot was implemented in the City of Gdynia and concerned the following NUTS region (NUTS2) and corresponding sub-region (NUTS3): PL63, Pomorskie - PL633, Trójmiejski.

Investment costs (EUR), if applicable

The Gdynia pilot includes an investment (WP.I4) which total cost financed by SMACKER is € 42.661,36.

Expected impact and benefits of the pilot action for the concerned territory and target groups and leverage of additional funds (if applicable)

Chwarzno - Wiczlino district is a rapidly developing region where the number of inhabitants has been constantly increasing. At the time of the SMACKER project drafting, there were approx. 12.000 registered inhabitants in the district. However, the specificity of the region showed that this number was in fact much higher, and approx. 30% should be added to this value - resulting in almost 15.000 residents of the pilot region. Most of the residents were newcomers, coming from smaller cities or towns. Their transportation habits and behaviour were very much car - oriented. Thus, commuting problems and insufficient public transport have contributed to the growth of individual car trips in order to satisfy the mobility demand.

Moreover, transit from the neighbouring municipalities was considerable.

The Gdynia pilot achieved its goals in terms of optimisation of public transport offer and visibility in the pilot area. Unfortunately, it did not meet the goal of decreasing the car usage (also due to the contingent COVID-19 pandemic that decreased the appeal of public transport).

Policy makers, transport operators and stakeholders were involved in the pilot activities since the very beginning through the LMF, which led to an uptake of the achieved results at institutional level.

Furthermore, the pilot results were capitalized also in the Regional Action Plan (D.T3.3.3), that was also mainstreamed into local policies (D.T3.3.9).

In a medium-to-long term perspective, the pilot action would enable institutions and authorities to better manage the mobility in peripheral and rural areas, thus meaning further leveraged funds for follow-up projects, investments, additional services and upscaling of pilot results to other areas in the same region.

Sustainability of the pilot action results and transferability to other territories and stakeholders

Discussions on the future of the shuttle bus and future DRT services are already in place with the LMF members and the municipalities of the Metropolitan Area.

The pilot activities and results are capitalized in the Regional Action Plan, that is based on regional and transnational strategies developed in SMACKER WP.T1 and on joint reflection/evaluation on the pilot results achieved through the pilot action developed in WP.T2. The Regional Action Plan serves the Regional Government to support common practices in the area and provides hints for planning a better integration of the peripheral area/s in the regional transport system.

The Gdynia pilot developed a shuttle lines concept within the sustainable mobility plan for the district Chwarzno-Wiczlino for possible implementation of future DRT solution along with green urban islands embraced: installing Public Transport shelter and benches, equipping the stops with renewable energy sources e-ink screens, arranging the greenery in the vicinity of bus stops. The enhanced and optimized public transport offer constitute the backbone for new mobility services, such as swing lines or DRT lines.

The Regional Action Plan has the objective to provide a list of actions and tips to be used to implement mobility services that are targeted as demand-responsive and the connect local and regional systems to main corridors and transport nodes in Gdansk-Gdynia-Sopot Metropolitan Area (referred to as “Metropolitan Area”) with the same characteristics of the pilot one and the ETP follower area - Szemud municipality.

The main lesson learnt from the identification of the strategies for overcoming the barriers met during the pilot life is that it is crucial to involve and actively engage key stakeholders and gain political support from the very beginning of the project to have support for project implementation and create ownership. It is essential to have greater community involvement in the process of identifying problems and implementing to tailor solutions to their expectations and needs.

If the action would be repeated, in order to capitalize this lesson, it is recommended to organize more meetings with residents for the entire duration of the project.

If applicable, contribution to/ compliance with:

- relevant regulatory requirements
- sustainable development - environmental effects. In case of risk of negative effects, mitigation measures introduced
- horizontal principles such as equal opportunities and non-discrimination

The Gdynia pilot was implemented in compliance with the relevant regulatory requirements in the area.

Reorganizing the Public Transport offer in the pilot area, which was conducted by the Public Transport (PT) Managing Authority, involved verification of the effectiveness of all PT lines operating in the area, which led to reduction of number of operating PT lines in the area from 8 to 6. This entailed the significant decrease in average number of seat-kilometre per day and decrease in number of operating PT-line kilometres per day. Nevertheless, the reorganisation of PT offer aimed at its optimisation, and in fact resulted in higher usage of PT per day in the pilot area; the load factor in peak time in PT operating in the pilot area also increased.

The pilot activities include the transformation of the most used PT stops in green urban islands by installing PT shelter and benches, equipping the stops with renewable energy sources e-ink screens, arranging the greenery in the vicinity of bus stops and installing fish-shaped seats preventing from illegal parking and increasing the safety of most vulnerable road users. The activities do not have negative environmental effects.

SMACKER horizontal principles relate to sustainable development, equal opportunity and non-discrimination, gender equality, positive impact on the environment: all of them were respected and integrated in the pilot action.

References to relevant deliverables (e.g. pilot action report, studies), investment factsheet and web-links

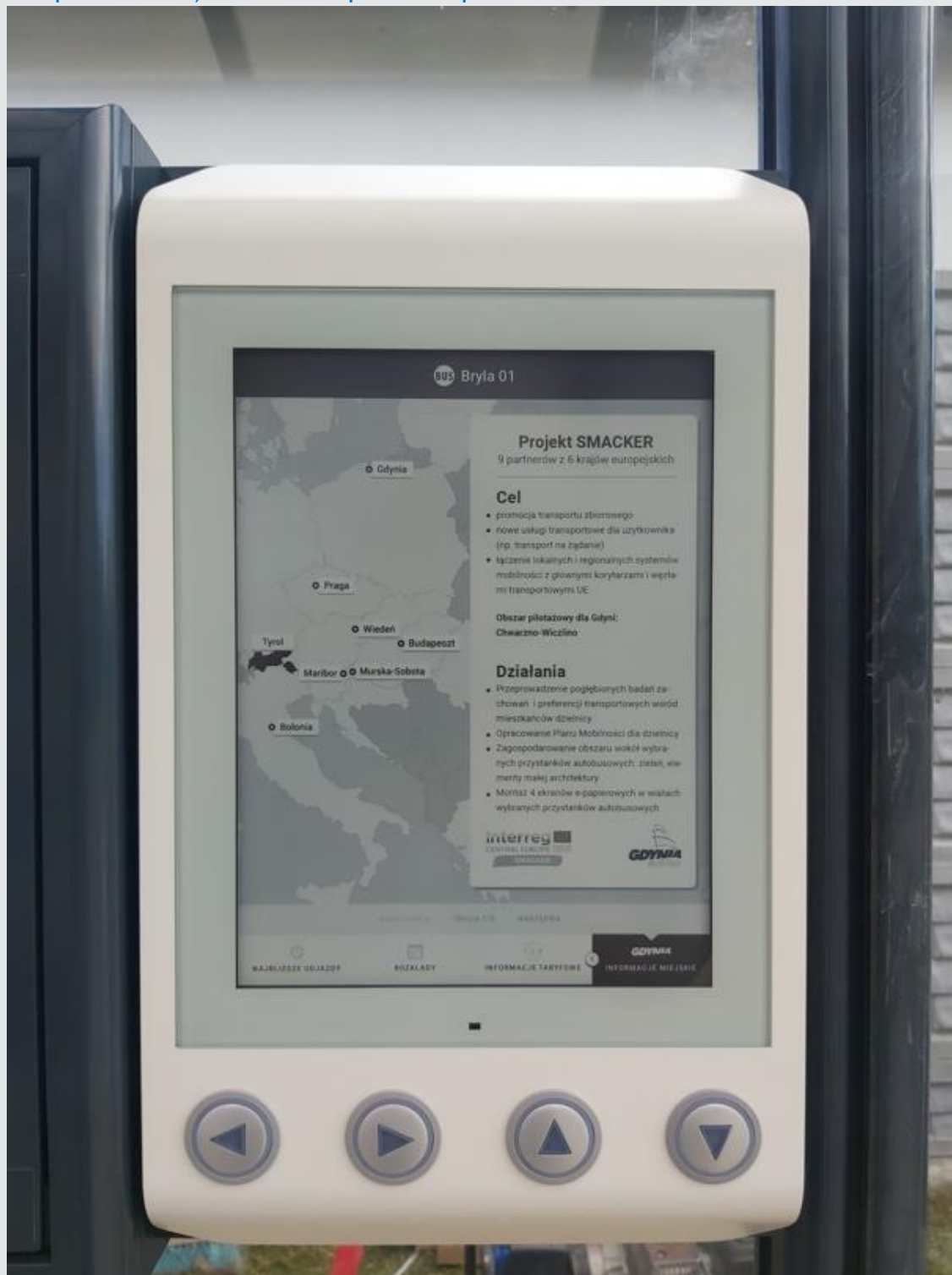
If applicable, additional documentation, pictures or images to be provided as annex

Gdynia pilot implementation is reported in deliverable D.T2.3.3, while its monitoring and evaluation activities and results are described respectively in deliverables D.T2.4.2 and D.T2.4.8.

All the deliverables are available on the SMACKER Toolbox at <https://www.smacker-toolbox.eu/> . As soon as the deliverables get approved (i.e. JPR6 is accepted by the JS), they will be also uploaded on the SMACKER website <https://www.interreg-central.eu/Content.Node/SMACKER.html> - section "PUBLICATIONS".

Some pictures / images / screenshots illustrating the Gdynia pilot are reported in the following.

E-ink (real time information, traditional timetables, information on additional events/ tariffs and transportation hubs) in Public Transport bus stops.



Bus stop shelter installation on one of the most frequently used bus stops - Bryla.



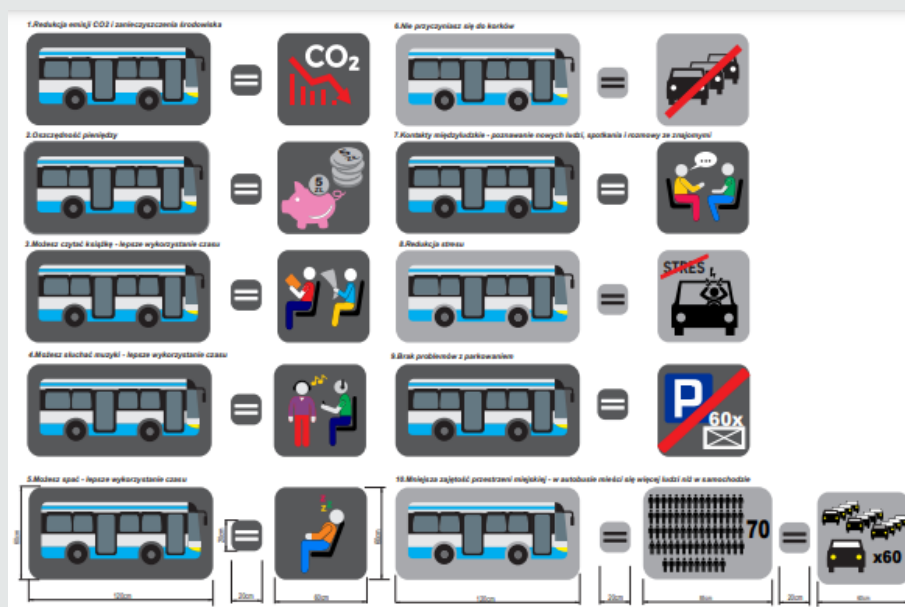
Benches in the vicinity of most frequently used PT stops.



Greenery in the vicinity of most frequently used PT stops.



Stickers on the pavement, navigating the inhabitants of the region to the nearest PT stop.



Posters promoting PT and DRT concept in the pilot area

