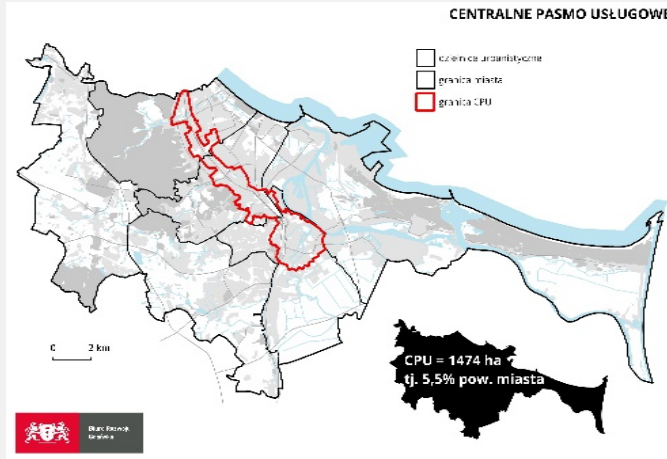


FACTSHEET – Gdansk, Poland

City Facts



Pilot Area consisting of Central Business District (CPU) bordered in red

City of Gdansk

Size city area	262 km ²
Population size	463 000
Unemployment rate (2016)	1,72 %
Average annual temp	9,3°C
Population growth	0.3 %

Pilot Area, Central Business District

Size	14,74 km ²
Population	57 150
Unemployment rate	0,31 %

Similarities with other cities

- Average (third highest) number of PT modes
- Third largest population, 3rd smallest city area, 3rd highest density

City Level

Success Factors

Gdansk has the **highest number of bus passengers** per month

Reasons:

- With 70 bus lines operating in Gdansk city, this is the second largest number among all CMM cities.

- With almost 819,4 km of bus network, this is the third longest bus network among all CMM cities

- **Important:** In Gdansk TRAM passengers are added to the number of bus passengers.

Gdansk has the **3rd largest PT modal share**

Reasons:

- Gdansk is the fourth most dense city (1767,18 inhabitants per km²) among the CMM cities - not far behind Pskov with 2195 inh./km². This may explain the efficiency of the PT network and this high modal share.

Gdansk has the **largest number of bike stands** in public space

Reasons:

- The Gdansk '2030 Plus Development Strategy', the 'Operational Program Mobility and Transport' and the Sustainable Urban Mobility Plan (SUMP) all exist in Gdansk. The Cycling May campaign resulted in improving standards of bike stands number per school/kindergarten (2743 stands). Also the 'Gdansk traffic studies' are being conducted every 7 years. Those may gradually have led to the increase of bicycle stands in the city.

Challenges

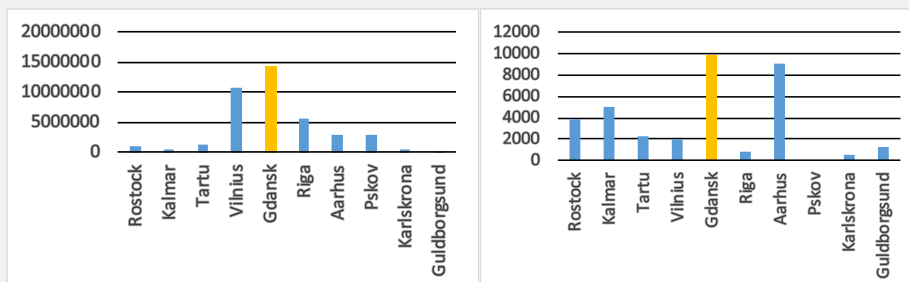
3rd lowest bike usage share in modal split:

Reasons:

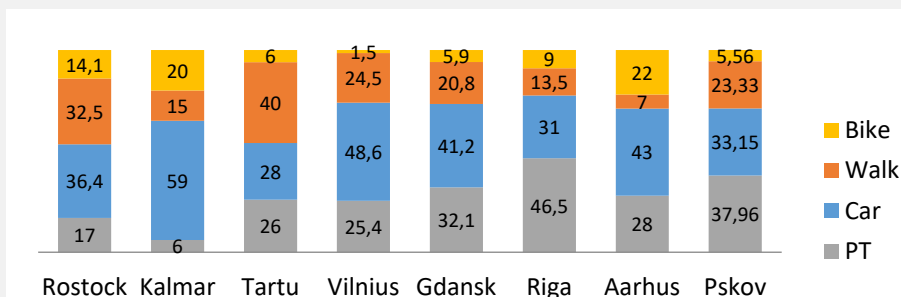
Even though Gdansk has the largest number of bike sharing operators, the largest number of public bike stands and the second longest bike lane network the share of cycling remains rather low. Reasons for this should be identified, and measures to promote cycling should be implemented.

City level

Bus passengers per month and number of Bike Stands in Public Space



High car usage in modal split



Mobility Management

The city of Gdansk plans to implement the first public bike sharing system in autumn 2018. Starting November 2018 the Tricity Metropolitan Area is launching the biggest ever electric bike sharing system. It will comprise 660 stations and 4080 electric bikes – within Gdansk area 368 stations and 2226 bikes. For less than 3 Euro/month citizens will get 90 minutes of ride per day) On the other hand, paid parking zones for cars have been introduced. The two measures could together encourage more people to switch from private cars to bicycles.

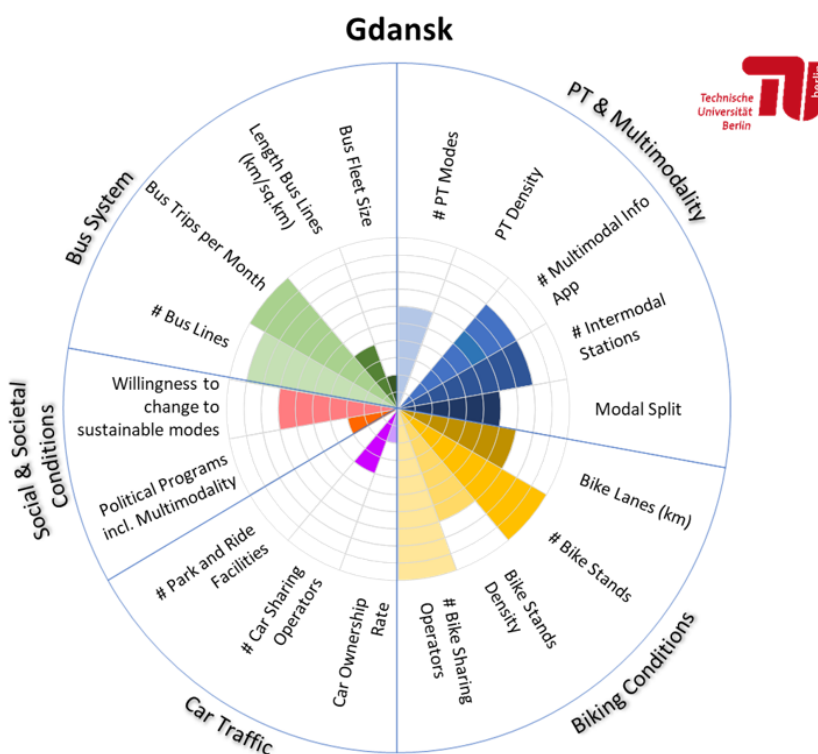
The City plans to intensify the introduction of MM measures in order to encourage citizens to commute more often by bike and on foot. As Gdansk has been given the status of an accreditation center for Cycling Friendly Employers (CFE) it opens a lot of opportunities to influence the pilot area employers to promote cycling culture. The workshops, consultancies, audits and promotional campaigns will be delivered during the next two years. Moreover, Gdansk will work on real data and offline analytical and simulation programs in order to build the most efficient sustainable transport strategy and offer it both for the citizens as well as the local enterprises.

City Level

Additional Observations

- Ownership of bicycles (67,4 % of households have at least one bike) is higher than car ownership (67,2% of households have at least one car).
- The average time of a pedestrian journey is 17,5 min.
- The average number of persons travelling in a private car is 1,5 persons.
- The average journey time by car is 25 minutes.
- The average number of journeys made within 24 hours is 2,1.
- There are eight private bike rental operators and only 1 private car sharing operator, none of which are electrified.
- On the “upper terrace” part of the city (further away from the sea), inhabitants are more car dependent (48.2% of modal split) than those of the lower terrace by the sea (37,4% use the car)

Multimodality Indicators Ranking



Rank Multimodality = Conclusion = Category

Compared to the other CMM cities Gdansk performs at present very good concerning multimodality conditions. It reached the status of a:

Start-Up City

Scale-Up City

Lighthouse City

More quick facts on pilot area:

- The pilot area consists of the Central Business District and hence is of high economic importance. It also includes the 3 biggest city centers of metropolitan rank and transport modes: Śródmieście, Wrzeszcz, Oliwa and also the 3 biggest Universities and their campuses.
- The area includes 45% of the city's business area, 5,5% of the city's total area, over 60% of the big surface business centers and the highest density of the cultural, sport and higher education centers.
- 76% of all offices' surface is located within the pilot area
- The old city is also part of the pilot area.
- Among teachers surveyed in the pilot area, the modal split is 62% using their car, 25% using public transport, 6% using a bike and 7% walking.
- Seven modes of transport in the pilot area:

- Trains: SKM, PKM
- Tramways, Buses,
- Electric Bike sharing (starting from 18th November 18 – 2226 bikes in all Gdansk)
- Electric scooter sharing – Blinkee, Yumi, Ecoshare (300 Scooters in all Gdansk)
- Uber
- Car sharing - Traficar (500 – free floating cars)