

D.T1.4.9. POZNAN REPORT ON EMPLOYEES MOBILITY

Survey and Report Ławica Airport employees

Version 1
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Table of Contents

1. Introduction.....	2
2. Methodology	2
3. Study results	3
3.1. Employees - characteristics	3
3.2. Commuting to work	5
3.3. Mobile apps.....	13
3.4. Public transport	15
3.5. Poznan City Bike	16
3.6. Air - rail link.....	17
3.7. Other problems related to access to the Ławica Airport	18
4. Summary and Conclusions	20
5. Ławica Airport Employee Survey	21



1. Introduction

In 2017 the City of Poznań started to implement the Interreg project LAirA "Landside Airport Accessibility". The area of the Poznań metropolis, consisting of 23 communes - including the City of Poznań - has become the area of research adopted in the project. The project is being carried out from May 2017 to October 2019 and involves, among other things, carrying out surveys among travellers using the Poznań-Ławica Airport and its employees. One of the objectives of the LAirA CE 1074 project is to get to know the preferences of the employees of the Poznań-Ławica Airport and to diagnose the current state of affairs with regard to their everyday commute. Moreover, the knowledge of the use of travel planners (mobile applications) for planning trips during or before the trip was checked. The questions concerned not only the issue of individual transport, but also the assessment of public transport and potential solutions that could improve the connection between the city centre and the airport in the future.

This study was carried out in order to obtain information on the current situation, which will be used in the development of the final report on the entire project entitled: Long-term strategy taking into account the planned development of airport accessibility based on low-emission means of transport.

The study was carried out according to the methodology prepared by one of the project partners. The questionnaire contains standard questions as well as questions that can be used for a number of analyses in later stages. The employees of the airport were interviewed between 28 February and 23 March 2018. This report presents the results of surveys conducted on 134 employees of the Poznań-Ławica Airport.

2. Methodology

The study was conducted at the Poznań-Ławica Airport among all employees of the airport - both office workers and persons employed in rented service areas such as catering, aviation, rent-a-car, and others. Part of the study was carried out by sending out questionnaires in Google forms for airport office workers, while paper forms were prepared for others. All questions were prepared according to the methodology proposed by one of the partners in the paper D.T1.4.1. The survey used a standardized questionnaire (the structure of the entire survey fit on a single A4 format paper), accepted by the project leader, which consisted of 17 questions and a demographics section. All questions were closed-ended or semi-open-ended (with multiple-choice answers) except for the last one, in which respondents could provide answers to problems they had noticed in public transportation and suggestions.

The 70 airport office staff responsible for airport operations replied by means of a Google survey form. This has certainly streamlined the entire process of the study.



3. Study results

3.1. Employees - characteristics

The analysis of social and demographic characteristics of respondents participating in the survey was based on such variables as: age, sex, education, seniority, and net remuneration. The diagrams below show the age structure of the employees and their gender. The data are as follows:

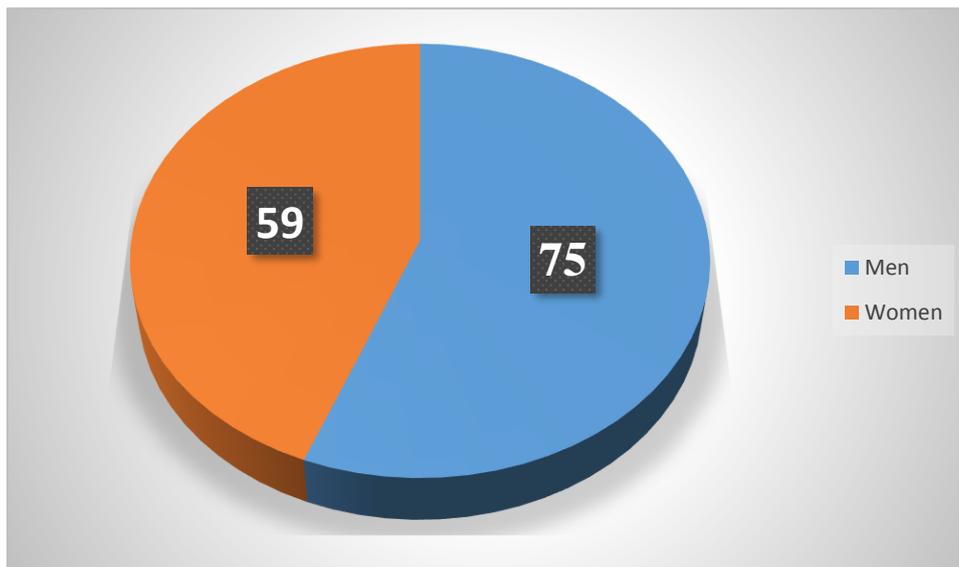


Figure.1. Employees of the Poznań-Ławica Airport - according to gender (own elaboration).

The majority of the respondents are men (56%) (75 respondents), women (approx. 44%, 59 respondents). This is due, among other things, to the nature of the work performed. Work on the tarmac requires skills that are more commonly found in men, and as they are more numerous than office workers, there is a slight advantage in the gender structure between men and women in favour of the former.

The next issue was the age structure of the employees. Seven age brackets (below 20, 21-26, 27-35, 36-45, 46-54, 55-60, >61) were used for the research in the study. The age structure is shown in the chart below.

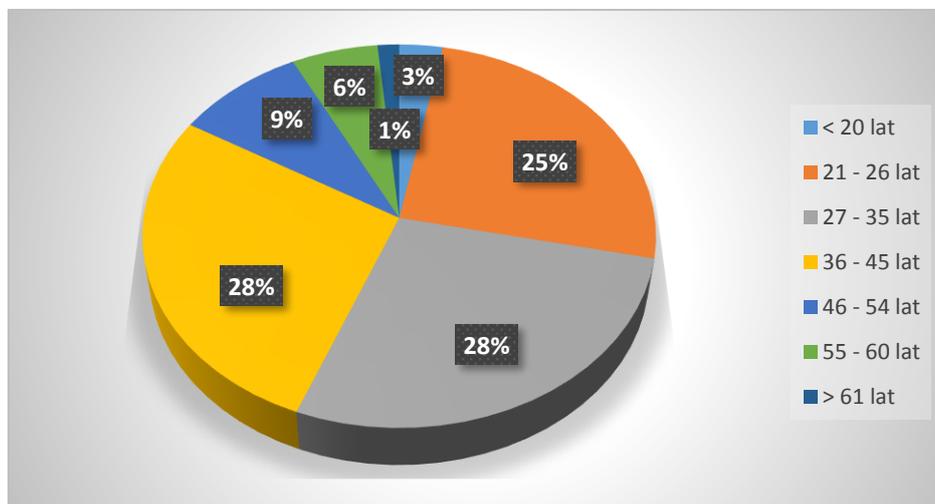


Figure.2. Age structure of airport employees (own elaboration).



More than a half of the employees at the Airport are between 21 and 45 years of age. Only 16% are older than 46. The chart below presents the collected data additionally divided into gender groups.

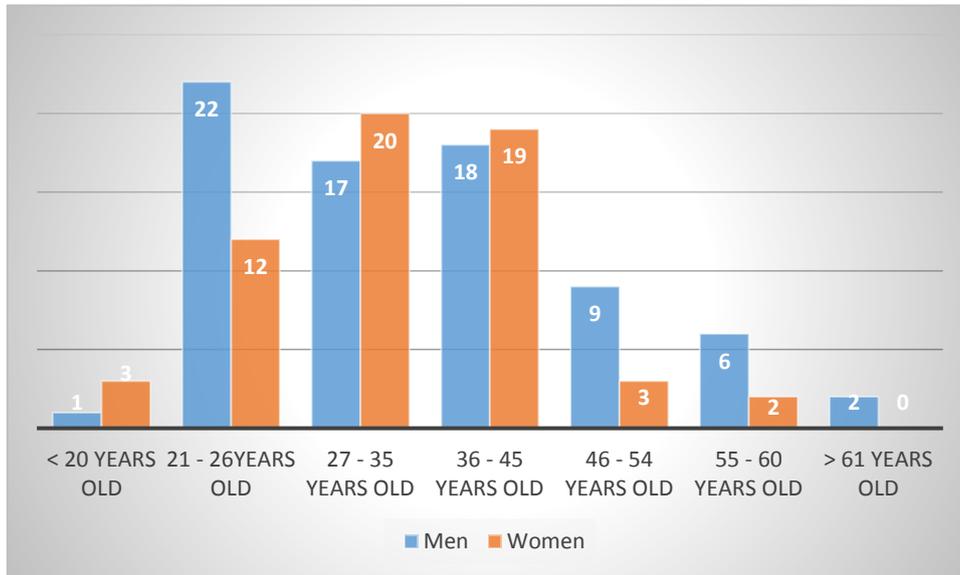


Figure.3. Age structure of airport employees by gender (own elaboration).

The above figures show us the slight gender differences in the provided age brackets. A prevalence of men over 45 years of age is observed.

People with higher education constituted approximately 66% of all respondents, while 33% have secondary education. It can be concluded that skilled workers are the most likely to take part in studies.

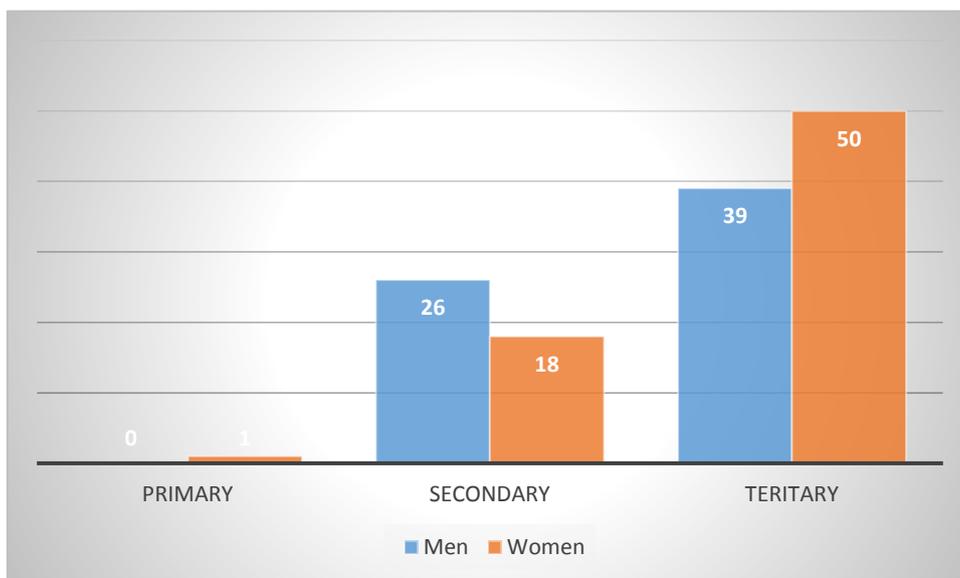


Figure.4. Educational background of Ławica Airport employees (own elaboration).

When examining the income of airport employees, it turns out that the most frequently indicated amount was between PLN 2,001 and PLN 3,000 PLN. The following figures also continue to show the gender pay gap. The higher the amount of a monthly salary, the more positions are dominated by men. This difference becomes visible above PLN 3,000 net. 67% of the respondents declared that their earnings ranged from PLN 2,000 to PLN 4,000.

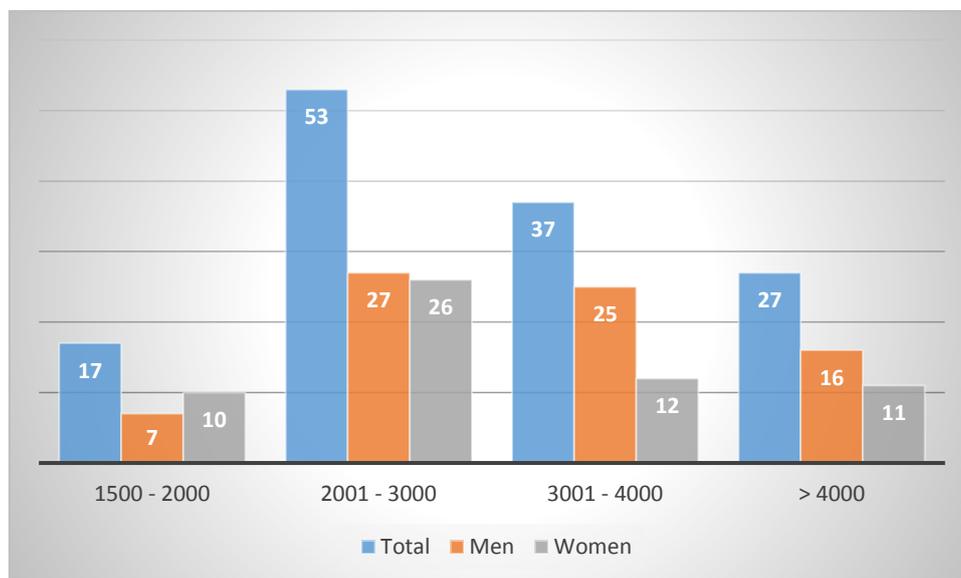


Figure.5. Net income of airport employees (own elaboration).

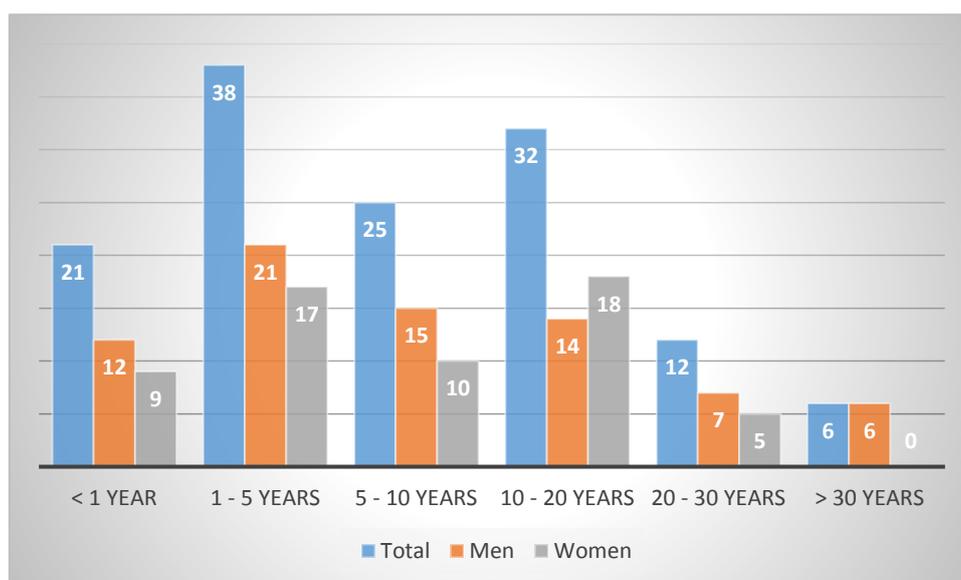


Figure.6. Job seniority of airport employees (own elaboration).

The last of the analysed indicators directly relating to the nature of work was the question concerning seniority. These figures above that 63% of the employed persons have been working at the airport for less than 10 years. This can be explained by a significant number of young workers who are able to develop their knowledge and skills through their day-to-day responsibilities involving international contact.

3.2. Commuting to work

By filling in the questionnaire, employees of the Poznań-Ławica Airport provided a lot of information about themselves. Thanks to this, their commute preferences to and from the workplace, the means of transport they use, and information on the use of mobile applications facilitating travel are known. The data will help identify the needs of workers in order to improve accessibility to the workplace, whether through new investments or by changing their travel preferences.

The place of residence of airport employees varies greatly. Their structure is shown in the map which presents the percentage of people living in a given region of the study area. Interestingly, airport employees also travel from outside the study area, despite the long distance this does not prevent them from commuting on a daily basis.

According to the collected data, only 3% of the respondents declared that they are travelling to their place of work from outside the Poznań agglomeration. The vast majority of employees live in Poznań, i.e. almost 60%. Another group of employees, 16% of those surveyed, live in the western part of the agglomeration. The above is probably caused by a well-developed road infrastructure (Bukowska Street and national road 92 and expressway 11). Such a connection guarantees a quick commute to work from one's place of residence and is a very convenient solution for people using passenger cars on a daily basis. It can be said that the correlation between the location of the workplace and the place of residence is an important factor when choosing a job.

The remaining employees live in communes located in the immediate vicinity of Poznań, with the exception of Czerwonak and Kleszczewo communes. The questionnaire also shows another important information providing data on transport connections in the area of the Poznań agglomeration. Namely, the distribution of places of residence among airport workers coincides with the state of road infrastructure. There are no employees from communes lacking national roads or expressways (mainly in the north-eastern part of the analysed area).

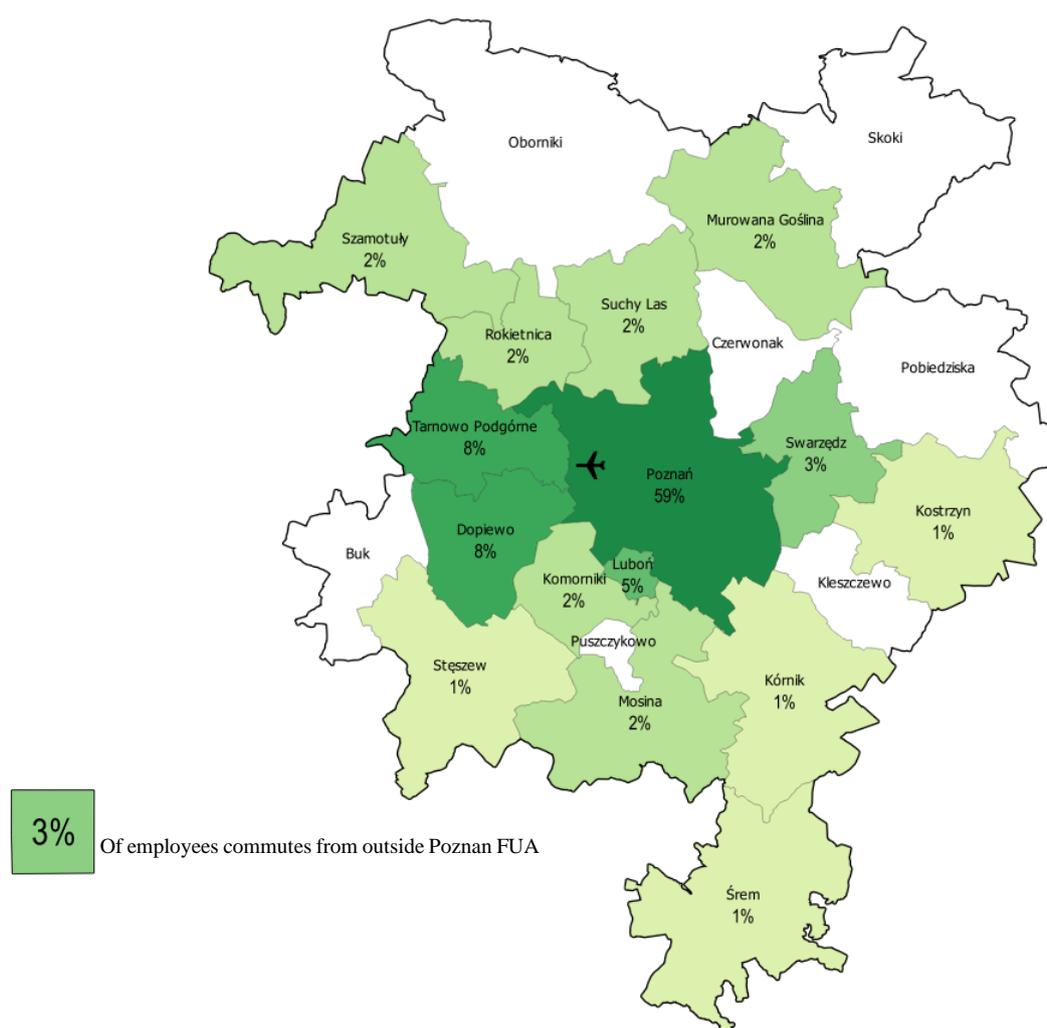


Figure.7. Map of the places of residence of Ławica Airport's employees (own elaboration).



The survey also included a question about the choice of means of transport by which the employees get to the airport. The data are presented in the graphics below. Respondents could choose more than one means of transport, as it is known that many people need to transfer from one mode to another to reach their destination (combined travel - intermodal).

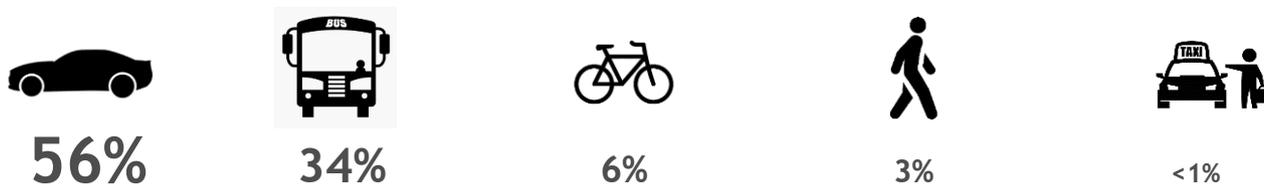


Figure.8. Means of transport used by all employees when travelling between home and work (own elaboration).

In addition, individual travels were also analysed. The obtained data show that commute to the workplace are made in 9 different ways, using up to 3 means of transportation.

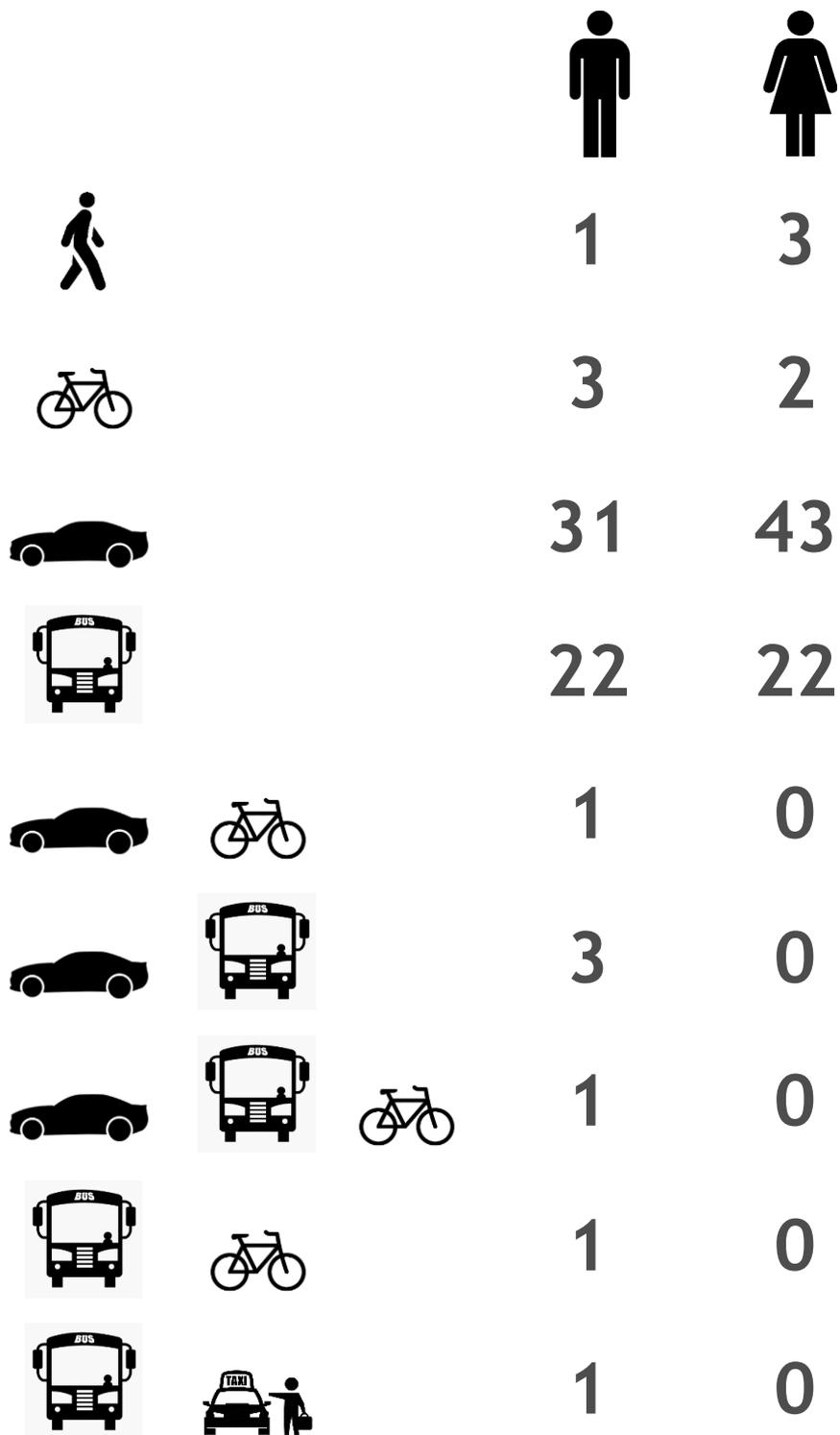


Figure.9. Commutes to the Ławica Airport according to means of transport during a single trip (own elaboration)

The structure of the survey made it possible to conduct another analysis concerning the preferences of Poznań residents alone when commuting to the airport. Examining the choice of means of transport can have a measurable impact on planning changes in the city's transportation structure. Below is presented the share of used means of transport for employees residing in the city of Poznań.



Figure.10. Preferences of means of transport of employees living within the boundaries of the city of Poznań (own elaboration).

The collected data shows a difference between the travel preferences of people coming from outside the city of Poznań and those living in the city. The dominant means of travel is passenger car and public transport. Mainly these two types are used by almost 90% of employees during their travels. Bicycles are used to a small extent (5%) and the remaining modes comprise less than 4%. It is possible to change preferences in favour of public transport or city bikes by introducing new technical solutions or simply by building a public bike station right next to the airport.

In the conducted research we can observe a change in the trend of choosing means of transportation between employees commuting from Poznań and from outside the city. The first group travels by public transport more often than the second group. This may be due to an ample offer of municipal public transport.

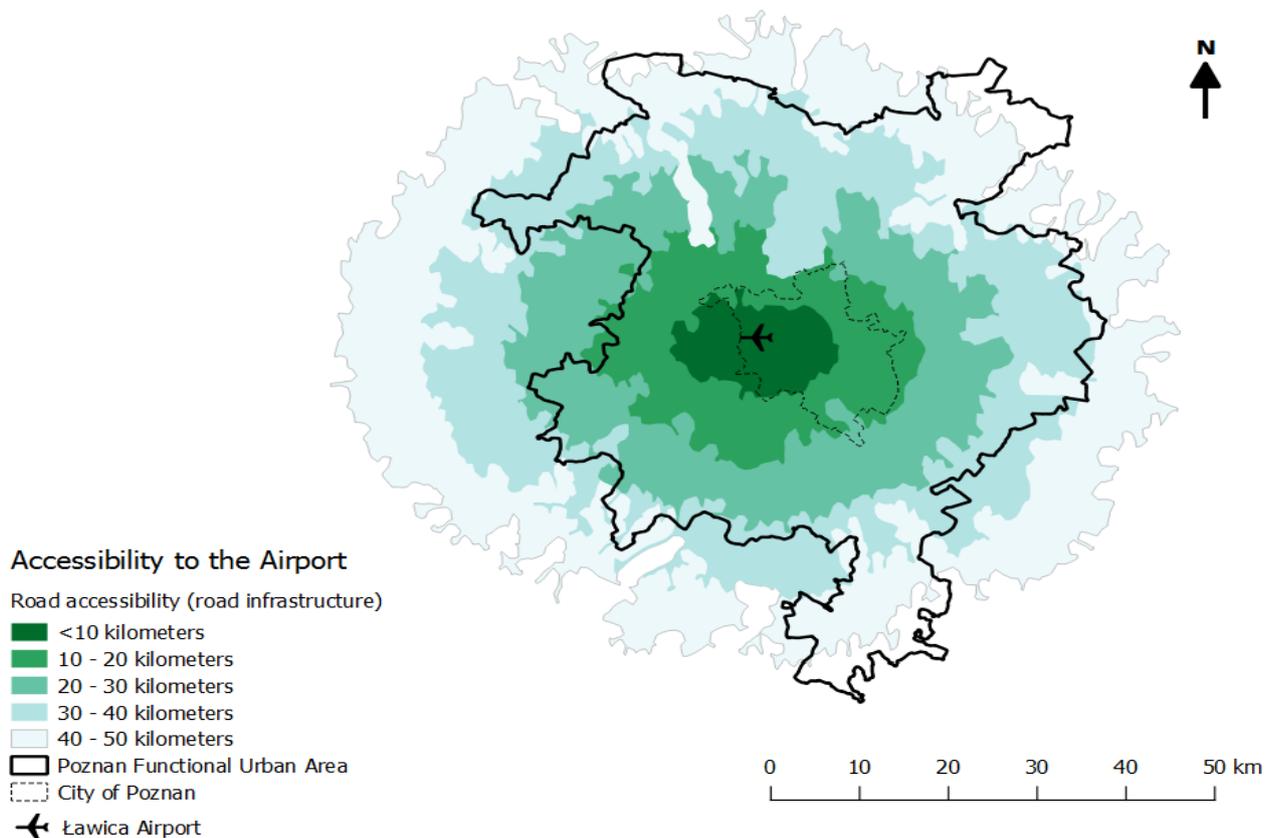


Figure.11. Accessibility to the airport taking into account existing road infrastructure (own elaboration).

The above map shows the current state of accessibility to the airport, including the state of road infrastructure in the study area. Well-developed infrastructure ensures a high level of accessibility and guarantees comfort of travel. High quality access to the airport is available mainly to the western and central part of the Poznań Functional Urban Area. On the other hand, visible deficiencies can be observed in the northern part (mainly the north-east) where the road infrastructure is not sufficient. The existing network of connections is reflected in the number of journeys made by employees. The map below shows the commute time to the airport, which is directly dependent on the type and condition of road infrastructure.

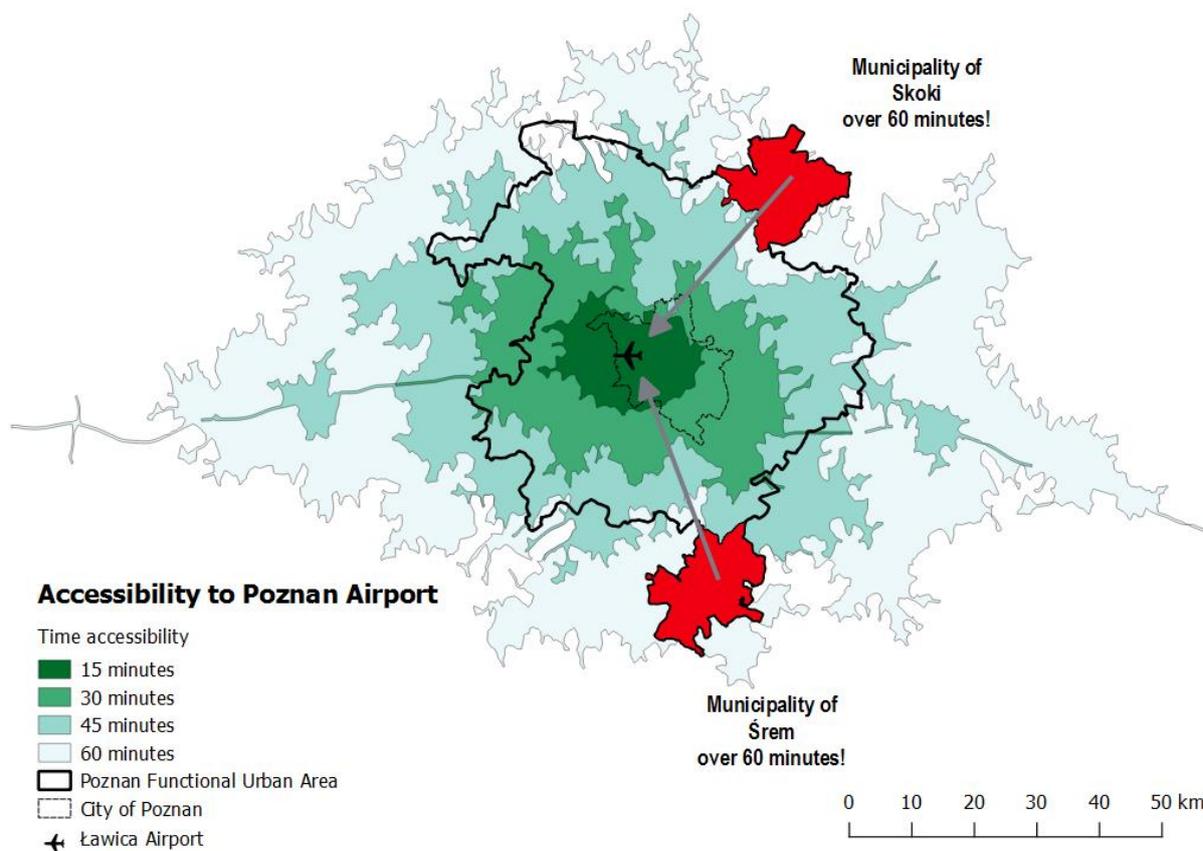


Figure.12. Time accessibility to the Ławica Airport (own elaboration).

The map presenting time accessibility shows the issue of the condition of road infrastructure and the type of existing roads in a much better way. Areas to the north-east and to the south definitely stand out from the other areas in terms of commute time. Despite the distance from the airport not exceeding 50 km for the borders of the entire area, road accessibility for two communes of the agglomeration does not fall below 60 minutes. An opportunity to improve this condition may be found in further investments, which will provide new infrastructure or relieve the inflow of passenger cars by increasing the competitiveness of trains, to which Poznań is preparing. As early as June, the Poznań Metropolitan Railway will be launched, which aims to ensure that passenger trains run every 30 minutes

during rush hour. The city is commissioning concepts to restore the usefulness of the rail bypass on which passenger trains will run. This may have a significant impact on the reduction of individual transport in the city. Ticket prices are also an important aspect. The use of a network ticket is a more cost-effective option than using a car. However, the issue of comfort is critical in many cases and therefore no radical change in the travel preferences of commuters is to be expected.

From the collected survey data it was possible to determine the distance to the place of work travelled by airport employees everyday. The data is shown in a graphic form below.

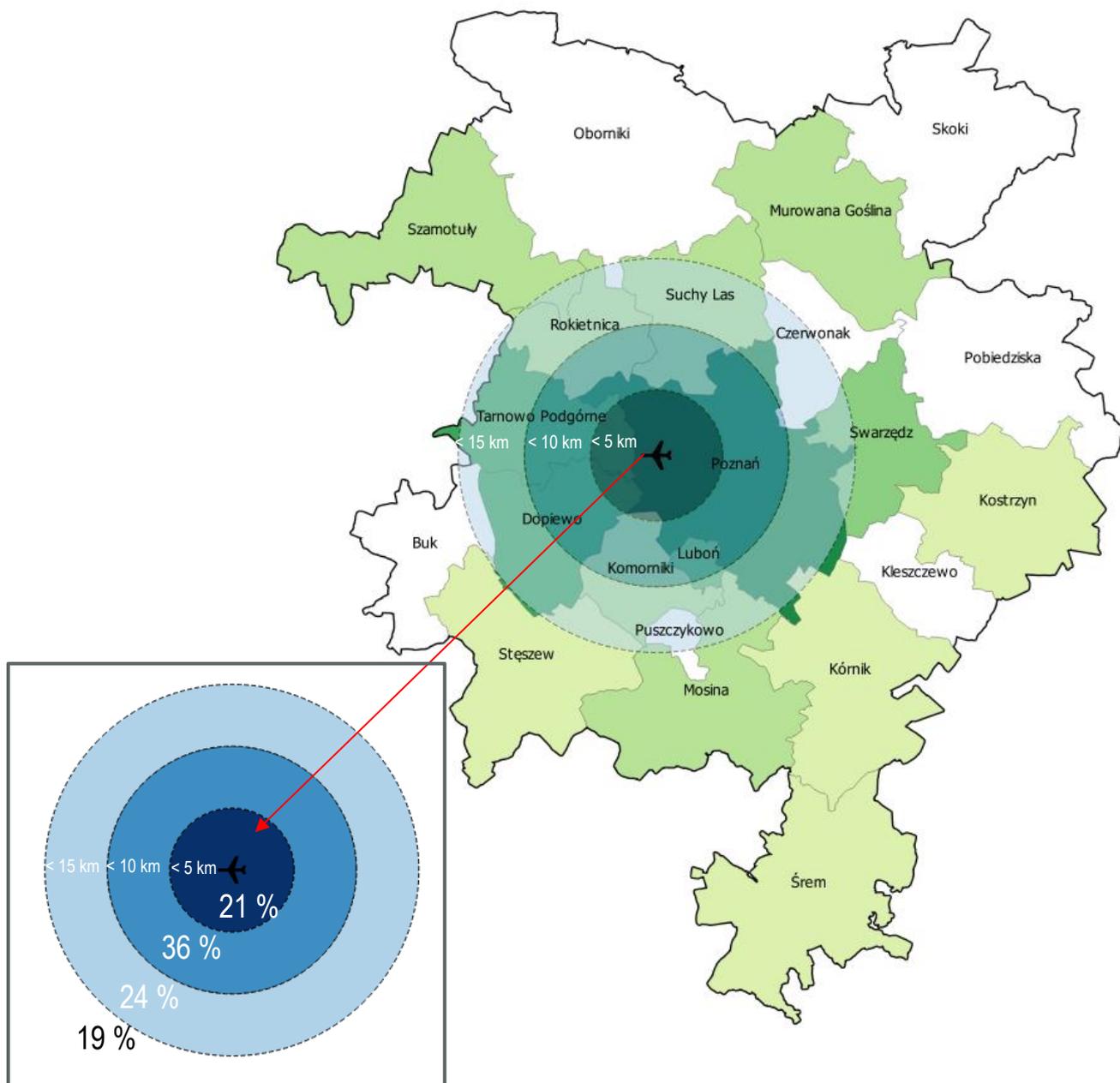


Figure.13. The number of passengers travelling from their place of residence to the airport, taking into account the adopted distance ranges (own elaboration).

More than half of the respondents stated that they travel up to 10 kilometres during one trip; 24% of the respondents indicated that the distance to their workplace ranges from 10 to 15 kilometres. The others, i.e. 19% of the respondents, travel more than 15 kilometres each time.

Another factor examined during the survey concerned the commute time of airport employees. The following time periods are given in the survey (in line with Figure.14.). The data are as follows:

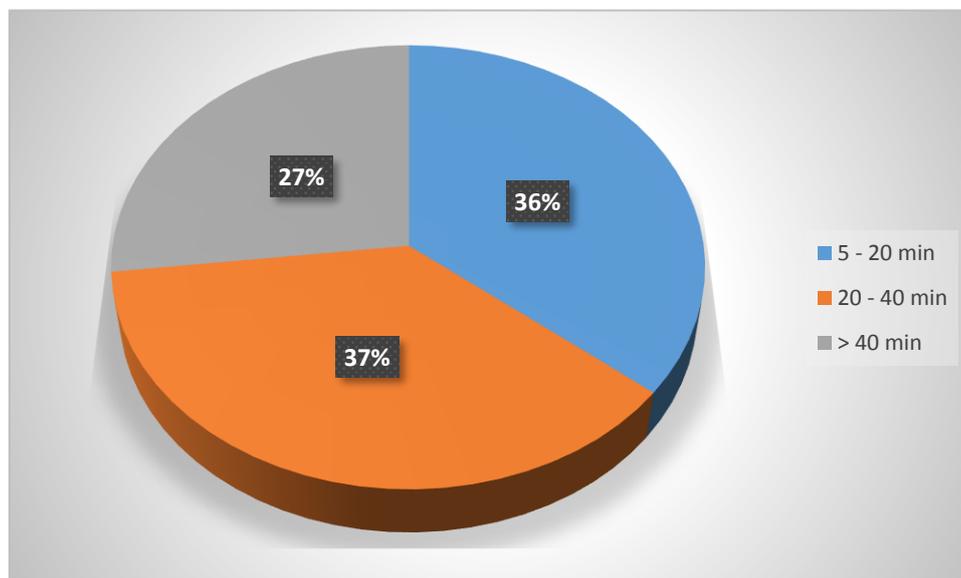


Figure.14. Commute time of airport employees (own elaboration).

For almost 1/3 of the respondents it takes more than 40 minutes to get to the airport, i.e. at least 80 minutes a day spent commuting to and from work. This certainly applies mainly to people dependent on public transportation who have to transfer from one mode of transport to another during their journeys, but it also includes the group of people who travel more than 15 kilometres from the eastern and southern parts of the agglomeration. Spending more than one hour every day on commuting to work can be a bit burdensome. For those who do not own a car, it may turn out to be a secondary factor as owning a car also entails additional fees, but on the other hand - travel comfort, a sense of independence, and a time saving. Most of the respondents, understandably, live in Poznań, therefore their commute does not exceed 40 minutes.

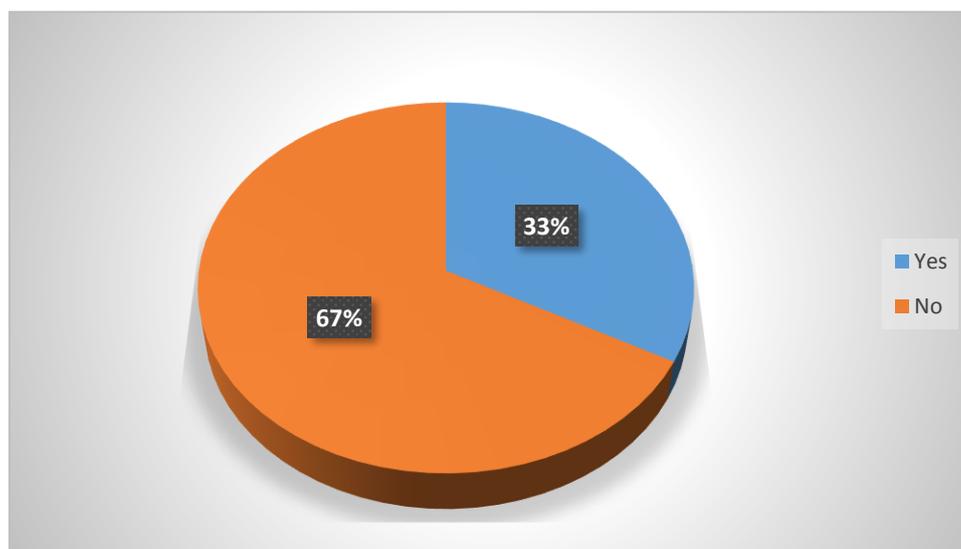


Figure.15. Do you switch modes of transport when commuting to work? (own elaboration).



The figures above show that 33% of respondents transfer during their trip from/to their workplace. The vast majority (67%) indicated that they were travelling by a single mode of transport, i.e. car, bus, bicycle, etc.

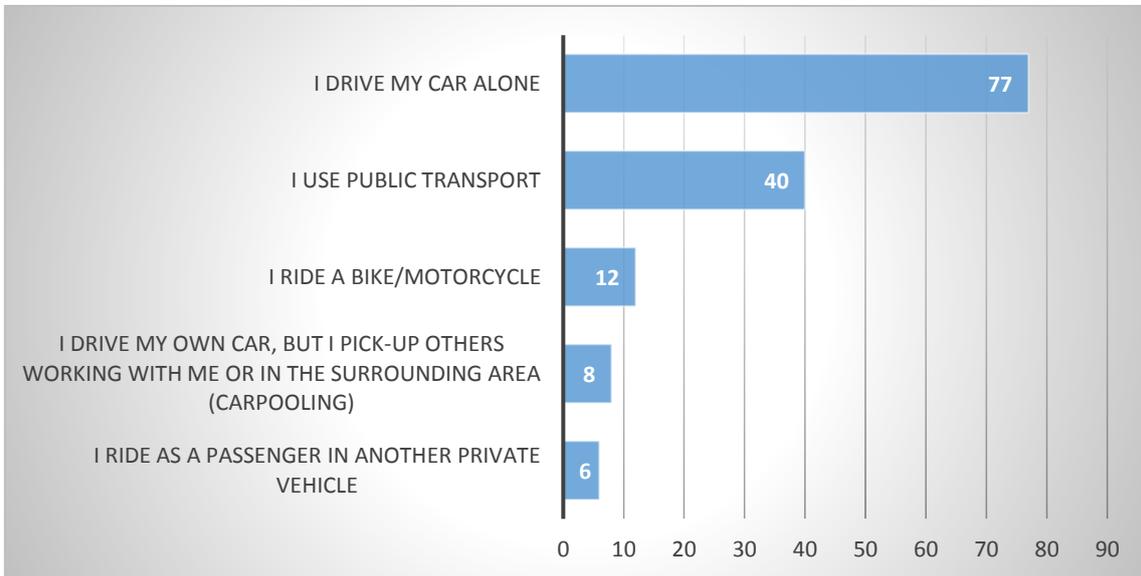


Figure.16. Travel to the workplace of airport workers, including the mode of transport (own elaboration).

The graph above shows how employees travel to and from their workplace. A total of 77 people declared that they were travelling to and from the airport on their own. Another group comprises persons using public transportation, i.e. 40 respondents. Twelve persons declared to travel by motorbike or bike. It is worth noting that in spring and summer the demand for two-wheeled vehicles is increasing significantly, therefore the construction of a city bike station could increase the number of users. Only 14 people take passengers who work at or near the airport with them, while 6 of them have declared to be travelling as passengers.

3.3. Mobile apps

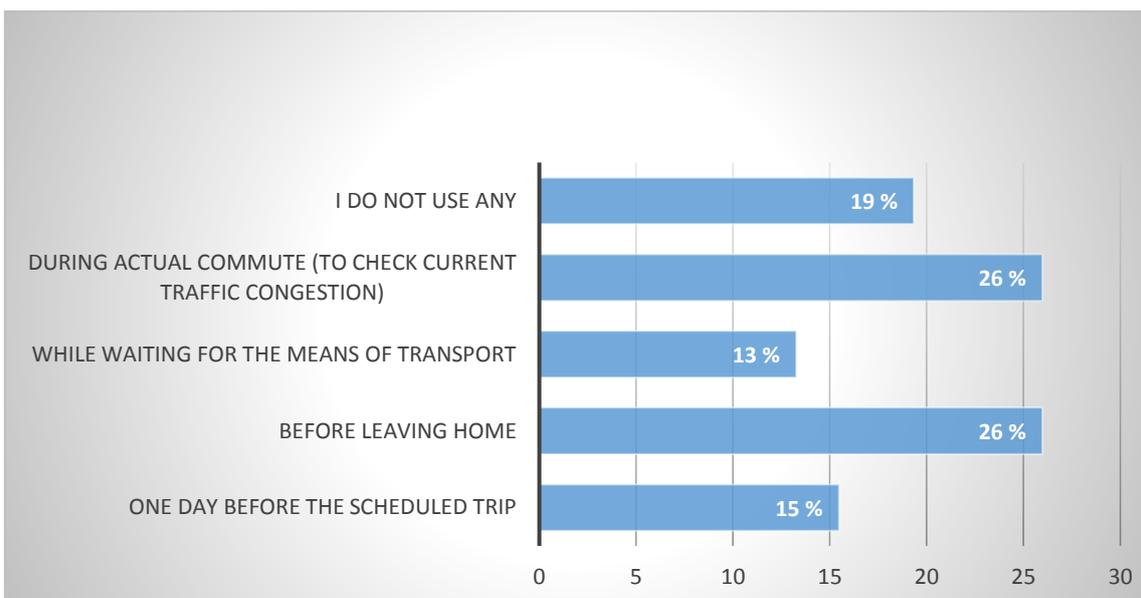


Figure.17. Use of mobile apps for travel planning (own elaboration).

Mobile applications have become an indispensable part of travel planning. They allow us to check whether the bus/tram we are interested in arrives at the stop according to schedule. We can use them at any given moment, and the using each of the existing ones is very simple. One of the survey questions concerned the

moment when respondents decide to use mobile applications. Most often, users decide to use them before leaving home (26%) and while travelling to check if the bus/train is coming according to the timetable and if the next line of interest will be punctual at the stop of their choice. A total of 19%, i.e. 25 respondents do not use mobile applications at all. This shows that people are planning their time and that a smartphone is a frequent source of information.

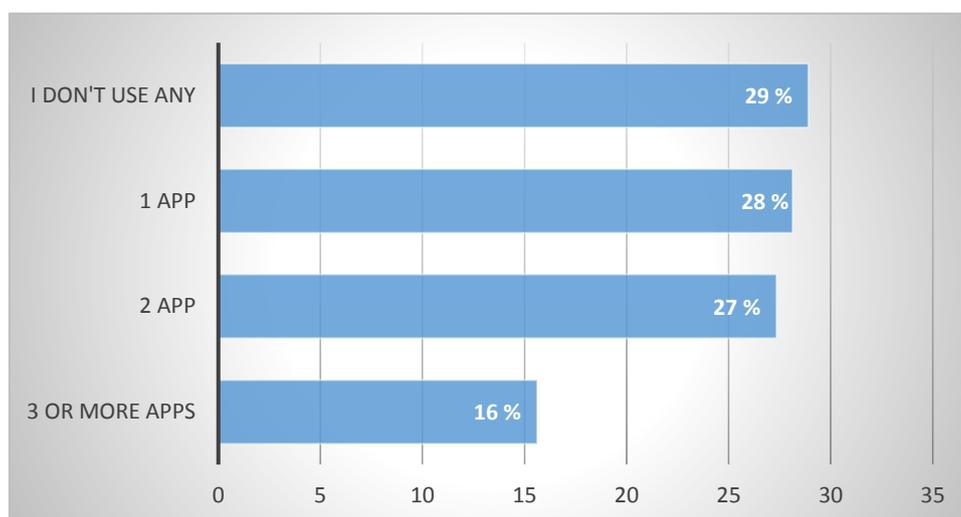


Figure.18. How many mobile applications do employees use? (own elaboration).

The question concerning applications allowed to choose more than one mobile application from the ones available for use. The suggested breakdown shows that almost 30% use one, 27% use 2 applications and 16% have at least 3 mobile travel applications installed. As previously observed, 25 people do not use any mobile apps, which translated into a result of 29% in the above graph.

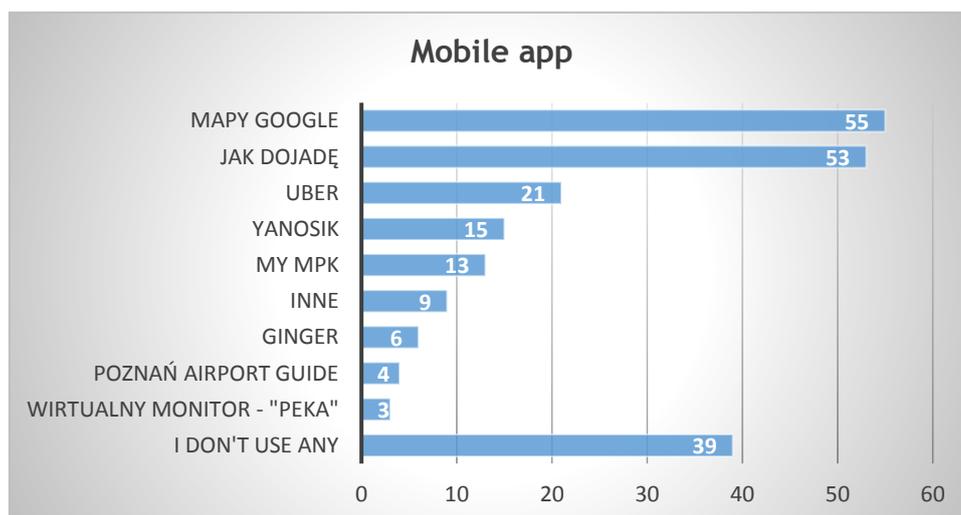


Figure.19. Which mobile applications do employees use? (own elaboration).

The figure above shows a whole range of mobile applications that allow us to plan the journey to the destination by mode of transportation. From the data presented below the most popular application are "Google Maps" and "Jakdojadę". The first spot taken by Google Maps is not surprising for one simple reason. Users of Android-based smartphones have the Google app suite installed from the beginning, including Google Maps. It is the most popular application, and at the same time the fastest growing one that is free of charge. It provides information on routes for such means of transport as passenger cars, bicycles, public transportation, walking, taxis, but also Uber. The second place was taken by the "Jakdojadę" app, which is available in 40 Polish cities. It also allows us to plan a trip to a destination using several means of transport.

Less popular applications such as yanosik, my MPK, and others occupied the next position. Only 4 people declared to be using airport-dedicated application, i.e. Poznań Airport Guide. The use of travel planners greatly facilitates the planning of transfers from place to place. Using multiple ones seems to be annoying, however, having the first two is enough to analyse the travel options in advance and decide on the most convenient one.

3.4. Public transport

Public transport to Ławica Airport is provided by bus line no. 59. Until not long ago there was the "L" bus line which guaranteed an even better connection because the bus was stopping only at 2 intermediate stops, i.e. Bałtyk and Szpitalna. For this reason, the journey time was between 15 and 18 minutes and was very convenient for both travellers and employees. For a certain period, buses of the express lines "L" and "59" were running on a section of Bukowska Street. At that time, the division of passengers using particular lines and a kind of traffic order on Bukowska Street were noticeable. The 59 line was used by a small number of travellers going to the Airport, while the vast majority of commuters were residents. In turn, the "L" bus was most convenient for those going to catch a plane and for some employees of the airport. Such a division ensured comfort as the closure of one line caused congestion in line 59, which is noticeable from the stop "Bałtyk" - not only during the bus's rush hour. Following complaints from residents, the Urban Transport Authority assured that line 59 would run every 15 minutes in order to provide adequate comfort for all passengers. It is not possible to get to the Ławica Airport directly by other mode of public transport - it is necessary to change the means.

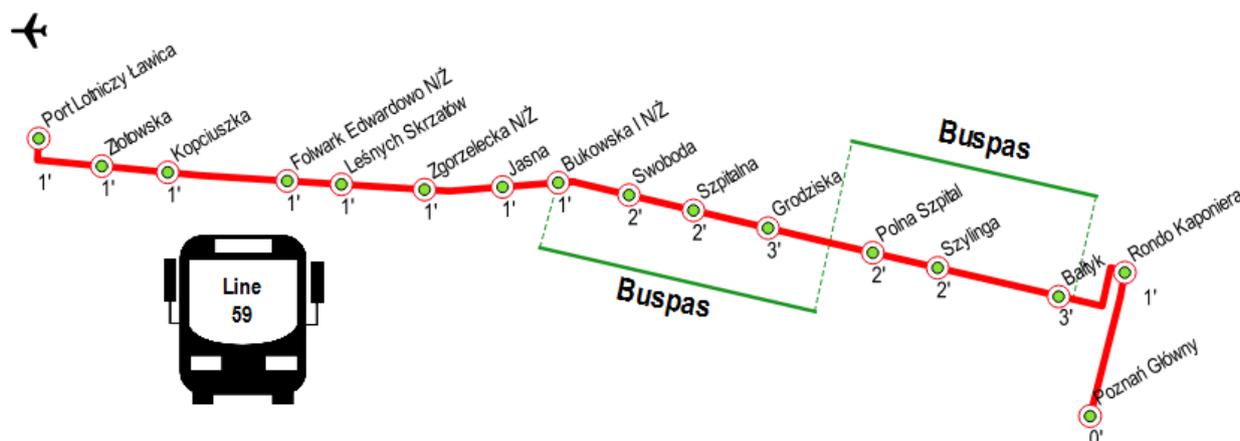


Figure.20. Bus line no 59, stops with transit times between stops taken into account (own elaboration)

The question in which respondents could indicate many answers concerned the condition of public transport, i.e. indicating the main reasons why they do not use it. The data are presented in the chart below.

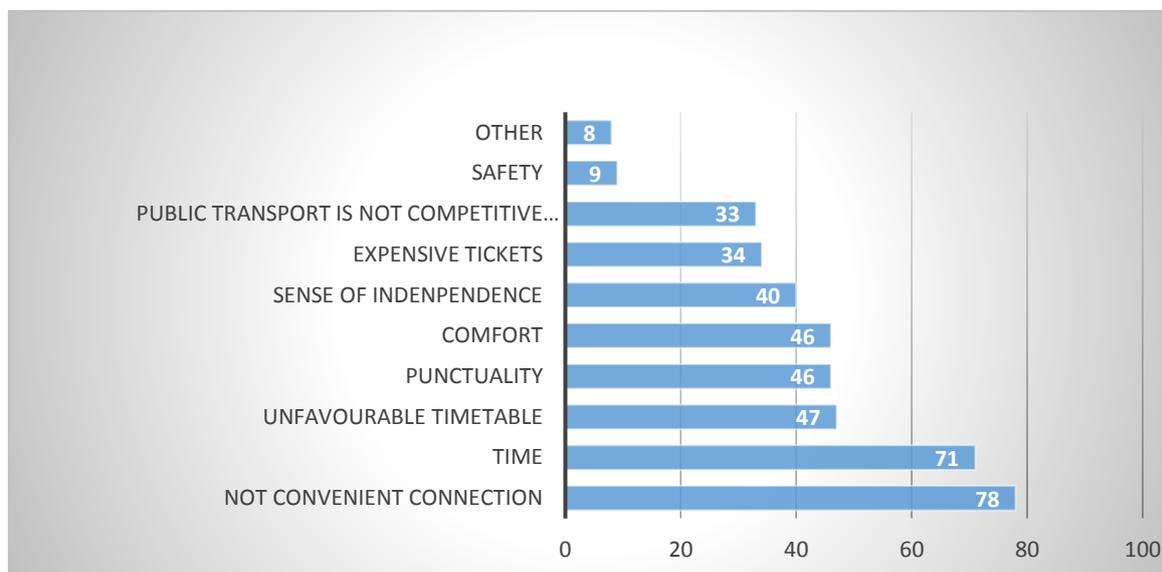


Figure.21. Reasons for not using public transport (own elaboration).

Among the indicated reasons, the leading positions are taken by those related to travel time and lack of convenient connections. It shows in particular that there is still a need to improve transport solutions on the way to the airport. The reintroduction of the "L" line could significantly improve the quality of services offered by the municipal operator. Other reasons indicated by the respondents include unfavourable timetables, punctuality, and comfort of travel. The number of stops on the line 59's route is quite significant, and in addition, intensive traffic, especially during the morning and afternoon rush hours, results in regular delays of the bus. Fewer people indicated responses such as ticket cost and a sense of independence. Many respondents using passenger cars stated that public transportation is not competitive, which may be justified for those who live in communes neighbouring the city where there are no bus lines guaranteeing access to the airport. City authorities are able to improve the accessibility of airport from Poznań. First of all, it is necessary to perform in-depth analyses, which will show us the way to choose in order to achieve the desired transport quality goal.

3.5. Poznan City Bike

During the study, travel preferences of airport employees were examined, which concerned not only travelling to the airport but also other leisure activities (question 14). The chart below shows the dependence of people who use Poznań's city bicycle. Every trip lasting less than 20 minutes is free of charge, there are currently approximately 113 bike stations, and a transfer reduces our travel time and is instantaneous. This allows many people to travel from place to place free of charge despite the many kilometers they have travelled.

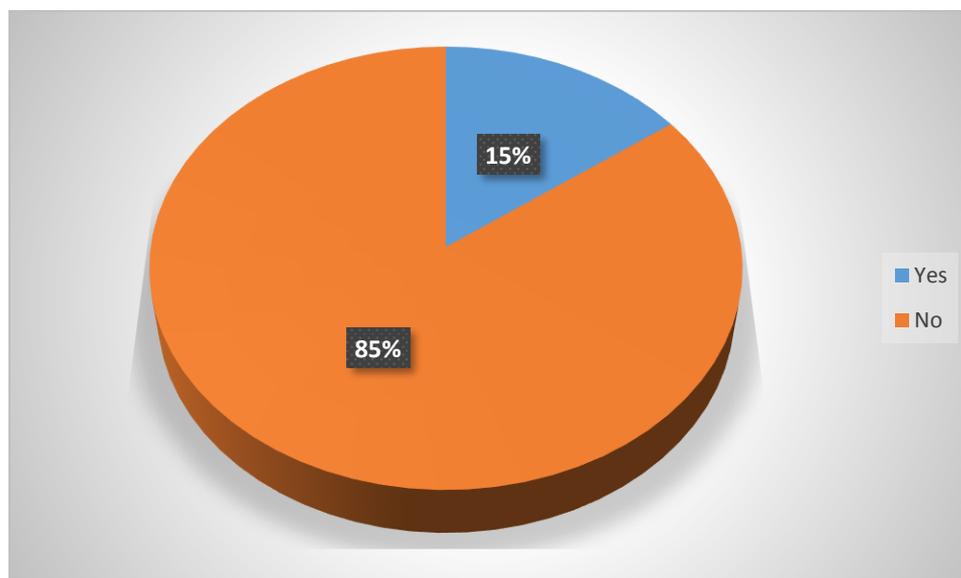


Figure.22. Do you use the Poznań City Bike? (own elaboration).

The chart above shows that only 15% of the respondents use Poznań City Bike stations. The percentage could increase by a few percentage points if a station was installed at the Airport itself, as some people had stated in their last question on comments and other suggestions. The vast majority of respondents have not used the services of the PCB yet. It is worth mentioning that bicycles can be rented from March to mid-December. The vast majority of the users fall into the summer period. Since the beginning of its existence, the PCB has been gaining popularity every year and the number of users of city bikes has been growing every year. To sum up, the switch to using a city bike may be influenced by the construction of a station at the Ławica Airport. Persons having less than 5 kilometres to their workplace will definitely want to use the city bike, provided weather conditions are favourable, not only to avoid traffic jams, but also for their own health.

3.6. Air - rail link

One of the questions in the survey was about the air-rail connection: "Would you like to use a direct train from Poznań Główny station to the Poznań-Ławica Airport, which would allow you to get to your destination within 10 to 15 minutes?". The issue of connecting the airport with the city centre by rail has been raised several times in recent years by the city authorities, but every time it stopped at the conceptual stage. On the basis of the documentation gathered and investigated alternatives, it appears that introducing a rail connection is the best solution. Other options involving the construction of a tramway route from the centre to the airport would require much higher construction and operating costs. Perhaps a new analysis of the profitability of such a connection will indicate that the airport is worth connecting with the centre of Poznań by means of an agglomeration railway, thanks to which each of the travellers could quickly and comfortably get to the Airport. An optional introduction of a single passenger stop on the route at the Bajkowie Estate could contribute to the growth of traffic flows, which would translate into the profitability of a given investment. The chart below presents the results of the respondents' enquiries about their willingness to use the railway between the city centre and the airport.

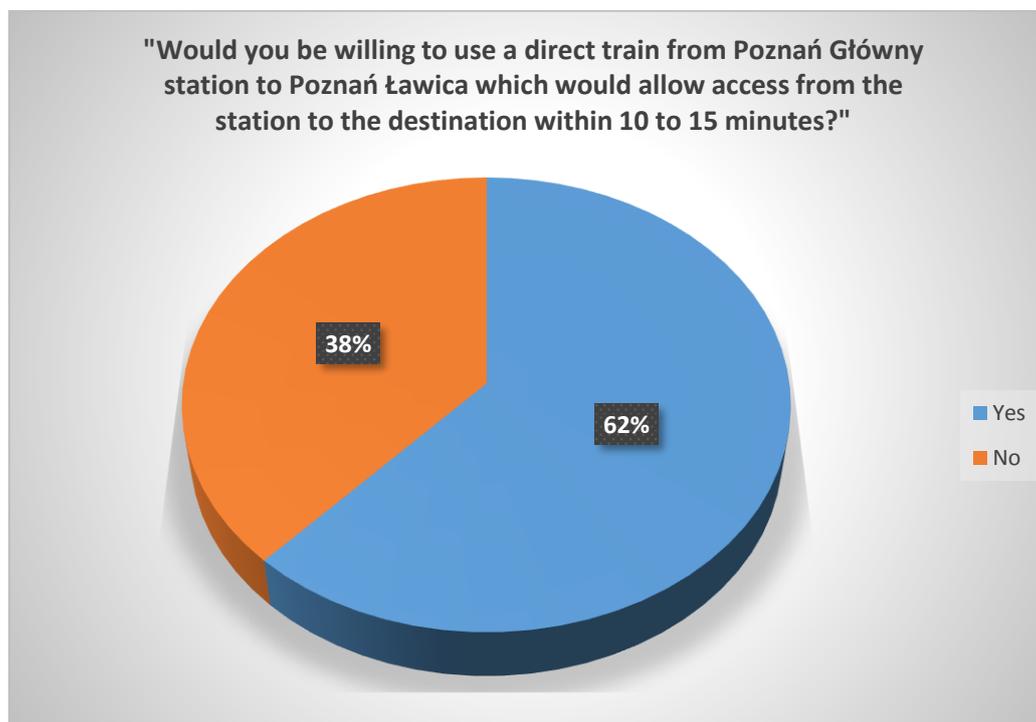


Figure.23. Airport workers' declaration on their potential use of a rail link.

The results show that 62% are willing to use the proposed rail link as part of the integration of the railway station into the airport, with 38% of people showing a lack of interest in the measure. The Rail-Airport connections may prove to be a solution that would certainly solve the problem of connecting the city centre with the airport. Unfortunately, the barriers to such an undertaking include the costs of a potential investment as well as legal issues and acoustics. However, despite the introduction of a limited use area by the airport due to air traffic causing discomfort (noise), people are still settling in the vicinity of the airport.

3.7. Other problems related to access to the Ławica Airport

The last question of the survey was open-ended and concerned accessibility problems to the Ławica Airport noticed by airport employees on a daily basis. The vast majority of them concerned the City itself, which may indicate that the services offered by the city transport operator turn out to be insufficient. With regard to the conclusions included in the survey form, there were a few observations that should be taken into account in order to improve the public transport offer for commuters.

The following are the comments of airport staff about the accessibility problems they have encountered (original spelling):

- "Public transport does not always operate according to the timetable (line 59), is often unreliable and it is difficult to plan a trip especially during rush hour (Poznań Główny - Ławica Airport route)"
- "I switch modes when using urban and suburban transport. When travelling on bicycle, there are often gaps in cycling paths between my place of residence and the airport".
- "Particular attention should be paid to the capacity of Bukowska Street (coordination of traffic lights along the entire street to obtain green traffic waves - on certain sections public transportation has to use a common lane with other vehicles when travelling from the city)"



- "Bus line 59 schedule. When starting from the Poznań Główny station, the bus line loses approximately 2 to 3 minutes when reaching the Kaponiera Roundabout due to traffic lights. This results in a delay of approx. 5 minutes from the timetable at the Polna/Szpital stop. I have been working at the airport for 4 months and I always take this bus from the Polna/Szpital stop. The 59 has never been faster than 4 minutes after the scheduled arrival (regardless of the time of day). All this time is lost at the "Kaponiera"
- "If there were a connection from Pałędzie/Skórzewo to the Poznań-Ławica Airport, I would use it"
- "Paid parking for employees, as well as a full-hour drop-off charge above 10 minutes"
- "As I pointed out, I drive by car. I have ended my attempts to travel by public transport after a month due to a poor bus connection"
- "Closure of the L bus line ..."
- "Independence and time are most important to me. I will not use public transport in circumstances other than necessity in the absence of my own transport. I just get into my own car at any time without having to wait, getting to the place of departure, risking delays. It is not even a matter of the time it takes to get from point A to point B, but the moment when deciding to start and the time it takes to complete it"
- "Irregular distribution of city bike stations, e.g. Wola does not have any"
- "level crossings with railway lines (no bridges); there are too few turning lanes at access points to large crossings (no buffers to allow more cars to pass through the green light); dangerous ruts and potholes in the roads; Solidarności Alley lacks underground passages and causes vehicles to stop at traffic lights; from Witosa Street to Niestachowska Street the right lane ends too early (it should allow to drive until the end of the turn into św. Wawrzyńca Street)".
- "During rush hour and beyond, traffic jams - prolonging commute to and from work"
- "No train (there is one at all major stations) or tram from the train station"
- "No trams, no City Bike Stations at the Airport"
- "No convenient connection from Przeźmierowo to the airport"
- "The timetable is not adjusted for morning departures"
- "One bus connecting the "Wieczorynki" with the Airport. Only 1 bus from the city to the airport"
- "Too few connections - only one bus to the airport"
- "Bus 59 is not on time along its route. Restoring the L line would be convenient for both passengers and local residents"
- "TRAFFIC JAMS"
- "Night-time bus service is not adapted to working hours - too few courses"
- "There is a gap in the schedule from 3:30 to 5:00 a.m. on weekdays. Too few connections at night"
- "Wrong decision to cancel the "L" express line between the Main Railway Station and the airport. The night bus should run every half hour, not every hour"
- "Low frequency of buses from the city centre"
- "No L express line from the rail station to the airport"
- "Bus 59 (the only bus driving to the airport directly from the railway station) has too many stops, so the journey is much longer. I very much regret the cancellation of the "L" bus route.

All problems that were reported by the respondents will be verified. Certainly, the City is able to solve some of them in a short time frame. However, it is known that only some of them can be improved.



4. Summary and Conclusions

When summarizing the results of surveys conducted among the employees of the Poznań-Ławica Airport, it can be concluded that the car is the main means of transport to the workplace. Modern road infrastructure of Bukowska Street certainly makes it easier for people to travel by car. Bus availability is partly a problem. Dedicated bus lanes are only present along a certain section on the way to the airport, which is why buses report regular delays at the final stop. Restoring the "L" express line, which was passing the test, may also contribute to the improvement of the airport's accessibility. With regard to cycling, it is commonly accepted that a distance of up to 5 km is not a problem for cycling; the lack of sufficient technical infrastructure in the form of cycling paths constitutes a barrier through which it is difficult to convince people to change e.g. from a passenger car to a two-wheeled vehicle. During subsequent meetings with stakeholders where the results of the study will be presented for both employees and travellers, we hope that the resulting discussion will indicate problem areas and possible solutions.



5. Ławica Airport Employee Survey

Below we present survey forms, which were used by us throughout the entire process of conducting the survey.

POZnań*

Kwestionariusz Ankiety

Projekt LAirA – Poznań „Ławica” – Ankieta pracowników lotniska

Urząd Miasta Poznania, a dokładniej Wydział Transportu i Zieleni jest jednym z partnerów projektu europejskiego Interreg CE 1074 – „LAirA” – dostępność lotnisk. Jednym z głównych założeń projektu jest poprawa dostępności do lotniska Ławica pod względem mobilności niskoemisyjnej. W związku z powyższym zwracamy się do Pani/Pana z uprzejmą prośbą o wypełnienie niniejszej ankiety celem uzyskania opinii na powyższy temat. Zapewniamy, że badania prowadzone są anonimowo z zachowaniem dobrowolności i będą wykorzystywane tylko dla potrzeb opracowania końcowego dokumentu strategicznego. Prosimy o udzielenie szczerych odpowiedzi na pytania zawarte w poniższym kwestionariuszu.

1. Płeć: Mężczyzna Kobieta
2. Wiek: <20 lat 21-26 lat 27-35 lat 36-45 lat
 46-54 lat 55-60 lat >61 lat
3. Wykształcenie: Podstawowe Zawodowe Średnie Wyższe
4. Przybliżona wartość średniego miesięcznego dochodu netto [zł]
 1500-2000 2001-3000 3001-4000 powyżej 4000
5. Staż pracy:
 < 1 rok 1-5 lat 5-10 lat 10-20 lat 20-30 lat >30 lat
6. Dojazd do miejsca pracy
 Samochód osobowy Transport publiczny Rower Taxi Inny
7. Z jakiego miejsca Pan/Pani dojeżdża do pracy?
Proszę wpisać nazwę gminy
8. Jaką odległość pokonuje Pan/Pani do pracy z miejsca zamieszkania?
 <1 km 1-5km 5-10km 10-15km >15km
9. Ile czasu zajmuje Panu/Pani dojazd do pracy?
 <5min 5-20min 20-40min >40min
10. Czy korzysta Pan/Pani z aplikacji mobilnych ułatwiających podróżowanie? (Jeżeli tak proszę zaznaczyć jakie, można zaznaczyć kilka)
 Jak dojadę Wirtualny Monitor – Peka Ginger MPK Poznań Airport Guide
 Uber Aplikacje Carsharingowe Mapy Google Yanosik Inne Nie korzystam
11. Jeżeli korzysta Pan/Pani z aplikacji mobilnych ułatwiających podróżowanie, to w którym momencie podróży są one używane?
 Na 1 dzień przed zaplanowaną podróżą
 Przed wyjściem z domu
 Podczas oczekiwania na środek transportu
 W trakcie przemieszczania się (doraźne sprawdzenie o aktualnych natężeniach itp.)
 Nie korzystam



12. Według Pan/Pani jakie mogą być przyczyny nie korzystania z komunikacji publicznej proszę zaznaczyć? (można zaznaczyć kilka)

- Brak dogodnego połączenia
- Drogie bilety
- Niekorzystny rozkład jazdy
- Transport publiczny na trasie nie jest konkurencyjny w porównaniu do samochodu
- Czas
- Komfort
- Poczucie niezależności
- Punktualność
- Bezpieczeństwo
- Inne

13. Jeżeli korzysta Pan/Pani z transportu indywidualnego proszę zaznaczyć jaka jest to forma transportu?

- Jeżdżę sam/sama samochodem
- Jeżdżę własnym samochodem, ale zabieram innych pracujących ze mną lub w okolicy
- Jeżdżę jako pasażer innego pojazdu indywidualnego
- Jeżdżę rowerem/motocyklem
- Korzystam z komunikacji publicznej

14. Czy korzysta Pan/Pani z Poznańskiego Roweru Miejskiego?

- Tak
- Nie

15. Czy przesiadasz się dojeżdżając do pracy?

- Tak
- Nie

16. Czy Pan/Pani byłby/byłaby skłonna skorzystać z dojazdu do pracy pociągiem bezpośrednim ze stacji Poznań Główny do Poznań Ławica który zapewniałby dostęp do miejsca docelowego z dworca w przedziale od 10 do 15 minut?

- Tak
- Nie

17. Inne problemy/ uwagi jakie Pan/Pani dostrzega w kwestii dostępności do lotniska różnymi środkami transportu?

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Dziękujemy!



Questionnaire

LAirA Project – Poznań "Ławica" – Airport employee survey

The Poznań City Hall, and more specifically the Department for Transport and Greenery, is one of the partners of the European project Interreg CE 1074 – "LAirA" – Landside Airport Accessibility. One of the main objectives of the project is to improve accessibility to the Ławica Airport in terms of low-carbon mobility.

We therefore kindly ask you to complete this questionnaire in order to obtain your opinion on the afore mentioned matter. We assure you that the study is conducted anonymously on a voluntary basis and will be used only for the purpose of preparing the final strategic document. We ask you to provide truthful answers to the questionnaire below.

1. Gender Male Female
2. Age < 20 21-26 27-35 36-45
 46-54 55-60 >61 years
3. Education Primary Vocational Secondary Tertiary
4. Approximate average monthly net income [PLN]
 1,500-2,000 2,001-3,000 3,001-4,000 above 4,000
5. Seniority
 <1 year 1-5 years 5-10 years 10-20 years
 20-30 years >30 years
6. Commute to work
 Passenger car Public transport Bike Taxi Other
7. Where do you commute to work from?
Please enter the name of the commune
8. How far do you travel to work from your place of residence?
 <1 km 1-5 km 5-10 km 10-15 km >15 km
9. How much time do you spend commuting?
 <5 min 5-20 min 20-40 min >40 min
10. Do you use mobile apps to make travel easier? (If so, which ones?)
 Jakdojade Wirtualny Monitor-Peka Ginger MPK Poznań Airport Guide
 Uber Carsharing apps Google Maps Xanosik Other I do not use any
11. If you are using mobile travel applications, at which moment of the journey are you using them?
 One day before the scheduled trip
 Before leaving home
 While waiting for the means of transport
 During actual commute (to check current traffic congestion)
 I do not use any



12. In your opinion, what are the reasons for not using public transportation?

- No convenient connection
- Expensive tickets
- Unfavourable timetable
- Public transport is not competitive compared to a car
- Time
- Comfort
- Sense of independence
- Punctuality
- Safety
- Other

13. If you use individual transport, please indicate what mode of transport is it?

- I drive my car alone
- I drive my own car, but I pick-up others working with me or in the surrounding area.
- I ride as a passenger in another private vehicle
- I ride a bike/motorcycle
- I use public transport.

14. Do you use the Poznań City Bike on a daily basis?

- Yes
- No

15. Do you switch modes of transport when commuting to work?

- Yes
- No

16. Would you be willing to use a direct train from Poznań Główny station to Poznań Ławica which would allow access from the station to the destination within 10 to 15 minutes?

- Yes
- No

17. Other problems/ comments that you notice regarding the accessibility of the airport by different means of transport?

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Thank you!