

## Output Factsheet: Pilot implementation of Value-Added services for increasing LEZs attractiveness in Gdansk FUA

Project index number and acronym	CE243 SOLEZ
Lead partner	Municipality of Vicenza
Output number and title	O.T3.2 - Pilot implementation of Value-Added services for increasing LEZs attractiveness (in FUA Vicenza)
Investment number and title (if applicable)	n/a
Responsible partner (PP name and number)	City of Gdańsk (PP 9)
Project website	<a href="http://interreg-central.eu/solez">http://interreg-central.eu/solez</a>
Delivery date	01/2020

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

SOLEZ Pilot Action was mainly focused on setting push measures on the city center by limiting the allowed tonnage of the truck, which lead to the shift from large truck into the light truck freight. Within the timeline of the project several actions were undertaken on subsequent steps. *Residential Areas* with priority for pedestrians over vehicles, have been defined in the Main Town. Afterwards, a value-added service as a new regulation for Limited Traffic Zone adopted as a Mayor's executive act, has been introduced in Gdansk Main Town, according to which light truck up to 3,5 ton can enter the Main Town without any permission within a defined timeslot (from 6 a.m. - 11 a.m)

During the whole process, a series of meetings with the businesses operators from the area concerned, involving City Police and Police, and with residents have been organized, in order to inform them of proposed changes and collect their feedbacks and reactions.

All together, these measures produced a decrease in delivery traffic within rush hours in the Gdansk Main Town. Deliveries cumulated in morning timeslots, with an improvement of safety in pedestrian and semi-pedestrian (shared space) in rush pedestrian touristic hours.

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

City of Gdańsk PL634

**Investment costs (EUR), if applicable**

n/a

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

The expected impact on the territory is that pilot activity covered an area of high attractiveness of the city center which demanded new regulation for B2B deliveries. Implemented push measures contributed to improving the overall quality and experience of public space in the city center by eliminating delivery traffic within rush pedestrian hours. This contribute to increasing safety of pedestrian as well. Implemented push measures within SOLEZ Project are the starting point to propose pull measure in the future.

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

The sustainability of pilot activities is reflected in the adopted regulatory acts (Mayor's executive acts) which changed previous solutions and contributed to more efficient enforcement of limited timeframe for B2B deliveries in the city of Gdańsk. At the point of finalizing the project the solution is to be continued in the future.

**Lessons learned and added value of transnational cooperation of the pilot action implementation (including investment, if applicable)**

The solution implemented in Gdańsk is mostly based on other good practices implemented in other cities and based on the international best practice exchange. A lot of effort was put on consultations process and involving stakeholders, especially businesses located in the area concerned. This process has resulted very long and time consuming: changes are often perceived suspiciously, and further trust is necessary to build upon between administration and businesses. Furthermore, the main burden for the pilot action has been the characteristics of the Polish law and the structures of the local freight businesses, based on the common ground of the freedom of enterprise. Enterprises in the delivery services, are not associated in any form at local level, so they act very independently. Furthermore, the road management body has inadequately enforcement powers to implement solutions based on most used and well-known business freight models.

**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

Within sustainable development the pilot action contributed to build upon a new scheme of push measures in the Gdansk city center lowering the traffic within rush hours.

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

The Pilot Action customization, report and evaluation are respectively described in the deliverables designated as DT3.2.1, D.T.3.2.2, DT.3.2.7 and DT3.4.2 available on <https://www.interreg-central.eu/SOLEZ.html> in the Publication Section

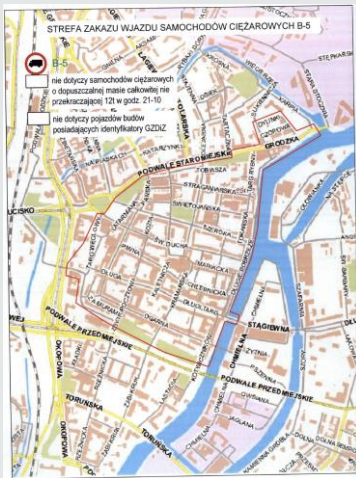


Fig 1 - Area affected by the tonnage limitation and example of signs introduced at every entry to Gdańsk Main Town (Old Town)



Fig 2 - a chaotic entrance of light trucks in the Pilot site area in Downtown Gdansk.