

In brief

The development of Gdynia's SUMP was based on consolidation of existing urban and transport planning frameworks formed during the many years that the city had already been involved in sustainable urban planning. Also, modelling and information technologies were used for the development of the SUMP. Web 2.0 applications facilitated active citizen participation and involvement of relevant stakeholders.

Context

Gdynia is a port city with almost 250,000 inhabitants situated in the northern part of Poland on the coast of the Baltic Sea in the Tri-City Metropolitan Area (with Gdansk and Sopot), comprising in total more than 1.2 million inhabitants. It is a young, vibrant, dynamic city and a Polish centre of economic growth.

In 2015 the modal split for cars was almost 58%, while the share of public transport was 40% and for cycling it was 2%. The public transport system in Gdynia is based on three main subsystems: buses, trolleybuses and suburban light rail, and compared to other cities it is relatively low carbon, efficient and accessible.

In action

One of Gdynia's key activities during DYN@MO was dedicated to the elaboration of an innovative, dynamic, advanced SUMP. With the involvement of citizens and stakeholders, by using standard tools and innovative web applications, this development process was complex. Yet, the city's inhabitants felt that they got the chance to participate in shaping a vision, with specific ambitions and an action plan for mobility in the near future. Moreover, activities were organised to promote cycling as a means of transport and to increase awareness about pedestrian areas. This resulted in the start of a public discussion about the introduction of car-free areas in the city centre and contributed to a significant increase in the use of bicycles, whose share of the modal split increased by 1% during the course of the project. As a basis of updating and expanding SUMP, community projects were conducted. SUMP was finally ratified by the City Council of Gdynia in October 2016.

Results

The following resulted from the implementation of the SUMP measure:

- Ratification of comprehensive SUMP with concrete action plan (including 55 dedicated measures) by Gdynia's City Council in October 2016;
- The new SUMP includes a wider range of measures than the old version;
- Gdynia's SUMP process has become a model for cities in Poland and the Baltic region; Establishment of Baltic Sea Region Competence Centre on SUMP (www.bsr-sump.eu);
- Increase in share of cyclists from 0.8% in 2013 to 1.8% in 2015, as a result of six campaigns involving primary school pupils and citizens;
- Increased accessibility and traffic calming in city center.

Challenges, opportunities and transferability

“DYN@MO allowed us to exchange knowledge and best practices with our partner cities, to see how we can find solutions based on - sometimes antagonistic - opinions and points of view and interests. It has been a great experience which will continue to be fruitful for our future steps towards finding the best Sustainable mobility solutions for our city.” – Andrzej Bien, Head of Gdynia’s City Council

The recently adopted SUMP requires the city to systematically adopt specific action plans to achieve its strategic aims. Continuous use of identified and developed tools (like the transport model or web 2.0 platform) will lead to the implementation of more sustainable solutions in the future. Evident is the new approach towards development of sustainable planning: the SUMP is the first official document based on such strong public participation. Implemented campaigns have further allowed to verify the effectiveness of different methods of activating public involvement - raising awareness and acceptance among citizens is a time-consuming but yet a very useful process.

Workshops, debates, events and surveys were used in the process of SUMP development succeeding in a high involvement of many different stakeholders regarding SUMP elaboration. ICT tools were used for cycling and walking campaigns whereas the campaigns always had a dedicated budget for campaign implementation. The solutions devised together with the citizens were then implemented.

In depth

To find more information regarding the good practice, please visit these links:

- <http://civitas.eu/content/advancing-towards-dynamic-sump>
- <http://civitas.eu/content/dynmo-final-brochure>

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