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NEW MOBILITY SOLUTIONS IN KRAKOW - NOT ALWAYS A SUCCESS STORY

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Short Description

Krakow have been implementing both soft and hard measures to encourage mobility behavior change within society. Most of these actions are successful, but some of the ideas doesn't fit in the local context or peoples attitude.

Main part

Krakow was the first city in Poland to adopt a sustainable transport policy in 1993 and implemented a series of programs and measures that referred to the use of space and the availability for different transport modes: pedestrian zones and zones with limited access for cars have been introduced and the infrastructure and public transport fleets have been modernised. The citys transport policy, updated in July 2015, aims to create an efficient, safe, economical and environmentally friendly transport system for passengers and goods.

Krakow is known for its very well developed public transport system. Nowadays, there are 132 bus lines and 24 tram lines serving ca. 1 million passengers daily. The quality of rolling stock and infrastructure is improved constantly, including offering modern, electronic ticketing solutions and demand responsive bus transport for example.

Congestion in Krakow has significantly risen in the past decades and has reached a serious point now. High traffic volumes are observed particular in the city centre as well as on the first and second ring roads. The entire region with its many corridors shows high congestion levels as well; only very few areas are not congested. It has been observed that rush hours prolong now up to four to five hours in mornings and afternoons which is a considerable rise in peak hours when traffic is at its highest. Krakow is one of the most polluted cities in Europe and does not meet European or national air quality standards.

It was reported that air quality standards are exceeded on about 200 days a year. Krakow have been implementing both soft and hard measures to encourage mobility behavior change within society. Most of these actions are successful, but some of the ideas doesn't fit in the local context or peoples attitude.

What is new?

We want to show the whole picture - including failures or some measures which have to "wait" for better opportunities. We would like to show reasons of these failures.

What is transferable to other cities and regions?

Knowledge about reasons that some of the measures are successful, but some need adjustments to be fully implemented. Krakow is unfortunately known for its bad air quality and at the same time seen as forerunner at least in Poland, concerning sustainability in transport.

What are outcomes and conclusions?

Potential list of drivers and barriers in trying to nudge people into new mobility thinking.

Who are the main target groups?

Representatives of cities, regions and transport planners.

And what now? - what will change? - what is the relevance for the future?

Covid 19 negative impacts for transport are going to be mainly on public transport and aviation. Positive impacts will be on cycling and walking. Public transport should adapt to new social distancing measures. Fewer financial resources will be available for public transport in the future since governments will have to focus investments in the health care sector and on getting the economy back on track. To cut costs and survive, public transport operators will have to decrease service frequency and cut down on offer - which will make PT an even less attractive mode of transport. Last but not least, the Green Deal, which initially focused on mainstreaming sustainability, will probably have to focus more on economic issues, maybe less on transport unfortunately.

One of the key challenges facing urban mobility is to ensure the health and safety for passengers using public transport vehicles, as well as other transport devices that are part of shared mobility such as bikesharing or scootersharing.