



BYPAD Certification Report – City of Gdynia



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**BYPAD
Certification Report -
City of Gdynia**

Auditors

Emilie Lassen Bue
Wojciech Makowski
Karl Reiter

Consultant

Witold Kopeć

Translation and interpreting

Bartosz Kumanek
Aleksandra Szkudłapska

Typeset by

Jan Worpus-Budziejewski

Bike hire

Interbike Europejskie Centrum Rowerów Elektrycznych (Gdańsk)
Telebike (Gdynia)

Project manager

Natalia Kryczka



Grupa Inspro Sp. z o.o.
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Foreword



Wojciech Makowski
(INSPRO)

Bicycle is good for the city. Reduces the need for traffic and parking space as well as the risk of accidents. Handles the transport needs of areas difficult to reach by other means, and makes them attractive.

Bicycle is good for the citizens of the city. By allowing them to be physically active every day, it gives them a few extra years of living in good health. It allow to save financially - up to a few thousand zlotys a year if one does away with the car completely. Above all, it allows you to enjoy the city free of fumes, noise and parking problems.

All these benefits are better and better understood in the Western cities, which are racing to shift traffic to bicycles. Helsinki, Seville, New York, Edinburgh - all these cities implement ambitious cycling projects, proving that there is no city that is too vast, too rainy or too hot for cycling.



Workshop for evaluators, 8 May 2013

All these cities aspiring to develop bike traffic are facing the same questions: How good is the cycling policy in our city? Is it effective and efficient? How we can improve it? BYPAD answers them all. The answers for Gdynia are on the next pages of this document. They have been developed jointly by the councillors, officials, and citizens-everyday cyclists.

BYPAD is the most efficient method for improving your cycling policy. Cycling policy is a dynamic process which is embedded in a variety of political and administrative structures. BYPAD is a self evaluation tool using the methods of modern quality management to optimise this process. The audit enables you to analyse problem areas, identify potentials for improvement and develop sustainable solutions. In brief: BYPAD allows you to increase the effectiveness and efficiency of your cycling policy with simple means!

Conducting the audit in such a tight time frame and with such an extensive program of field visits would not be possible if it were not for fantastic cooperation from the Evaluation Group, for which I would like to thank on behalf of the entire team of auditors. The diagnosis and the action plan are the product of genuinely collaborative effort. It proves there is a consensus as far as both the goals and the means of cycling policy are concerned. I am convinced that the action plan laid out on the next pages has a really strong mandate and will be successfully implemented.

I would like to extend my thanks to other people that contributed their expertise during interviews: Bogumiła Gendek, Jakub Furkal, Marek Karzyński, Andrzej Mierzejewski, Tomasz Milewski, Dr. Jacek Oskarbski, Wojciech Paszkowski, Alicja Pawłowska, Małgorzata Saciuk, Anna Socha, Bogusław Stasiak, Prof. Olgierd Wyszomirski.

My sincere congratulations on completing the BYPAD certification and I wish you every success in the development of cycling in Gdynia.

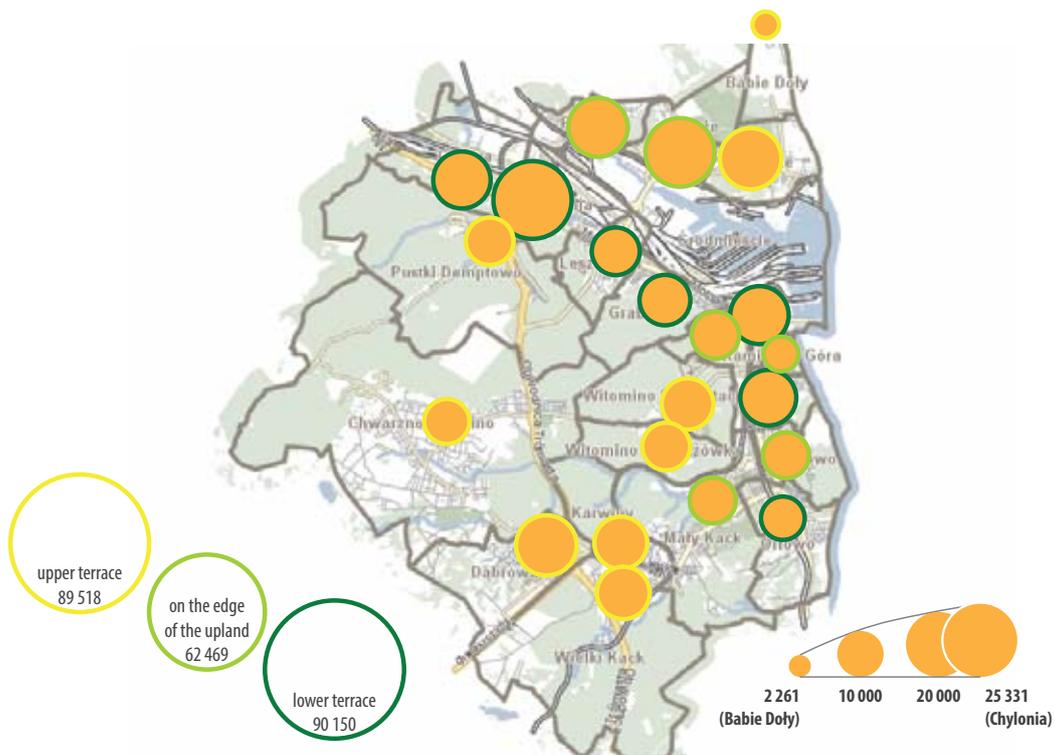
Gdynia – general characteristics of the city

Gdynia is the third largest Polish Baltic city, the second largest city of the Pomorskie province and of the Pomeranian agglomeration (which has 1,250,000 citizens). According to the general census of 2011, Gdynia was inhabited by 249,139 people. As for its administrative borders, the city covers the area of 135.14 km², which means that the population density in 2011 was 1,844 people per km². This means that Gdynia comes third in terms of population density among the municipalities of the Pomorskie province (behind Sopot and Słupsk).

As a city and large port situated at the Gdańsk Bay, Gdynia was founded in 1920s, and became the gateway to the world for the reborn Poland, after it regained access to the sea. It makes the city an extraordinary city with interwar urban planning and architecture, with many modernist buildings from that era, with all the consequences for the road/transportation system.

The characteristic feature of the city is that it is located in the place where the Kaszubska Urstromtal (Pradolina Kaszubska) joins the narrow swath of

a seaside lowland (so-called lower terrace constituting a part of the Kaszubskie Seacoast. A harbor and industrial complex was developed at the estuary of the Urstromtal to the Gdańsk Gulf. Parallel to the coastline of the Gulf, there lies the borderline of the upland of the Kaszubskie Lakeland (upper terrace). On the upland, residential districts (Witomino, Chwarzno-Wiczlino, Dąbrowa, Wielki Kack, Karwiny) are located, adjacent to the complex of forests on the edge. Forests are on the first position in terms of types of lands within the city board, i.e. 46.1% of its total area in 2011. The remaining districts are situated in isolated clusters (Kępa Oksywska, Redłowska) or on hills (Kamienna Góra). According to the record data from 2011, the upper terrace is inhabited by a little less than 37% of the citizens of Gdynia, and the lower one – by a little more than 37%. The remaining citizens (almost 26%) live in the districts located on the edge of the upland (map 1).



Distribution of population in Gdynia, by districts, 2011 (background: www.gdynia.pl/mapa, source: www.gdynia.pl/wszystko/o/gdyni/liczby)

The city is cut by the following surface and line barriers for pedestrian and bicycle traffic:

- harbor and industrial area in the Kaszubska Urstromtal, with narrows at Pucka street and at Estakada Kwiatkowskiego, the latter being inaccessible to bicycles.

- railway line from Gdańsk to Reda (Stargard Szczeciński and Hel) with just 11 crossings in the city,
- national road No. 6 and province road No. 468, i.e. Zwycięstwa avenue and streets: Śląska and Morska, all parallel to the railway line,
- routes not accessible to bicycle traffic: Tricity Beltway (Obwodnica Trójmiasta) and Trasa Kwiatkowskiego (with the overpass), Droga Gdynska street,
- edge of the upland with numerous crossings, which makes its route complicated.

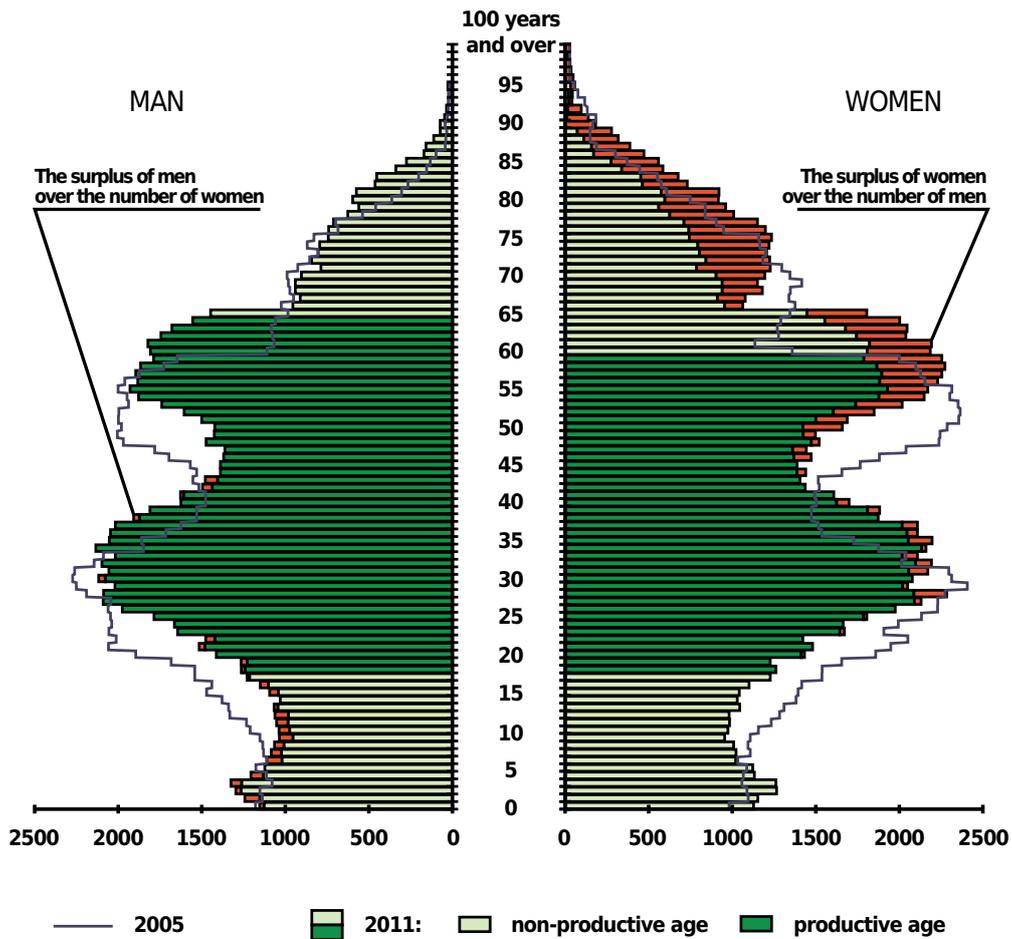
Neutralizing the above barriers is a genuine challenge for the creation of bicycle infrastructure in Gdynia.

The following residential areas may be singled out within the city boarders:

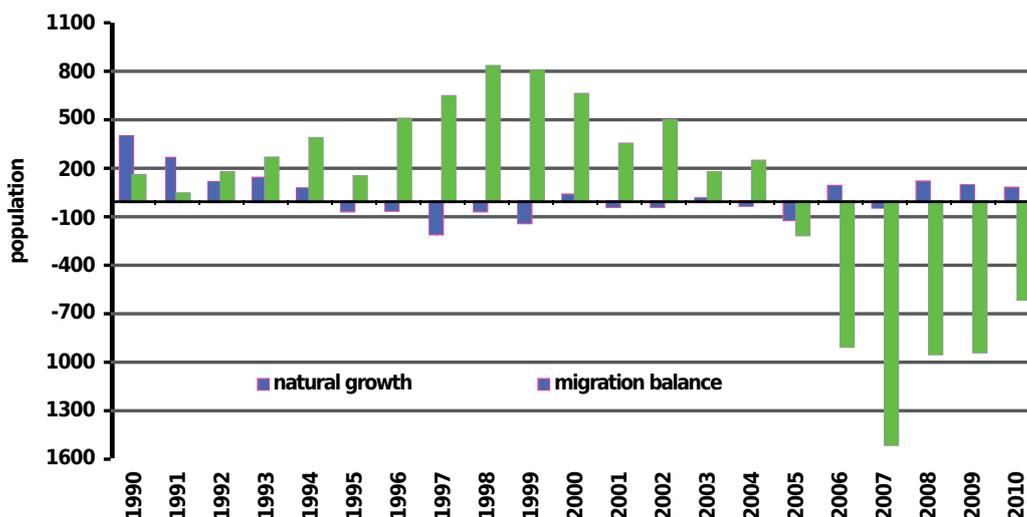
- areas located on the lower terrace from Śródmieście in the north to Kolibki in the south, including the historical complexes: downtown (Śródmieście) Gdynia, Kamienna Góra, Orłowo, Mały Kack and Kolibki,
- areas situated on the lower terrace, in the Kaszubska Urstromtal: Chylonia and Cisowa,
- areas stretching out alongside Morska street and on the slopes of the upland: Działki Leśne, Grabówek and Leszczyński,
- areas situated at the foot, on the slopes and top of Kępa Oksywska: Oksywie, Obłuże, Pogórze, Babie Doły,
- areas stretching out alongside Wielkopolska street, cutting into the upland: Wielki Kack, Karwiny and Dąbrowa,
- isolated residential estates on the upland: Witomino, Chwarzno-Wiczlino.

The process of ageing is perceptible in the demographic structure (chart 1 – comparison of age structure in 2005 and 2011). That process is mainly caused by the negative migration balance (chart 2), typical for the whole country: the suburbanization process is characteristic for the modern Polish cities.

That is associated with the demographic structure and complementarity of the cities within the agglomeration: Gdańsk was the destination for 31.3% of Gdynia citizens commuting every day in 2010 to schools (18% - to work).



Distribution of the population of Gdynia in terms of sex and age, in 2005 and 2011
(source: www.gdynia.pl)



Total population growth and migration balance in the years 1990 – 2010 (source: www.gdynia.pl)

Transportation accessibility of the city

Gdynia constitutes a transport junction of domestic and international significance, integrating land and sea transportation. The Gdynia harbor is universal, specializing in general cargo, mainly unitized, in containers, and in the ro-ro system (transportation of wheeled cargo and vehicles), based on the developed network of multi-modal connections with facilities,



Transportation accessibility of Gdynia (background: Geoportal)

regular close-range shipping lines and ferry connections with Karlskrona (ferry terminal). Many tourist boats reach the Gdynia quay in the summer (2012: 69 boats, 2013: 60 boats (expected), generating the demand for transport in the city (potential for recreational transport). The Gdynia harbor is an important link of the VI Corridor of the TEN-T Trans-European

Transport Network.

There is the S6 expressway (Tricity Beltway) and trunkroad No. 6, constituting fragments of the international E28 route from Berlin through Szczecin, Gdańsk, Elbląg, Kaliningrad, Vilnius to Mińsk. Trasa Kwiatkowskiego connects the harbor with the Tricity Beltway. According to the results of the General Traffic Measurement of 2010, the average daily traffic at the northern section of S6 (from Morska street to the connection with Trasa Kwiatkowskiego) amounted to 26,824 engine vehicles, and at the next section – up to the Wielki Kack junction – 51,578 engine vehicles. At trunkroad No. 6 towards Rumia – 35,951 engine vehicles, while at trunkroad No. 20 towards Chwaszczyno – 17,800 vehicles.¹

With the Beltway and the Straszyn junction, Gdynia is connected to trunkroad No. S7 and trunkroad No. 7 (international route No. E77, towards Warsaw, Cracow and Budapest). With the next junction – Rusocin – the Tricity Beltway is connected with the A1 motorway (E75 international route towards Łódź, Katowice, Bratislava, Budapest, Belgrade, Skopje and Saloniki).

Gdynia is also an important junction on the E 65 and C-E 65 railway lines, connecting the Tricity harbors through Warsaw (E 65 line) and Upper Silesia with the border crossings on the southern state borderline. The E65 Line is currently undergoing intensive modernization.

As for the domestic network, trunkroad No. 20 starts in the Wielki Kack junction on the Tricity Beltway, and later goes through the Pomeranian Lakeland towards Stargard Szczeciński. With railway line No. 202, Gdynia is connected to Słupsk, Koszalin, Białogard, Stargard Szczeciński and Szczecin.

The map of the roads with supralocal significance is complemented by the regional roads No. 468 and 474. The first one provides the road framework of the Tricity, and in its upper section runs through the Zwycięstwa avenue and Śląska and Morska streets. Road 474 connects the Zwycięstwa-Wielkopolska junction with the Wielki Kack junctions, i.e. the Wielkopolska and Chwaszczyńska streets.

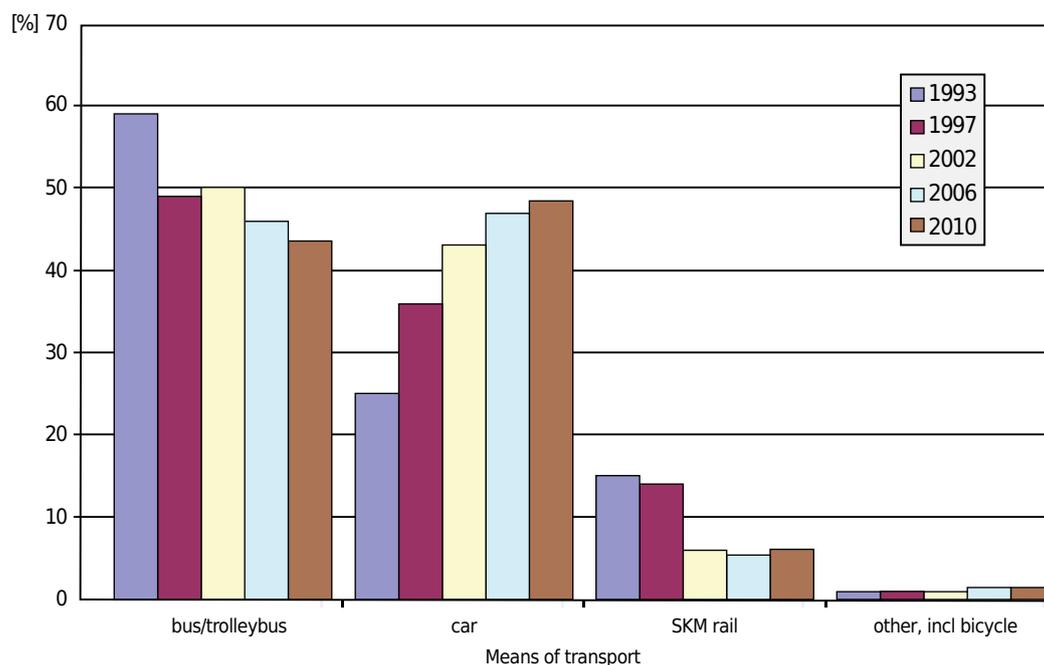
Gdynia is located on two EuroVelo routes, in the European network of bicycle routes coordinated by the European Cyclists' Federation: EuroVelo 10 Around the Baltic Sea, in the "The study of conditions and directions of spatial planning for Gdynia" described as the R-10 Hanseatic Bicycle Route (Hanzeatycka Trasa Rowerowa R-10), and EuroVelo 13 – the Iron Curtain Trail.² The Gdynia Główna railway station, together with the suburban rail-

¹ <http://gddkia.gov.pl/>

² <http://www.eurovelo.org/routes/overview-route-database/>

way station and the bus station, provides the most important transfer junction for passenger transport. The Fast Urban Railway (Szybka Kolej Miejska) runs from Gdańsk to Reda and Wejherowo (nine stops in Gdynia), which in 2010 had a share of 6.3 per cent in the city transportation in Gdynia. In the same year, the most frequently used means of transport was the car, with a 48.7 per cent share. The remaining public transport had 43.8 per cent and the remaining individual transport between 1.2 per cent (including cycling 0.4 per cent).

There is a stable increase of the number of trips with the use of cars, as well as an increase of the number of cars registered in the city (2,300 to 5,600



Modal share in Gdynia in the years 1993 – 2010 (source: Gdańsk University of Technology, ZKM in Gdynia; in: "The study of conditions and directions of spatial planning for Gdynia")

cars between 2009 – 2011; it should be borne in mind that a certain number of daily car trips to Gdynia also originates from the neighboring poviats). In 2011 the number of active cars in Gdynia reached the level of 120,877, i.e. 485 cars per 1,000 citizens³. This is close to saturation level, estimated for Poland at 500-550 cars per 1000. As for the processes that are of importance for the bicycle policy of the city, there exists a significant increase of the average number of trips made by citizens during the day, together with an increase of the number of trips made with cars.⁴

Upon the order of the Municipal Transport Authority in Gdynia (Zarząd

³ <http://www.gdynia.pl/wszystko/o/gdyni/liczby/>

⁴ Studium uwarunkowań i kierunków zagospodarowania przestrzennego Gdyni, s. 29.

Komunikacji Miejskiej ZKM w Gdyni), passenger transport is conducted with 85 bus lines and 12 trolleybus lines. The evaluation of the quality of services presents very good results (on average 4.18 on a scale from 2 to 5, only 1% of “fail” marks, in 2010)⁵

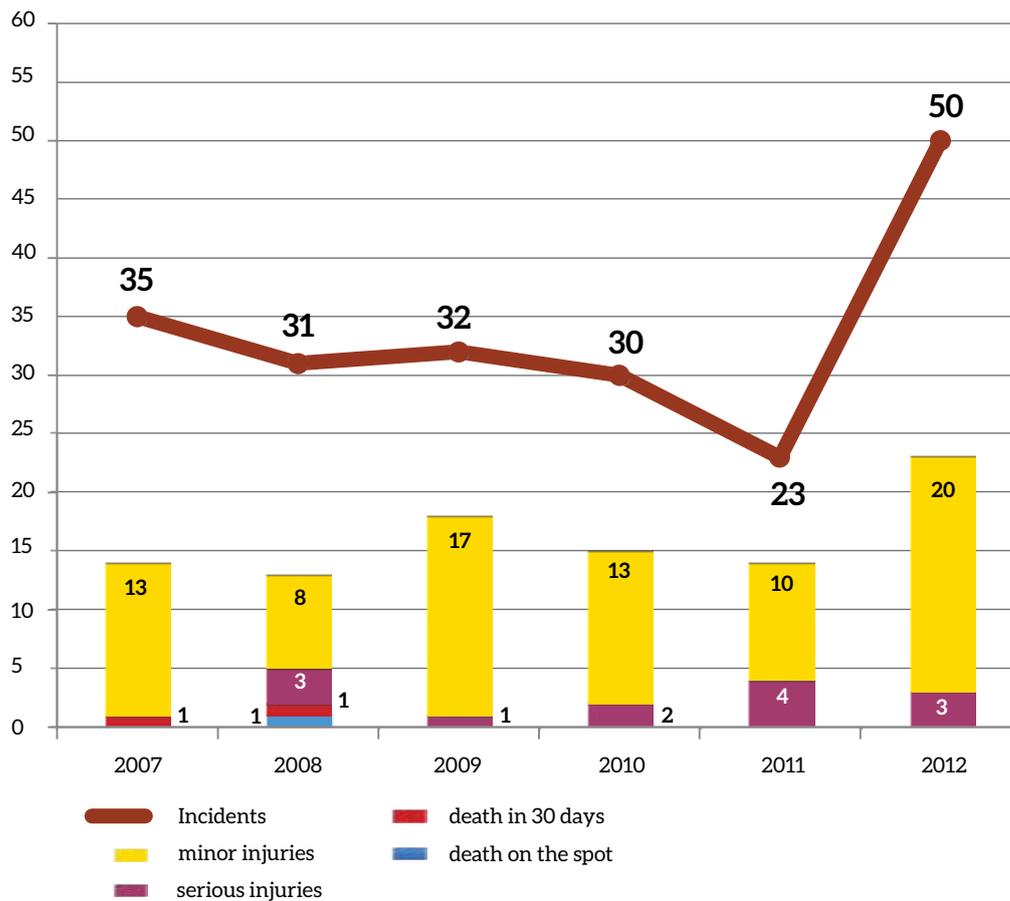
Analysis of the data on accidents and collisions with the participation of cyclists in Gdynia

The changes of the number of road incidents with the participation of cyclists in Gdynia have been presented in chart 4. It also illustrates the distribution of victims of accident with the participation of cyclists (road accident – the road incidents with injured persons).

Taking into account the number of road incidents recorded by the police per the number of citizens, the number of incident with the participation of cyclists is not high in Gdynia. In 2011 there was 0.056 incident per one thousand citizens. In two other cities, of comparable size, i.e. Białystok and Częstochowa, in the same year that ratio amounted to 0.058 and 0.24, respectively. The low value of the that ratio in Gdynia may be caused by a low share of bicycle traffic in the city transportation system, but also with a relatively high level (in comparison to Polish average) of driving manners. It should be emphasized that in the face of the already noticeable growth of bicycle traffic, expected as a result of the BYPAD action plan, rather than comparing with the population, we should compare the numbers with the number of bicycle-kilometers ridden in Gdynia. There is a well-documented correlation between a rise in bicycle traffic and a drop in the number of victims per bicycle-kilometer (even though the general number of accidents may increase, the threat of sustaining an accident decreases, because the number of bicycle kilometers rode increases faster).⁶ As there is no good data about traffic volume for Gdynia, for now it has not been possible to prepare such comparisons.

⁵ Preferencje i zachowania komunikacyjne mieszkańców Gdyni w 2010 r., Zarząd Komunikacji Miejskiej w Gdyni.

⁶ European Cyclists Federation, Safety in Numbers Fact Sheet, http://www.ecf.com/wp-content/uploads/ECF_FACTSHEET4_V3_cterree_SafetyNumb.pdf



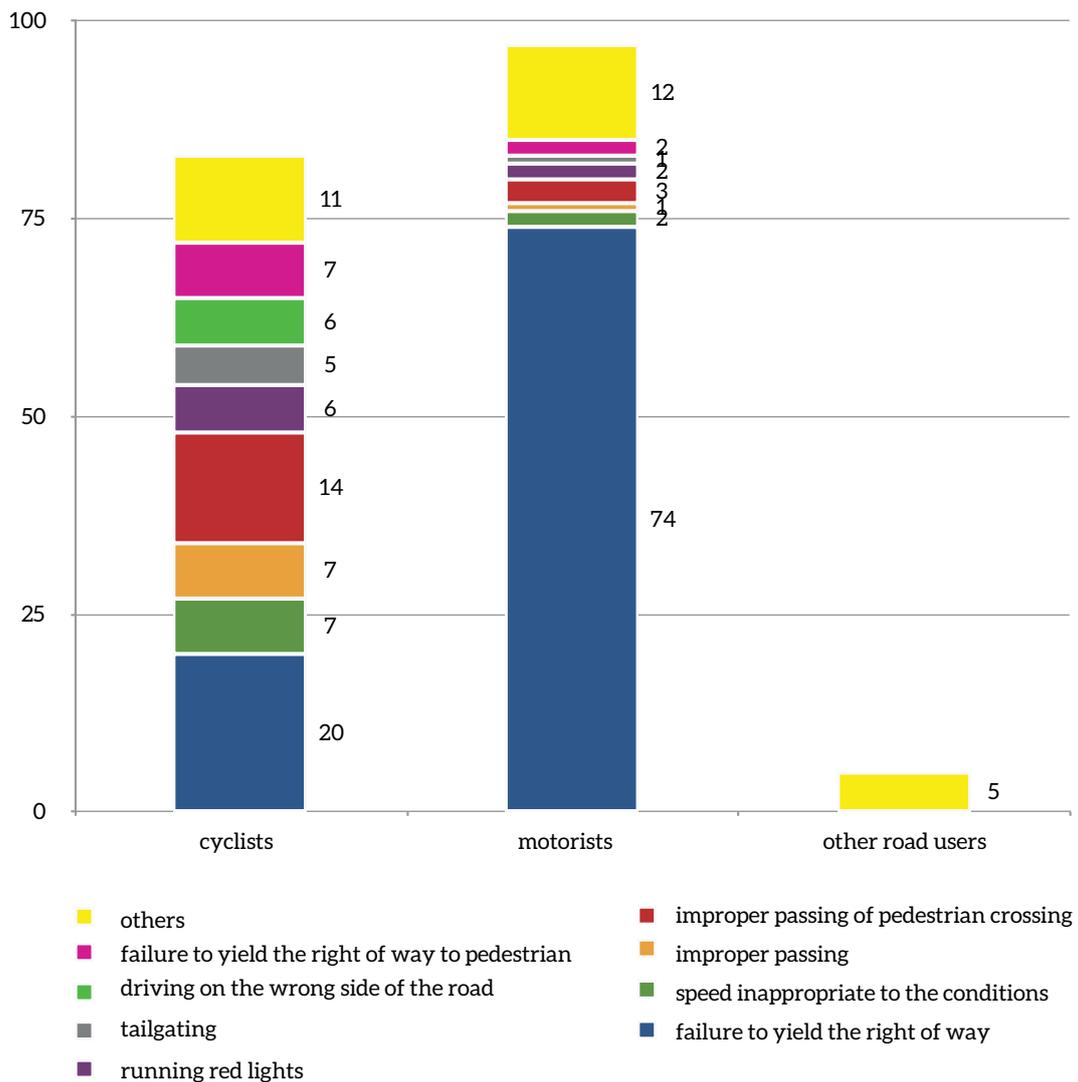
Road incidents and victims of road accidents with the participation of cyclists in Gdynia in the years 2007-2012. Source: SEWIK (Police database).

In 2012 there was noticeable an over two-fold increase in the number of incident with the participation of cyclists. However, luckily, it did not cause a proportional increase in the number of victims of accidents with the participation of cyclists – in 2012 the level was similar to that of 2009. The increase of the number of events may be caused by the increasing number of cyclists riding on the city roads, or by more frequent notifications to the police about the events which in the previous years would have been solved amicably. The striking deviation from the national average numbers was a drop in the number of incidents and victims of accidents with the participation of cyclists in 2011.

Analyzing the causality of road incidents with the participation of cyclists (not all incidents in general) from the years 2007-2012, in the case of Gdynia the fault of cyclists appeared in 45% of the cases. The fault of the drivers was determined by the police in 52% of incidents, and of the pedestrians – in the remaining 3% of incidents. The level of cyclists' causality is at the level

of the national average.⁷ As for road accidents in Gdynia, the most frequent reason in 2007-2012 was failure to yield on the part of drivers: 40% of all the incidents with the participation of cyclists. In the second position there was failure to yield by the cyclists (less than 11% of incidents with the participation of cyclists), in the third – the cyclists crossing the pedestrian crossings in an incorrect manner (7.6% of incidents with the participation of cyclists; chart 5).

As for the location of road incidents with the participation of cyclists, in



Causes and perpetrators of road incidents with the participation of cyclists in Gdynia in the years 2007-2012

⁷ Tadeusz Kopta, Aleksander Buczyński, Marcin Hyla, Bartłomiej Lustofin, Zdarzenia drogowe z udziałem rowerzystów w latach 2008-2011, Generalna Dyrekcja Dróg Krajowych i Autostrad Departament Studiów Wydział Studiów w Krakowie Zespół ds. Ścieżek (Dróg) Rowerowych, Warszawa - Kraków 2012.

the years 2007-2012 they most often occurred on the main transport corridors of the city, such as Morska street, Zwycięstwa avenue, and streets: Wielkopolska, Kwiatkowskiego, Chwaszczyńska, Chyłońska, Władysława, płk. Dąbka and Unruga.

Number of road incidents with the participation of cyclists in Gdynia in the years 2007-2012, by streets.

Name	Number of incidents
Morska street	41
Zwycięstwa alley	21
Wielkopolska street	12
Kwiatkowskiego street	10
Chwaszczyńska street	9
Chyłońska street	9
Władysława IV street	9
Balladyny street	7
płk. Dąbka street	7
Unruga street	7

The vast majority constitutes the longest streets in the city, with biggest vehicle traffic, so it is only natural that the probability of incidents is higher there. The exception from that rule is the Balladyny street in Orłowo, at the exit of which into the Zwycięstwa avenue, there appeared the greatest number of incidents with the participation of cyclists in the analyzed period: six (considering points, not street lines). Four of them happened in the years 2007-2008, before that place was equipped with road mirrors. In the second position in terms of the places with most incidents with the participation of cyclists, there is the intersection of Chwaszczyńska and Brzechwy streets (five incidents, of which three in 2009), in the third – the section of Morska street near the car salon, at numbers 306 and 308 (four incidents, of which two in 2012; table next page) and the Wielkopolska/Strzelców intersection (also four incidents, one in 2012).

Table .Road incidents involving cyclists in Gdynia 2007-2012 - most dangerous spots

Name	Number of incidents
Zwycięstwa avenue x Balladyny street	6
Chwaszczyńska street x Brzechwy street	5
Morska street No. 306 and 308	4
Wielkopolska street x Strzelców* street	4
Kwiatkowskiego street x Morska street	3
Kwiatkowskiego street x Unruga street	3
Morska street No. 76 and 78	3
Morska street No. 147 and 151	3

* Formerly Żniwna street.

Main factors influencing the bicycle policy in Gdynia

The following factors appear to play the especially crucial role:

Stimulating factors:

- Rising social expectation of good conditions for cycling, both among citizens and tourists
- Large emphasis on sustainable transport at the EU level, with Gdynia being able to absorb EU funds well
- Important role of metropolitan railway, not integrated with city transportation in a satisfying manner (bicycle as an alternative means of transportation to the train)
- Possibility to set to the train forest routes which potentially provide fast travelling in attractive surroundings
- Proximity of Gdańsk – a pioneer among Polish cities in terms of bicycle policy

Barriers and challenges:

- few restrictions on ca traffic – lack of need to search for alternatives.
- Serious spatial barriers and big differences in altitudes

- Development of residential estates in Gdynia Zachód – at a distance from Śródmieście (Downtown) exceeding the travelling time that would be acceptable for daily bicycle trips.
- Land ownership situation that make it difficult to find space for separated cycle paths in the corridors where they are deemed necessary.

BYPAD

The BYPAD process

BYPAD is a comprehensive, participatory study of the quality of bicycle policy. Its methodology is based on assessing the quality management system according to the ISO standard. It was prepared by an international consortium within the projects financed by the EU. Until now, it has been introduced in over 170 cities and regions in 24 countries. In Poland, the BYPAD audit was conducted, among others, in Gdańsk (2010) and Tczew (2009 and 2012) and in several municipalities of the Pomorskie province.

In the BYPAD process, at first the bicycle policy undergoes a comprehensive diagnosis. Then, an action plan is prepared.

BYPAD starts from appointing an Evaluation Group which includes local politicians, clerks and users (including activists from bicycle organizations). The cooperation of all these groups allows the plan to be supported by the key city stakeholders, and so the chance of executing it is high.

The tool for assessing the city is a standardized questionnaire with questions divided into nine modules:

- Users' needs
- Leadership and coordination
- Policy on paper
- Staff and resources
- Infrastructure and safety
- Information and education
- Promotion and partnerships
- Supplementary measures
- Evaluation and effects

Each question includes a description typical for each four levels of bicycle policy development. At first each of the member of the Evaluation Group (evaluators) answers the questions on their own. Then, all of them meet at a workshop where the auditor presents the questions together with the assessments made by the evaluators. The group's task is to agree upon the joint assessment for each of the questions. The average mark

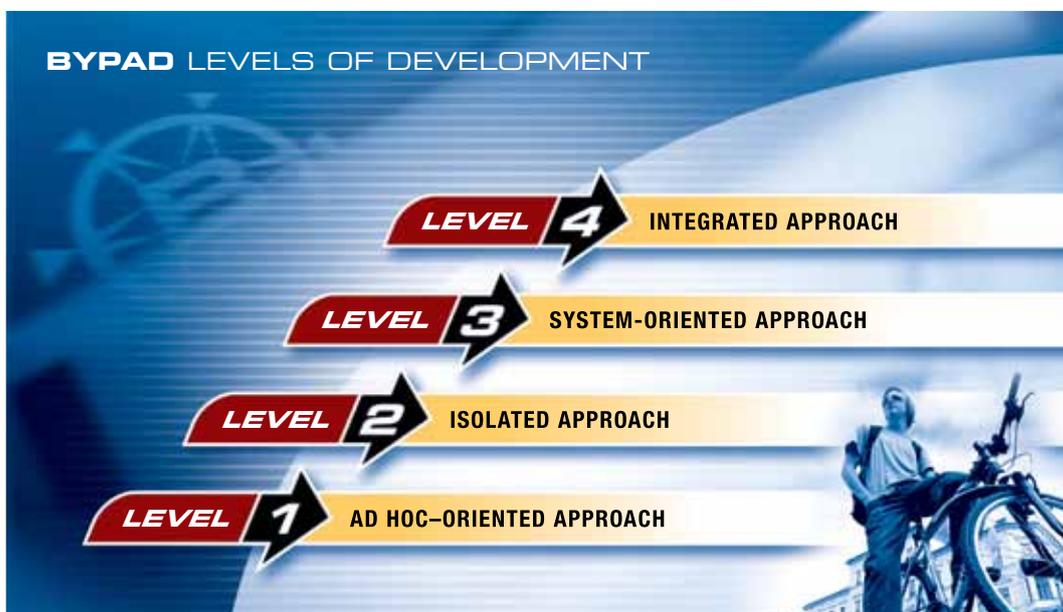


The scope of BYPAD

for the respective questions in the module, constitutes the mark for that module. The weighted average (action-related modules, i.e. “Infrastructure and safety”, “Information and education”, “Promotion and partnerships” and “Supplementary measures”, weigh more) from the respective modules provides the general score of the city.

After preparing the assessment of the city, the Evaluation Group starts preparing the action plan. Together, they look for the most effective activities that will support the bicycle policy in the city.

Bicycle trips are an integral part of the BYPAD process. They provide a joint experience of riding in the city, which may later be referred to formulate a diagnosis and an action plan.



Quality levels according to BYPAD

That process is stimulated by certified BYPAD auditors who take care of its effectiveness, and provide the group with inspiration in the form of good practices.

The process of BYPAD certification in Gdynia

The process started with selecting the Evaluation Group. The politicians

group included:

- Andrzej Bień – Gdynia City Councillor (Samorządność), Mayor’s Plenipotentiary for Safety
- Łukasz Cichowski – Gdynia City Councillor (Platforma Obywatelska)
- Beata Szadziul – Gdynia City Councillor (Samorządność), Mayor’s Plenipotentiary for Family
- Maja Wagner – Gdynia City Councillor (Samorządność)
- Zygmunt Zmuda-Trzebiatowski – Gdynia City Councillor (Samorządność), Mayor’s Plenipotentiary for Bicycle Transport, Chair of the Gdynia Bicycle Council

The officials groups included:

- Monika Grocholewska – The Investment Department of the Municipal Office, Deputy Head
- Maciej Jendryczka – Spatial Planning Office of the City of Gdynia
- Maciej Karmoliński, Road and Greenery Authority (Zarząd Dróg i Zieleni), Deputy Director
- Marcin Kostrzyński – Municipal Police in Gdynia
- Mateusz Skowronek – Economic Policy and Real Estate Department, Promotion and Tourism Office
- Rafał Studziński – Road and Greenery Authority, Independent Position for bicycle transport, Secretary of the Gdynia Bicycle Council
- Jacek Świątek – Municipal Police in Gdynia

The users group included:

- Łukasz Bosowski – Stowarzyszenie Rowerowa Gdynia (the Bicycle Gdynia Association)
- Jerzy Drela – Klub Turystyki Kolarskiej (Cycling Tourism Club) "Na Fali", Councillor of the Cisowa district
- Lechośław Dzierżak – Councillor of the Dąbrowa district
- Anna Jaremko – Stowarzyszenie Rowerowa Gdynia (the Bicycle Gdynia Association)
- Sebastian Jędrzejewski – Councillor of the Mały Kack district

- Bartosz Kucharski
- Agata Perlicka

While preparing the composition of the Evaluation Group, it was ensured that it included people with various experience, of different age and sex. Most evaluators had already worked together in the Gdynia Bicycle Council.



Workshop for evaluators, 13 April 2013

The introductory meeting of the Evaluation Group took place on 3 April. It was devoted to presenting the methodology and specifying the time schedule of further meetings. On 5-11 April, the evaluators filled in the city assessment questionnaires.

The first workshop of the Evaluation Group took place on 13 April. It began with the presentation of the good practices of the European Bicycle Policy, presented by Emilie Lassen Bue. After that, the group agreed on the assessment of the city.

The field audits took place on 13, 15 and 27 April and on 6 May. In total, the Evaluation Group covered the distance of 75 kilometers. Some of the participants used bicycles with electric power steering. Certain participants were able to reach the residential districts located on the upper terrace, at the pace close to that of experienced riders. For others, it was a chance to compare the effort required for the uphill ride on a traditional bike, and on a bike with power steering. During two trips, one of the evaluators was accompanied by a child in a trailer. Each evaluator participated in at least one joint ride.

During the trips, the group had the chance to become familiar with the diversity of bicycle infrastructure in Gdynia. The evaluators were able to be-



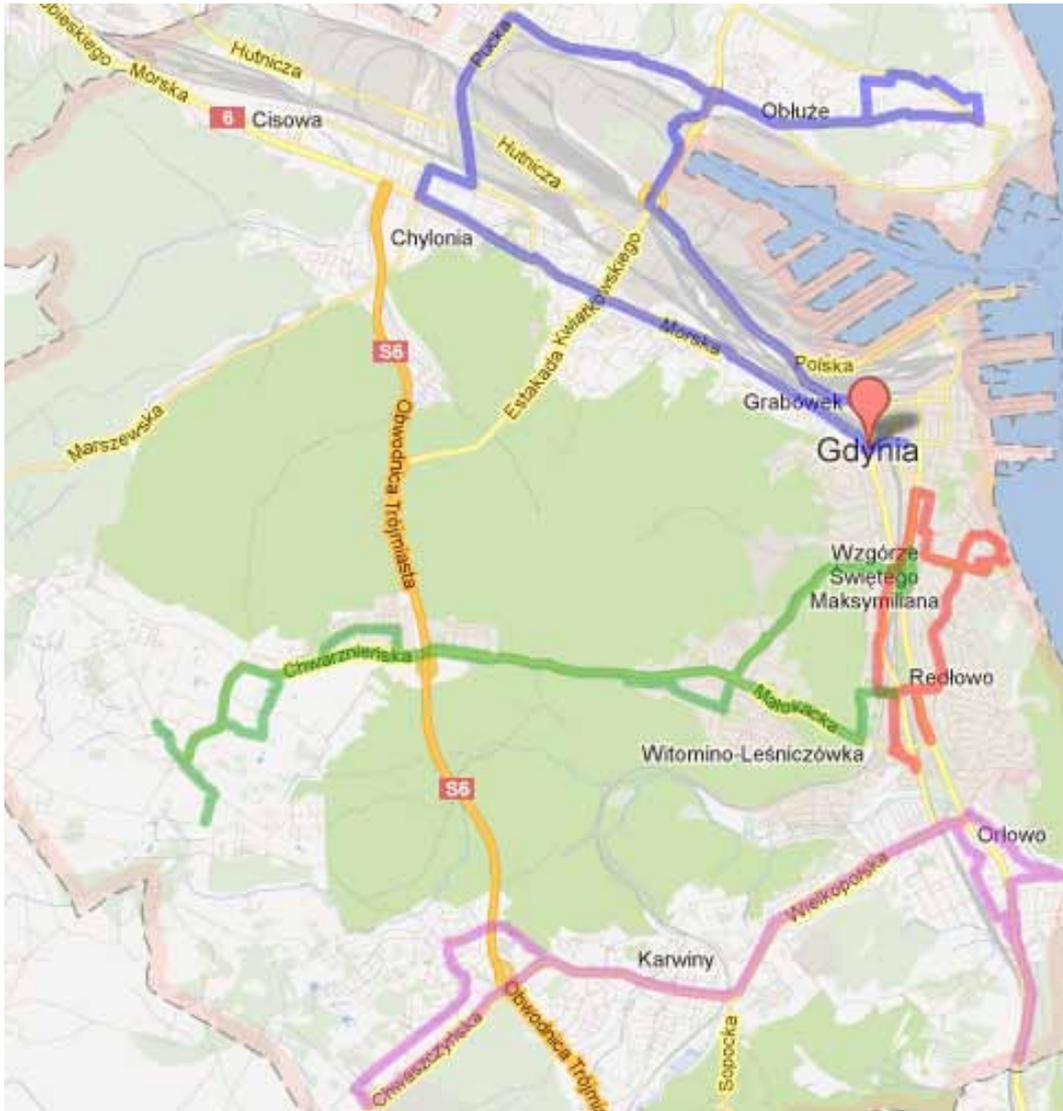
Site visit – Zwycięstwa/Redłowska intersection, 13 April 2013



Site visit – Rdestowa street, 6 May 2013

come familiar with the conditions for travelling by bike shared by the inhabitants of various districts. They also experienced various behaviors on the part of the drivers. They included friendly behaviors (allowing the cyclists to go first even though they would have needed to yield), but also aggressive honking. As for the aggressive behaviors, the most memorable one included the aggression of a driver of an off-road vehicle in Orłowo in a situation where our group entered the traffic in a correct manner. “Many drivers ignore the fact that a bicycle is a vehicle. They ignore the fact that it is also a participant in the road traffic. They would prefer him to be some kind of out-cast outside their field of vision. (...) It was terrible. That driver did not respect me at all” – mentions Rafał Studziński (official-evaluator).

The second workshop of the Evaluation Group took place on 8 May. Dur-



Field audits 1-4 (background: Google Maps)

ing that meeting the Group discussed its experiences from the field audits. Then, it started arranging the action plan. Those works were completed by the representatives of the three groups of evaluators at a meeting on 15 May.

Results of BYPAD certification in Gdynia

The general mark at the level of 1.7 (41.4%) means that the city has moved from the phase of orientation to ad hoc activities, and that the isolated approach is dominant.

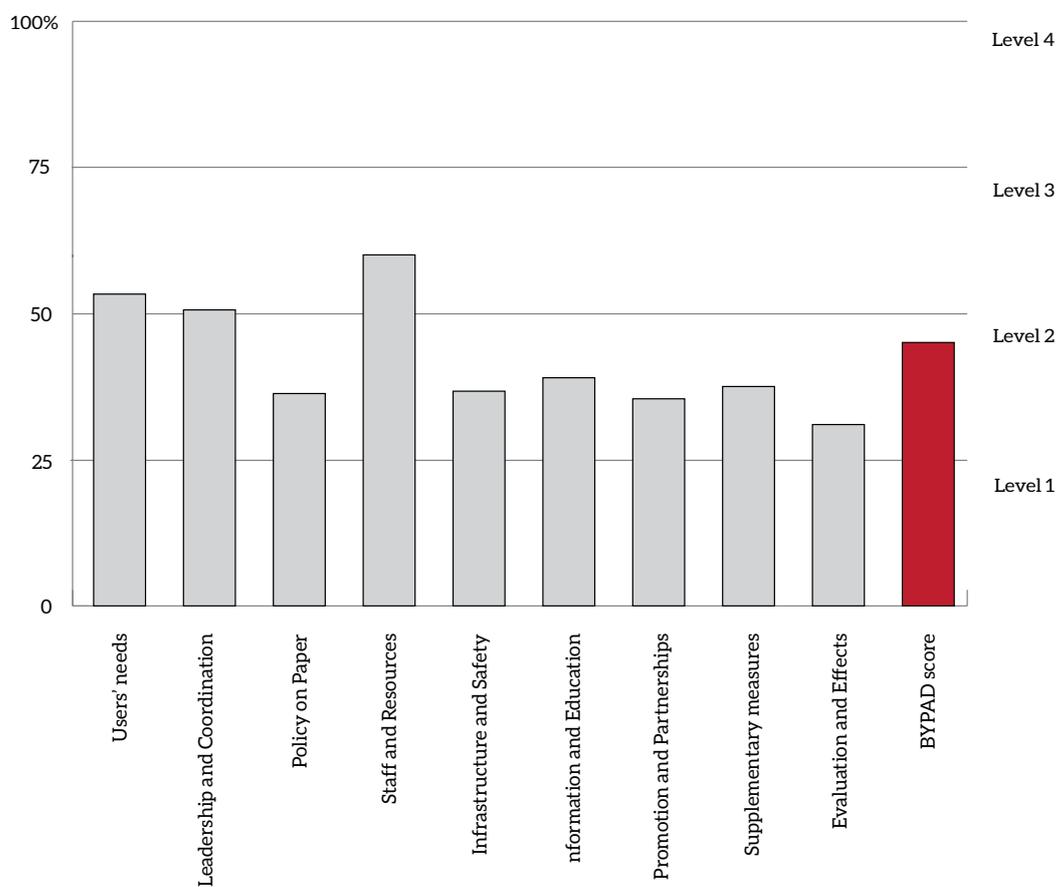
At the stage, the actions of the persons executing the bicycle policy remind those of Robinson Crusoe. They can execute high-quality projects, but they are neither embedded in the overall transport policy nor inter-coordinated with land use, health or environmental policy. At the second level there is already a cycling policy in place, but this policy is isolated from other policy fields such as mobility, spatial planning and environment. Good infrastructure is the main concern of the policy, although some supplementary activities are undertaken. The cycling policy is characterized by:

- some use of mobility data and some knowledge of the cyclists' needs and priorities;
- there are some decisions on general principles, but few of binding or

compulsory character;

- as cycling policy is not coordinated with other policy fields, decisions by other departments may be made which are counter-productive to promoting cycling;
- continuity in cycling policy is not guaranteed.

Opposite you find the detailed score in each on the modules:



		BY-PAD-score	%
User needs			
Question 1	How does the city / agglomeration find out the real needs of the users ?	2.0	50.0%
Question 2	How are user(group)s involved in the cycling policy?	2.5	62.5%
Module 1		2.3	56.3%
Leadership and co-ordination			
Question 3	What impact do key individuals (both officials and politicians) have within the decision-making process concerning cycling?	2.1	52.5%
Question 4	What committees or working groups exist?	2.5	62.5%
Question 5	How is the cycling policy communicated to decision makers?	2.0	50.0%
Question 6	How is co-ordination and communication between the different municipalities in the urban agglomeration organised?	1.5	37.5%
Module 2		2.0	50.6%
Policy on paper			
Question 7	What is the content of the local cycling policy?	1.1	27.5%
Question 8	How does the city authority make sure that the measures proposed in the policy plan are completed in reality?	1.8	45.0%
Module 3		1.5	36.3%
Personnel and means			
Question 9	How is the financing of the cycling policy safeguarded?	2.2	55.0%
Question 10	By whom is the cycling policy prepared and implemented?	3.0	75.0%
Question 11	What is being done to improve the topic-related knowledge and skills of the staff dealing with cycling?	2.0	50.0%
Moduł 4		2.4	60.0%
Infrastructure and safety			
Question 12	How extensive is the existing bicycle route network and what is its quality?	1.7	42.5%
Question 13	To what extent have intersections with car traffic and physical barriers been overcome?	0.5	12.5%
Question 14	How is the maintenance of the cycling infrastructure organised?	2.1	52.5%
Question 15	What is being done to improve safety for bicycle users?	1.0	25.0%

Question 16	What is being done to optimise the combination of public transport and cycling?	2.0	50.0%
Question 17	What is being done to improve bicycle parking and to prevent bicycle theft?	1.5	37.5%
	Module 5	1.5	36.7%
Information and education			
Question 18	How are the citizens informed about the cycling policy?	2.5	62.5%
Question 19	What is being done concerning education and cycle training?	1.0	25.0%
Question 20	What is being done to help cyclists to know where they are going (or to give cyclists clear directions)?	1.2	30.0%
	Module 6	1.6	39%
Promotion and partnerships			
Question 21	What is being done to increase cycle use through awareness raising?	2.0	50.0%
Question 22	What is being done to promote cycling to work?	1.7	42.5%
Question 23	What is being done to promote cycling to school?	1.2	30.0%
Question 24	What is being done to promote shopping by bike?	1.3	32.5%
Question 25	What initiatives are taken to encourage life-long cycle use?	1.0	25.0%
Question 26	How are the positive health effects from cycling used to support cycling policy?	1.3	32.5%
	Module 7	1.4	35.4%
Complementary actions			
Question 27	What is being done to curb car use (traffic circulation, parking management)?	1.3	32.5%
Question 28	In what way is the current land use planning supporting the cycling policy ?	1.7	42.5%
	Module 8	1.5	37.5%
Evaluation and effect			
Question 29	How is data on bicycle use monitored and used?	1.0	25.0%
Question 30	How does the municipality collect and use safety-related data?	1.5	37.5%
	Module 9	1.3	31%

Analysis of audit modules

Users' needs

Score: 2.3/4

The instruments for evaluating the users' needs include, first of all, the Gdynia Bicycle Council, and the SeeClickFix website.¹

The actions of the Bicycle Council will be discussed in the "Leadership and Coordination" module. The SeeClickFix website (based on an Internet mechanism used abroad), is run by the Road and Greenery Authority and the "Rowerowa Gdynia" Association. Its aim is to allow the users the possibility to notify faults in the infrastructure. The alerts are placed on a map that may facilitate the creation of programs of maintenance works or small infrastructure corrections. However, at present that tool is not promoted by the City.

¹ http://seeclickfix.com/watch_area/13045-gdynia

The experience with its functioning currently seem to be frustrating both for the users and for the bicycle officer. “The disparity between the cases submitted and dealt with is shocking”- said Bartosz Kucharski (evaluator-user). In turn, the bicycle officer feels overwhelmed with the load of cases, some of which are outside the control of the Road and Greenery Authority.

Apart from these two tools (Cycling Council and SeeClickFix), there exists a living dialogue between a users’ organization (the “Rowerowa Gdynia” Association) and the Plenipotentiary for Bicycle Transport and Road and Greenery Authority. The vice Mayors or the Mayor of the City occasionally join the dialogue. The user can quote only of their initiatives that was actually implemented – the contraflow lane at Lotników street.

However, generally speaking, among the evaluators the dominant feeling is that “so far the needs have been assessed based on intuition, and there was no deep research, especially divided into the respective target groups and sexes” (Andrzej Bień, evaluator- councilor).

Among the users, a lot of controversy is caused by the current construction of the bicycle overpass at Kwiatkowskiego street, called by them “the doubled overpass”. That costly section is not considered by them to be of priority importance at the current stage of bicycle traffic development in the city.



Cycling flyover at Kwiatkowskiego street before completion (as of April 2013)

Leadership and Coordination

Score: 2.0/4

In the city there is the Mayor's Plenipotentiary for Bicycle Transport. It is included in the Gdynia system of plenipotentiaries appointed for the issues that require the coordination of the activities of a wide range of institutions. Since April 2012, the city councilor Zygmunt Zmuda-Trzebiatowski has been acting as the Plenipotentiary (replaced dr Marcin Wołek, who held that function from 2009). The tasks of the Plenipotentiary are specified in the Mayor's ordinance, and include "the coordination of the actions associated with the development of bicycle transport, and in particular:

- the coordination of the efforts associated with creating a system of bicycle routes in the city
- the cooperation with non-government organizations and other entities acting for the benefit of the development of bicycle transport
- the coordination and initiation of new projects associated with developing bicycle transport.

The Plenipotentiary is also the Chair of the Gdynia Bicycle Council – a coordinating body existing since 2011. Based on the suitable ordinance, the Council includes: Mayor's Plenipotentiary for Disabled People, Mayor's Plenipotentiary for City Safety, Spatial Planning Offices, Road and Greenery Authority, Transportation Engineering Offices², the Economic Policy and Real Estate Department, the State Forests Department, the Police, the Gdynia Sports and Recreation Center, and the "Rowerowa Gdynia" (very active users organisation, the key interlocutor of the authorities in the transport policy debate) and "Twister Trójmiasto" associations. The powers of the Council include, inter alia, assessing the design documentation of the projects that could concern cyclists and evaluating the infrastructure against the binding standards. The council meets several times in a year, but it has no regular schedule of meetings. The representatives of the users complain that they receive the program of Council's meeting with not enough advance notice.

The tasks associated with bicycle traffic belong to the two vice-mayors: Bogusław Stasiak (overseeing the Road and Greenery Authority) and Marek

² Od 2012 roku część Zarządu Dróg i Zieleni.

Stępa (overseeing the investment activities). Taking that into consideration, the important role of the Plenipotentiary is to try to coordinate the pro-bike activities at the level of the Mayor's Committee (Kolegium Prezydenckie).

The actual division of functions is slightly different. More and more often the coordination of the bicycle policy has been transferred towards the bicycle officer. It is quite natural if the full time officer has the technical, specialist expertise, while the Plenipotentiary – does not.

The role of the Plenipotentiary evolves towards gathering the political support for the selected activities, and being the “face” of the city authorities in the public debate on the bicycle policy. Taking into account the budget conditions and the possible controversies around certain actions included in the action plan, they are the tasks of fundamental significance for success. The Plenipotentiary should not try to coordinate all the actions, but rather keep the distance allowing them to provide an independent assessment, and to intervene at the political level where necessary.

The Bicycle Council is evolving towards providing the stakeholders with the information on city's activities, and the users – with a forum where they can express their needs. The latter function should be strengthened, and more time should be devoted to a discussion on strategy. Presenting the opinions on the project documentation including the solutions as regards bicycle transportation may be transferred to the meetings organized, as the need arises, between the interested parties (probably different persons based on the place covered by the project).

Policy on Paper

Score: 1.5/4

Gdynia Development Strategy

In the existing Gdynia Development Strategy, the bicycle transport constitutes one of the points within the task entitled “Providing a municipal transport system that is effective and environment-friendly”, within the priority entitled “Space”. The strategy plans “The development of the system of bicycle routes connecting the districts with Śródmieście, and Gdynia with the neigh-

boring municipalities". First of all, it indicates that the bicycle infrastructure is perceived for transportation purposes (in contrast to recreational purposes which are not directly included in the document). However, the first of the listed priorities is the development of the road network. The strategy does not indicate the roads with what functions will appear (which would be a crucial specification for a harbor city).

Sustainable Municipal Transport Plan for Gdynia for the years 2008-2015 (non-binding document)

The introduction to the plan states that its priority is to improve the road (and railroad) access to the harbor. The list of aims include the following fragment: "the city is planning to increase its number of citizens at the simultaneous reduction of demand for private transport by strengthening the services of the public transport, i.e. by integrating all the means of communication, introducing tramway transport, establishing separate lanes for buses, and establishing "park and ride" (P+R) and "park and go" (P+G) systems". The plan provides for "decreasing the negative influence of the transport system on the health and safety of the citizens, especially the weakest ones; decreasing the environmental pollution and the noise emissions, greenhouse gas emissions and energy consumption; improving the efficiency and profitability of the transportation of passengers and goods, including external costs; improving the attractiveness and the quality of the city environment, and the appearance of the urbanized areas."

The document lists bicycles within the data on the evolution of the division of transportation tasks (with participation in the years 2002-2008 at the level of 0.4-1.3%). It should be appreciated that although in many Polish cities in the past cyclists were counted together with the pedestrians or not at all, they were not omitted in Gdynia.

The plan entails the execution of 37 kilometers of bicycle lanes within the program entitled "Development of Bicycle Transport in the Tricity Agglomeration in the years 2007-2013". The document quotes the study by professor Ryszard Krystek from the Gdańsk University of Technology: "The experiences of many European cities indicate that, whatever the climate and terrain is, the bicycle infrastructure development changes the transport behaviors of the citizens for the better. It is possible to significantly improve the role of bicycles in the city transportation system in Gdynia, and to increase their share to 10%."



Development of the system of bicycle lanes within the program “Development of Bicycle Transport in the Tricity Agglomeration in the years 2007-2013”

The plan also quotes the BUSTRIIP Report of 2006 - an independent assessment of the transport policy. Among others, the report indicated the need to “change the role of bicycles in city transport; it seems that so far bicycles have been used for recreational, rather than transport, purposes, and the bicycle investments are poor in comparison with other means of transport.”

As for the specific aims, the Plan provides for: "Increasing the use of bicycles as the means of transport by preparing a database of the network of bicycle lanes, building the infrastructure and organizing promotional and educational activities associated with bicycle riding", as well as "decreasing the traffic in Śródmieście, among others by decreasing the demand for trips by cars and regulating the accessibility to Śródmieście."

The task list is very ambitious. The plan entailed the execution of 37 kilometers of bicycle lanes within the program entitled "Development of Bicycle Transport in the Tricity Agglomeration in the years 2007-2013", but also of several other sections: "Zakręt do Oksywia street, Opata Hackiego street, entrance to Kilońskiego Park from Chyłońska street, from Kilońskiego Park to Wiejska street, from Wiejska street to the Fast Urban Railway station Gdynia Leszczynki and from Wiejska street, through Gniewska street, to Kartuska street". It also provided for very intensive programme of social campaigns promoting bicycles, including information and training classes for schools, firms and other groups. Another planned activity was a detailed bicycle audit of the city. "A database will be prepared that will include each street and each sidewalk in Gdynia, which will provide the information on the necessary actions adapting the streets to the needs of cyclists, and integrating the bicycle infrastructures with the municipal transport facilities. Each street will be described from the point of view of a non-motorized user." The next stage was "tracing and marking almost 50 kilometers of bicycle routes – so that they are safe, user-friendly, and easier to follow." It was also planned that "at least 10 of the suggested measures of easing the traffic" would be executed. Then, another bicycle audit was to take place. One of the points was to include "10 speed bumps", which means that the mentioned measures of easing the traffic would look like that". The task was to cost PLN 350,000. It was supposed to be completed in 2009.

Feasibility study for the project entitled "Development of Bicycle Transport in the Tricity Agglomeration in the years 2007-2013" (Nizielski & Borys Consulting, 2009)

The study describes the priorities and possibilities for bicycle paths in the Tricity, including in Gdynia. The optimum variant included the construction of 4 bicycle paths in Gdynia, of the total length of 7.88 km, four integration junctions of the bike and ride type, and 4 bicycle parking lots. The lanes assumed

for execution included: along Zwycięstwa street, from Św. Maksymiliana Hill to Redłowska street (planned for 2010), along Unruga street from Kwiatkowskiego street to Pucka street, along Pucka street from Czernickiego street to Kartuska street and along Estakada Kwiatkowskiego from Janka Wiśniewskiego street to Unruga street (planned for the years 2011-2012).

The study also includes a forecast of traffic volume on the existing bicycle paths the ones planned for construction within the Program, and the others planned to be built by the city. The list of paths in the third category is quite long, see p. 44-46 of the Project. It includes many roads earmarked for modernization to the extent larger than just constructing the bicycle path. This makes the cohesion of bicycle paths dependent on other investments – which are often very costly and prone to delays. Although the study indicates the crucial significance of network cohesion and density for the volume of traffic, it does not indicate how the projected traffic volume on the segments will depend on the execution of a cohesive network, and not only of those segments. It also does not address the issue of adapting the roads adjacent to the planned transit roads – although it affects the safety and comfort of entering that road, and exiting from it, and so it affects the traffic volume, and thus the effectiveness of the investment.

The study suggests the method of estimating the economic effectiveness of bicycle investment taking into account the values of decreasing the number of accidents and collisions, limiting the car traffic, and limiting the circulatory system illness frequency rate. That methodology may be useful while planning the next investments.

A bicycle overpass is a part of the program provided for Gdynia in the Study: “The most expensive bicycle path in Gdynia will be the section along Estakada Kwiatkowskiego, connecting Wiśniewskiego street with Unruga street. The location of the route within the harbor development area (railway lines, truck maneuver roads) necessitates to build it on an independent structure – an overpass. However, it will largely increase both its esthetic value and the attractiveness of bicycle trips in the area with industrial landscape.”

Staff and Resources

Score: 2.4/4

Since July 2012, the Road and Greenery Authority has hired a “bicycle of-

ficer”, i.e. a clerk specialized in and concentrated on bicycle transport. The post is occupied by Rafał Studziński, who had already been employed in the Authority. His “independent position for bicycle transport” (at inspector’s level) is directly subject to the Management of the Road and Greenery Authority. He is in working contact with the deputy Director of the RGB, Maciej Karmoliński. The bicycle officer develops his competences through trainings, national and international conferences.

The authorization by the bicycle officer is needed for a specified list of documents, which is a model solution in Poland. These include:

“Construction/executive projects and concepts

- Bicycle lanes (and bicycle infrastructure)
 - New/amended road systems
 - Street renovation projects (plans) – for his information
- Technical infrastructure projects in the road lanes:
 - Only in the case of possibly damaging the bicycle infrastructure that is existing, under construction or planned
- Traffic lights:
 - Only in the case of directing the bicycle traffic on the roads and lanes earmarked for bicycles.

Traffic organization projects

- – Permanent traffic organization
- Temporary traffic organization
 - Only in the case if on the subject section there exists bicycle infrastructure, or if it is under construction (bicycle roads, bicycle lanes).

Local land development plans

- Others
- Issuing the construction requirements for investment tasks”

The above scope of authorizations is not fully complied with in all the procedures, with a tendency for the better.

Such a wide scope of the activities of the Independent Position for Bicycle

Transport for one person, may lead to work overload. It may also lead to a situation where the persons employed in other units feel they do not need to develop their competences associated with bicycle transport, if everything will be assessed and authorized by the officer.

The campaign activities promoting bicycle transport are performed by the Office for European Projects and Mobility Management of the Road Authority. It is a unit, composed of about a dozen person, specialized in soft measures (against what the name may suggest, it is not a unit responsible for the transport strategy). The director of that office assesses that the level of resources engaged in the bicycle-related issues on the part of the Office is about 3/4 full full-time job (including both the coordination of the executed campaign activities and the preparation of applications for financing the future activities). The continuation of those activities depends on obtaining external resources. Their program is consulted with the bicycle officer.

The investment tasks are operated by the Investment Department of the Municipal Office. In that department there is no one dedicated to bicycle projects.

The bicycle-related tasks are not clearly distinguishable in the city budget. Apart from the sections constructed with the project entitled "Development of Bicycle Transport in the Tricity Agglomeration in the years 2007-2013" financed additionally with EU funds, there are no other investment tasks included in the long-term budget.

Infrastructure and Safety

Score: 1.5/4

The document prepared in 2008, entitled "Updating and Integrating the Technical Standards for the Bicycle Infrastructure in Gdańsk, Gdynia and Sopot (Nizielski & Borys Consulting) was made effective in 2012. It introduces standards based on European good practice, including the five CROW rules (cohesion, directness, comfort, safety, attractiveness). Unfortunately, the current condition of the route network as a whole is very far from these standards, but the newest sections are coming closer.

Below there is the set of characteristic features of the current state:

- **No possibility to enter or leave the bicycle path**



Bicycle infrastructure in Gdynia, as of 7 May 2013 (the background removed intentionally)

In numerous instances, the junction points between cycle paths and roads are not solved and the cyclists do not have the possibility to ride onto the cycle paths situated along the road on which they ride, or the road ends in the way that forces the cyclists to stop or to illegally move on sidewalks. Unfortunately, also the intersection at the newest road along Unruga street, from the side of Pucka street, was not solved pro-



Chwarznieńska street – separated cycling path ends with a tree and a mound of sand.

perly.

- **Redundant cycle paths/lanes**

Several sections of cycle paths in Gdynia indicate that the road manager is unable to assess properly where to apply separate cycle lanes, and when to allow the bicycles to travel along with the general traffic. The examples include a separate cycle lane in a residential zone at Żółkiewskiego street, and a bicycle lane on Dickmana street which is not

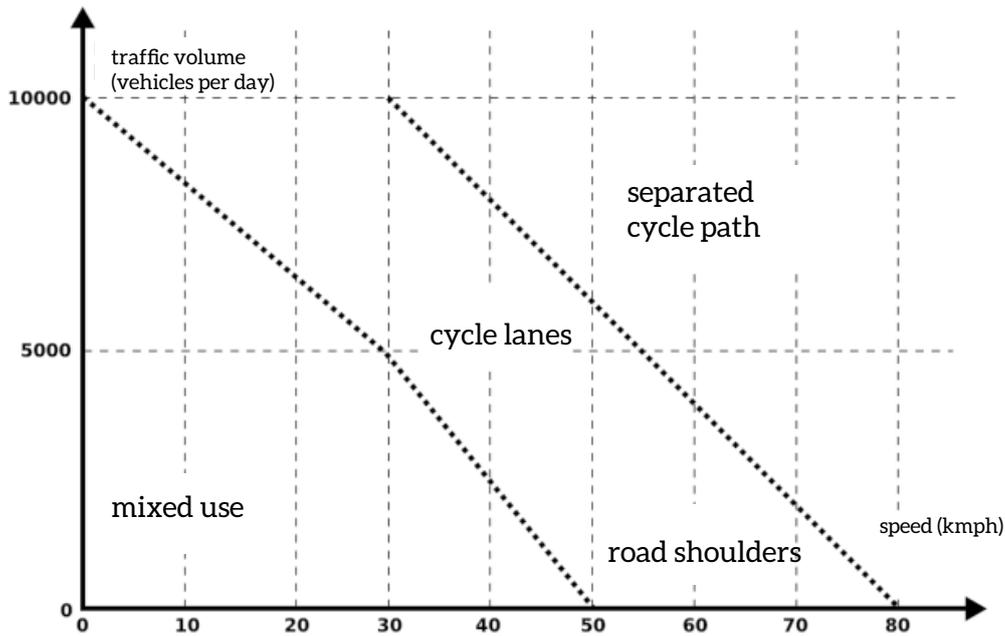


Filipkowskiego Street – separated cycle path on a residential street

too busy (the lane there keeps being blocked by parked cars).

- **Incoherent surface**

The surface of the older pedestrian and bicycle paths often changes several times, in only one segment. “There is no pattern that would be clearly visible, indicating that this kind of surface is a path, and



Appropriate infrastructure depending on conditions on the road. Source: Zielone Mazowsze



DCycle path at Wielkopolska/Chwaszczyńska, with sections of various surfaces.



Wiczlińska street - inconsequence in the selections of the surface - gray is for cyclists there. Mind also the damaged surface

that - is not" - says Beata Szadziul (evaluator-councillor).

- **Isolated fragments of cycle paths**

"I understand that not everything may be connected at once, but in Oksywie there was a fragment of 200 meters that looked like that: 50-meter path, then no path for 50 meters, then another fragment of a path, and again - no path. This shows that they are built in a very chaotic manner" - notes Łukasz Cichowski (evaluator-councillor) after



Chyłońska street – probably the shortest cycle path in Gdynia.

one of the field audits. A similar situation occurs on Chyłońska street.

- **Painted crossings**

The evaluators praised the bicycle crossings for clearly marked with red paint. In order to ensure the safety based on standardized, easily identifiable infrastructure, it is recommended that all the crossings be painted in this way.

- **Transferring a bicycle path from one to the other side of the wide road**

The key pedestrian-bicycle path, along Morska street, is transferred several times from one side to the other (which causes the necessity to cross the priority road), and so cyclists experience very serious delays.



Rebuilt section of Chwarznieńska street – straight road for motorists, elongated road with tight curves and potentially dangerous collision points for cyclists (source: Google Street View)

Very big delays are also generated by the pedestrians who park their cars illegally, by the surface which at times has large rolling resistance, and by the traffic lights. The auditor covered the route along Morska



Cycle path along Morska street, transferred from one to another side of the road three times over the distance of 1.7 kilometers. (source: Google Street View)

street to the intersection with Kcyńska street up to the point where the pedestrian-bicycle path ends near the station. The attempt took place during the afternoon rush hours. By moving on the pedestrian-bicycle path, he covered that path in 31 minutes. By riding on the road (in compliance with all the other provisions), he finished it in 18 minutes. This means that the cyclists who travel in compliance with the will of the persons managing the traffic, are penalized with 70% longer times of travelling. This translates into lowering bicycle's range.

The auditors were unfortunate to find out that also the latest investments repeat the same mistake: the cycling paths on Rdestowa and



Rafał Studziński (evaluator-officer) cycling at Chwarznieńska intersection

Chwarznieńska are shifted to the other side of the road twice.

- **Tight curves**

Incompatible with existing standards, dangerous for users (for example



The spot was even more difficult earlier in April

along Chwarznieńska street).

- **Protruding curbs**



The curb at Bosmańska/Granatowa intersection

Also along some of the newest infrastructure.

- **Traffic calming zones, bicycle lanes and contraflow lanes**

The network of the streets within the traffic calming zones (<30km/h) has about 25 km, i.e. a little over 6% (out of 395.5 km) of all the public roads. Recently, contraflow traffic on one street (Lotników) has been allowed, which is important for inter-district traffic. To do this, it was necessary to shift from the traditional procedures associated with changes in traffic, and to discuss the issue at the highest political level of the city. Apart from Lotników, the only cycle lane is at the aforementioned Dickmana street.



Lotników street - the first contraflow in Gdynia

In the approach of the Traffic Organisation and Signposting Office, there exists a visible concern against using solutions other than separated bicycle paths. That concern is explained by the inconsistency of the domestic provisions (ordinances), but it should be noted that, within the same legal conditions in other cities in Poland, there appear bicycle lanes, bike boxes (Wrocław, Łódź, Lublin, Mielec, Poznań), and even experiments with signposting based on foreign experience (Wrocław). Without more flexibility and willingness to make diligent use of the experiences of other Polish and foreign cities, it will not be possible to organize bicycle traffic on the routes where the street width excludes the possibility to provide separate bicycle lanes, outside the limited speed zones.

There is a noticeable moderation in extending traffic calming zones (30 km/h zones), especially taking into account that in many streets in the residential districts in Gdynia, physical, technical measures aimed at calming the traffic are situated, in the form of the suitable shape of the surface (speed bumps).

- **Traffic engineering**

In the separated bicycle lanes, it is a norm to detect the cyclists through buttons (against the Ministry of Infrastructure ordinance of 2003). The users also notify that while travelling on the street, according to the general rules, sometimes the bicycle is not detected by induction loops.

Currently, the city is introducing a large intelligent transport system (ITS) – TRISTAR. The pilot introduction of ITS has already taken place on Morska



Lane for bicycles reallocated from a lane of general traffic in Wrocław (Kazimierza Wielkiego street)

street, and resulted in a reduction of travelling times both for cars, and for public transport (the city collective transport gained more in time, and also more passengers). However, it has not been studied how the walking times to the stops changed with such a strong prioritisation the main direction. TRISTAR is already working on 15 intersections (among others at the Wzgórze Maksymiliana junction), and it is to cover all the important transport corridors. According to the director of the Transport Engineering Department, the influence of TRISTAR on pedestrian and bicycle traffic was not considered at the stage of concept works (ten years ago) and design works (3-4 years ago) and it was only recently that it has become the subject of discussions. As a result, the system has been modified. In the main direction there will be no buttons and no other forms of detection. The cyclists will be given the green light “in the shadow” of the vehicles moving in the main direction. The persons travelling across the main direction will need to signal their presence by pressing a button.

According to the director of the Traffic Engineering Department, dr Jacek Oskarbski, the current level of the traffic volume does not justify the expenditure on changing the cyclist detection system. According to him, a feasibility study should be performed at first, in order to check the economic effectiveness of such a move. TRISTAR will facilitate it. With the video cameras at the intersections, it will be possible to calculate the cyclist’s waiting time for the green light.

Transferring the bicycle lanes from one side to the other side of priority roads, means significant delays for bicycle traffic. The resulting waiting time for the green light was 3 minutes 30 seconds at the Morska/Kwiatkowskiego intersection, when crossing the Morska street, and 2 minutes 20 seconds

when crossing the Kwiatkowskiego street.³

- **Integration with the Fast Urban Railway**

Bicycles might considerably increase the range of the stops of the metropolitan railway. Szybka Kolej Miejska (SKM – Fast Urban Rail) transports



Wheel gutter

bicycles free of charge, all year round. However, the access to trains is hindered by the lack of elevators or wheel gutters for walking the bikes up the stairs. The exception is the Gdynia Główna station, equipped with a gentle ramp to the platform (although riding on it is not clearly permitted with signposts). Another problem for the users is the large gap between the train and the platform. The rail company dismisses the possibility of equipping its stops with wheel gutters, considering them to be unesthetic and hindering the pedestrian traffic.⁴ According to the company, the correct way of transporting a bicycle to the platform is the elevator. Currently, the company is equipping three stops in Gdańsk with elevators. Unfortunately, a bicycle does not fit in most of the elevators currently in use or requires considerable physical strength to place them vertically (the rail company thinks they could be placed horizontally). The continuation of such activities in Gdynia depends on obtaining EU funds from the 2014-20 budget which are not available yet.

However, the carrier does not know how many people use bicycles to reach the stations, and how many people would like to do so. Most stops in Gdynia do not have bicycle parking lots. The exception is the main station.

³ The trial took place during maintenance works but it is not known to what extent its outcome was affected.

⁴ Interview with Marcin Gluszek, Marketing and Sales Manager at PKP SKM Trójmiasto Sp. z o.o.

Two further stops will be equipped with such lots upon the initiative of the city. Equipping further stops will require agreements with the owners of the land in close proximity to the stops (probably mainly PKP PLK; PKP SKM only owns the land between the tracks).

- **Integration with the city public transport**

Bicycles are transported without restrictions or charge since May 2011. According to the director of the Municipal Transport Authority (ZKM), Professor Olgierd Wyszomirski, transporting them does not cause any major problems. However, some drivers are against the transporting of bicycles. "In connection with this issue, one of the drivers wrote letters to the Police, the Public Prosecutor's Office, the Road Transport Inspectorate, and after he was not supported by those institutions, he joined a political party and has been trying to introduce a prohibition of transporting bicycles and wheelchairs with batteries as well"- says Professor Wyszomirski. "One time a passenger with a bicycle and a passenger with a wheelchair entered a bus simultaneously. The driver refused to continue driving until the arrival of a ZKM inspector. Both passengers were allowed to stay on the bus, but due to the lack of explicit legal interpretation the driver was not punished".

Currently there are no permanent bus lanes in Gdynia, but there are ongoing discussions on introducing them in the selected streets with at least three lanes. The director of ZKM notes that bicycles could travel on bus lanes only if there is no separate bicycle lane on the street, and if the bus lanes were widened.

So far ZKM has not considered the potential of bicycles for improving the range of collective transport. According to Professor Wyszomirski, the bike+ride system would make sense on the first and last stops (some of them are located outside the city's borders, e.g. in Kosakowo borough), but integrating SKM with bicycles would have a much larger potential.

The director knows about the cases when cyclists ride on the road, parallel to the cycle lane, which is to some degree problematic for the buses and trolleybuses, but these are not frequent incidents.

We have received several notifications that drivers behave incorrectly towards cyclists, including by failing to keep the proper distance. "I was al-

most crashed when two buses joined the traffic. The bus brushed me with its mirror”- said Agata Perlicka (evaluator-user) after a field audit at Janka Wiśniewskiego street.

- **Maintenance works**

The participants in the field audits noticed certain defects in maintenance works. “The sand on the cycle lanes poses a large risk upon braking. A lot of sand remains after winter, and it does not disappear in the slits between the bricks” – says Agata Perlicka (evaluator-user).

- **Bike parking**

U-shaped bicycle racks have been installed in the city for a year, designed characteristically for Gdynia. The general feeling that still not enough destinations are equipped with them. Parking lots for more bikes are situated at the Gdynia Główna station, and at the end of the bicycle lane along the coast. Świętojańska street is equipped with non-functional spiral-shaped racks.

The standards of cycling infrastructure say: “if at least one of requirements on the infrastructure [coherence, directness, safety, comfort, attractiveness] is not fulfilled, it has to be rebuilt”. If these standards, were to be treated seriously, the scope of the interference in the existing infrastructure should be considerable.



Sydney-type racks typical for Gdynia in front of the sports hall



Bicycle parking on the shore

Information and Education

Score: 1.6/4

Gdynia has prepared a city map for cyclists. It is available free of charge in the city tourist information center, and it is distributed in schools. The evaluators noticed that it does not include the information on the difficulty of routes: no information on height differences, and some forest paths can be used only with bicycles adapted to the most difficult off-road conditions. It is also not clear whether the routes labeled as “under construction” already exist or not. Moreover: “On the map the cycle lanes and pedestrian-cycle lanes are marked with the same color, and the latter are often so crowded with people that it is not possible to ride” (Sebastian Jędrzejewski, evaluator-user).

Practically speaking, in the city there are no signposts dedicated for the bicycle traffic – to the detriment of the routes outside of the main traffic arteries. “While getting on the bike, I intuitively choose the same route as by car or trolleybus, but maybe another route would be more comfortable for me as a cyclist?” (Beata Szadziul, evaluator-councillor). “For example, Dąbrowa may be reached through a forest more easily [than we did during the audit], but you need to know that route on your own, as no signposts lead there”. (Lechosław Dzierżak, evaluator-user). There are also no EuroVelo route labeling.

The city has a Facebook page entitled “Mobilna Gdynia” (“Mobile Gdynia”) where the information on the subjects connected with sustainable transport, including bicycle transport, appears regularly (several times a week). The im-

portant information is also published on the city's official website (gdynia.pl) and on the website of the Road and Greenery Authority.

Promotion and Partnerships

1.4/4

Gdynia is introducing a set of campaign activities promoting sustainable mobility. Most of them belong to the projects executed in partnerships with other European cities. In the "SEGMENT" project⁵, the city rewarded commuting by bike to work. Selection of the target group resulted from a strategic analysis. In this year's edition, the interest largely surpassed expectations – 400 persons applied for 100 spots. The tender conditions meant that these people had to be included on a waiting list. An external firm was entrusted with executing the campaign, and its amounted to PLN 40,000 (i.e. the costs of PLN 400/EUR 100 per one participant).

1000 saddle covers were produced in the recent months. The slogans promoting cycling printed on them were selected by internet users on Facebook. This practical gadget is rarely used in Poland, so the careful implementation should be appreciated. It constitutes a good practice that should be promoted in other Polish cities.

Furthermore, the city promotes cycling in the context of European Mobility Week and supports initiatives of other entities with promotional gadgets.

Since 2012 Gdynia has been a member of the Polish Union for Active Mo-



Saddle covers



Promotional activity organised in 2012. Fot. ZDiZ archive.

⁵ <http://www.segmentproject.eu/hounslow/segment.nsf/pages/seg-27>

bility – an organization gathering the self-governments engaged in developing active forms of mobility.

Supplementary measures

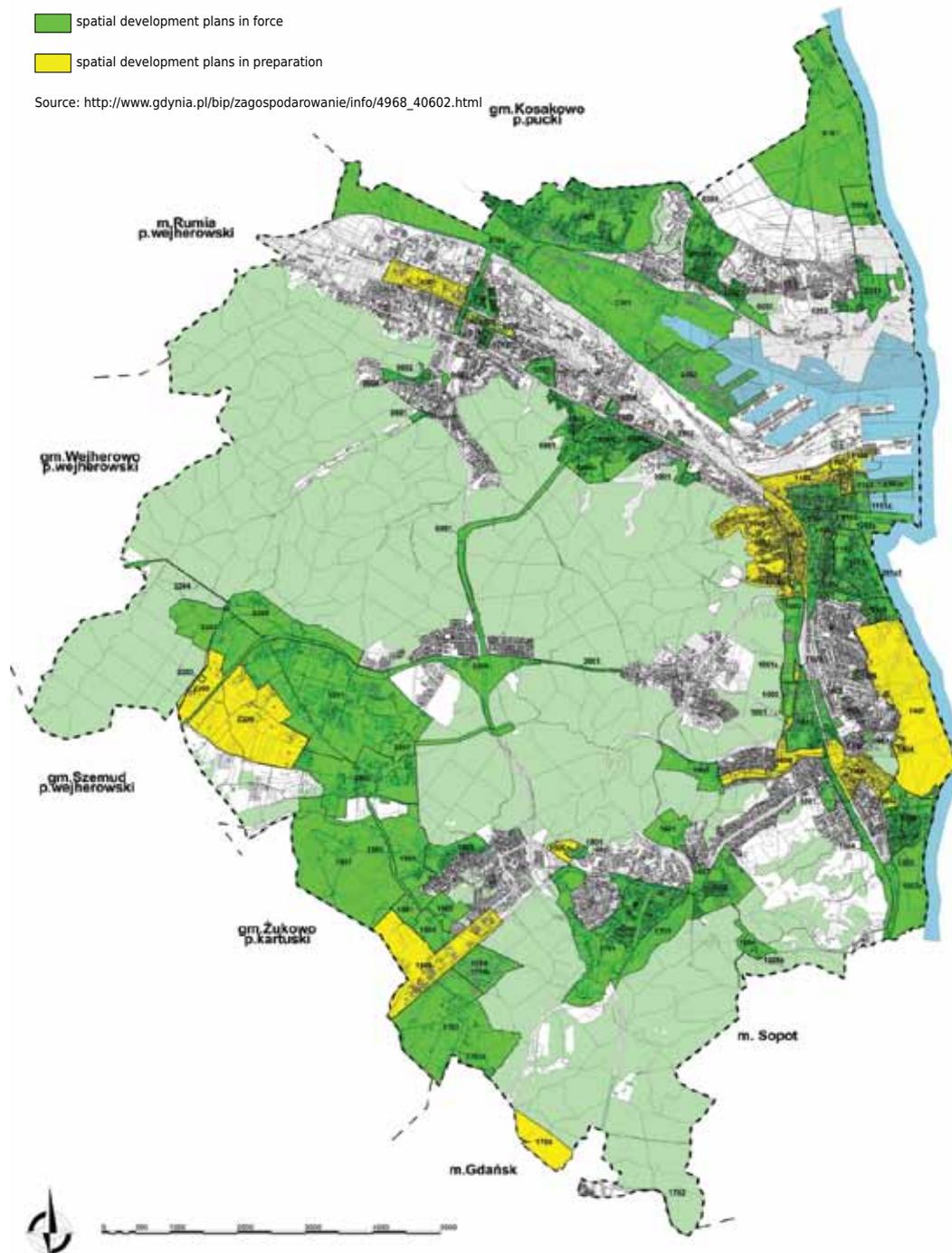
Score: 1.5/4

Spatial planning and bicycle traffic

“The study of conditions and directions of spatial planning for Gdynia” adopted on 27 February 2008 includes the routing of the two bicycle paths singled out due to their significance for tourism, and the routing of the crucial local bicycle paths and lanes. The document does not state the total length of bicycle routes and lanes.

In the local spatial development plans (those adopted as well as in preparation) the areas with the following designations have been earmarked within the transportation areas: allotted public squares, pedestrian paths, pedestrian-road paths and bicycle paths. In the plans they are treated as municipal, public space accessible for everyone. Apart from that, bicycle lanes are planned in other public roads and streets, as in the “study of conditions and directions of spatial planning”, although there are exceptions (e.g. no bicycle lane in the borderline northern segment of Zielona street, and between the Zielona and Dickmana streets in the local spatial development plan No. 0101 for parts of the Babie Doły, Obłuże and Oksywie districts.) There also appear inconsistencies between the plan text content and its drawing, i.e. the bicycle lanes included in the text are not marked on the drawing (e.g. the fragments in plan No. 2208 for the region of Niemotów or Chwarznieńska street, or in the plan design No. 1004 for the areas of Śląska and Podolska streets).

The requirements concerning bicycle parking lots included in the “Study of conditions and directions of spatial planning for Gdynia” were not differentiated into zones, like in the case of indicators of car parking lots. In that way, clear indices based on the projected demand for bicycle parking spaces are lacking (they should be highest in zone I and lowest in zone III). Until now, the parking lot indicators for calculating the required number of parking spots for bicycles have been included in four local spatial development plans, adopted since 26 September 2012. So far these requirements have not



The progress of spatial planning as of 11 March 2013

been included in the adopted plans changing some parts of the previous local plans.

List of adopted local spatial development plans with bicycle parking space indicator included

Plan number	Plan name	Adopted	Bicycle parking index
2201	Wiczlińska, Chwarznieńska i Śliska	Adopted (2004-12-22)	No
1105	Skwer Kościuszki oraz Jana z Kolna i 10 Lutego	Adopted (2009-11-25)	No
1104	Władysława IV, 10 Lutego, Świętojańska	Adopted (2011-03-23)	No
0304	Kaczy Dół	Adopted (2011-12-21)	No
1607	Wielkopolska, Strzelców	Adopted (2012-03-28)	No
0704	Obwodowa Północna i zachodni odcinek Drogi Czerwonej	Adopted (2012-05-23)	No
0101	Babie Doły, Obłuże i Oksywie	Adopted (2012-09-26)	Yes
2302	dawna Stocznia Gdynia	Adopted (2012-11-28)	Yes
2208	Niemotowo i ul. Chwarznieńska	Adopted (2012-12-19)	Yes
1107	Portowa, Waszyngtona i projektowana Nowa Węglowa	Adopted (2013-05-22)	Yes
1004	rejon ulic Śląskiej i Podolskiej	In preparation	Yes
1407	rejon rezerwatu przyrody „Kępa Redłowska” wraz z otoczeniem	In preparation	Yes
1506	rejon rzeki Kaczej i ulic: Kościelnej, Armatorów i Kasztanowej	In preparation	Yes
1908	rejon ulic: Chwaszczyńskiej, Rdestowej i K. Pomianowskiego	In preparation	Yes

In the four plans that so far have been adopted with indices, the values or even manners of calculating them were different from the indices included in “The study of conditions and directions of spatial planning for Gdynia”. Also, the differentiation into various functions of buildings, at which the parking lots were to be situated, was simplified. It should be appreciated that the regulations on the residential buildings also temporary public parking spaces for bikes are required (not included in “the Study”). In the draft plan No 1407

and 1908 there was also a recommendation secure parking places for bicycles from the weather by roofing or location inside buildings. All these regulations constitute a good practice that should be promoted around Poland.

Restrictions for cars

The paid parking zone in the city is relatively tight and extensive, but it is far from covering the whole city. The induction of bicycle traffic is not included as one of its aims. In many places there is the rule of angled parking, hardly used in Western Europe. It decreases the available width of streets to a large extent, and makes it difficult to designate bicycle lanes and contra-flow lanes. The city has no pedestrian zones. The first one will be established within the CIVITAS DYNAMO project. The implementation of the project has started only recently.

Evaluation and Effects

Score: 1.3/4

The city does not possess detailed data on bicycle traffic. The general data on the transport behavior of the population is researched by the Municipal Transport Authority every two years. It includes the information on the modal share, but is not possible to derive a detailed traffic model of the city.

The bicycle traffic on selected junctions was calculated at the preparation of the TRISTAR program. However, only the cyclists on the road were calculated. In order to plan the infrastructure and assess the effectiveness of investments, it would be useful to have the data that also includes the persons moving on sidewalks. The purpose of the bicycle policy should be the elimination of such unlawful behaviors, with the simultaneous retentions of those people on bicycles (i.e. either the construction of separate infrastructure, or the improvement of safety perception among the cyclists that is sufficient to make them enter the roads).

The Municipal Safety Commission analyzes the data on the causes of accidents and collisions from the whole city, divided into perpetrators and participants. On that basis we may determine what kind of behaviors cause serious risks, but the data is not detailed enough to research and redesign the “black spots”.

Conclusions and recommendations – action plan for the period from I 2014 to VI 2016

Activity	Implemen- tation star- ted	Implemen- tation com- pleted
Users' needs		
1.1. Preparing (based on participation, with meetings in the districts), a program of the target arrangement of bicycle routes.	2014-07	2015-12
1.2. Providing the possibility to consult the projects that include the solutions associated with bicycle transport at the earliest stage possible (at the stage of guidelines for the project). Agreements with those executing the projects will allow them to be made available to the citizens for consultation purposes.	2014-01	2016-06
1.3. Providing the possibility to include the District Councils in the consultations of bicycle projects by informing continuously about the activities of the Gdynia Bicycle Council.	2014-01	2016-06

Activity	Implemen- tation star- ted	Implemen- tation com- pleted
Leadership and coordination		
<p>2.1 Providing the coordination of the work of municipal institutions by a person permanently employed in the municipal office (the task will be managed with a package of investment projects, changes of traffic organization, educational and informative projects, including ones organized in partnerships).</p> <p>It should be a person with competences and decision-making abilities similar to those of other persons responsible for the key projects for the city.</p>	2014-01	2014-03
Policy in documents		
<p>3.1 Including in the city's strategic documents (such as the study of conditions and directions of spatial planning, SUMP) the aim of transferring annually 1% of traffic to bicycles. This means that in 2020 6% of the traffic should take place on bicycles, and in 2023 - 10%.</p> <p>An increase in bicycle traffic should be associated with a drop in the participation of individual motor vehicles. The policy should include supporting public transportation with bicycles. The bicycle infrastructure should not be constructed at the cost of pedestrian areas.</p>	2014-01	2016-06
<p>3.2 Including the aim of obtaining the cohesion of main bicycle routes until 2020 in the suitable strategic municipal documents</p>	2014-01	2016-06
Staff and resources		
<p>4.1 Including the creation of the main network of bicycle routes into the multiannual financial forecast for the city (as per the list of investment priorities which needs to be prepared).</p>	2014-01	2014-12
<p>4.2 Obtaining external resources for development of the network of bicycle routes.</p>	2014-01	2015-12
<p>4.3 Introducing the competence development program as regards the bicycle policy, among the persons who are engaged in the execution and who are the decision-makers in that regard.</p>	2014-01	2016-06
<p>4.4 Increasing the staff resources in the municipality's office available to execute this plan.</p>	2014-01	2014-06
Infrastructure and safety		
<p>5.1 Removing the inconsistencies with the quality standards, effective from 2012, on the existing roads with high transportation significance (Morska street, Zwycięstwa street, Wielkopolska street; entries to/exits from cycle routes, reconstruction of crossings, in the cases of very bad surface - its replacement).</p>	2014-01	2015-12

Activity	Implemen- tation star- ted	Implemen- tation com- pleted
5.2 Designing and constructing several bicycle lanes conducive to the cohesion of the arrangement of bicycle routes or including the important housing areas/traffic generators into the network of bicycle routes (Morska street, Zwycięstwa, street, Wielkopolska street).	2014-01	2016-06
The routes with the highest potential for generating traffic should be prioritized.		
5.3 Preparing the concept of connecting Obłuże and Oksywie districts with Morska street.	2014-01	2015-12
5.4 Making Śródmieście an area that is a model of cycle-friendliness based on the technical bicycle infrastructure Standards – as per the tempo 30+ rule, allowing bidirectional bicycle traffic (with the exception of e.g. Władysława IV), bike boxes, physical technical measures aimed at easing the traffic.	2014-01	2016-06
5.5 Initiating the action entitled “Safe access to schools”: introducing tempo 30 zones around schools and streets with limited traffic in front of entrances to buildings.	2014-01	2015-09
5.6 Marking the crossings for cyclists with red paint.	2014-01	2014-12
5.7 Improving the state of the surface on the selected forest trails with highest potential to assume transportation traffic.	2014-01	2015-12
5.8 Providing continuity of cycle traffic in the case of road works.	2014-01	2016-06
5.9 Organizing the action of installing bicycle racks in the places indicated by users (at least 500 racks).	2014-01	2015-09
5.10 Stock-taking, assigning rank and suggesting solutions to dangerous places in cycle routes.	2014-01	2014-12
5.11. Commissioning and introducing projects of changing the traffic organization (including cycle lanes, contraflow lanes, bike boxes, etc.) - associated with the areas mentioned in points 5.4, 5.5 and others.	2014-01	2016-06
5.12. Preparing the concept, and the feasibility and effectiveness study of a public bicycle system for Gdynia.	2015-07	2016-06

Information and education

6.1 Conducting trainings for adults on travelling by bicycle in regular city traffic. The program should allow individual bicycle coaching to at least 100 people a year.	2014-01	2016-06
6.2 Conducting pilot trainings for children on travelling by bicycle in regular city traffic.	2015-01	2016-06
6.3 Marking bicycle routes (using the existing cycle lanes, forest paths, peaceful streets providing alternative to transit roads). The markings should be based on domestic models.	2014-01	2015-12
6.4 Preparing a revised map of Gdynia cycle routes, compliant with the new markings, and including the information on height differences.	2014-04	2016-06

Activity	Implementation started	Implementation completed
Promotion and partnerships		
7.1	Organizing local (isolated) projects of promoting cycle traffic in the areas adjacent to the new cycle lanes. (trainings on cycling in traffic, cooperation with building administrators and local entrepreneurs associated with the preparation of bicycle parking lots, free-of-charge basic bicycle maintenance service).	2014-04 2016-06
7.2	Introducing a permanent system of incentives for public officers as forerunners of change, to promote cycling to/from and during work (incentives, trainings personal counseling, improved infrastructure).	2014-01 2016-06
7.3	Encouraging the police officers and municipal police officers to use bicycles on duty.	2014-01 2016-06
7.4	In several schools – causing mass use of bicycles for getting to school (more than 20% during the season) (trainings in cycling in city traffic, individual counseling on routes, bicycle repository)	2014-09 2016-06
7.5	Preparing a local campaign improving the prestige of bicycles.	2014-01 2016-06
7.6	Organizing an action connected with mutual respect between the drivers of collective means of transport and cyclists.	2014-01 2014-09
7.7	Coordinating large road repairs/investments that are inconvenient for the movement of traffic, with campaigns promoting bicycles as a means of transport.	2014-01 2016-06

Supplementary measures - not planned

Evaluation and effects

9.1	Installing at least 1 bicycle counter (measuring traffic in real time) on an important cycle route.	2014-01 2014-12
9.2	Conducting at least one complex study of traffic (presenting the scale of bicycle traffic against the background of general traffic), including the appraisal of the bicycle atmosphere of the city.	2015-01 2015-12
9.3	Conducting an annual review of events with participation of cyclists, at the meeting of the Cycle Council, together with preparing recommendations of actions. The places diagnosed as most dangerous should be subject to analyses with the use of event reports, police memos and visits on site.	2014-01 2016-03
9.4	Preparing the annual report on the activities for the bicycle transportation, including the information on the progress of the execution of this plan. The report will be presented by the Mayor's Plenipotentiary for Cycling.	2014-01 2016-06

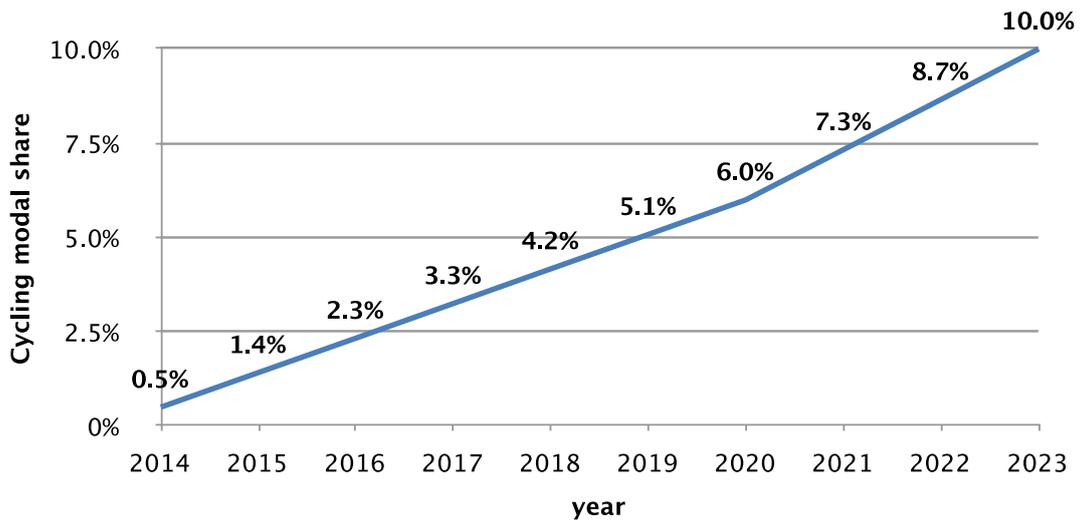
Auditors' notes on the action plan

The action plan agreed upon in the audit procedure is appropriate for a starter city as far as cycling is concerned. On this level the additions to the infrastructure as especially needed. When we invite people to cycle we should be able to show that there is something we could ride on. Three main types of activities are envisioned there: Firstly, the discontinuity of the existing network of separated cycling paths will be dealt with, by adding the missing sections. Once they are completed, also the existing infrastructure will



Policy priorities at various levels of development according to PRESTO

be used more frequently. Secondly, some of the existing cycle paths will be rebuilt to enable safe and convenient cycling, not only ban cyclist from using the road. Thirdly, there will be traffic calming areas around schools and in the Śródmieście (city centre) district. Traffic calming in Śródmieście can be a tool for the district's revitalisation, as its functions (especially retailing) appear to be taken over by shopping malls. Testing new traffic solutions on the

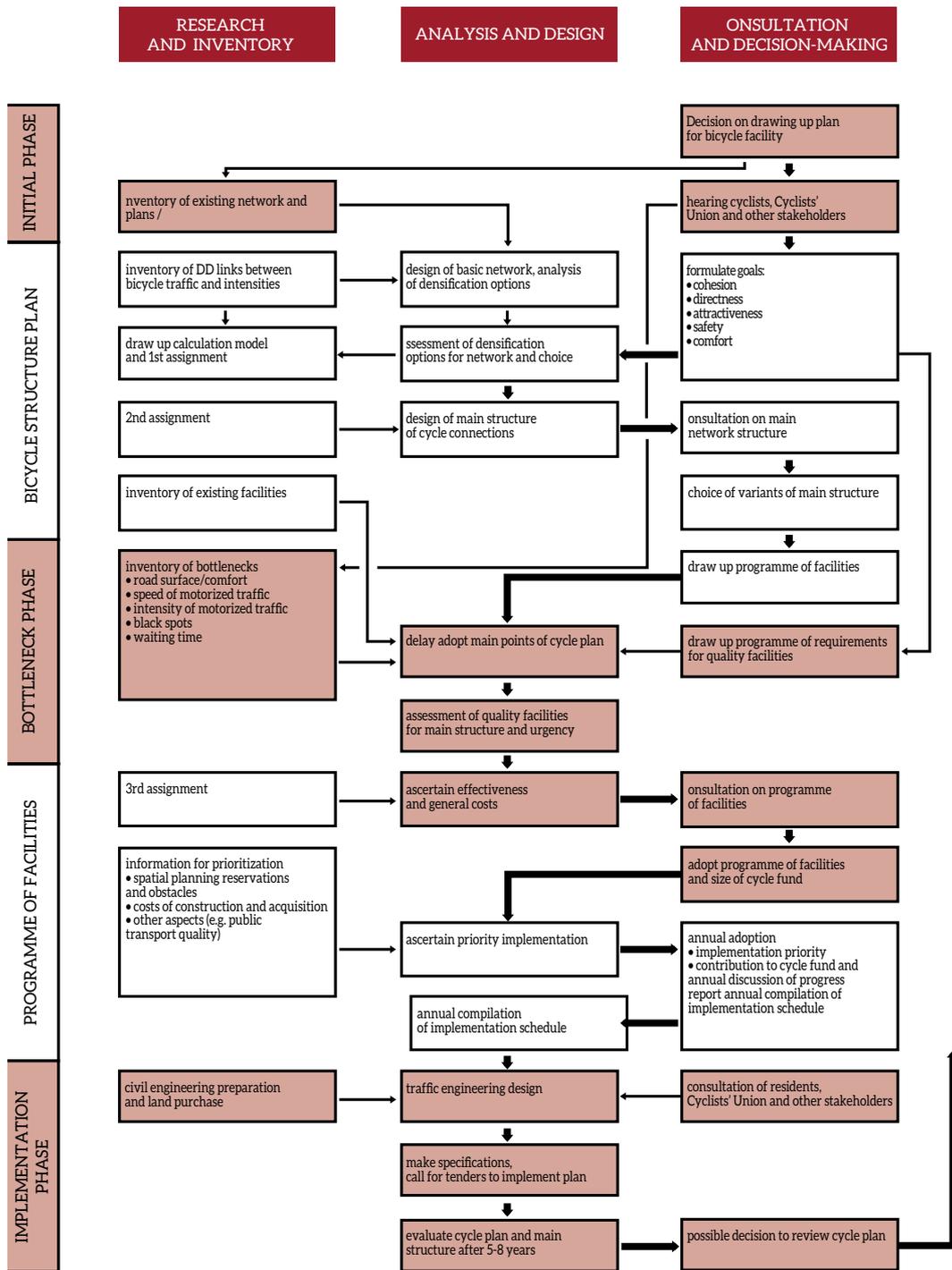


Increase in cycling modal share (projection)

streets in the city centre known to everyone will facilitate the discussion on the next implementations in other districts. As far as traffic calming around schools is concerned, we recommend all the discussed areas to be drawn into a map (eg 300-meter radii around the schools) to find out if there are some new cycling routes emerging if we joined them?

It is of paramount importance to agree on priorities. The agreement should be in the form of a ranked list, implemented in the agreed order. If the section on the top of the list is impossible to implement now, the next section should be dealt with, not the one that is easiest. We recommend to decide on the priorities list at the Gdynia Cycling Council.

The action plan rightly goes beyond infrastructure measures and includes a package of information and promotion actions, to fill the existing and new infrastructure with cyclists. Perceiving the infrastructure as incomplete should not prevent us from promoting cycling (although it should be borne in mind when planning the extent and target groups of these actions). Many of these actions could be contracted with users organisations to strengthen them.



Planning for cycling system according to Dutch CROW handbook

The action plan does not envisage a bike sharing scheme for the time being. The approach is based on the assumption that bike sharing scheme can generate more traffic, but only on more coherent network. This is especially important if we want to attract new, less experienced users. In the case of Gdynia the differences of altitude must be taken into account when plan-

ning. It would be attractive to cycle down the hill, but how the bicycles will reach the upper terrace again? Mass usage of vans would weaken the environmental benefit, it would be also quite expensive, if constant availability of bikes is required.

Modal share targets introduces new quality in the transport policy in general. One per cent per year shift is ambitious, but achievable. Many examples confirm that (for example German cities – Berlin, Munich, Leipzig among others). By the way, the shift in the opposite direction – for public transport to private cars. Achieving this shift at the expense of cars rather than public transport will be challenging. But it is possible, if appropriate infrastructural and promotion measures will be paired – eg bike and ride and campaigning on the features cycling shares with driving your own car.

One of the key discussion points during the workshops was the citizens participation on planning and designing. As the level of engagement differs among various District Council we recommend to keep the District Council informed, to enable participation on the processes concerning their areas of interest. However, we cannot be sure of having all the Councils equally interested, therefore the city should be responsible for animating a project that would lead it to drafting the desired system of cycling routes. The process could be modelled on STeR project implemented in Gdańsk in 2011-2012 that constitutes a good practise in this respect.

Concerning monitoring, we recommend that Gdynia Cycling Council evaluates the progress in implementation of the action plan twice a year and The Plenipotentiary communicates the findings once a year, in line with action 9.4.

Below we include some examples of good practices that could be of help in



Signposting for cycling (London)

Map legend

recommended routes:

-  separated cycle paths, streets with restricted traffic (Piotrkowska)
-  cycle paths/lanes in preparation
-  calm streets
-  park passages
-  section on the sidewalks, pedestrian crossings
-  streets with heavier traffic
-  streets with very heavy traffic, recommended due to lack of alternatives

-  streets, sidewalks
-  railway tracks
-  rivers, water reservoirs
-  parks, green areas

Route categories (Łódź cycling map)



Bicycle counter (Łódź)

the implementation.

Foreign auditors' final remarks



Karl Reiter
Austria (FGM AMOR)

First of all congratulation to the ambitious manner the BYPAD audit was carried out in Gdynia using four fact finding trips with various stakeholders to complement the BYPAD meetings. The BYPAD report showed a bundle of resources that will act as a strong basis to positively influence the cycling policy and cycling culture in Gdynia

- The existence of a political responsible person and allocated staff namely a cycle officer and staff for the implementation of soft measures like campaigns
- The ambitions to allocate significant resources for the investments in big scale cycling infrastructure build on existing plans in a high quality standard
- The integration of users in the monitoring procedure of the cycling policy via the “Bicycle Council” to enable a long lasting continuous improvement of the cycling system in Gdynia

But there are also barriers mentioned in the report that should be tackled as challenges

- Physical barriers addressed in the report. The measures described in the action plan will help to overcome these barriers. I recommend to complement the description of the actions in one of the next meetings of the Bicycle Council by allocating a responsible person to each action and by an estimation of the necessary resources.
- Organisational barriers relate to changes in the transport organisation to improve the cycling conditions. I recommend to take up pilot actions/test measures in one of the next meetings of the Bicycle Council. Eg. it could be tested to reorganise the parking system in a one way road to allow contra flow for cycling. After one year of monitoring and evaluation the pilot could be used a learning case for other roads – if successful. Or it could be changed to the former situation – if not successful. I recommend this strategy for many other complementary measures (T30, access restricted areas etc) because it leads to a learning

situation for all stakeholders.

- Mental barriers are well addressed by the measures described in the action plan chapter 6 and 7. It is recommended to find a way to implement eg. educational measures in the regular activity/curricula of educational bodies and to ritualize promotional activities (eg. every 2 years an updated version of Gdynia's bicycle map) to guarantee a long lasting process
- Lack of data. It is recommended to carry out mobility surveys (ideally every 5 years) Travel diaries are good methodology to catch also smaller travels, often done using active travel modes. It would allow Gdynia to compare itself with European cities of similar size but even more important to measure the progress in a time row. Because the improving of the cycling system is a never ending process.



Emilie Lassen Bue,
Norway

First of all, thank you for the warm welcome during my first, but not last visit to Poland.

I really enjoyed my stay in Gdynia and I was very positive surprised about the fantastic environmental conditions of the city between the sea and the forest; a very attractive environment for bicycling.

Major tasks are waiting you in regards making a coherent cycling network in the city centre and connecting it to new and already existing bicycling routes. However between all these big projects, it will be important not to forget the people who are going to adapt new travel patterns. The residents of Gdynia need help to develop skills and motivation to adapt new habits. I really hope you manage to allocate time and resources to such tasks.

Finally, congratulation with the completion of the BYPAD audit and all the best for the continual work!

