

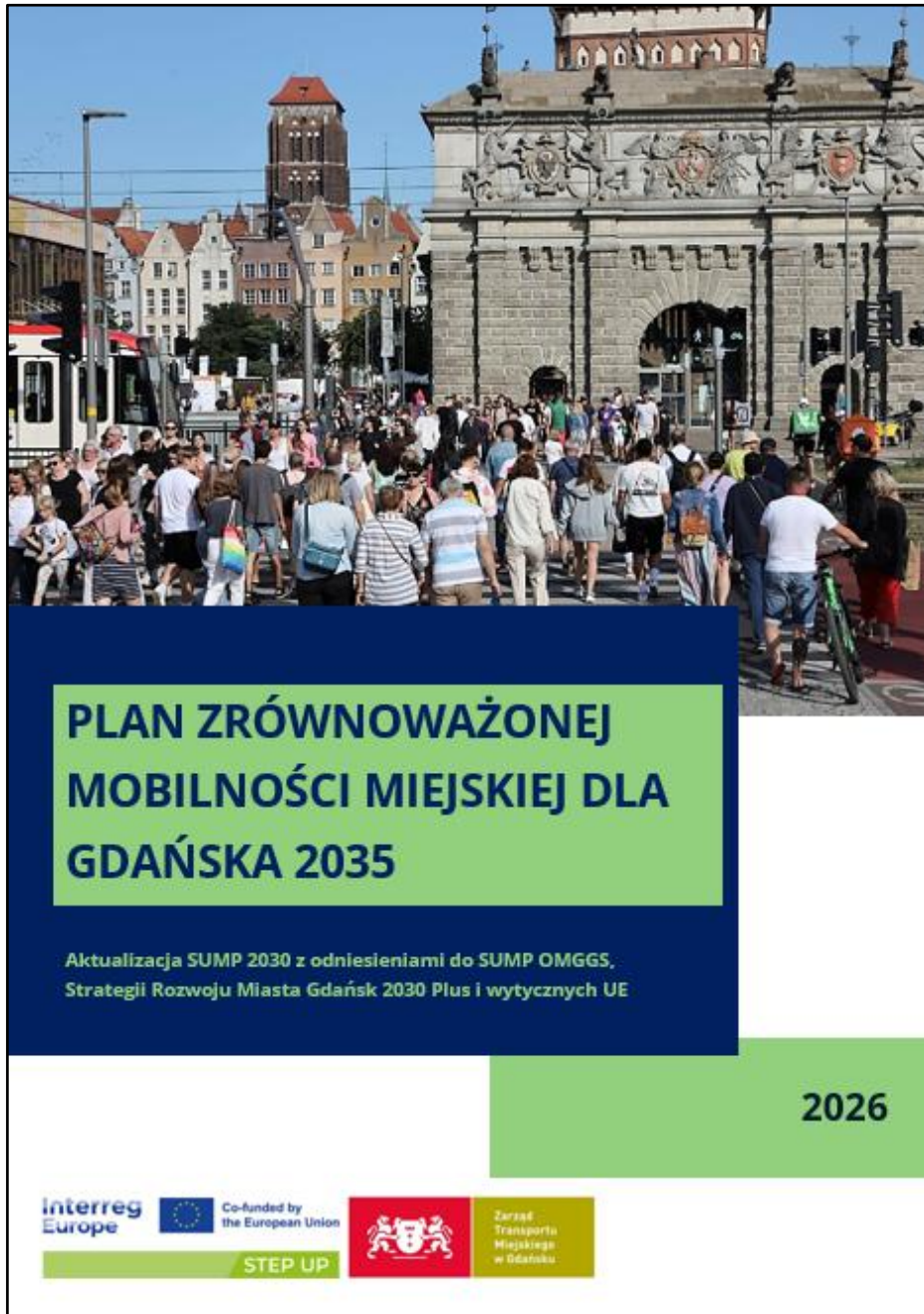
**The role of sustainable mobility and Sustainable Urban Mobility
Planning in the way to climate neutrality**

Gdańsk 2035 Sustainable Urban Mobility Plan

UBC TALKS Webinar, 29 September 2026

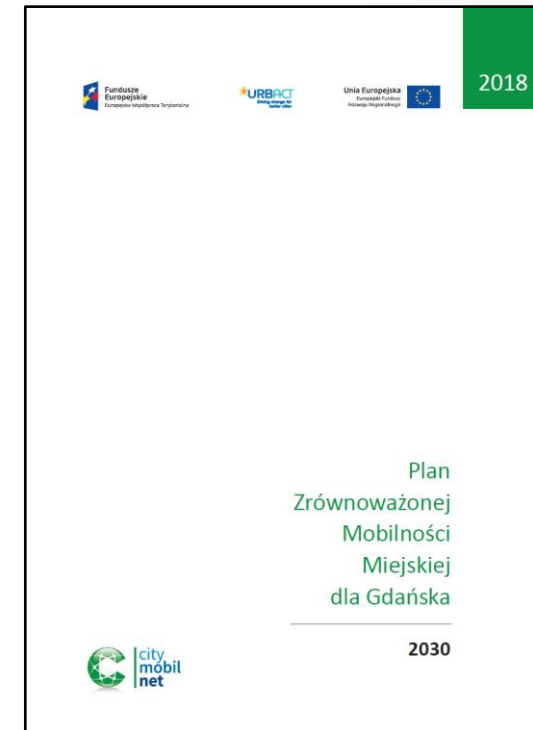
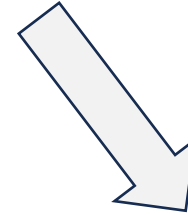
Magdalena Szymańska

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SUMP (Sustainable Urban Mobility Plan)

Update to the document enacted in 2018.



CHANGES FROM 2018 ON?

EUROPE

- New EU SUMP Guidelines
- EU Urban Mobility Framework
- Pan-European Master Plan for Walking
- Focus on implementation, monitoring, and urban resilience

GDAŃSK

- Gdańsk City Development Strategy 2030 Plus
- Strategy for the Development of Electromobility in Gdańsk through 2035
- Metropolitan SUMP
- New Mobility Data
- Social and Climate Needs

TASKS COMPLETED AS PART OF SUMP 2018



- Pedestrian crossings on major arteries
- Expansion of the tram network
- Improving road safety
- Educational and promotional campaigns on active mobility
- Development of a low-emission public transportation fleet

STEP UP



The process of developing the update supported in terms of content, organization, and funding through Gdansk's participation in the STEP UP project, implemented as part of the Interreg Europe program

PRACE NAD TREŚCIĄ DOKUMENTU

Gdańsk Roads Authority

Gdańsk Public Transport
Authority

Departments of the
Gdańsk Municipal Office

Gdańsk Greenery
Authority

Gdańsk Development
Office

Gdańsk City Development
Department

Municipal
Councillors

Metropolitan
Area
Gdansk
Gdynia Sopot

Technical
University of
Gdansk

University of
Gdansk

Polish Union
of Active
Mobility

Residents

HOW WAS THE DOCUMENT DEVELOPED?



MAY 2025

Analysis and Diagnosis



Work of the SUMP Update Team



Workshops and working sessions



Meetings with Residents



Draft document



Final version



JUNE 2026

INFORMATION AND CONSULTATION MEETINGS WITH RESIDENTS (April–May 2026)



Śródmieście



Oliwa



Wrzeszcz

Scope of SUMP

- Strategic and Institutional Framework
- Assessment of the Current Situation
- Vision and Strategic Objectives
- Mobility Development Scenarios
- Action Plan



VISION AND MOBILITY OBJECTIVES FOR GDANSK IN 2035

- **A city of short distances** and integrated, sustainable mobility systems,
- **everyone can get around safely, freely, and reliably—** regardless of age, ability, or place of residence.
- **mobility supports health, protects the climate, and supports local communities,**
- **high-quality public spaces** = welcoming living environment.

10 KEY FINDINGS FROM THE DIAGNOSIS [1/2]

1

Walking: The Foundation of Mobility

24.2% of trips are made on foot

68.2% of streets in Gdańsk are covered by the Tempo-30 zone

Further improvements in quality, accessibility, and safety are recommended

2

Further improvement in access to public transport

Network expansion (trams, SKM and PKM railways)

Expansion of services in the suburbs

Further measures and better integration are needed

3

Public transportation needs a strong boost

28.7% share of public transportation

Higher frequency, traffic priority, more convenient transfers, and fare integration

Public transportation must be fast, predictable, and easily accessible on foot

4

The bike needs the system to be completed

4.3% share of bicycle traffic

Network continuity

Implementation of standards

Priority at intersections

Better integration with public transportation and public spaces

5

Car dominance as a barrier to transformation

42.8% share of trips by private car

685 cars per 1,000 residents

An overburdened road network and growing pressure on space and health

Unless this trend changes, we will not achieve our climate goals

10 KEY FINDINGS FROM THE DIAGNOSIS [2/2]

6

Parking management as the change lever

Disorderly parking limits accessibility and safety

Parking policy affects mobility—it should regulate demand and reclaim space for active forms of mobility

7

Safety as a Priority for Quality of Life

336 accidents per year

The greatest risk to vulnerable road users

School zones, traffic calming, and improved visibility are key

8

Metropolitan Integration

Strong functional links, significant growth potential, but a lack of cohesive OMGGS mobility

No unified fare system, many types of tickets

The dominance of private cars is reinforced by the lack of full integration of public transportation

9

Accessibility should be the norm

Barriers: diversions, lack of resting places, underpasses

This especially affects children, seniors, and people with disabilities

Accessibility means comfort, safety, and proper access to services for everyone

10

Evaluation of the SUMP 2030

33% of the initiatives have been completed

55% of the initiatives are in progress

Successes: improved road safety, faster trams

Biggest gaps: fare integration, accessibility of public spaces, public transportation, and cycling

CELE STRATEGICZNE WYNIKAJĄCE Z DIAGNOZY

**Safe and Accessible
Mobility for All**



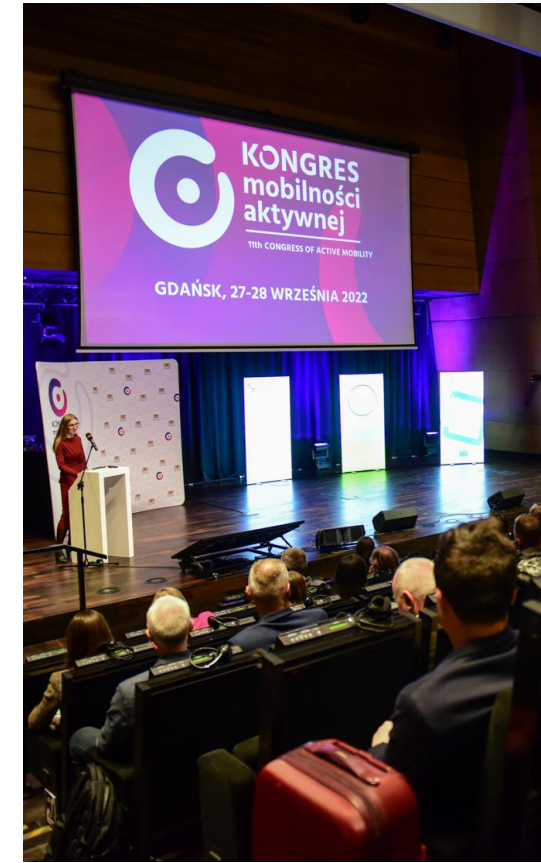
**An Attractive and
Integrated Public
Transportation System**



**Mobility That
Supports Quality of
Life and the Climate**



**Effective Mobility
Management**





ACTION PLAN SUMP Gdansk 2035

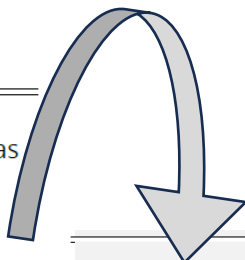
a set of directions and actions addressing identified challenges to achieve strategic and operational objectives.

32 actions

Each one has designated executors, a timeline, and performance indicators.

Element	Opis
Kod działania	P1
Nazwa działania	Rozbudowa i poprawa jakości infrastruktury ciągów pieszych
Obszar mobilności	Mobilność piesza
Powiązanie z celami strategicznymi	I, III, IV
Powiązanie z celami operacyjnymi	1, 2, 3, 5
Uzasadnienie działania	Jakość infrastruktury pieszej w różnych częściach miasta pozostaje zróżnicowana, a w wielu lokalizacjach występują braki ciągłości tras, niedostateczna szerokość drogi dla pieszych, bariery przestrzenne oraz ograniczony komfort użytkowania (w tym brak zieleni, zacienienia czy miejsc odpoczynku). Jednocześnie w ostatnich latach miasto systematycznie realizuje projekty poprawiające warunki ruchu pieszego, jednak ich skala i rozproszenie wskazują na potrzebę dalszego uporządkowania, wzmocnienia i ukierunkowania tych działań w sposób bardziej systemowy.
Opis działania	Kontynuacja i rozwój działań miejskich w zakresie rozbudowy oraz poprawy jakości infrastruktury pieszej, służących tworzeniu spójnej, dostępnej i komfortowej sieci tras pieszych. Zakres obejmuje w szczególności: › uzupełnianie brakujących odcinków dróg dla pieszych oraz zapewnienie ciągłości tras, › modernizację istniejącej infrastruktury pieszej, w tym poprawę nawierzchni, szerokości i dostępności, › wprowadzanie rozwiązań zwiększających komfort użytkowników, takich jak zieleni, zacienienie, mała architektura oraz elementy poprawiające mikroklimat, › poprawę jakości przestrzeni pieszej w otoczeniu usług publicznych, szkół, przystanków TZ oraz lokalnych centrów dzielnicowych, › ograniczanie negatywnego wpływu parkowania i ruchu samochodowego na dostępność przestrzeni pieszej. Działanie realizowane w powiązaniu z: P4, P5, TZ4, U1, U2, ZR1.

Action Sheet - Expansion and improvement of the quality of pedestrian infrastructure



Kluczowe elementy wdrożenia	budowa i przebudowa chodników; likwidacja barier architektonicznych; poprawa jakości nawierzchni; ograniczanie parkowania na chodnikach; wprowadzanie zieleni, elementów zacieniających i małej architektury; poprawa standardów utrzymania infrastruktury pieszej
Jednostka wiodąca	ZTM
Partnerzy	GZD, GZZ, DRMG, GN
Horyzont realizacji	krótki / średni / długi
Potencjalne źródła finansowania	budżet miasta, środki UE, środki prywatnych inwestorów (w ramach art. 16 Ustawy o drogach publicznych, Partnerstwa Publiczno-Prywatne)
Wskaźniki monitorowania	długość wybudowanych lub zmodernizowanych dróg dla pieszych/chodników
Oczekiwany efekt dla mieszkańców	bardziej dostępna, komfortowa i przyjazna przestrzeń piesza; poprawa jakości codziennych podróży; większa atrakcyjność poruszania się pieszo

ACTIVE MOBILITY



Pedestrian mobility

- Expansion and improvement of pedestrian route infrastructure
- Construction and modernization of at-grade crosswalks
- Increasing the number of streets prioritizing pedestrian traffic
- Updating municipal accessibility standards
- Developing a map of barriers

Bicycle Traffic

- Development of a network of bike routes
- Development of a system of bike parking facilities
- Integration of bicycle traffic with public transportation and in public spaces
- Bike lanes and shared-use solutions

PUBLIC TRANSPORTATION



- Development of high-frequency transit lines
- Prioritizing public transit in traffic
- Development of transit hubs
- Improving pedestrian access to public transit stops
- Fare integration
- Improving information integration
- Integration of mobility services (combining public transit, bicycling, micromobility, shared services, and parking)

PARKING MANAGEMENT AND INDIVIDUAL VEHICLE TRAFFIC MANAGEMENT



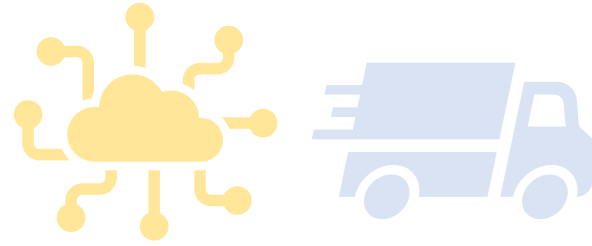
- Comprehensive Parking Management
- Access Management for High-Emission Vehicles
- Priority for Pedestrians and Public Transportation in Traffic Management Systems (TRISTAR)



ROAD SAFETY

- Road infrastructure
- Safe crossings for pedestrians and cyclists
- Traffic Calming and the Protection of Local Street Functions
- Safety and Accessibility Around Schools

LOGISTICS, SPACE, AND DIGITALIZATION



Urban logistics

- Delivery Rules in Śródmieście
- Pilot Micro-Logistics Zones
- Space for Short-Term Deliveries

Public space

- Walkable Streets
- A City of Short Distances

Intelligent Traffic Management Systems and Data-Driven Management

- Development of ITS systems, including Tristar
- Monitoring of pedestrian and bicycle traffic

Education and Management

- Educational programs and educational and promotional campaigns
- Strengthening institutional capacity in mobility management

SUSTAINABLE URBAN MOBILITY PLAN FOR GDANSK 2035 - Summary

A Shared Vision. Concrete Actions. Responsible Implementation.

Comprehensive action plan

Monitoring and evaluation system

Compliance with municipal and metropolitan documents

A shared vision for the development of mobility in Gdańsk, based on analysis, dialogue, and a concrete action plan.

Document adopted (not without opposition) at the Gdansk City Council session on September 24, 2026

