OLIWA CONNECTS

Integrated Mobility Actions Plan

GDAŃSK

URBACT

Co-funded by the European Union

Interreg

PUMA

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1. Introduction

This Integrated Action Plan is part of the work developed within the **PUMA** (**P**lans for **U**rban **M**obility **A**ctions) network, where nine European cities and regions collaborate to design sustainable and inclusive mobility solutions. It reflects local priorities while drawing strength from shared learning and a common European vision for healthier, fairer, and more connected cities. Nine cities and regions across Europe have joined forces in the PUMA network with a shared ambition: to rethink mobility for a more sustainable, inclusive, and connected future. From Latvia to Spain, from Slovenia to Greece, our partners represent very different realities – large cities and smaller municipalities, academic institutions and regional agencies. What unites us is the conviction that mobility can and must be redesigned to serve people, reduce emissions, and strengthen the resilience of our communities.

The network began its work with a baseline study that captured the specific challenges and aspirations of each partner. Through transnational meetings, local URBACT groups, peer exchanges, and workshops, we built a common framework for action while respecting the uniqueness of each place. Along the way, we learned from one another, tested new ideas, and addressed not only technical questions but also deeper issues of equity, accessibility, and participation.

The Integrated Action Plan you are about to read is the outcome of this collective effort. While it reflects the specific local context, it also carries the DNA of the PUMA network: citizen engagement, a holistic perspective on mobility, and alignment with the broader European goals of decarbonisation and digital transition. It is not just a document, but a roadmap for tangible change – from safer school streets and better cycling connections to integrated public transport and low-emission zones.

PUMA's strength lies in its diversity and collaboration. By working together across borders, we have demonstrated that solutions for sustainable mobility are not only technical, but deeply social. The plan presented here is therefore both local and European: grounded in everyday needs, yet pointing towards a common vision of cities that are healthier, fairer, and ready for the future.

The development of mobility plans for districts is not common in Poland. The 'Oliwa connects' is the first this kind of study in Gdańsk.

The essence of sustainable urban mobility planning stems from a range of factors, such as the economic, spatial, environmental and social effects resulting from the transport activities of city dwellers and the businesses operating in them, or the aims and objectives set out by the transport and climate policy of the European Union.

The Integrated Mobility Actions Plan for the Gdańsk Oliwa district is a more detailed specification of the strategic goals for the transport system for a specific area, which Gdańsk wants and is committed to achieve, as set out in strategic documents and studies.

Important modules in the development of the plan for Oliwa were:

- analysis of strategic documents in force in Gdańsk and transport studies that concern Oliwa,
- survey of Oliwa residents on transport preferences and their proposals for the development of the transport system in the district – June 2024,
- measurement of pedestrian, bicycle and electric scooter traffic at intersections and pedestrian crossings / bicycle crossings in Oliwa – October 2024,
- meetings & discussions within URBACT Local Group and external bodies, workshops inside and outside the project – during the PUMA's lifetime,

- cooperation with other projects focused on urban mobility according to Oliwa, e.g. Mobilities for EU,
- international cooperation with other PUMA partner and Lead Expert.

In addition, councillors and residents of the Oliwa have been very active in everyday matters concerning the district, so issues were also dealt with on an ongoing basis.

2. Current situation

Oliwa is one of the oldest and greenest districts of Gdańsk, located at the bottom of the morainic hills, right next to the border with Sopot. It is distinguished by its rich history – from the 12th century, it was a Cistercian monastery village, and since 1926, it has been part of the city of Gdańsk. This place combines historic architecture, including the famous Oliwa Cathedral, with modern office and university buildings such the Olivia Business Centre and the campus of the University of Gdańsk.
Oliwa delights with its numbers of green areas. The Oliwa Park, Oliwa Forests and proximity to the Tri-City Landscape Park guarantee excellent conditions for leisure activities.
The district offers a full range of services on beyond local level.
It is also known for its historic villas, tenement houses and unique atmosphere, which appeals to both young and older residents who value peace and quiet and proximity to nature. In the free areas the new housing estates were built in the last years.
The Oliwa borders City of Sopot to the north and other Gdańsk districts: Przymorze Małe, Żabianka-Wejhera-Tysiąclecia-Jelitkowo and Zaspa Młyniec to the east, Strzyża, VII Dwór, Brętowo and Matarnia to the south and Osowa to the west.
More than half of its area is covered by forests, and the local landscape is varied with hills and streams.

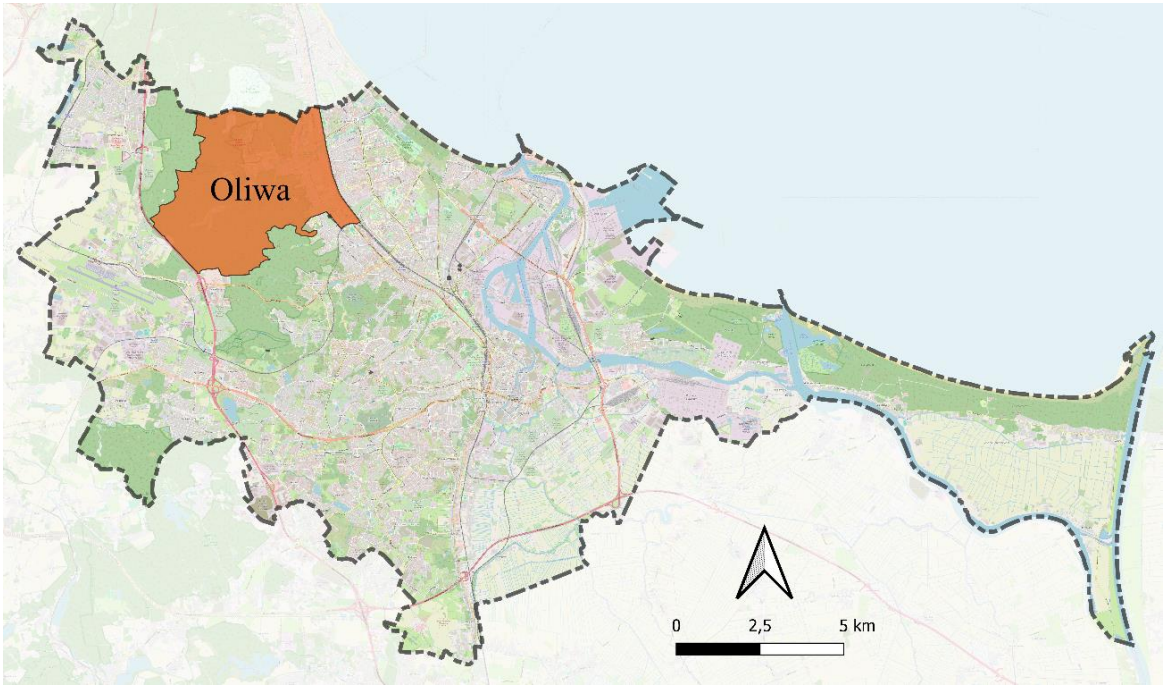

Figure 1 Localisation of Oliwa district on the map of Gdańsk.

Figure 2 Oliwa from a bird's eye view.

Source: Piotr Wittman/ gdansk.pl

2.1 Socio-economic conditions

As of 31st December 2024, the registered population of Oliwa was 14 366 (12th district on 35 in Gdańsk). The number of inhabitants has been falling slowly but regularly for more than a decade. Its area is 18.68 km^2, which means that its population density is 769 inhabitants per km^2 (25th on 35 in Gdańsk).

Table 1 Population of Gdańsk and Oliwa in 2020-2024.

Population	2020	2021	2022	2023	2024	Change 20/24 [%]
Oliwa	14 970	14 882	14 743	14 618	14 366	-4,0
Gdańsk	486 542	486 271	486 345	487 371	487 834	0,27

Source: Gdańsk in numbers: https://www.Gdańsk.pl/Gdańsk-w-liczbach/mieszkancy,a,108046

Considering the age structure of people living in Oliwa, it should be noted here that the group in the post-working age is almost 10% higher than the average of Gdańsk.

Table 2 Age structure of residents in Oliwa (at 31st December 2024).

Share of residents in age [%]	Area	
	Oliwa	Gdańsk
Pre-productive (0-17 years)	14,1	16,8
Productive (18-64)	53,4	59,9
Post-productive (65 <)	32,5	23,3

Source: Gdańsk in numbers: https://www.gdansk.pl/gdansk-w-liczbach/mieszkancy,a,108046

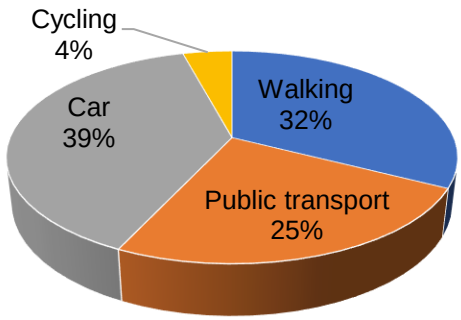

Figure 3 Modal split in Oliwa.

Source: Gdańsk Development Office

Between 2019 and 2023, a total of 1116 flats were completed in Oliwa, representing 3,2% of Gdańsk's new stock in this period. Price of m^2 of housing in Oliwa is one of the most expensive in the city.

In addition to residential development, there are several employers in Oliwa, which generate additional car traffic every day.

Since 2010, there has been an intensive growth of office space, which largely concerns Oliwa. It's in its area or in its vicinity that some of the largest modern office complexes in Gdańsk operate, including: Olivia Business Centre, Alchemia, Wave, Abraham's Office Centre, Alfa Oliva Business Park or Oliwa 501. In addition to these, just on the border with Oliwa Starter, Arkońska Business Park or Format, which make Oliwa a transit district for many of their employees.

It's estimated that 15 000 residents from all over the world work in Olivia Business Center, while about 8 000 work in Alchemia.

In addition to the service sector, universities should also be mentioned: University of Gdańsk (21,000 students and 1,800 academic staff) and the Gdańsk University of Physical Education and Sport (4,500 students and 200 academic staff), which are among the largest universities in the region and therefore the destination of thousands of people every day.

Figure 4 University of Gdańsk campus.

Source: Jerzy Pinkas/ gdansk.pl

Data from the latest "Quality of Life in Gdańsk" survey (2023), which is carried out by Gdańsk every 2 years, shows that Oliwa + VII Dwór (2 districts are assigned as 1 area for the purposes of the survey), as rated by its residents, are the districts in which the quality of life is the highest. Their overall quality of life index was rated at 4,12 (rating on a school scale of 1-6, where 1 is the worst rating and 6 is the best rating). Indicators related to transport were also assessed:

- Satisfaction with the road infrastructure in the place of residence – 4,05;
- Satisfaction with the functioning of SKM and PKM (refers to passengers) – 4,18;
- Satisfaction with tram transport (refers to passengers) – 4,03;
- Satisfaction with bus transport (refers to persons using) – 3,60;
- Satisfaction with transport links – 4,33;
- Sense of security – 4,45.

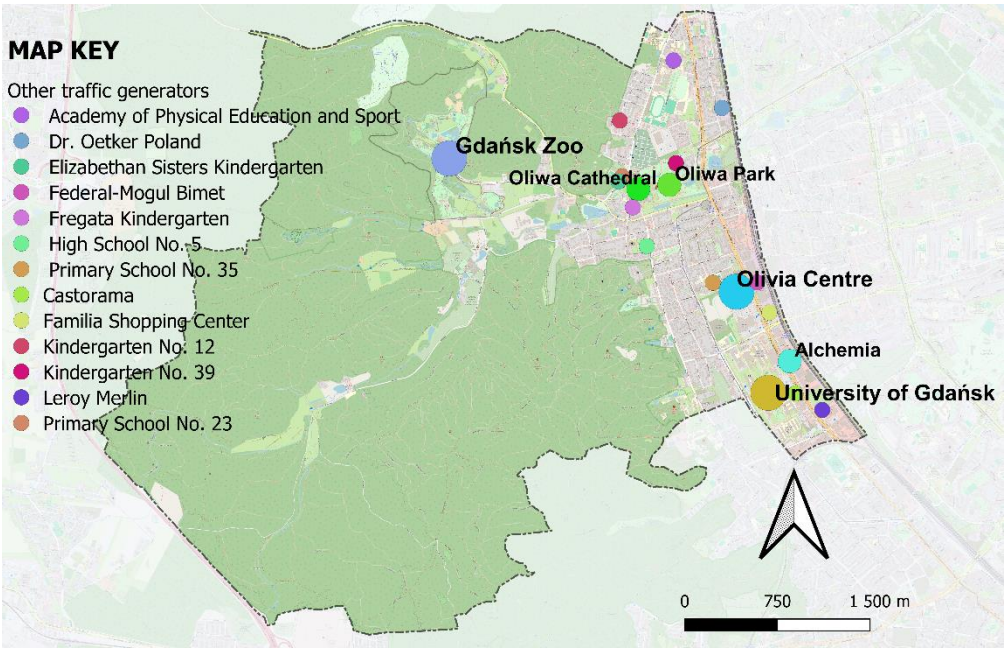

Figure 5 Main traffic generators in Oliwa.

Noise exceedances related to means of transport mainly concern area along the railway line, specified sections of the Grunwaldzka Avenue and Spacerowa Street. They amount to about 10-15 dB. Some of them, but lower are also registered on the few sections of Polanki and Opacka Streets. There is no noise exceedances coming from tram line.

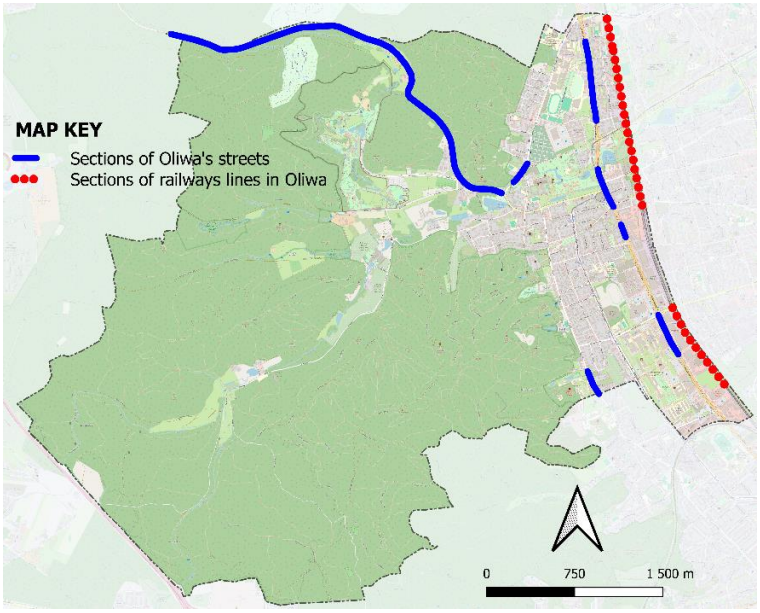

Figure 6 Sections of streets and railway lines in Oliwa where noise limits are exceeded.

Source: Based on GeoGdańsk – Noise Map 2022-2027

2.2 Pedestrians

One of the most important conditions for the sustainable development of Oliwa is to ensure a barrier-free pedestrian movement regardless of age and ability.
Pedestrian movement is also linked to public space, which should give a sense of safety and comfort and be free of architectural barriers.
Important in this respect are therefore, among other things, appropriate pavement surfaces, pedestrian crossings and across tram tracks, curb cuts, and reduced parking on pavements. Repairs to this type of infrastructure are needed in Oliwa, as pedestrian traffic is high.
As part of the PUMA test action, we measured and analysed pedestrian, bicycle and electric scooter traffic at selected intersections and pedestrian crossings in Oliwa in October 2024. The measurement was carried out in 10 locations that are important for the functioning of the district - the way to universities and main workplaces, to/from the interchange, the park, the school.
The days in October were selected from recommended for this type of examination. On the measurement days – 17th Oct (Thursday) and 20th Oct (Sunday), the weather conditions were favourable for carrying out the measurements (sunny, without extraordinary weather events).
In the majority of cross-sections, measurements were carried out during peak hours – 06:00-10:00 and 14:00-18:00. Selected points, the most important from the point of view of pedestrian traffic intensity, were subjected to analyses from 06:00 to 22:00.

Table 3 Number of pedestrians at selected intersections and pedestrian crossings in Oliwa.

No.	Intersection / pedestrian crossing	Weekday (17th Oct 2024, Thu)		Day off (20th Oct 2024, Sun)	
		06:00 - 10:00	14:00 - 18:00	06:00 - 10:00	14:00 - 18:00
1.	Grunwaldzka Ave. – Alchemia	1027	2285	116	518
2.	Grunwaldzka Ave. – Bażyńskiego Str.– Kołobrzeska Str.	4223	4494	540	1883
3.	Grunwaldzka Ave. (Oliwa Tram Loop)	1133	2988	220	2314
4.	Grunwaldzka Ave. – Pomorska Str. – Opacka Str.	702	1254	227	1018
5.	Grunwaldzka Ave. – Bitwy Oliwskiej Str.	1651	2067	82	377
6.	Wita Stwosza Str. – Bażyńskiego Str.	2588	3460	579	1710
7.	Rybińskiego Str. (entrance to the Oliwa Park)	250	957	127	2631
8.	Rybińskiego Str. – Polanki Str. – Kanapariusza Str.	462	1434	177	2753
9.	Opacka Str. – Czyżewskiego Str.	349	283	57	238
10.	Czyżewskiego Str. (near Kilarskich Str.)	161	260	48	232
---	---	Weekday (17th Oct 2024, Thu)		Day off (20th Oct 2024, Sun)	
		06:00-22:00		06:00-22:00	
2.	Grunwaldzka Ave. – Bażyńskiego Str.– Kołobrzeska Str.	19030		4949	
3.	Grunwaldzka Ave. (Oliwa Tram Loop)	8056		4414	
6.	Wita Stwosza Str. – Bażyńskiego Str.	12167		4159	

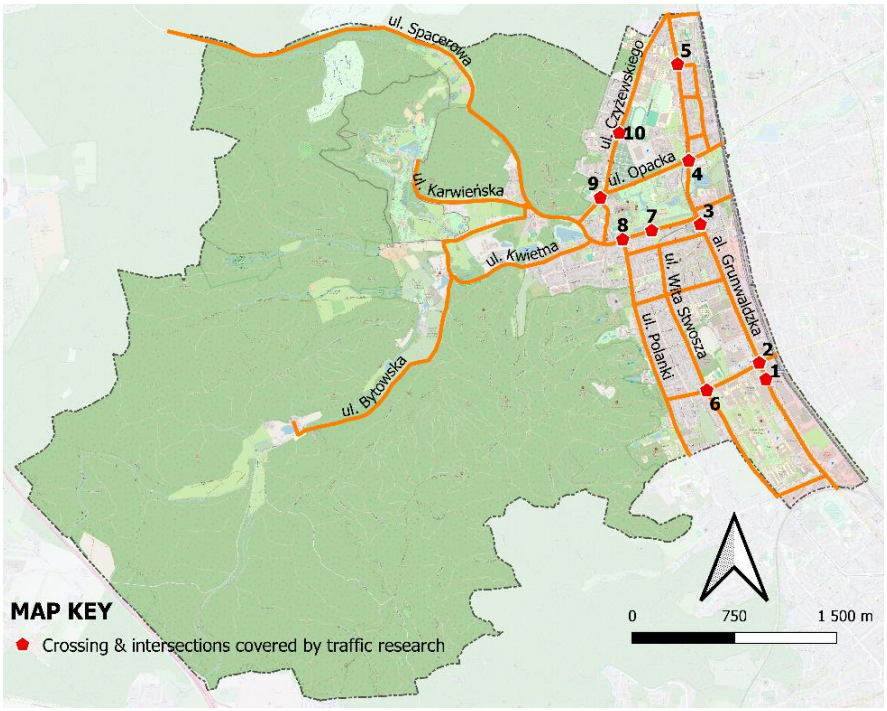

Figure 7 Pedestrian crossing & intersection covered by traffic research on October 2024.

Figure 8 Pedestrian crossing on Opacka – Czyżewskiego Str. on which pedestrians were counted.

2.3 Cycling

Almost the whole of Oliwa is covered by bicycle routes which include not only segregated cycle tracks (Grunwaldzka Ave., Rybińskiego Str., Pomorska Str., a section of Spacerowa Str.), but also lanes in the roadway (Wita Stwosza Str., Karwieńska Str.), cycle lanes (Bytowska Str.), streets with Zone 30 and residential zones, where, as a rule, cycling routes are not separated and where there is no need to use segregated spaces serving the various participants of traffic. However, there are sections, which require changes or development, as they affect the comfort and safety not only of cyclists, but also of other road users, in particular pedestrians - these are

the sections, where e.g. cycling traffic is allowed on the pavement or a pedestrian-cycling route has been marked out.
Oliwa has good cycling connections to the few neighbouring districts of Gdańsk and Sopot. The issue that needs to be resolved is the quality of these roads and the provision of access to Osowa district (currently it is possible to reach it via forest dirt roads, but this is not comfortable especially in dark hours and discourages potential users) and Przymorze Małe district.
There are 3 counters in Oliwa, which constantly, automatically (24/7) measure the volume of cycling traffic:

- Grunwaldzka Ave. – University of Gdańsk: cycle path along Grunwaldzka Ave. near to the university campus (two-way measurement),
- Rybińskiego Str.: cycle path along Rybińskiego Str., near to the Opatów Palace,
- Wita Stwosza Str.: cycle path in Wita Stwosza Str. near to the university campus (two one-way Loops).

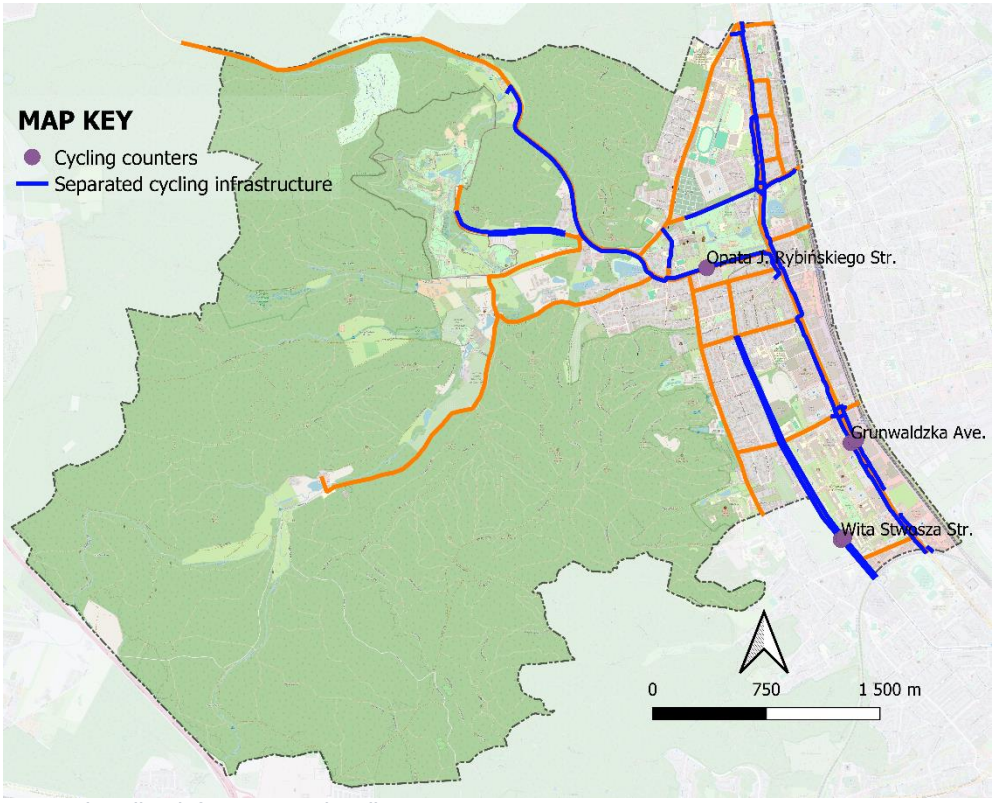

Figure 9 Separated cycling infrastructure in Oliwa.

Source: Based on the https://rowerowygdansk.pl/mapa-rowerowa

The bicycle is counted by passing over an induction Loop, embedded in the surface of the cycle path. Pulses are sent to the Loop controller and then via the GSM network to web servers.
The number of cyclists increases annually at each of these points. The counters on Grunwaldzka Avenue counted 798,042 cyclists in 2024 (698,832 cyclists in 2023), on Wita Stwosza Street – 150,937 cyclists (133,735 – 2023). For Rybińskiego Street the data comes from 2023 – 196,534 cyclists were counted (180, 972 in 2022).

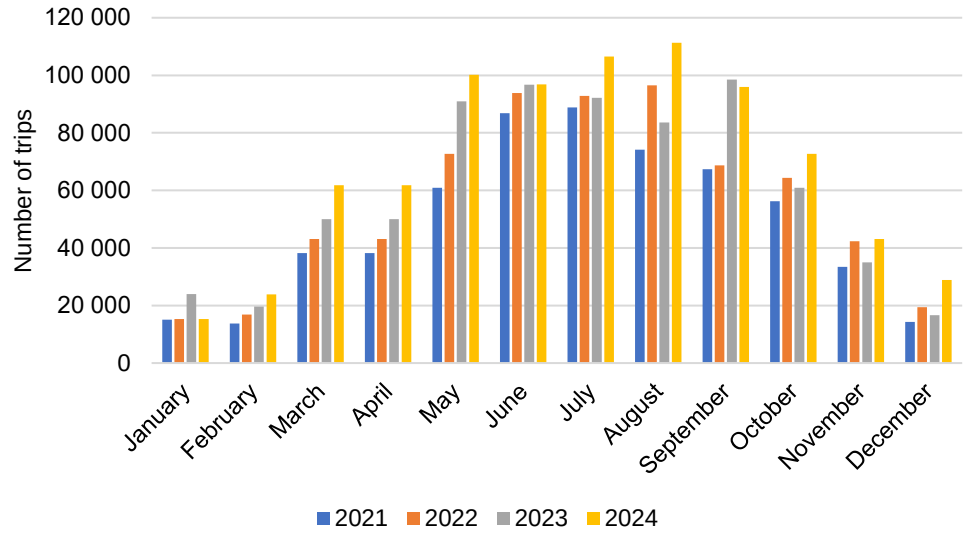

Figure 10 Number of cycling trips recorded by the counter at Grunwaldzka Avenue.

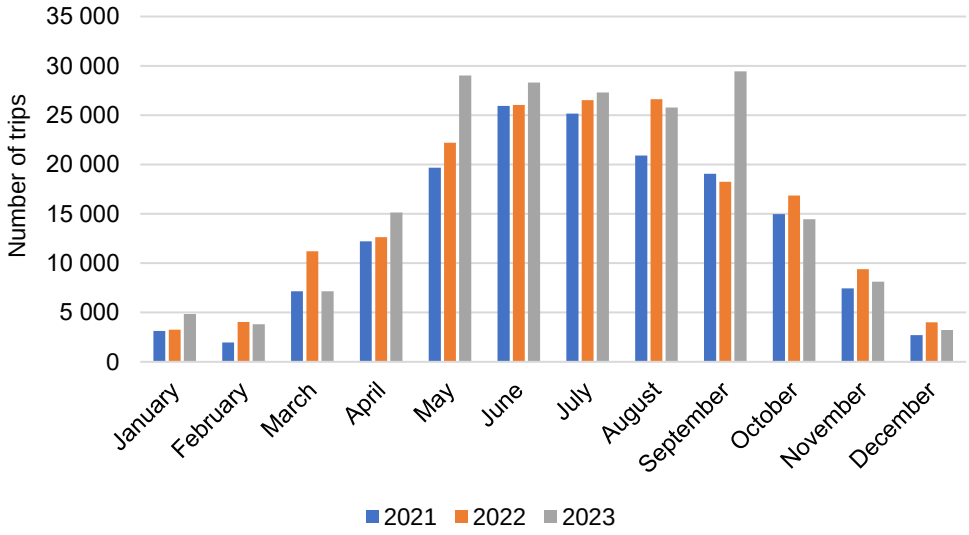

Figure 11 Number of cycling trips recorded by the counter at the Rybińskiego Street.

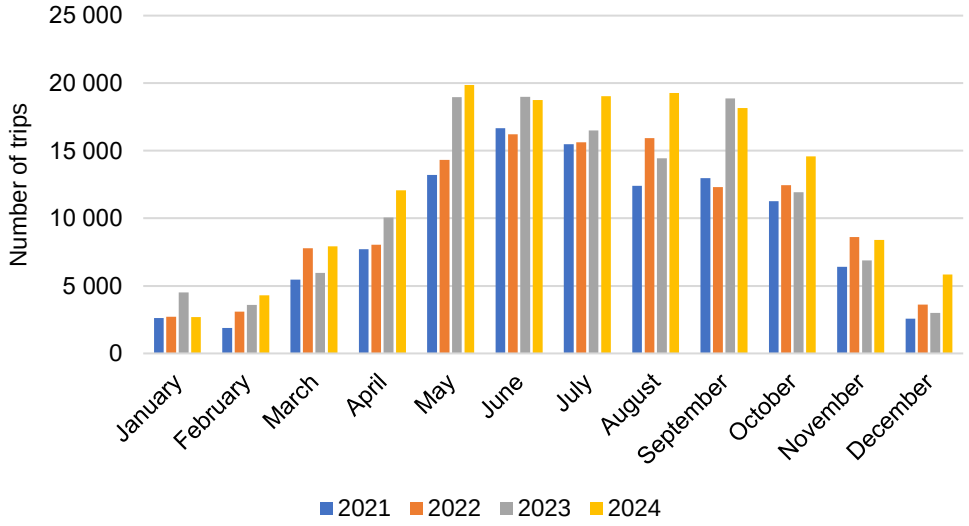

Figure 12 Number of cycling trips recorded by the counter at the Wita Stwosza Street.

Source: https://rowerowygdansk.pl/pomiar-ruchu

Figure 13 Cycling in Oliwa during winter.

Source: Karol Stańczak / GZDiZ

A year 2024 was the first full one that the MEVO – metropolitan bike-sharing system was in operation. It has contributed to the increase use of this mode of transport for everyday journeys. There are 22 MEVO stations in Oliwa, which are located at the most important public transport stops, traffic generators, points of concentration of the greater number of residents of the district and places important for tourist traffic.

2.4 Public transport

Public transport in Oliwa is ensured by tram and bus lines organised by the Public Transport Authority of Gdańsk (Zarząd Transportu Miejskiego w Gdańsku), the urban rail line operated by Szybka Kolej Miejska Trójmiasto (PKP SKM w Trójmieście Sp. z o.o.) and regional rail lines provided by POLREGIO. It's one of the best-connected districts in terms of multimodality of transport. However, an important issue is the quality of the transport offer available to residents of Oliwa and those commuting into the district.

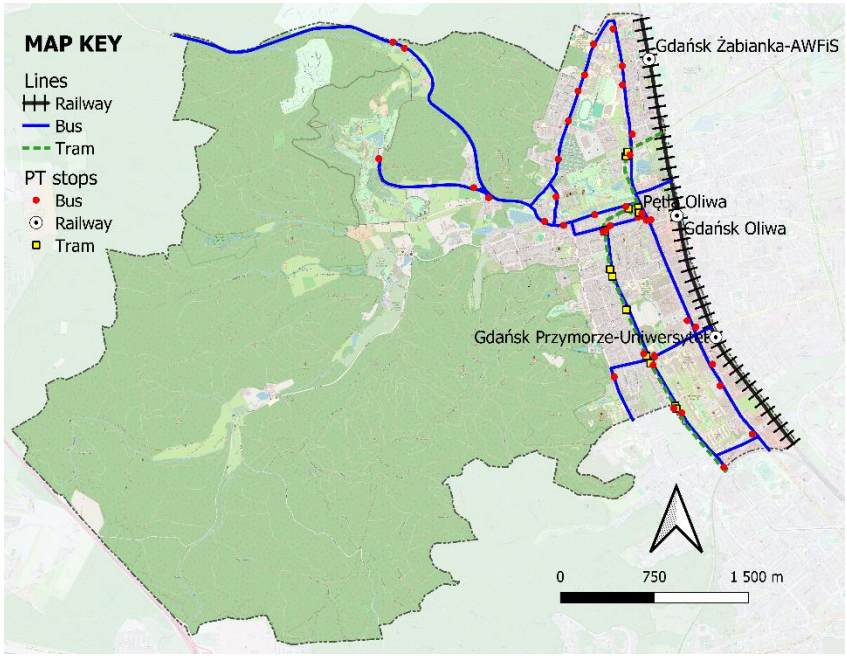

Figure 14 Scheme of public transport lines in Oliwa.

Source: authors' own study, map base openstreetmap.org

The district doesn't have an integration node, combining rail, tram and bus. The Oliwa Loop ([PL] Pętla Oliwa) is served by trams and buses and the distance from it to the Gdańsk Oliwa railway station is 350-400 m, which extends the route by 5-7 minutes.
Residents of Gdańsk, from 2020, have a common periodic ticket, which is valid for buses, trams and SKM and POLREGIO trains within the administrative borders of Gdańsk.

2.4.1 Rail

Rail connections are made mainly on the SKM line - there are 3 stops in Oliwa on this line: Żabianka-AWFiS, Oliwa, Przymorze-Uniwersytet. The Oliwa station is also a stop for long-distance trains (national and international), but for the purposes of the Integrated Mobility Action Plan for Oliwa, we focus primarily on local and metropolitan area connections.
The Gdańsk Traffic Study 2022 indicates that on the SKM line (the GTR 2022 covers the section: Gdynia Wzg. św. Maksymiliana – Gdańsk Śródmieście), the highest daily passenger flows were recorded on the sections related to Oliwa, i.e. between stops Gdańsk Żabianka and Sopot Wyścigi (39.5 thousand passengers) as well as Gdańsk Oliwa and Gdańsk Żabianka (39.1 thousand passengers). The peak hours are 07:00-07:59 and 16:00-16:59.
In terms of passenger exchange (number of passengers entering and leaving the station), Gdańsk Oliwa and Gdańsk Przymorze-Uniwersytet have the highest number of travellers following Gdańsk Wrzeszcz, Gdańsk Główny and Sopot.

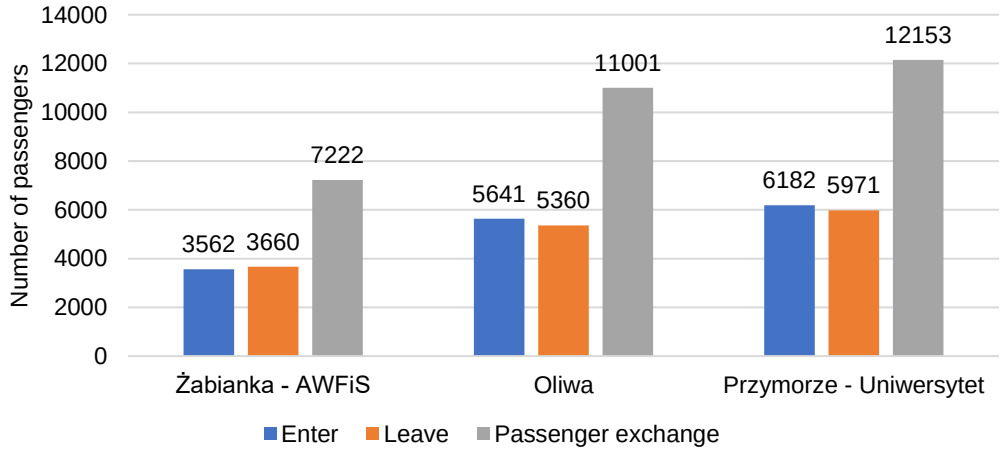

Figure 15 Passenger exchange at SKM stations in the Oliwa.

Source: Gdańsk Traffic Study 2022, Gdańsk Development Office

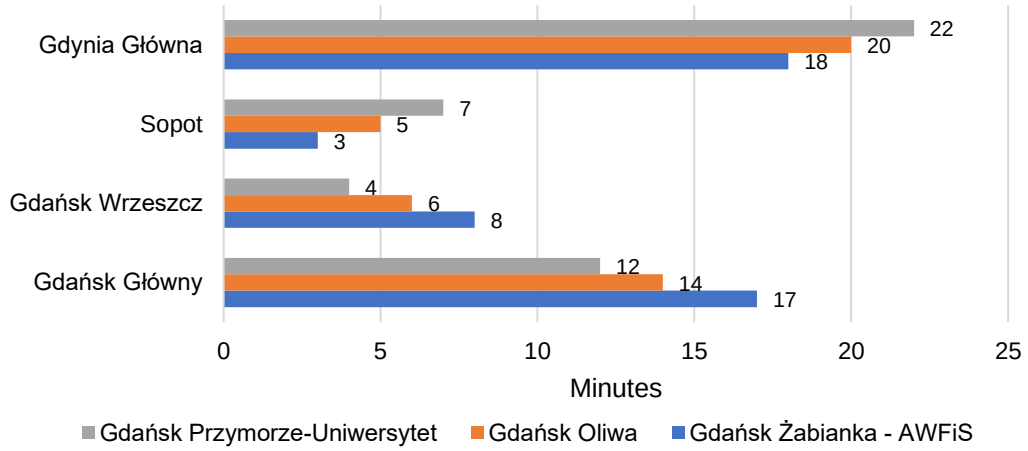

Figure 16 Travel time from the station in the Oliwa district to the most important stations on the SKM line [min.].

On a weekday each of Gdańsk Żabianka-AWFiS / Oliwa / Przymorze-Uniwersytet stations is served by 113 trains (urban rail – SKM, POLREGIO) to Gdańsk Wrzeszcz / Główny and 114 to Gdańsk Wrzeszcz / Gdańsk Główny. During peak hours, the frequency is about 6-8 minutes, off-peak it is 10-15 minutes (excluding night hours).
A much worse transport offer is available at the weekend, when, due to numerous maintenance works on the whole line, the frequency is about 20-30 minutes.

Table 4 Number of SKM and Polregio trains serving stops in Oliwa.

Direction	Number of trains in Oliwa district (Żabianka-AWFiS, Oliwa, Przymorze-Uniwersytet)						
	Weekday						
	00:00 - 03:59	04:00 - 05:59	06:00 - 09:59	10:00 - 13:59	14:00 - 17:59	18:00 - 21:59	22:00 - 23:59
From: Gdańsk Główny / Wrzeszcz **To:** Sopot / Gdynia Główna	2	6 (+4)*	29 (+13)	24 (+8)	29 (+9)	20 (+6)	4 (+2)
From: Gdynia Główna / Sopot **To:** Gdańsk Wrzeszcz / Główny	2 (+1)	7 (+4)	29 (+6)	24 (+7)	29 (+13)	18 (+6)	4 (+2)
----	Saturday						
From: Gdańsk Główny / Wrzeszcz **To:** Gdynia Główna / Sopot	4	4 (+4)	9 (+11)	12 (+7)	12 (+5)	10 (+6)	4 (+2)
From: Gdynia Główna / Sopot **To:** Gdańsk Główny / Wrzeszcz	4 (+1)	4 (+2)	9 (+6)	12 (+6)	12 (+12)	10 (+5)	4 (+2)
-----	Sunday						
From: Gdańsk Główny / Wrzeszcz **To:** Sopot / Gdynia Główna	4	4 (+3)	9 (+11)	12 (+6)	12 (+6)	10 (+6)	4 (+2)
From: Gdynia Główna / Sopot **To:** Gdańsk Wrzeszcz / Główny	4 (+1)	4 (+2)	9 (+5)	12 (+6)	12 (+12)	10 (+5)	4 (+2)

** Trains on the Gdańsk Oliwa station, skipping Żabianka-AWFiS and Przymorze-Universytet. They are executed on the same ticket by the POLREGIO rail company.*

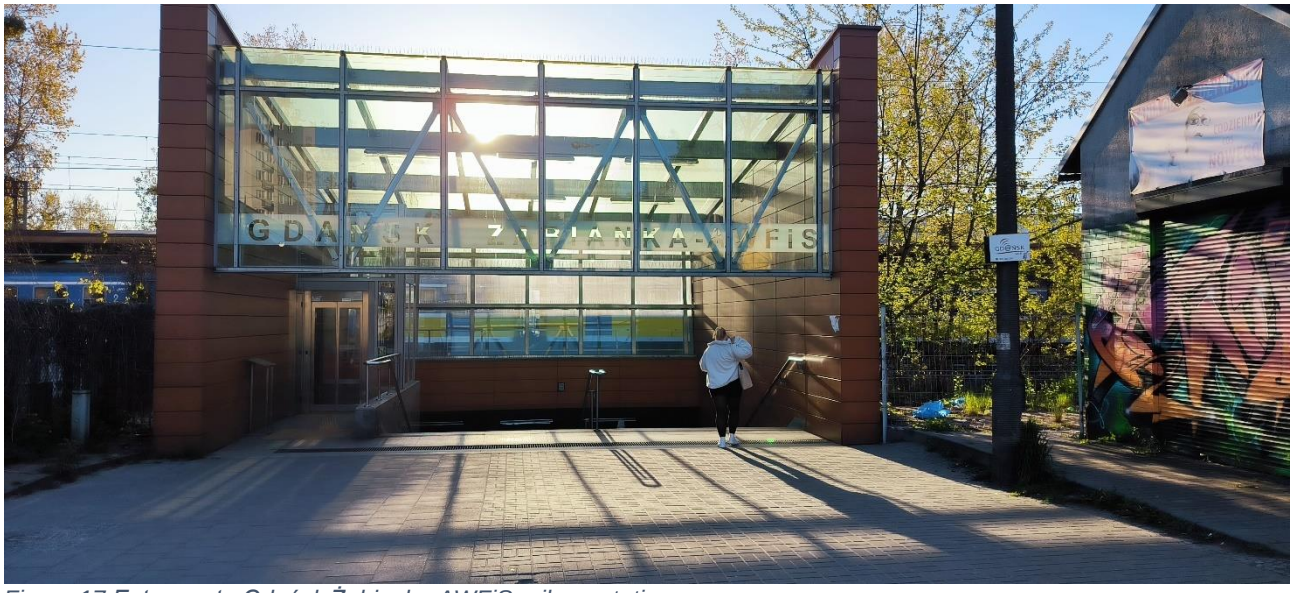

Figure 17 Entrance to Gdańsk Żabianka-AWFiS railway station.

Not in Oliwa, but near its border with the districts of Strzyża and VII Dwór, the Pomeranian Metropolitan Railway (PKM) line operates, with a stop at Gdańsk Strzyża. It is currently operated by the carrier POLREGIO and is a means of transport for people living in parts of the upper terrace of Gdańsk, Kartuzy, Kościerzyna and the surrounding area.
The Gdańsk Traffic Study 2022 (concerning the PKM line) shows the highest daily flows of passengers between Gdańsk Strzyża and Gdańsk Niedźwiednik stations (over 8,000

passengers in both directions). The PKM Strzyża station serves the highest number of passengers on the PKM line (within the administrative boundaries of Gdańsk), following the Gdańsk Wrzeszcz and Gdańsk Airport stations.

Trains on the PKM line from Gdańsk Strzyża station do not have a fixed timetable – apart from night hours (a 4-hour break, trains run every 5 to 55 minutes). During the day, 61 trains depart in the direction to the Gdańsk Airport, while 57 depart in the direction of Gdańsk Wrzeszcz (weekdays).

Considering the Strzyża stop as an integration node, it was not PKM but tram communication that generated the largest share of passenger exchange - 70.2% (5079 travellers). Rail transport generated 29.2% (2115) of passenger exchange, while bus transport generated less than 1% (42).

A map of pedestrian accessibility to public transport stops in Gdańsk was developed in 2022. In the case of the railway, the residential areas located between Wita Stwosza Street and Polanki Street and at Czyżewskiego Street are more than 1 km (about 15 minutes' walk) from the stops. The distance from the nearest railway station (Oliwa) to the Gdańsk Zoo is approximately 3 km, which is not encouraging for zoo visitors to choose walking, especially with kids.

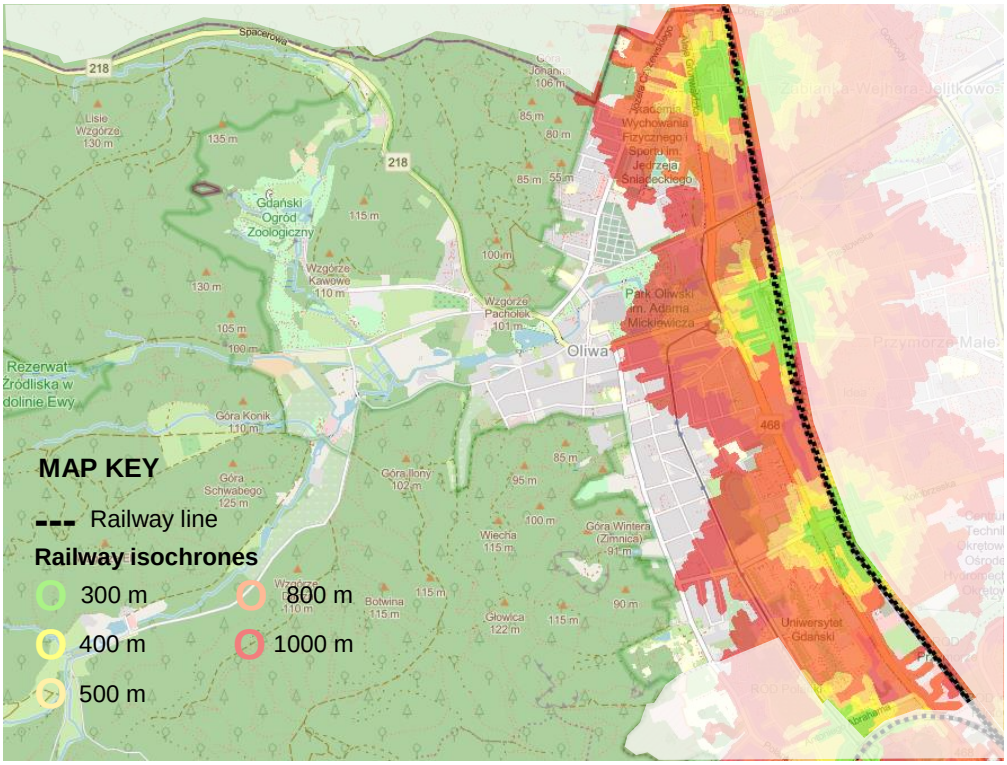

Figure 18 Pedestrian accessibility of railway stops.

Source: Map of pedestrian accessibility to public transport stops in Gdańsk, Gdańsk Development Office

2.4.2 Trams

Oliwa is essentially served by 3 tram lines, one of which ends at the Oliwa Loop, the others going through Oliwa to other districts Jelitkowo and Zaspa:

- 5: Oliwa – Nowy Port Oliwska (via Gdańsk Wrzeszcz),
- 6: Jelitkowo – Łostowice Świętokrzyska (via Gdańsk Wrzeszcz, Główny, Śródmieście),
- 12: Zaspa – Ujeścisko (via Gdańsk Wrzeszcz, Główny).

The travel time from the Oliwa Loop to Gdańsk Wrzeszcz is 16 minutes, while to Gdańsk Główny it is 29 minutes. During peak hours, trams run on average every 5 minutes. The tram lines do

not serve the whole of Oliwa, only part of it. From the largest traffic generators, i.e. the University of Gdańsk or Alchemy, the time to reach the stop on foot is up to about 10 minutes.
The Opacka stop (one after Oliwa Loop in direction Jelitkowo / Zaspa) is served by lines no. 6 and 12.
The main challenge on the Oliwa tram section is the quality of the tram infrastructure, especially the Oliwa Loop (inefficient track and control system) and the stops, e.g. Tetmajera and Derdowskiego which are not very accessible.
Selected return/outbound routes of lines 2, 4 and 8 from the Strzyża tram depot also run through Oliwa, but due to their limited functionality, they have not been included in the overview.

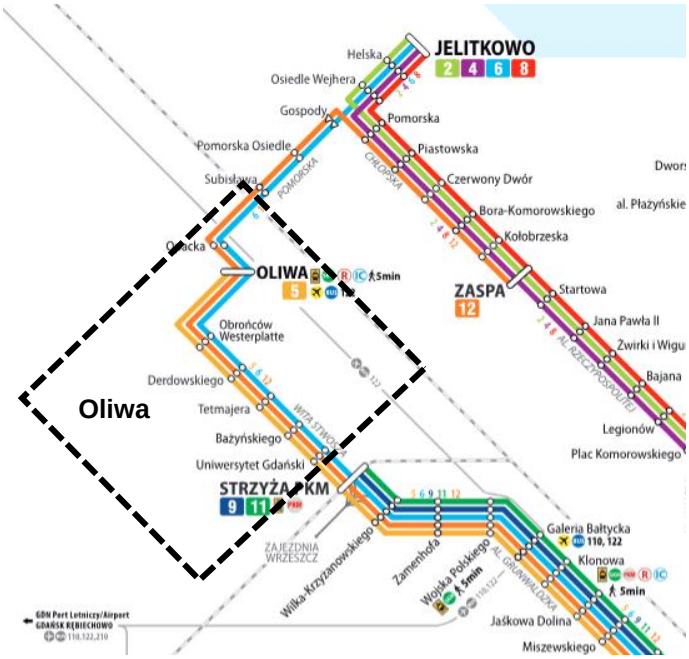

Figure 19 Scheme of tram lines in Oliwa and neighbouring districts.

Source: Gdańsk Public Transport Authority

Figure 20 Trams on the Oliwa Loop.

Source: Karol Stańczak / GZDiZ

Table 5 Main tram lines operate in Oliwa.

Line & Direction			Number of trams in Oliwa Weekday / Saturday / Sunday						
			00:00 - 03:59	04:00 - 05:59	06:00 - 09:59	10:00 - 13:59	14:00 - 17:59	18:00 - 21:59	22:00 - 23:59
5	Oliwa	Nowy Port Oliwska	- / - / -	3 / 2 / -	12 / 11 / 8	12 / 12 / 10	12 / 12 / 12	11 / 10 / 11	3 / 3 / 3
6	Jelitkowo	Łostowice Świętokrzyska	- / - / -	4 / 3 / 3	23 / 11 / 8	13 / 12 / 10	23 / 12 / 12	17 / 12 / 12	4 / 4 / 4
12	Zaspa	Ujeścisko	- / - / -	2 / 1 / -	21 / 12 / 8	16 / 12 / 10	23 / 12 / 12	14 / 12 / 11	4 / 4 / 5

Good pedestrian accessibility to tram stops is provided practically throughout the entire area between Grunwaldzka Avenue and Polanki Street. This accessibility is limited for the part of the district located by the Żabianka-AWFiS SKM station, as well as the area along Czyżewskiego Street, including the Gdańsk University of Physical Education and Sports. The distance from the nearest tram stop (Obrońców Westerplatte) to the zoo is approximately 30 minutes on foot, which, as with the railway, may have an impact on the avoidance of this mode of transport.

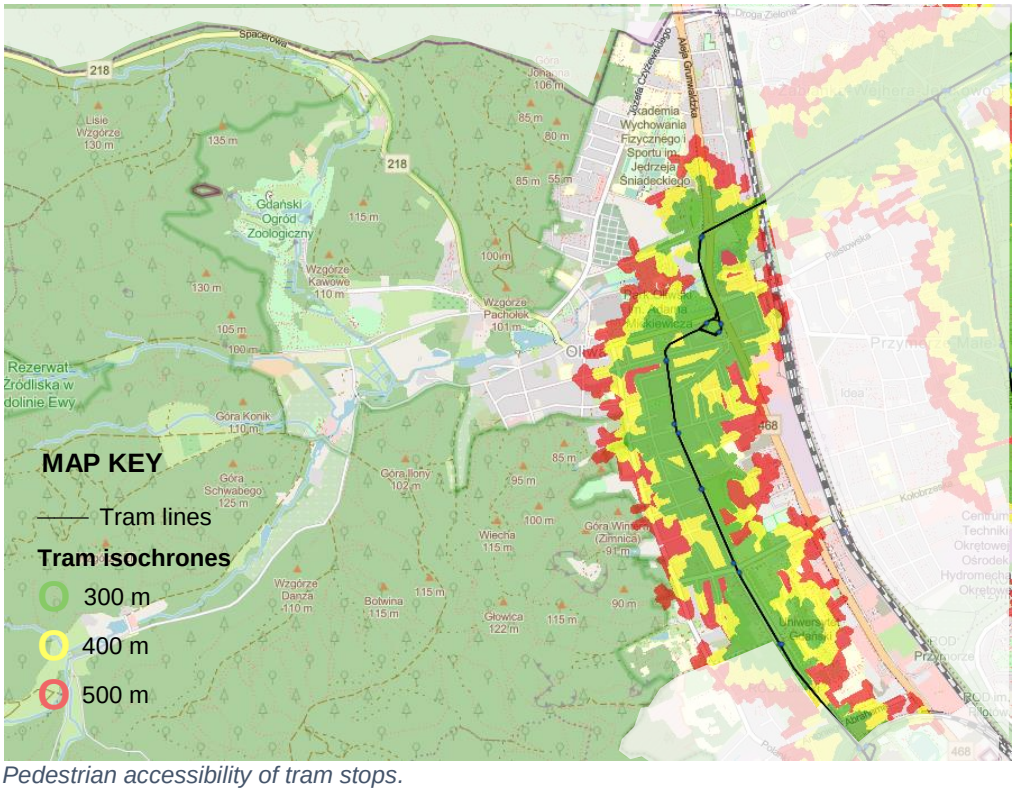

Figure 21 Pedestrian accessibility of tram stops.

Source: Map of pedestrian accessibility to public transport stops in Gdańsk, Gdańsk Development Office

2.4.3 Buses

Oliwa is served by 9 day and 2 night bus lines.
Line 117 is the only one that operates on the Czyżewskiego Street with many 10-floors apartment buildings, where residents live quite far from other means of transport operating in Oliwa. Other parts of districts are well covered by different means of public transport.

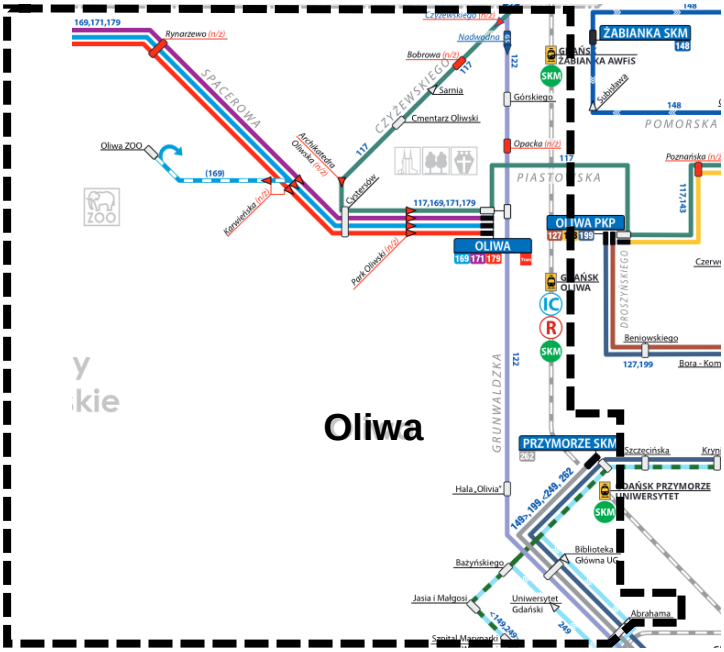

Figure 22 Scheme of bus lines in Oliwa.

Source: Gdańsk Public Transport Authority

Table 6 Bus lines operate in Oliwa.

Line & Direction			Number of buses in Oliwa						
			Weekday / Saturday / Sunday						
			00:00 - 03:59	04:00 - 05:59	06:00 - 09:59	10:00 - 13:59	14:00 - 17:59	18:00 - 21:59	22:00 - 23:59
117	Sopot Przylesie	Jelitkowo Kapliczna	- / - / -	2 / 1 / 1	9 / 6 / 6	6 / 6 / 6	7 / 6 / 6	6 / 7 / 7	2 / 2 / 2
122	Sopot Kamienny Potok SKM	Gdańsk Airport	- / - / -	2 / 1 / 1	6 / 5 / 5	6 / 6 / 6	6 / 6 / 6	6 / 7 / 7	3 / 2 / 2
149	Wrzeszcz PKP	Wrzeszcz PKP	- / - / -	3 / 2 / 2	6 / 6 / 6	6 / 6 / 6	6 / 6 / 6	6 / 6 / 6	2 / 2 / 2
169	Oliwa	Owczarnia	- / - / -	2 / 2 / 2	7 / 4 / 4	6 / 4 / 4	8 / 4 / 4	6 / 4 / 4	- / - / -
171	Oliwa	Gdynia Karwiny Nowowiczlińska	- / - / -	4 / 3 / 3	8 / 8 / 8	8 / 8 / 8	8 / 8 / 8	8 / 8 / 8	2 / 2 / 2
179	Oliwa	Osowa PKP	- / - / -	5 / 1 / 4	9 / 4 / 4	8 / 4 / 4	8 / 4 / 4	6 / 4 / 4	1 / 2 / 2
199	Oliwa	Solidarności Square	- / - / -	4 / 2 / 3	21 / 11 / 8	24 / 12 / 11	22 / 12 / 12	11 / 10 / 10	3 / 3 / 3
249	Wrzeszcz PKP	Wrzeszcz PKP	- / - / -	3 / 2 / 2	6 / 6 / 6	6 / 6 / 6	6 / 6 / 6	6 / 6 / 6	2 / 2 / 2
262	Przymorze SKM	Jaworzniaków	- / - / -	- / - / -	12 / - / -	12 / - / -	13 / - / -	1 / - / -	- / - / -
N1	Jaworzniaków	Osowa PKP	3 / 3 / 3	1 / 1 / 1	- / - / -	- / - / -	- / - / -	- / - / -	- / - / -
N4	Jelitkowo	Olimpijska	4 / 4 / 4	1 / 1 / 1	- / - / -	- / - / -	- / - / -	- / - / -	1 / 1 / 1

Pedestrian accessibility to bus stops is provided for almost the entire district. However, the frequency of specific lines remain a challenge.

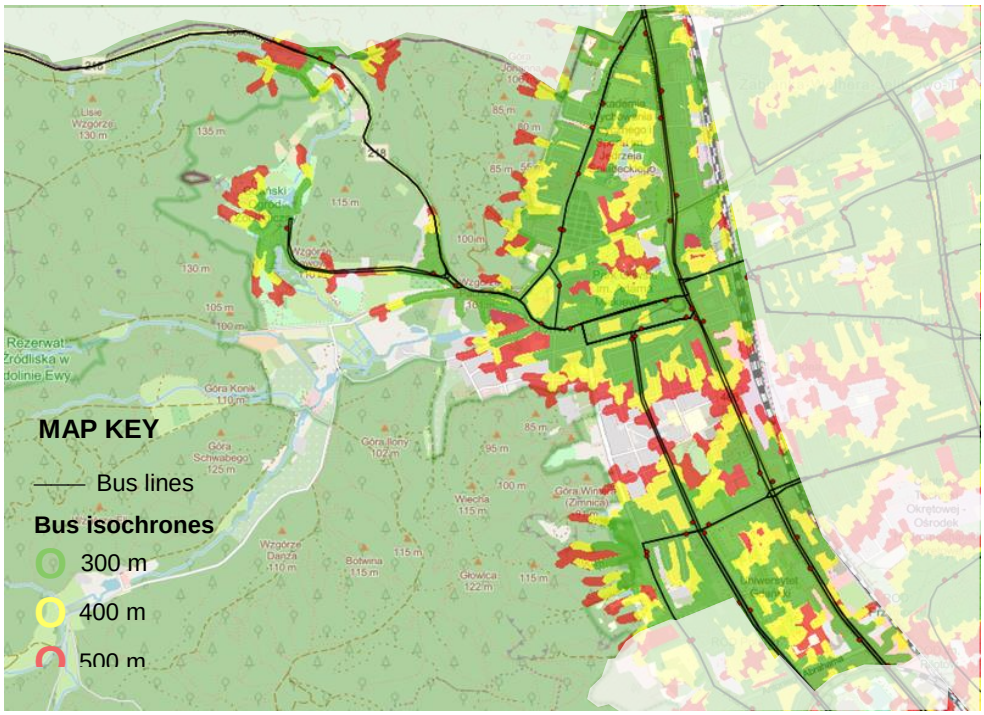

Figure 23 Pedestrian accessibility of bus stops

Source: Map of pedestrian accessibility to public transport stops in Gdańsk, Gdańsk Development Office

Figure 24 Summer bus line no. 622 departing Gdańsk Zoo stop.

Source: https://www.instagram.com/transport_gdanski/

2.5 Car traffic

The Gdańsk Traffic Study 2022 revealed that 2 intersections in Oliwa are in the list of 20 with the highest traffic volumes in Gdańsk (the list does not include junctions on the Tri-City Ring Road):

- Grunwaldzka Ave. – Kołobrzeska Str. – Bażyńskiego:Str.: 72 716 vehicles / 24h (6th place in the list),

- Grunwaldzka Ave. – Rybińskiego Str. – Piastowska Str.: 59 095 vehicles / 24h (20th place).

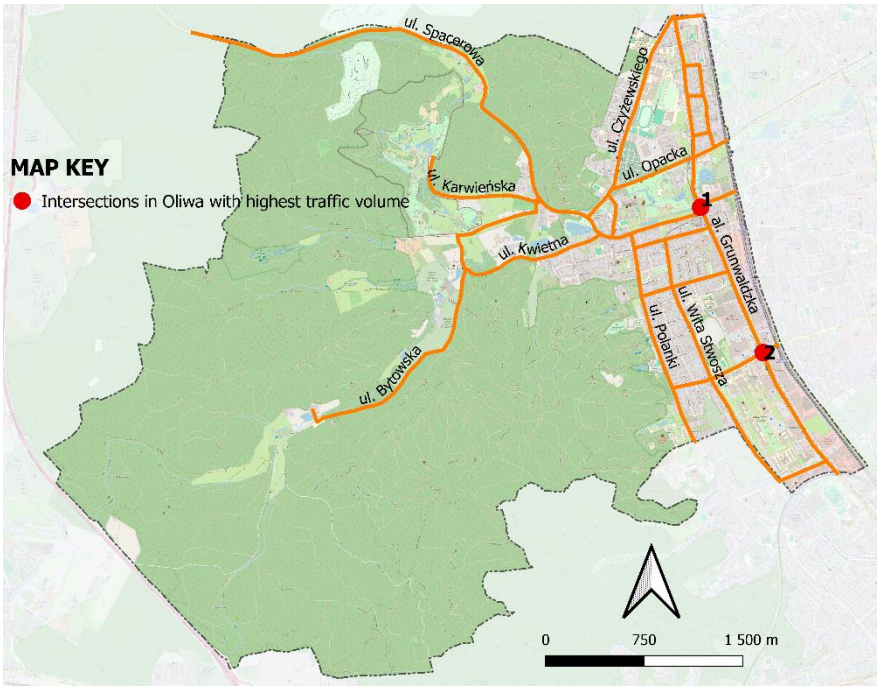

Figure 25 Intersections in Oliwa with the highest traffic volume.

Seven intersections along Grunwaldzka Ave. with a total volume of almost 60,000 vehicles at each intersection were recorded. These definitely large numbers of vehicles passing through the streets of Oliwa every day contribute to traffic congestion. The situation is even worse when there is an incident on the Tri-City Ring Road, causing drivers to look for alternative routes, which usually results in even greater traffic congestion in Oliwa and congestion on the narrow, historic (cobbled) streets of the district.

With the TRISTAR system, we collected traffic volume data on the main intersections in Oliwa, i.e. Kolobrzeska Str. – Grunwaldzka Ave. – Bażyńskiego Str. and Spacerowa Str. – Opacka Str. on the days on which the measurements of pedestrian and bicycle traffic were carried out – 17th and 20th October 2024. On a weekday, in the case of both systems, the peak hours flatten out. In addition, the inflow of vehicles from Kołobrzeska Str. and Opacka Str. accounts for – approximately ¼ of the vehicles on Grunwaldzka Ave. and Spacerowa Str., respectively (in both directions).

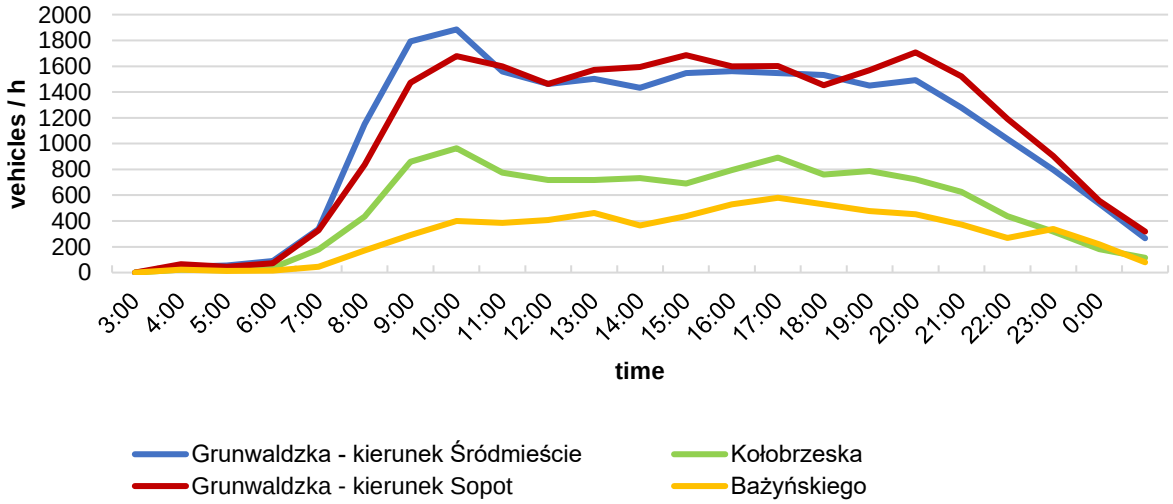

Figure 26 Traffic volume at the intersection of Grunwaldzka Ave. - Kołobrzeska Str. - Bażyńskiego Str. on 17th October 2024 (Thursday).

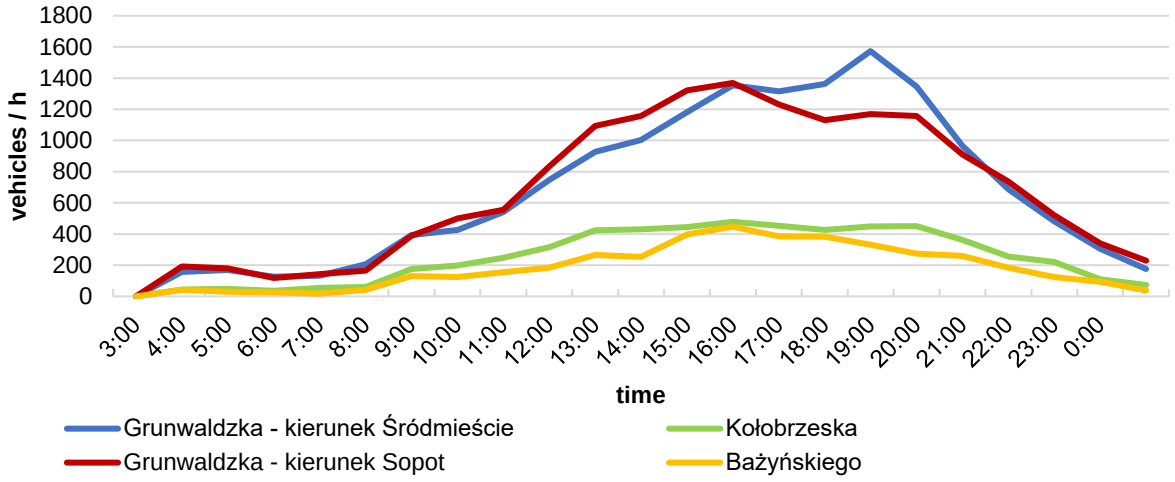

Figure 27 Traffic volume at the intersection of Grunwaldzka Ave. - Kołobrzeska Str. - Bażyńskiego Str. on 20th October 2024 (Sunday).

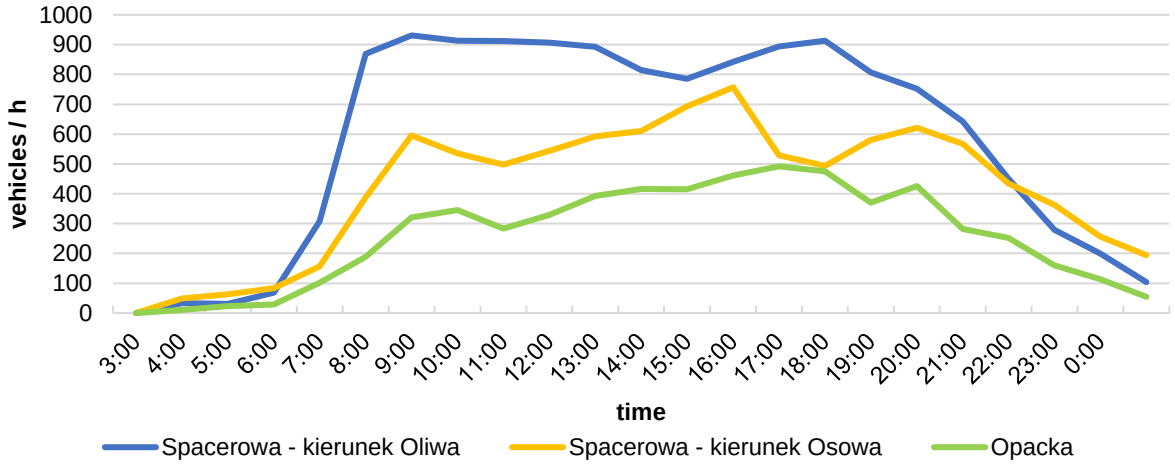

Figure 28 Traffic volume at the intersection of Spacerowa Str. - Opacka Str. on 17th October 2024 (Thursday).

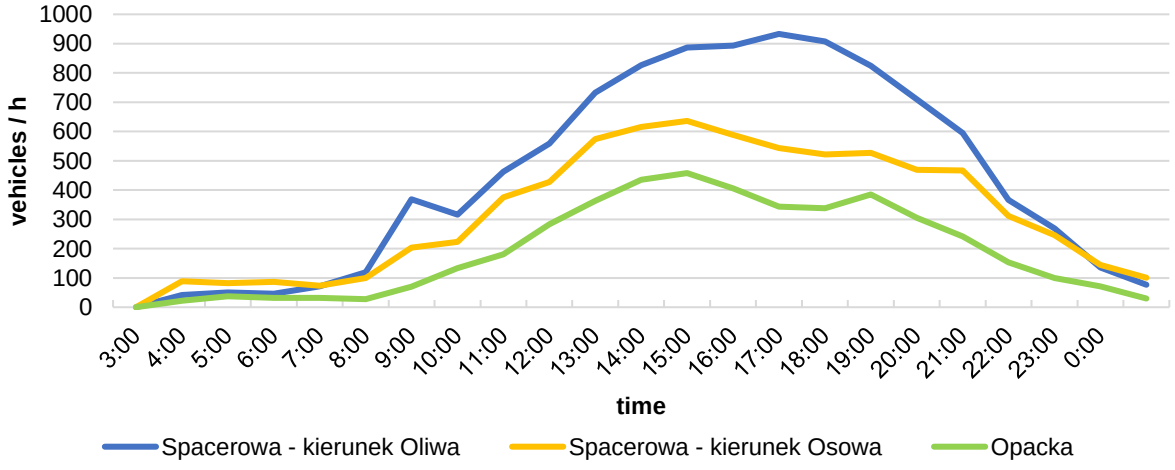

Figure 29 Traffic volume at the intersection of Spacerowa Str. - Opacka Str. on 20th October 2024 (Sunday).

Most of the streets in Oliwa, apart from the main traffic routes (e.g. Grunwaldzka Avenue, Polanki Street, Rybińskiego Street), are covered by the Zone 30. In addition, some streets, e.g. Husa Street, Asnyka Street or a section of Świerkowa Street, are one-way to allow safe parking of vehicle on the street.

2.5.1 Parking

In Oliwa, by the Resolution of the Council of the City of Gdańsk, a sector of the paid parking zone was established in 2018, in which fees are in force from Monday to Friday between 09:00 and 15:00. The zone includes streets in the part of the so-called Old Oliwa and in the vicinity of traffic generators, i.e. the University of Gdańsk and the Olivia Business Centre.
There were 887 marked parking spaces registered.
Occupancy of marked spaces in the Paid Parking Zone in Oliwa is approximately 64%. The most frequently occupied are, among others, those along Cystersów Street, Obrońców Westerplatte Street, Orkana Street or the section of Kaprów Street.

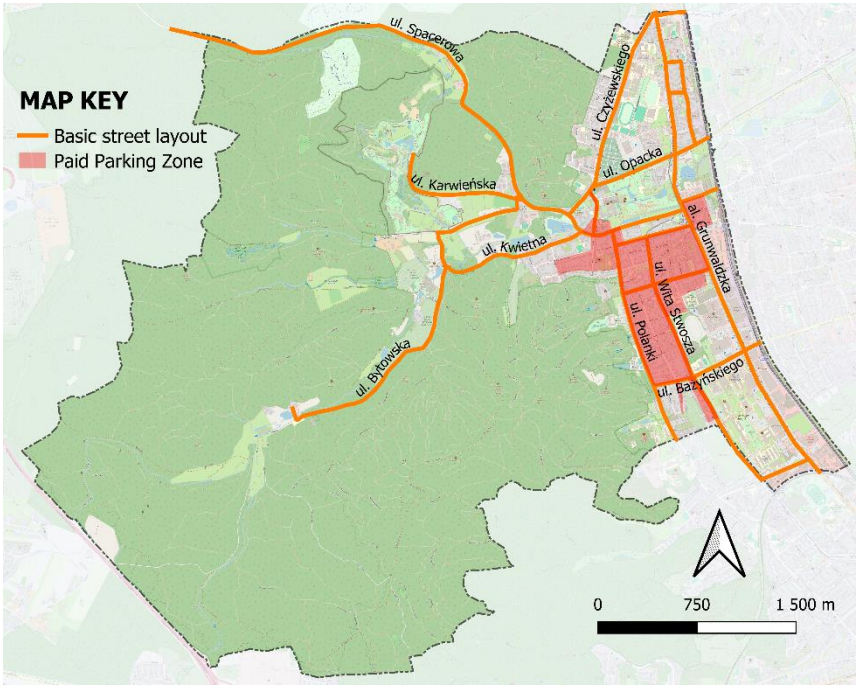

Figure 30 Basic street layout and Paid Parking Zone in Oliwa.

In the Oliwa area, in addition to the city's paid parking zone, there are other paid car parking managed by private companies, e.g. the Gdańsk Zoo, event space - Olivia Sports and Entertainment Hall, Inwalidów Wojennych Square, Cystersów Str. Some of them are also available for coaches.
Analysing parking issues, the parking challenge in Oliwa also applies to coaches taking tourists to the Oliwa Cathedral and on the events in Olivia Sports and Entertainment Hall.

Figure 31 Parking of coaches near traffic generators in Oliwa is a challenge.

2.5.2 Freight transport

Freight transport in Gdańsk is not fully investigated, especially on a district basis. As part of the Gdańsk Traffic Survey 2022, a study was carried out on the movements of delivery and heavy goods vehicles between 6:00 a.m. and 10:00 p.m., but this applies to the entire city.
In Oliwa only, there are currently around 100 pick-up/drop-off points for parcels and hundreds of individual customers who are served by courier companies. In addition to these, there are transports in Oliwa related to, among others, servicing large chains and WOH (e.g. Castorama, Leroy Merlin), small trade and services (e.g. catering, smaller shops), municipal services (e.g. waste management, spot repairs to urban infrastructure) and others (e.g. construction sites, delivery of dangerous goods). However, the congestion experienced in the neighbourhoods closely linked to the port service is not present here.

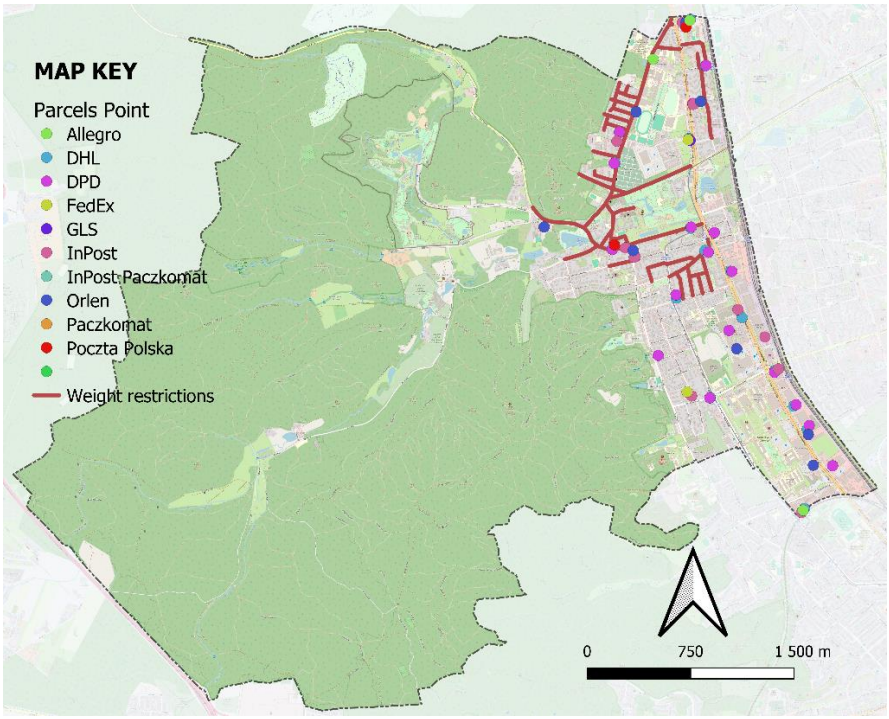

Figure 32 Streets in Oliwa covered by weight restrictions.

Source: Gdańsk Roads and Green Areas Administration

Figure 33 Loading bay on Stary Rynek Oliwski Street.

The problem is the lack of respect for the weight regulations in situations where there is congestion on the Tri-City Ring Road and drivers of vehicles with a GVW of more than 8 tonnes seek detours through the city, including Oliwa. In addition, as in any neighbourhood, there are problems with parcel pick-up points or service point supplies - improper parking mainly on pavements and greens.

2.5.3 Vehicle charging stations

In April 2025, there were 9 vehicle charging stations in Oliwa. These are mainly managed by private operators and are generally located in the car parks of shopping centres, office complexes or car dealerships. They are equipped with the most common types of plugs (connectors), i.e. Type 2, CCS2, CHAdeMO.
New installations are planned in Oliwa in the coming years, also carried out by the private sector.

2.6 Road traffic safety

There were a number of traffic accidents in Oliwa between 2022 and 2024. The areas of the district where such incidents occur most frequently are Spacerowa Street and within the major intersections.

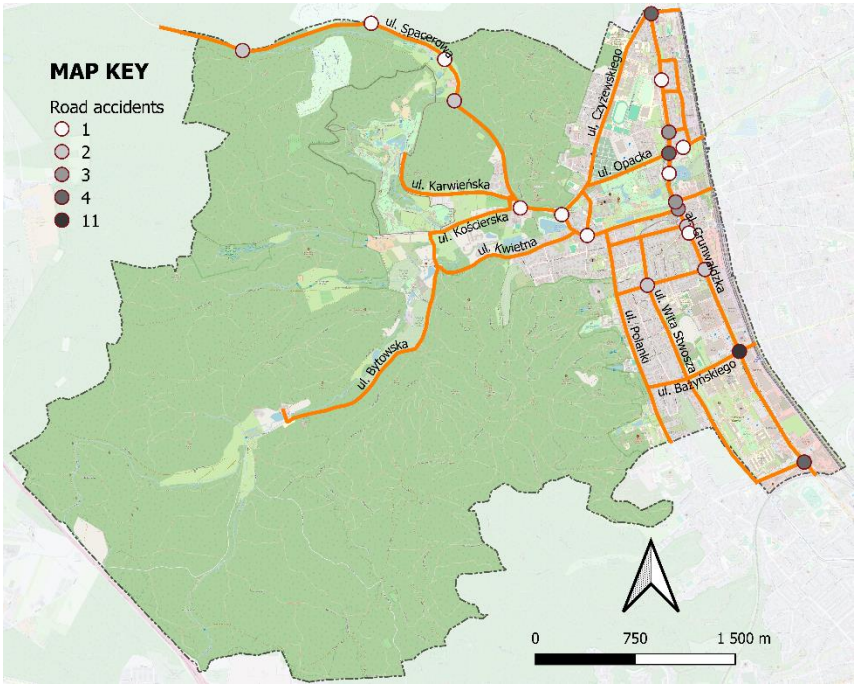

Figure 34 Map of road accidents in Oliwa at 2022-2024.

Source: www.obserwatoriumbrd.pl

Importantly, there were no fatalities in the aforementioned accidents. In the case of seriously injured victims, they are mainly drivers or passengers of vehicles, but there are also pedestrians. Accidents with pedestrians occurred:

- Wita Stwosza Street – Derdowskiego Street (2x),
- Grunwaldzka Avenue – Kołobrzeska Street – Bażyńskiego Street,
- Grunwaldzka Avenue (near Shop Mall Oliwa),
- Grunwaldzka Avenue (near Kaprów Street).

Between 2022 and 2024 there were 14 incidents involving cyclists in Oliwa. Most often these are incidents between a car and a bicycle, but incidents between cyclists have also been recorded along Grunwaldzka Avenue.
Significantly, there have been no accidents near schools in the past three years.
A traffic safety assessment was carried out in the area of selected pedestrian crossings in Oliwa in 2023. Certified road safety auditors formulated the types of hazards and recommendations for improvement for each crossing. Lighting and traffic organisation were assessed on the basis of a site visit. The task included 110 pedestrian crossings without traffic lights:

- at intersections, sections between intersections including the entrance of subordinate internal roads,
- on the side carriageways of roads managed by GZDiZ and on access roads to transport interchanges,
- through tram tracks,
- suggested pedestrian crossings occurring on subordinate inlets, side carriageways, entrance roads to housing estates.

The auditors gave ratings corresponding to the level of safety risks for vulnerable road users. A rating range of 0 to 5 was adopted, where 0 means a very high risk of road incidents involving vulnerable road users (with a high risk of fatal outcome) and 5 means a low risk.

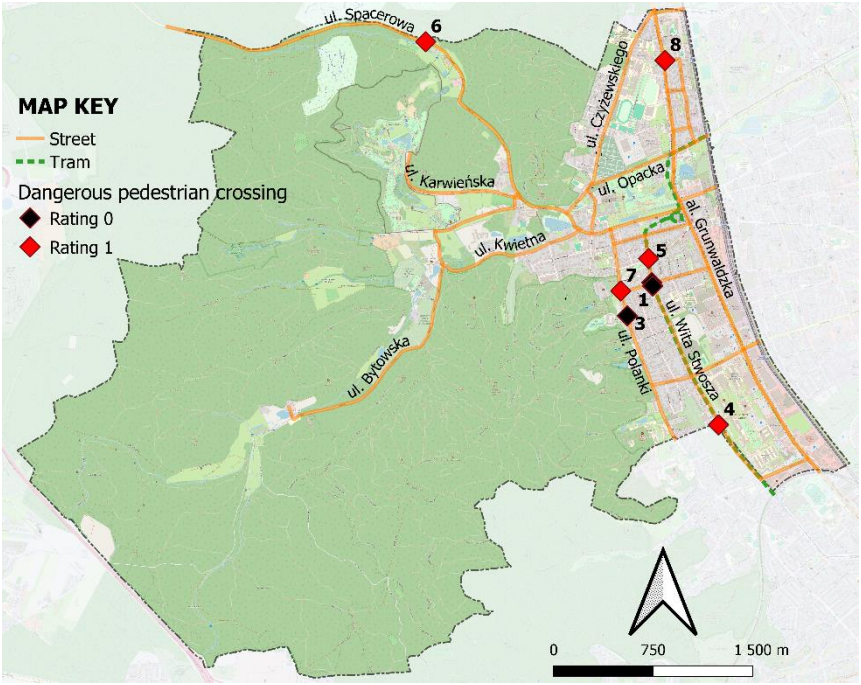

Figure 35 The most dangerous pedestrian crossings in Oliwa.

Source: Based on traffic safety assessment on pedestrian crossings in Oliwa, 2023.

Of all the crossings analysed for traffic safety, 3% (3 locations) were rated as 0, 5% (5 locations) were rated as 1. The most dangerous crossings are mainly located in the vicinity of Wita Stwosza Street, Polanki Street and isolated on other streets:

1. Rating 0: Wita Stwosza Street – Derdowskiego Street (through tram track south),
2. Rating 0: Wita Stwosza Street – Derdowskiego Street (through tram track north),
3. Rating 0: Polanki Street – Polanki 124c (through Polanki Street),
4. Rating 1: Wita Stwosza Street – Macierzy Szkolnej Street (through Wita Stwosza Street),
5. Rating 1: Wita Stwosza Street – Kaprów Street (through tram track),

6. Rating 1: Spacerowa Street – Spacerowa 4 Street (through Spacerową Street),
7. Rating 1: Polanki Street – Derdowskiego Street (through Polanki Street),
8. Rating 1: Bitwy Oliwskiej Street – Grunwaldzka Avenue 591 (through Bitwy Oliwskiej Street),

Figure 36 One of the most dangerous pedestrian crossing in Oliwa - on the Spacerowa Str.

The safety of vulnerable road users should be a priority and must not be neglected or downgraded in favour of obtaining higher capacity of infrastructure elements or speed of movement of vehicles, in particular when the safety of children is at issue.

3. Review of strategic documents and stakeholders involvement

3.1 Strategic documents

Gdańsk has developed, adopted and is implementing policies, strategic programmes, planning and studies that directly or indirectly relate to transport and urban mobility. These are documents at local, regional, national and European level. Some of them are mandatory (as a local government unit), while others are the implementation of visions and plans for the development of a sustainable city with an increasing quality of life. Oliwa, like all districts of Gdańsk, is also subject to the provisions contained therein and has been included in studies and consultations over the years.

According to the guidelines of the European Commission, the Integrated Action Plan for Urban Mobility for Oliwa must be coherent with the urban strategy and policy of Gdańsk. The most relevant documents for Oliwa that have been taken into account in this study are those at the local and regional (including metropolitan) level:

- Gdańsk Development Strategy,
- Sustainable Urban Mobility Plan for the Gdańsk-Gdynia-Sopot Metropolitan Area (SUMP OMGGS),
- Sustainable Urban Mobility Plan for Gdańsk 2030 (SUMP for Gdańsk 2030),
- Sustainable Development Plan of Public Transport for the City of Gdańsk for 2014-2030,
- Update of the Cycling Routes System for Gdańsk (STeR 2.0),

- Strategy for Electromobility Development in Gdańsk until 2035,
- Study of Conditions and Directions for Spatial Development of the City of Gdańsk [PL: SUiKZP],
- Local Spatial Development Plans,
- City of Gdańsk Climate Change Adaptation Plan to 2030,
- Gdańsk Urban Street Standard.

The process of developing the Action Plan for Oliwa was also supported by:

- Gdańsk Traffic Study 2022,
- Study of the Grunwaldzka Avenue,
- Maps of pedestrian accessibility to public transport stops in Gdańsk,
- Gdańsk Local Spaces.

It should be noted that some of the above-mentioned documents are being updated - steps have been taken to prepare new versions of the SUMP for Gdańsk and the Sustainable Development Plan for Public Transport.
Spatial development issues are also undergoing changes - intensive work is currently underway in Gdańsk to prepare a General Plan - an obligatory planning document which will cover the municipality's area and replace the current SUiKZP. As an act of local law it will be taken into account in the preparation of local spatial development plans and form the basis for issuing decisions on development conditions.

3.1.1 Gdańsk Development Strategy

The current Gdańsk Development Strategy is one of the youngest documents in force in Gdańsk. Together with 4 Development Programmes (Green City, Accessible City, Common City, Innovative City) it has been developed with many stakeholder groups over the period 2022-2024. It assumes actions until 2030.
From the point of view of the Integrated Mobility Action Plan for Oliwa, the most important of these is the Accessible City Programme. It aims to provide the local community with a sense of security and improve the quality of life in terms of transport and mobility, security and energy and digitalisation.
The specific objectives relevant to the Actions Plan for Oliwa are:

- Improving conditions for pedestrian traffic, taking into account people with special needs,
- Improving conditions for cycling,
- Making public transport more attractive,
- Improving transport accessibility,
- Strengthen safety on roads and in public space.

3.1.2 Sustainable Urban Mobility Plan for the Gdańsk-Gdynia-Sopot Metropolitan Area (SUMP OMGGS)

The mobility plan for the OMGGS was adopted by a resolution of the Gdańsk City Council in December 2023. It was developed for the entire functional urban area of Gdańsk (FUA), which is very important in the context of Oliwa - a neighbourhood, in/to/for which, in addition to

residents, thousands of people from other neighbourhoods and cities move daily for work and education.
The OMGGS SUMP has a main objective - to reduce harmful emissions and, as a result, combat climate change. All operational objectives and actions proposed in the SUMP seek to achieve it.
The main objective will be implemented according to the assumption that, along with the reduction of harmful emissions, the quality of life of the metropolitan population will be improved. It is detailed in 4 strategic objectives:

- Improved accessibility of public transport
- Increased safety of road users,
- Improved air quality,
- Increased the share of sustainable modes of transport in total travel.

In order to realise the main objective and strategic goals, actions will have to be taken in various areas: concerning the organisation of public transport lines, the development of cycling infrastructure or parking solutions or cooperation between policies. Operational objectives and actions have been set with a 2030 perspective and have been assigned to 6 priority areas in which they will be implemented.

- Public transport and changing points,
- Pedestrians and cyclists,
- Vehicles traffic,
- Dialogue with citizens and digitalisation,
- Cooperation of local authorities,
- Spatial planning.

3.1.3 Sustainable Urban Mobility Plan for Gdańsk (SUMP 2030)

The Sustainable Mobility Plan for Gdańsk was adopted by the Gdańsk City Council in June 2018. It is one of the first mobility plans in Poland. It was prepared as part of the implementation of the EU project CityMobilNet (URBACT programme). Like all the documents previously described in this section, the SUMP for Gdańsk 2030 has specific objectives:

- Improvement of pedestrian and bicycle traffic conditions,
- Increase in safety of all road traffic participants,
- Improvement accessibility to means of transport, alternative to individual car use, for all travellers in all areas of the city,
- Increase in the share of travel by public transport in total travel,
- Reduction of negative impacts of transport on people, health and the environment,
- Increase in the quality and accessibility of public spaces for all users and in all areas of the city.

3.2 Stakeholders

In the process of developing the Integrated Urban Mobility Plan for Oliwa was important to involve a various group of stakeholders – representatives of the public sector, private sector and residents.
It was started in September 2023.
Based on the Decree of the Mayor of Gdańsk No. 2433/23 of 22nd December 2023 a team to develop an IAP for Oliwa within PUMA project was appointed. It consists of employees of Gdansk's administration:

- Gdansk Roads and Green Areas Administration – PUMA project partner, responsible for the maintain, modernization, and organization of the road network, consulting on traffic solutions and integrating roads with urban infrastructure projects. Key efforts include developing "urban character" roads with wide sidewalks, bike paths, greenery in road corridors, and accessible public spaces. It manages parks, squares, roadside greenery, and implements ecological initiatives such as tree planting, green corridors, climate adaptation projects, and maintenance. The authority supervises daily care, renovations, external contracts, and community engagement in maintaining and expanding green spaces.
- Road Traffic Management Office - office prepares and approves traffic organization projects, coordinates temporary changes during special events, sets speed limits, and manages signage and traffic lights. It also issues permits for entering restricted zones and ensures road safety and accessibility for all users.
- Plenipotentiary of the Mayor of Gdańsk for Cycling & Active Mobility Unit – responsible for coordination the development of cycling infrastructure, such as bike lanes, parking, and secure transport links. They implement strategic goals aimed at increasing the share of cycling in urban mobility and improving cyclist safety. They are also focused on cycling promotion as part of broader active mobility, working with local communities, businesses and education sector.
- Plenipotentiary of the Mayor of Gdańsk for Walking & Accessibility Unit - responsible for coordinating and promoting activities that make the city safer and more attractive for pedestrians. Their tasks include improving pedestrian infrastructure, supporting accessibility in public spaces, encouraging walking as a key mode of transport, and ensuring city projects are designed in line with the principles of universal design.
- Gdańsk Public Transport Authority - responsible for managing and coordinating the city's public transport system – buses and trams serving the Oliwa district. Its main tasks include planning and operating efficient and reliable transit services, setting ticketing policies and fares, maintaining timetables and ensuring integration among different transport modes for smooth passenger transfers. The authority also manages public communication about service changes and promotes sustainable urban mobility.
- Gdańsk Buses and Trams – responsible for operating and maintaining tram and bus services (incl. vehicles) that connect Oliwa with other districts of Gdańsk and cities. It provides frequent and reliable transport for residents and visitors to key destinations such as the Oliwa Cathedral, park, and university areas. The GBaT ensures these public transport services are safe, punctual, and accessible, supporting integration with other city transport modes like the SKM and PKM trains.
- Gdańsk Development Office – responsible for coordinating the city's strategic planning and development programmes aimed at sustainable urban growth. The office conducts analyses and diagnoses of urban issues, engages residents and stakeholders in planning processes

and monitors the progress and effectiveness of implemented initiatives. It also ensures coherence with national policies and the UN Sustainable Development Goals to support a harmonious and future-oriented development of Gdańsk.

- Investment Project Department - responsible for managing the entire investment process for city infrastructure and development projects.
- Ecology Department – responsible for shaping and implementing the city's environmental policies and actions as part of sustainable urban development incl. monitoring and improving air quality and tackling pollution from transport.
- Gdańsk City Architect Office is responsible for directing urban and architectural development policies to ensure harmonious and sustainable growth of the city.

ULG members helped us in analysis of available documents, studies, numerical data, thematic materials as well us brought a lot of knowledge and prepared the solutions within IAP. They participated in several meetings according to urban mobility topics in Oliwa such public transport system, bus lanes, modernization of road infrastructure, changes in traffic management.

Members of ULG took part in PUMA network meetings and capacity building events in project and URBACT programme focused on urban mobility. We cooperate with polish partners from other projects eg. DIGI-INCLUSION or Schoolhoods. The PUMA project and its activities were promoted on different events such seminar of the Traffic Engineering Club Association or Civitas Forum (2024).

Figure 37 ULG meeting in February 2024.

Beside cooperation within ULG with above mentioned city's administration units, we also had meetings and hours of talks with representatives of local business centres, universities sector, Gdansk Zoo, services branch, regional and national level administration / governances focused on transport and urban mobility and operate in Oliwa.

In June 2024, as one of testing action, we did the dedicated on-line / site survey among Oliwa's inhabitants about gaps and future of urban mobility in Oliwa. We received more than 300 answers and all were analysed by ULG according to possibilities to introduce suggested by residents actions. The survey included all means of transport available in the district as well as questions linked with improving the public space. It was the first this type of survey conducted in Gdańsk. It was supported by local City Councillors, Oliwa District Council and advertisement

in local media as well as in Gdańsk's citizen app – Jestem z Gdańska [ENG: *I'm from Gdańsk*]. There were 3 major topics among answers:

- modernization of existing infrastructure for all mean of transport, especially pedestrians,
- improve the quality of public transport (buses),
- tunnel under Pachołek Hill.

Figure 38 Workshops on development of Oliwa Tram Loop.

As PUMA project partner we also participated in other project conducted in Gdańsk and focused on urban mobility in part of Oliwa district – MOBILITIES for EU. We participated in several workshops and meetings.

On December 2024 we organised workshops for inhabitants of Oliwa – 'Mobility Fresque' which were focused on awareness-raising of urban mobility.

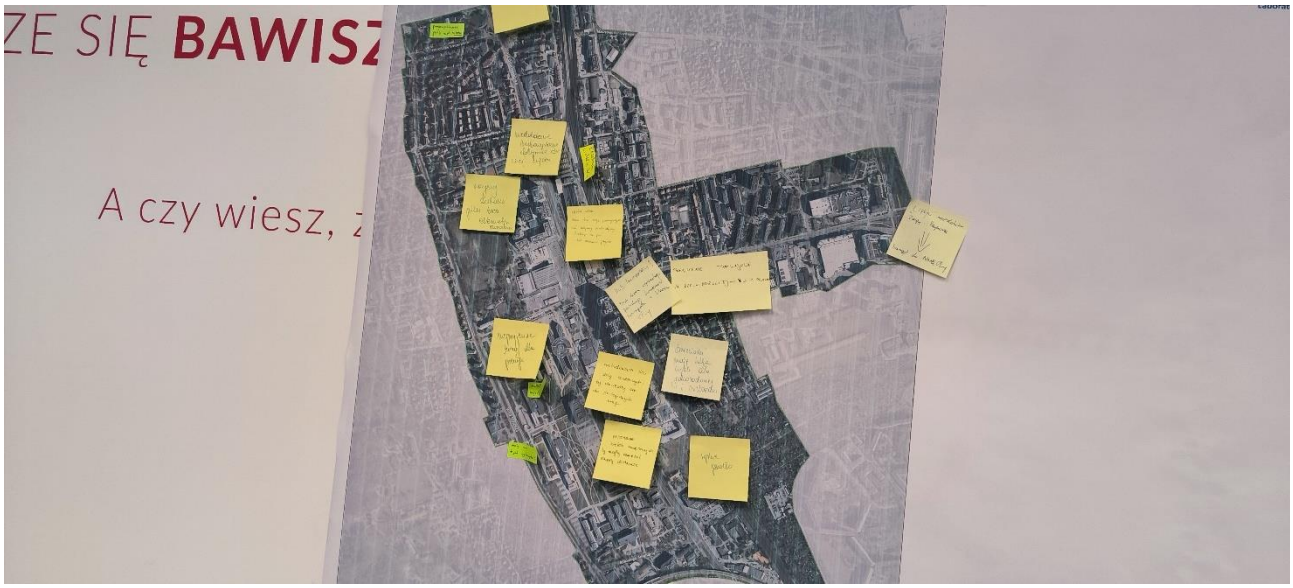

Figure 39 Proposals for solutions of logistics in Oliwa.

4. SWOT analysis of sustainable urban mobility in Oliwa

In the case of the Oliwa IMAP, a SWOT analysis is a tool that helps to sort out the facts about the district's transport and mobility system, thereby facilitating the development of an action strategy, based on strengths and opportunities, reducing or eliminating weaknesses and threats. The name is an abbreviation of the English words: Strengths (advantages), Weaknesses (disadvantages), Opportunities (chances), Threats (risks of negative change).
The SWOT analysis is the result of cooperation of particular members of URBACT Local Group on the different meetings based on the available knowledge and evidences.

The SWOT analysis for Oliwa assumes:

- strengths - advantages of urban mobility that influence its positive perception by the inhabitants,
- weaknesses - disadvantages and barriers hindering the development of urban mobility,
- opportunities - factors that may improve urban mobility,
- threats - potential factors that may slow down or prevent beneficial changes.

The SWOT analysis is not only focused on mobility in Oliwa - it is also carried out in relation to the transport system of Gdańsk and the Gdańsk-Gdynia-Sopot Metropolitan Area, as Oliwa is a daily destination for residents of other districts and cities as well as tourists.
The most important elements of the SWOT analysis in question included:

- public transport (transport network, ticket pricing, passenger information, organisation of transport),
- shared and own transport systems (pedestrian traffic, bicycle traffic, light vehicles, cars),
- freight transport,
- parking
- traffic management system - ITS,
- road safety.

Table 1 The SWOT analysis of sustainable urban mobility in Oliwa.

STRENGTHS	WEAKNESSES
• accessibility to all means of public transport operating in Gdańsk - possibility of commuting to/from many directions • railway station of agglomeration importance • most streets in the district in the traffic calmed zone • active District Council and residents • Paid Parking Zone • bicycle lanes on most of the main streets of the district + bicycle meters on main routes • increasing cycling traffic • strategic documents on urban mobility taking into account Oliwa, e.g. SUMP OMGGS, STER 2.0, City Development Strategy 2030 • MEVO Metropolitan Bike-sharing System	• congested basic street and road system • streets in Oliwa as alternative routes to/from the Tricity Ring Road in case of congestion on any of its sections • high inflow of car traffic from neighbouring municipalities - transit through the historic centre of the district, access to the Tricity Ring Road for Sopot • high share of passenger car trips in the modal split (in terms of the entire Gdańsk and OMGGS Area) • low level of enforcement (e.g. blocking of junctions, improper parking), which affects traffic flow and comfort of residents

• public transport priority measures (TRISTAR) • separated tram tracks • passenger information system on buses and trams • one ticket for public transport in Gdańsk + free travel for children and young people • access to ticket machines in several locations and ticket („falomat") machines in public transport vehicles • limitation of vehicle weight on some streets in Oliwa • access to various services in the district • possibility to report defects concerning urban mobility/public space to the Gdańsk Contact Centre • compactness of the district - no possibility for it to spread out • historical urban layout subject to preservationist protection	• many streets and pavements in need of repairs • gaps in the cycling network + parking spaces for bicycles • lack of adaptation of the pedestrian network to the needs of people with disabilities • lack of interchange node for rail, tram and bus • huge tourist traffic in a relatively small area • periodic parking chaos (coaches, cars) related to the operation of facilities and events - Oliwa Park + Oliwa Cathedral, Sport and Entertainment Olivia Hall • vehicles parking on pavements and green areas • not satisfied service on public transport in parts of the district (mainly the area of Czyżewskiego Str., ZOO) • delays in public transport due to road congestion • complicated ticket tariffs • some tram and railway stops are not adapted to the needs of persons with reduced mobility. • insufficient number of passenger information boards in real-time at public transport stops • not so many urban furniture (benches, waste bins) in the public space • new housing estates without safety access roads • lack of data, mobility plans and studies on traffic generators (universities, business and shop centres) • fences restricting pedestrian traffic, e.g. University of Gdańsk Campus, household communities • relatively long waiting time/short green signal for pedestrians at some crossings • cycling and electric scooter traffic on pavements (especially where the streets are cobbled and of Grunwaldzka Ave.) • low share of zero-emission buses serving the district • lack of data of the district's delivery system • limited space in the district, making it impossible, to build a full interchange node (new one)
OPPORTUNITIES	**THREATS**
• the metropolitan act - full integration of public transport in the metropolis - planning the	• financial limitations and price increases which may affect the implementation of measures

transport and mobility system at metropolitan level • plans for the purchase of new public transport vehicles, which could also be used in Oliwa • full implementation of the FALA public transport ticketing system and integration with the Residents' Card + MEVO integration • implementation of transport investments (pedestrian, road, bicycle, public transport, including rail) • consultation with residents • processing of spatial development local plans (parts of district) • increased awareness of residents and employees of companies in terms of sustainable transport, road safety and climate protection • additional sources of funding for projects in Oliwa from external funds, road agreements • implementation of projects on improving the quality of public spaces and urban greenery • continuation of soft measures to raise awareness of sustainable transport (campaigns for children, adult residents and employees of businesses in Oliwa) • involvement of residents in Citizens' Budget projects and the consistency of these projects with the city's activities • densification of development along Grunwaldzka Ave. - the Grunwaldzka Avenue Study • subsidies for the purchase of low-emission means of transport for residents • implementation of tasks included in the OMGGS SUMP • possibility to extend the Paid Parking Zone • legislative possibility of restricting entry of high-emission vehicles to a specific area of the city or municipality • construction of Nowa Spacerowa Str. (with bus lanes), the Green Boulevards (outside Oliwa) (and the tunnel under Pachołek Hill) as an opportunity to reduce car traffic from the historic part of Oliwa • construction of Nowa Opacka Str. • works on Nowa Abrahama Str. and a tram connections closer to the SKM Gdańsk Przymorze-Uniwersytet stop	• further increase in the number of cars in the neighbourhood due to the lack or unsatisfactory quality of alternative transport (visitors and residents) • deteriorating road infrastructure (pavements, streets) • increase in popularity of tourist facilities with the current transport situation • lack of social acceptance for changes, transport habits related to car use • lack of confidence in the FALA public transport ticketing system • low level of enforcement of traffic regulations, mainly concerning parking and blocking of junctions • lack of funding for large infrastructure investments • lack of integration of cycling with the public transport system • demographic changes (decreasing number of inhabitants, increase in number of post-working age population) • delays of investment activities at the conceptual stages • diverging visions for the development of the district • further sprawl of neighbouring municipalities • insufficient development of public transport in relation to the district's service needs • lack of a unified approach to sustainability problems on the level of all structures • decrease in the residents' feeling of safety and comfort due to the increasing number of vehicles in the district • decrease of road safety level • climate change - extreme weather events • decline or lack of development of carsharing, carpooling services

5. Mobility development scenarios

An analysis of the current state of the transport system in Oliwa is important for forecasting future potential changes - development scenarios that may occur in the district if particular measures are implemented. Of course, future events cannot be predicted with absolute certainty.

Scenarios for the development of sustainable urban mobility in Oliwa result from internal factors (local budget, project preparation, socio-economic conditions, etc.) and external factors (financing, scope of investment, constraints).

Three scenarios for mobility development in Oliwa were prepared together with URBACT Local Group members in line with strategic documents and are presented below:

Pessimistic scenario

This is a scenario in which the city does little or nothing to develop sustainable mobility. As a result, assuming, among other things, that service and business centres (the Grunwaldzka Avenue area), campuses of the University of Gdańsk and the Gdańsk Academy of Physical Education and Sports, as well as other investments in the neighbouring districts are developed, the streets of Oliwa will be exposed to increasing pressure from individual car traffic, which will result into a decrease in the quality and safety of other forms of travel, especially bus connections, which will experience increasing time losses.

If the public transport offer is not adjusted to the needs and preferences of the residents of Oliwa and people coming here for work, study, tourism and if investments in active mobility infrastructure (walking and cycling) are not implemented and the implementation/maintenance of modern transport solutions is neglected, congestion on the roads of Oliwa will increase.

Furthermore, the inappropriate parking (or legal parking, but on pavements) of an increasing number of vehicles on the streets of Oliwa may have the effect of limiting the use of active mobility, devastating the infrastructure and reducing the level of road safety. The implication is that some of the resources that could be allocated to solutions that raise comfort and safety to a higher level will be consumed in repairing this kind of damage (pavements, street greenery) or there will be more and more sections of degraded infrastructure in the district, which does not have a positive impact on quality of life.

Neutral (limited) scenario

The neutral scenario assumes the implementation of sustainable mobility measures and the shaping of public space to a degree that will not increase individual car use at the expense of public transport and active mobility.

In this case, not only are the measures taken in the district important, but also those for the whole of Gdańsk. In addition to infrastructural measures that significantly influence the quality and safety of active mobility and public transport, educational, promotional and informational measures for sustainable transport are also important in this scenario.

Optimistic scenario (comprehensive)

The effect of the optimistic scenario will be an increase in the use of public transport and active mobility in daily trips, with a decrease in the use of the private car. In the case of Oliwa, these are activities that are not only implemented in the district and Gdańsk, but also at the

metropolitan level and by those entities that operate in the district but are independent of the city.

Implementing this scenario will require action in all areas of the transport system:

- improving the public transport offer, e.g. by prioritising public transport vehicles, adjusting the frequency to needs, also on routes to/from Oliwa, providing up-to-date (real-time) passenger information, integration nodes,
- clear, integrated, affordable public transport ticketing system tailored to the needs of travellers,
- development of walking, cycling networks and public space - improving quality, ensuring accessibility, safety and comfort and tackling architectural barriers,
- education, promotion and encouragement of residents and commuters to use sustainable transport modes in Oliwa - campaigns, workshops, favourable ticketing and transport conditions (e.g. clearly defined rules for the carriage of bicycles),
- Park&Ride, Bike&Ride at strategic nodes of the public transport network in Oliwa (here only Bike&Ride) and beyond - in Gdańsk and the neighbouring municipalities for those commuting to Oliwa,
- maintain/develop bike-, carsharing systems that allow last-mile transport or occasional trips instead of one's own vehicle,
- promotion and implementation of low- and zero-emission vehicles, e.g. in public transport,
- ensuring traffic flow (e.g. through traffic calming, measures to increase road safety),
- parking regulations,
- city logistics management,
- employer initiatives influencing transport sustainability among employees,
- cooperation between different stakeholder groups,
- openness and support of new technologies,
- reduction of the number of vehicles in the (historic) district centre.

Based on the city level strategic documents adopted by Gdańsk City Council, we should take actions which are oriented toward optimistic scenario.

6. Vision and goals of the plan

The development of the vision and (strategic) goals are one of the important stages in the preparation of the Integrated Action Plan on Urban Mobility for Oliwa. They should and fit into the strategic framework set out by key municipal documents, e.g. the Development Strategy of Gdańsk and over local level documents adopted by Gdańsk, e.g. the SUMP for the Gdańsk-Gdynia-Sopot Metropolitan Area.

The vision and goals for Oliwa take into account the functions of the district and its role in Gdańsk and the whole metropolitan area, not forgetting its importance for the local community. They were developed on the basis of an analysis of the current situation taking into account the identified problems and maintaining the assumptions of sustainable urban mobility, in cooperation with ULG members.

In order for the vision to become a reality, the strategic objectives described in the following section must be achieved. These, in turn, will be realised if the actions ascribed to them are implemented.
The proposed actions of urban mobility development for Oliwa are the basis for the presented vision. It presents a possible future of sustainable urban mobility in Oliwa following the implementation of the indicated measures.

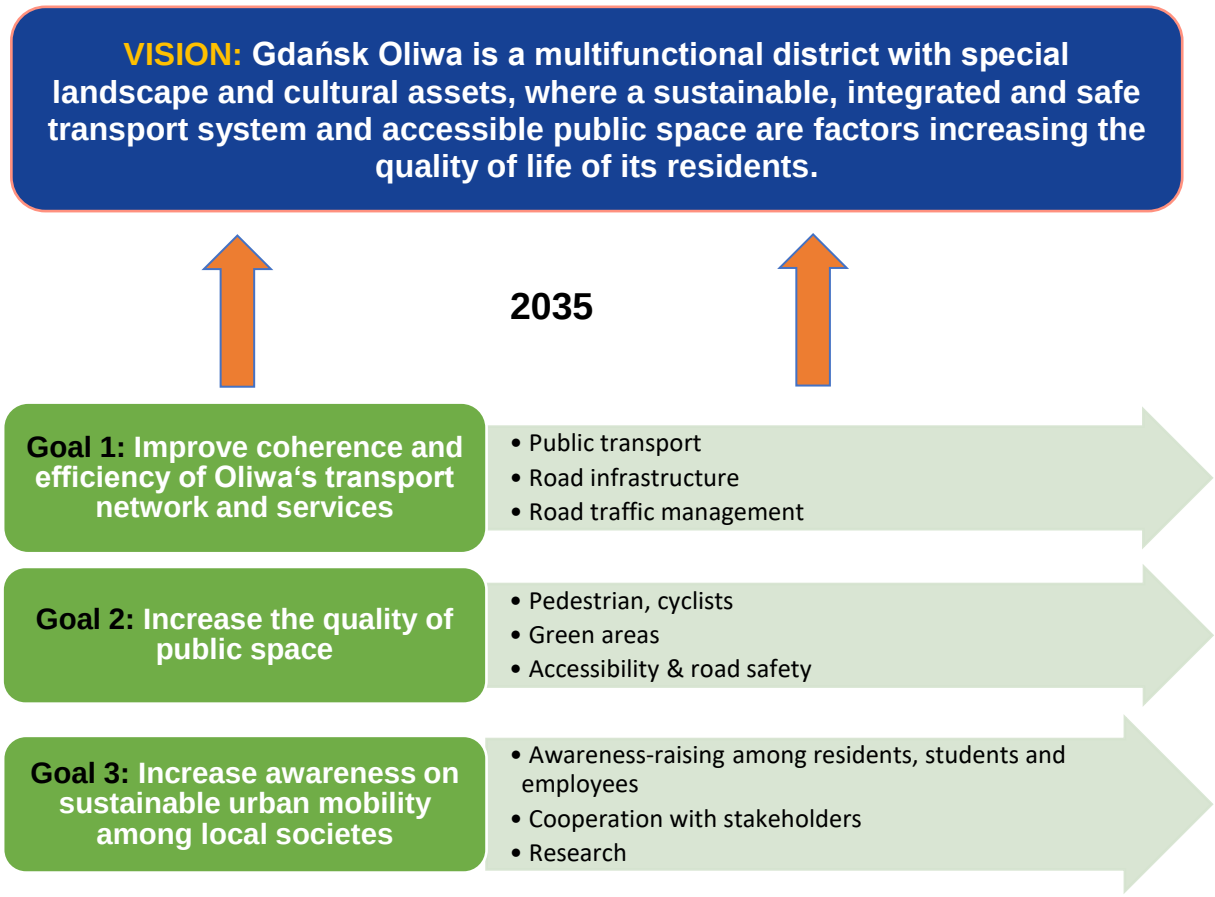

Figure 40 Vision, goals and directions of actions within IAP for Oliwa.

The formulated vision takes into account:

- greater use of public transport and other means of transport alternative to the private car,
- cooperation of stakeholders in organising and managing the transport system,
- shaping urban mobility based mainly on existing infrastructure,
- respecting the historic part of the district and green areas,
- increasing accessibility and improving the quality and development of public spaces,
- ensuring safety for all road users.

7. Action Plan

I. IMPROVING PEDESTRIAN TRAFFIC CONDITIONS			Timeline										
			Short Term				Mid Term			Long Term			
			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Brief description of the actions undertaken	Oliwa can be a great example of district where walking is the most efficient, especially in the historical part of the district due to a quite short distances and several cobblestoned narrow streets with single-family housing. A long-lasting policy of privileging car traffic (such parking on the pavements) caused that many sections of pedestrian routes have been degraded and they're not comfortable, free of architectural barriers or even safe. This measure proposes to reverse this trend.												
Target group	Inhabitants, employees and students												
Key actions	1.	Pavement Construction and Modernisation Programme – Oliwa: Bobrowa Str., Bitwy Oliwskiej Str. (by the shopping facilites no. 1, 2, 3; towards SKM to Dickmana Str., woonerf or modernization near Grunwaldzka. Ave. 539), Flisacka Str., Hołdu Pruskiego Str., Karwieńska Str. (from parking to Zoo), Miraua Str., Opacka Str. (close to the cemetery), Polanki Str. (section: Derdowskiego-Bażyńskiego Str., west side on the section: Bażyńskiego-Macierzy Szkolnej Str.), Tatrzańska (one side on the section: Czyżewskiego Str to building no. 10), Wita Stwosza Str. (west side on the section Orkana-Bażyńskiego Str. and Bażyńskiego-Abrahama)											
	2.	Improving safety at unsignalized pedestrian crossings identified by the pedestrian crossings safety audit in 2023											
	3.	Physical and legal restriction of car parking on pavements in selected areas of Oliwa, e.g.: historical part of Oliwa, Bitwy Oliwskiej / Dickmana Str.											
	4.	Prioritising pedestrian traffic (e.g. extending the duration of the green signal) at selected signalised pedestrian crossings in Oliwa											
	5.	Establishment of cooperation with the University of Gdańsk in order to make their space effectively accessible for local communities (university campus + academic sports centre under construction)											
Expected results	• Higher level of pedestrian safety and comfort • Increased the number of pedestrian journeys, especially over short distances • Increased level of accessibility for pedestrians with reduced mobility • 0 victims of road accidents among pedestrians												

Risk / barriers	• Lack of money for specific investments • Negative decisions of Historic Preservation Officer according to modernization of specific pavements		**Countermeasures to mitigate risk**	• Search financing in heritage (monuments) protection resources over city level budget
Implementing entity / organisation	**Leader**	Plenipotentiary of the Mayor of Gdańsk for Walking & Accessibility Unit (Gdańsk Public Transport Authority)		
	Partners	Gdańsk Roads and Green Areas Administration, Road Traffic Management Office, Directorate for Urban Development Gdańsk, Office Municipal / Regional Historic Preservation Office, University of Gdańsk, Oliwa District Council, Investment Projects Department		
Source of funding	City budget			

II. IMPROVING CYCLING TRAFFIC CONDITIONS												
Brief description of the actions undertaken	The essence of this measure is to provide a coherent infrastructure of cycling routes in order to safely and comfortably reach important points on the map of Oliwa by bicycle. Cyclists should be allowed to cycle, in accordance with the regulations, on main streets, e.g. Grunwaldzka Avenue, access interchanges or connections with neighbouring districts. Cycling infrastructure is not only about routes, but also about cycle parking, and there is not many or not enough of this in Oliwa.											
Target group	Inhabitants, employees and students		**Timeline**									
			Short Term				Mid Term			Long Term		
			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Key actions	1.	Improvement of cycling conditions, safety and fulfil the gaps on: Grunwaldzka Ave., Spacerowa Str., Czyżewskiego Str., Opacka Str., Stary Rynek Oliwski Str. and connections to other districts by Kołobrzeska Str. / Piastowska Str. by traffic calming / building / modernization of dedicated cycling infrastructure										
	2.	Traffic safety audits around schools (continuation)										
	3.	Increase in the number of bicycle racks/parking spaces in the district, including at interchange nodes and neighbourhood of service points										
	4.	Increase number of MEVO Metropolitan Bike-Sharing parking facilities										
	5.	Encouragement of entrepreneurs to invest in cycling facilities and creating a culture of cycling to work (e.g. OBC, Alchemia, University of Gdańsk)										
Expected results	• Improving consistency of the cycling network in Oliwa											

	• Increase in comfort and safety of cyclists and pedestrians • Increase in the number of journeys made by bike • 0 victims of road accidents among cyclists		
Risk / barriers	• Lack of money for specific investments • Negative decisions of Historic Preservation Officer according to modernization of specific sections of infrastructure (historical value) • Lack of space for building dedicated infrastructure for cyclists	**Countermeasures to mitigate risk**	• Cooperation with Historic Preservation Office • Search for new solution of traffic management for cycling traffic
Implementing entity / organisation	**Leader**	Plenipotentiary of the Mayor of Gdańsk for Cycling & Active Mobility Unit (Gdańsk Public Transport Authority)	
	Partners	Gdańsk Roads and Green Areas Administration, Road Traffic Management Office, Directorate for Urban Development Gdańsk, Office Municipal / Regional Historic Preservation Office, Metropolitan Area Gdańsk-Gdynia-Sopot Office, Universities, Business Centres, Oliwa District Council, Investment Projects Department	
Source of funding	City budget		

III. OPTIMISING PARKING SPACE AND PROTECTING ROAD USERS' RIGHTS												
Brief description of the actions undertaken	Residents of Oliwa, as in many other cities, walk on a pavement full of vehicles parked improperly or within the law. According to the Development Strategy of the City of Gdańsk, a restriction of this type of parking should be carried out. Oliwa, due to interesting periodical, cultural or sports events, is flooded by countless cars whose drivers park in any place in the public space, often exposing local residents to danger and inconvenience.											
Target group	Inhabitants, tourists		**Timeline**									
			Short Term				Mid Term			Long Term		
			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Key actions	1.	Changing the organisation of traffic and parking on sections of Dickmana and Bitwy Oliwskiej Str., which will bring order to parking and protect pedestrian routes from being torn up by cars											
	2.	Cooperation with the Oliwa Cathedral, the Gdańsk ZOO, Oliwa Park, Olivia Sport and Entertainment Hall in order to place on their websites information on parking places for coaches transporting tourists in the neighbourhood + cooperation with local private parking operators to ensure parking spaces for coaches											

	3.	Cooperation with the Municipal Police and the Police to supervise proper parking in critical areas of Oliwa on the occasion of events in the district which attract an increased number of visitors, e.g. Christmas illuminations in Oliwa Park, large events in the Olivia Sport and Entertainment Hall			
	4.	Works on optimisation and analysis of the extension of the Paid Parking Zone in Oliwa and introducing paid car parking around traffic generators			
	5.	Analysis and introducing new loading bays for logistics			
Expected results	• Reducing number of improperly parked vehicles • Restoring pavements and public spaces destroyed by cars • Increase availability of parking spaces near traffic generators				
Risk / barriers	• Public discontent regarding changes to parking arrangements		**Countermeasures to mitigate risk**	• Awareness-raising among stakeholders according to the parking • Cooperation with local stakeholders	
Implementing entity / organisation	**Leader**	Gdańsk Roads and Green Areas Administration			
	Partners	Road Traffic Management Office, Gdańsk Public Transport Authority, Directorate for Urban Development Gdańsk, Municipal Police / Police, Oliwa District Council, Investment Projects Department			
Source of funding	City budget				

IV. IMPROVING THE QUALITY OF PUBLIC SPACES												
Brief description of the actions undertaken	This measure includes the modernisation of existing infrastructure, the construction of new high-standard urban space, as well as all projects that aim to anesthetise and green Oliwa and adapt to climate change.											
Target group	Inhabitants		**Timeline**									
			Short Term				Mid Term			Long Term		
			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Key actions	1.	Construction of Nowa Opacka Street linking Grunwaldzka Ave. with Czyżewskiego St. and new housing estates											
	2.	Maintenance work and repairs to the surface of streets in Oliwa, e.g.: Polanki, Czyżewskiego, Opacka Str., Grunwaldzka Ave.											

	3.	Revitalization of the park near to the Gdańsk Oliwa railway station			
	4.	Green Oliwa – complex restoration of roadside trees			
	5.	Planting and creation of urban space as part of the Green City Strategic Programme and Gdańsk Civic Budget			
	6.	Control of air quality (3 monitoring stations: Wąsowicza, Rybińskiego and Grottgera Str.)			
	7.	Research on “Quality of life in Gdańsk"			

Expected results	• Improvement of the quality of public space • Involvement of residents in shaping the public space and green areas • Increase of road and personal safety • Assessment of the impact of activities and investments on the quality of life of Oliwa residents • Obtaining residents' opinions on road infrastructure, transport links, public transport, and sense of safety • Identification of areas requiring reinforcement of activities			
Risk / barriers	• Delays in implementations of particular measures • Lack of money	**Countermeasures to mitigate risk**	• Searching the other funds resources	
Implementing entity / organisation	**Leader / Partners**	Gdańsk Roads and Green Areas Administration, Road Traffic Management Office, Gdańsk Public Transport Authority, Directorate for Urban Development Gdańsk, Investment Projects Department, Economic Policy Department, Ecology and Energy Department, Oliwa District Council		
Source of funding	City budget			

V. OPTIMISATION AND DEVELOPMENT OF THE TRISTAR TRAFFIC CONTROL SYSTEM											
Brief description of the actions undertaken	Tristar is an advanced, integrated traffic management and control system serving the Tri-City metropolitan area (Gdańsk, Gdynia, and Sopot). The system uses a network of sensors, cameras, and detectors to monitor and control road and public transport traffic, helping to reduce travel times and congestion throughout the urban area.										
Target group	Inhabitants	**Timeline**									
		Short Term				Mid Term			Long Term		
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035

Key actions	1.	Including new intersections and pedestrian crossings in Oliwa in the system			
	2.	Developing traffic control scenarios and ensuring optimum traffic conditions for all road users by coordinating intersection routes or local adaptive control, which will depend on the current situation or an event in or near Oliwa affecting traffic in the district			
	3.	Implementation of priority for pedestrians and cyclists at selected crossings and junctions through the use of an automatic detection system			
	4.	Implementation of priority for public transport vehicles at intersections			

Expected results	• Greater impact on traffic flow depending on the event in Oliwa or the surroundings affecting traffic in the district • Possibility of coordinating travel times in the greater Oliwa area • Decrease travel time of public transport			
Risk / barriers	• Polish law is not keeping pace with technological capabilities • Lack of money	**Countermeasures to mitigate risk**	• Searching the other funds resources	
Implementing entity / organisation	**Leader**	Gdańsk Roads and Green Areas Administration		
	Partners	Road Traffic Management Office, Gdańsk Public Transport Authority, Directorate for Urban Development Gdańsk, Investment Projects Department		
Source of funding	City budget, EU funds			

VI. IMPROVING THE FUNCTIONING OF BUS AND TRAM PUBLIC TRANSPORT

Brief description of the actions undertaken	High quality public transport can be ensured by a number of measures that need to be implemented so that residents and visitors to Oliwa choose it more often. The measures mainly concern optimising the route of a particular line, adjusting the frequency of courses, getting to the destination, or clear ticket fares and passenger information. Another improvement is the introduction of new fleet, which is accessible, low-emission and failure-free.											
Target group	Inhabitants, employees, students, tourists	**Timeline**										
		Short Term				Mid Term			Long Term			
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035

<table>
<tr><td rowspan="8">Key actions</td><td>1.</td><td colspan="2">Implementation of bus lane on the Spacerowa Str. (5,7 km)</td><td></td><td></td></tr>
<tr><td>2.</td><td colspan="2">Extension of chosen bus lines from Oliwa Loop to Przymorze-Uniwersytet SKM (university, business and service centres, SKM stop)</td><td></td><td></td></tr>
<tr><td>3.</td><td colspan="2">Reconstruction of Oliwa Loop with access tracks</td><td></td><td></td></tr>
<tr><td>4.</td><td colspan="2">Increasing the share of low-emission (zero-emission) public transport buses and new / modernised trams serving lines in Oliwa</td><td></td><td></td></tr>
<tr><td>5.</td><td colspan="2">Redevelopment of the tram catenary power supply in the area of the Oliwa terminal along with access roads from Obrońców Westerplatte to Pomorska Str. together with the construction of a new rectifier station</td><td></td><td></td></tr>
<tr><td>6.</td><td colspan="2">Modernisation of the tram traction network on Wita Stwosza Street between Bażyńskiego and Obrońców Westerplatte Str.</td><td></td><td></td></tr>
<tr><td>7.</td><td colspan="2">Preparation of a Technical, Economic and Environmental Study [PL: STEŚ] for the transport corridor of Nowa Abrahama and Kołobrzeska Street + potential further development on it</td><td></td><td></td></tr>
<tr><td>8.</td><td colspan="2">Research on „Assessment of public transport in Gdańsk”</td><td></td><td></td></tr>
<tr><td>Expected results</td><td colspan="5">• Increased share of public transport in journeys
• Better adapted offer to the needs of residents and other passengers
• Increased attractiveness of public transport
• On the basis of the responses and data collected, Gdańsk Public Transport Authority can make adjustments, decide whether to lengthen, shorten or change the route, and how to adapt the timetable of a line to the possibilities for interchange
• Gathering the opinions of residents and users of public transport</td></tr>
<tr><td>Risk / barriers</td><td colspan="2">• Lack of money
• Delays in road traffic due huge modernizations</td><td>Countermeasures to mitigate risk</td><td colspan="2">• Search the other funds resources
• Prepare different scenarios for road modernizations</td></tr>
<tr><td rowspan="2">Implementing entity / organisation</td><td colspan="2">Leader</td><td colspan="3">Directorate for Urban Development Gdańsk, Investment Projects Department, Gdańsk Roads and Green Areas Administration</td></tr>
<tr><td colspan="2">Partners</td><td colspan="3">Gdańsk Public Transport Authority, Road Traffic Management Office, Gdańsk Buses and Trams, Gdańsk Development Office, Gdańsk Contact Centre, Oliwa District Council, Economic Policy Department</td></tr>
<tr><td>Source of funding</td><td colspan="5">City budget, EU funds</td></tr>
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VII. IMPROVING THE ACCESSIBILITY AND QUALITY OF RAIL TRANSPORT													
Brief description of the actions undertaken	The railway stops and station are an important element of the transport system in Oliwa. The SKM Gdańsk Żabianka-AWFiS stop underwent extensive modernisation in 2013. Further measures are needed to ensure accessibility for public transport passengers and to improve safety on the platforms and platforms and on the way to them. They are the destination of thousands of people every day. In the case of Gdańsk Oliwa railway station itself, the task is made more difficult by the fact that the railway station complex is in the process of being entered in the register of monuments.												
Target group	Inhabitants, employees, students, tourists		**Timeline**										
			Short Term				Mid Term			Long Term			
			2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Key actions	1.	Replacement of lifts at the Gdańsk Żabianka-AWFiS stop											
	2.	Extensive reconstruction of the platform and infrastructure around at the SKM Gdańsk Przymorze-Uniwersytet stop											
	3.	Complex modernisation of the Gdańsk Oliwa railway station including building, tunnel and station square (parking + greenery + landscaping)											
	4.	Works on building a footbridge with lifts on the SKM Gdańsk Oliwa platform towards the district of Przymorze Małe											
Expected results	• Increase number of passengers of rail transport • Improvement of accessibility of the platforms and district shortcuts (Żabianka-AWFiS, Przymorze-Uniwersytet) • Improvement of comfort, passenger safety and aesthetics of public transport infrastructure • Facilitations for combining several modes of transport, e.g. bicycle + railway												
Risk / barriers	• Delays on implementation of investments • Limited train service, especially at weekends		**Countermeasures to mitigate risk**	• Honouring rail tickets in bus and trams on the sections affected by modernizations									
Implementing entity / organisation	**Leader**	Railway operators & management: PKP SKM Trójmiasto + PKP SA + PKP PLK SA											
	Partners	Gdańsk Roads and Green Areas Administration, Public Transport Authority, Road Traffic Management Office											
Source of funding	City budget, national funds (e.g. Railway Plus Programme), EU funds (e.g. Cohesion Fund, Regional Operational Programme of Pomorskie Voivodeship), private investors												

VIII. RESEARCH AND MOBILITY PLANS FOR TRAFFIC GENERATORS IN OLIWA															
Brief description of the actions undertaken	Apart from the Gdańsk Traffic Study, there have been practically no measures so far that would provide data on the transport preferences and behaviour of students at the University of Gdańsk, the Gdańsk Academy of Physical Education and Sport or the business centres in Oliwa.														
Target group	Employees, students			**Timeline**											
				Short Term				Mid Term			Long Term				
				2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
Key actions	1.	Establish a platform of cooperation with companies, educational institutions, health care institutions, etc.													
	2.	Conduct mobility surveys for employees and students of the Oliwa traffic generators													
	3.	Cooperation in the development of travel / mobility plans for interested individual centres													
Expected results	• Obtaining more detailed data on the travel profile of individual commuter groups in Oliwa • Effective cooperation and participation in the preparation and implementation of transport-related measures • Changing transport behaviour and preferences in commuting to work and university														
Risk / barriers	• Lack of interests from stakeholders		**Countermeasures to mitigate risk**	• Awareness-raising campaigns on importance of sustainable urban mobility											
Implementing entity / organisation	**Leader**	Gdańsk Roads and Green Areas Administration													
	Partners	Gdańsk Public Transport Authority, City Hall Departments, other municipal and educational units, office, health care and shopping centres in Oliwa													
Source of funding	City budget, EU funds														

IX. AWARENESS-RAISING CAMPAIGNS ON URBAN TRANSPORT															
Brief description of the actions undertaken	The awareness-raising, campaigns, promotional events and educational activities are an important part of building habits of using alternative modes of transport to the car and increasing the use of active mobility on shorter distances, which has an impact on many aspects, including health.														
Target group	Inhabitants, employees and students				**Timeline**										
					Short Term				Mid Term			Long Term			
					2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Key actions	1.	Implementation of the 'Cycling May' campaign targeting primary school and kindergarten pupils													
	2.	Implementation of the 'Cycling to work and school – *'Kręć kilometry dla Gdańska'* campaign involving secondary schools, universities, workplaces and residents													
	3.	Celebration and actions within European Mobility Week													
	4.	Use of historic trams and buses for seasonal and event's public transport lines in Oliwa													
	5.	Urban mobility workshops for communities in Oliwa													
Expected results	• Increased share of active mobility in the modal split of transport and among all age groups of residents, especially children and young people • Increased knowledge and awareness among residents, employees of Oliwa's companies, students of the possibilities of alternative modes of transport and routes to reach a particular destination • Bicycle as a means of transport all year round, including autumn and winter														
Risk / barriers	• Lack of good quality cycling infrastructure to connect Oliwa with all other districts • The run out of certain ideas and concepts for the development of urban mobility • Difficulty in reaching all potential target audiences of the campaigns			**Countermeasures to mitigate risk**	• Development of cycling infrastructure in other districts • Searching new idea to enhance people for active mobility and use public transport • Set up the cooperation platform un urban mobility										
Implementing entity / organisation	**Leader**	Gdańsk Public Transport Authority													
	Partners	Gdańsk Roads and Green Areas Administration, Gdańsk Buses and Trams													
Source of funding	City budget, EU funds														

8. Tunnel under Pachołek Hill

In a survey for Oliwa residents, the construction of a tunnel under Pachołek (Pachołek Hill is Oliwa's highest vantage point at 100.8 m above sea level) was one of the most frequent response.

The topic has been mentioned for about 12 years and still arouses great emotion. On a city scale, it has both supporters, e.g. part of the residents of Oliwa, who would like to calm traffic in their neighbourhood, but also opponents, who fear the transfer of even more cars to the streets of the Lower Terrace of Gdańsk (Żabianka, Przymorze, Zaspa districts), which already has a busy road systems too.

Certainly, the construction of this facility would relieve the streets of the historic urban layout of Old Oliwa and open up completely new possibilities for changes in the management of pedestrian, cycling and public transport traffic and the arrangement of public space, e.g. woonerf or one-way streets with pedestrian routes and exposed greenery among historic tenement houses on Rybińskiego, Cystersów Str. or / and others which thanks to subsidies at the local and national level, are gradually undergoing renovation while preserving their historic values.

However, the investment in the tunnel under the Pachołek is a very costly undertaking and requires other major road investments to ensure that the tunnel does not just shift excessive, increased vehicle traffic onto the unsuitable streets of another district.

According to the concept, 3 stages are considered to be built:

- Nowa Spacerowa Street – extended version of the current Spacerowa Str. which runs through the Oliwa Forest and is the main access road from the upper terrace of Gdańsk to Oliwa,
- the tunnel under the Pachołek,
- the Green Boulevards – extension and rebuilding the existing part of Droga Zielona into more oriented to public transport and active mobility way.

The cost of the investment was estimated a few years ago at approx. 2 billion PLN, where the entire annual budget of Gdańsk amounts to approx. 6 billion PLN. An opportunity for the tunnel under Pachołek Hill is the recognition by the national government as a strategic investment. The European Union won't subsidise the project, as it no longer supports strictly road investments. Gdańsk officials are holding talks on the matter at national level.

Figure 41 The concept of a tunnel route under the Pachołek Hill presented few years ago that would relieve traffic volume in Oliwa.

Source: www.gdansk.pl

9. Monitoring and evaluation

Periodic reports should be drawn up on the implementation of the action plan, in which the progress of the implementation and the effectiveness of the adopted measures should be evaluated. These should be prepared approximately every 3-4 years starting from 2025. Reports are foreseen for the periods 2025-2028, 2029-2031 and 2032-2035.
Each report should be prepared in the same way and include:

- description of the general conditions and trends in urban mobility at the Gdańsk / metropolitan level that affect the situation in Oliwa,
- A description of the individual measures that have been completed or are in the process of being implemented,
    - What has been implemented? At what stage are the measures under implementation?
- Presentation of indicators.

If the tasks planned during the period are not carried out, the reasons for this and, if possible, corrective actions should be given.
Each report should contain data, information or a description of the effects of the individual actions.
The summary should include potential changes to be made to the action plan in order to achieve the strategic goals and vision, which will also be adapted to the current urban mobility situation.
In order to achieve the goals in this Integrated Mobility Action Plan, it is necessary to act in a multifaceted and multilevel manner. Some issues are not at all dependent on the actions of Gdańsk, but on the transport systems and inhabitants of other cities.
Changing transport behaviour is a long-term process and the effects of implementing some measures may take several years to bear fruit.
It is important, however, that measures related to sustainable urban mobility are taken, as they bring about multidimensional changes affecting the lives of residents.

Table 7 Indicators for monitoring IMAP 'Oliwa connects'.

Indicators for Oliwa	2028	2031	2035
Number of residents of Oliwa			
Number of junctions, pedestrian crossings where priority was introduced for a specific group of users			
Length of bicycle routes in Oliwa			
Number of linear metres of modernised pavements			
Number of road accidents			
Number of victims of road accidents among pedestrians / cyclists			
Number of vehicles at the junction: Grunwaldzka Ave. - Bażyńskiego Str. – Kołobrzeska Str.			
Number of passengers - Gdańsk Oliwa			
Number of passengers - Oliwa Loop			
Number of parking spaces for coaches			

Modal split in Oliwa - pedestrian traffic			
Modal split in Oliwa - cycling traffic			
Modal split in Oliwa - public transport			
Modal split in Oliwa - passenger cars			
Length of bus lanes			
Number of promotional and educational campaigns on sustainable transport			
Number of bus stops equipped with passenger information system with real time of vehicle departure			
Number of bus/tram connections on particular lines			