


Public transport related measures implemented in the framework of an integrated mobility plan for the Cracow University of Technology

2005

 **University**
Cracow University of Technology

Country
Poland

Location 
Urban centre

Size 
10,000-20,000

Mobility Organizational Structure 
None

Summary

Public transport related measures were introduced at Cracow University of Technology within the framework of an integrated mobility plan for the University, which was implemented as one of the activities of the EU CIVITAS CARAVEL project. The main aim of the mobility plan was to change the employees' and students' mobility habits towards sustainable mobility.

Mobility plan implementation, together with the public transport measures, has brought positive results: an increase in public transport use, but also car-sharing trips and bike trips as well as a decrease in one-person vehicle trips.

Aims

- Change employees' and students' mobility behaviour and increase the use of the sustainable transport modes.
- Reduce car parking needs at the University campuses.
- Reduce traffic congestion near the Warszawska St Campus.

Stakeholders

- Authority of the Cracow University of Technology.
- University students and employees.
- MPK S.A. (public transport operator in Cracow).
- Krakow Transport Authority.

Background

An integrated mobility plan, together with the public transport related measures, was implemented to change the current situation. It was possible to carry out the plan as the University was a one of the partners in an EU CIVITAS CARAVEL project.

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Description

In order to increase the use of public transport, the mobility plan team has created a design concept of one bus line connecting all the campuses.

Research undertaken on the user group of the number 129 bus line has discovered that 80% of the users are students, thus supporting the argument to change the route of that line to enable travel between all the campuses. The design concept has been discussed with the Krakow Transport Authority, but finally it has been not implemented.

In the meantime accessibility by public transport to the University campuses has been increased. A new tram line has been built near the main campus and the Krakow Transport Authority has introduced various new tram lines connecting some of the University campuses.

Additionally, many promotional and educational activities have been organised, such as the distribution of brochures, leaflets, and posters about sustainable mobility, the installation of information kiosks during university events as well as the organisation of workshops and training days, especially for students. The aim was to inform users on the mobility plan solutions and promote sustainable transportation, but also to increase the students' and employees' participation and get their ideas on ways to improve University mobility.



Indicators

- Modal split.
- Number of direct public transport connections between University campuses.
- Number of event participants (e.g. workshops).



Results

Cracow University of Technology was the first public institution in Poland that has implemented a mobility plan. Following this, a set of soft measures used in the mobility plan for the University have been indicated within the Krakow Transport Policy as a one of the instruments that will allow said policy to reach its aims.



Expense

The main costs of implementation were following:

- Costs of the design concept work.
- Costs of the leaflet and brochure design and production.
- Cost of events organization (room, catering, proceedings etc.).



Financing

Costs were covered by the CiVITAS CARAVEL project.

Findings

- Information about the mobility plan implementation is very important – users have to know and feel that all of these solutions are introduced for them to improve their mobility. Use as many sources of information as possible to publicise the solutions and the events among the target group.
- It is a good idea to hire students to work together with you on implementing the mobility plan. They can design some solutions (e.g. a bus line route), help in the events organisation, process the survey results etc. Another option is to give them a problem to solve within the framework of the bachelor or master thesis.
- It is extremely important to cooperate with the Student Union body. They can help to publicise the mobility plan solutions and the events as well as influence other students' attitudes and behaviour.

Pictures



Fig. 1. New tram line near the main University campus

Links

- http://www.caravel.forms.pl/index_eng.php?i=act&id=16

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