

OUTPUT FACT SHEET

Trainings

Version 2

Project index number and acronym	CE1332 SMACKER
Output number and title	O.T1.3-2 - Local to Think Global - TRAINING path Gdynia
Responsible partner (PP name and number)	PP3 GDY Support: PP2 ITL; PP5 UM; PP9 BOKU
Project website	https://www.interreg-central.eu/Content.Node/SMACKER.html
Delivery date	23 September 2020

Summary description of the implemented training measure(s), explaining the specific goal(s), target groups and transnational added value

Gdynia LTG training was conceived to bring at local level the knowledge package preliminary developed in WP.T1, mainly related to best practices able to improve planning, delivering, integrating and communicating transport services with special focus on DRT.

Therefore, the LTG training had the objective of informing and training the decision makers, users, authorities, stakeholders, business and communities (including LMFs) about such best practices, thus also enabling them to contribute to the successful implementation of the Gdynia pilot action.

The training was originally conceived as a seminar also to favour interaction among the participants; due to COVID19 pandemic and the lockdown in Poland, it had to be moved online and took place as a webinar.

The training was prepared and conducted based on the common instructions provided in SMACKER deliverable D.T1.3.1, which provided the suggested training structure with six sessions and the indications on how to build up them:

1. Scope of the training
2. (Changes of) the framework conditions
3. User needs in the pilot region
4. Global to local: Good practice examples
5. The potential of accompanying nudging activities to support the pilot actions
6. Planned pilot action

In Gdynia, sessions 5 and 6 were merged to present nudging activities already identified for the pilot action.

The Sessions were delivered through PowerPoint presentations by persons familiar with the various topics, including the SMACKER pilot action and the region. External speakers were invited for Sessions 2, 3 and 4, while Sessions 1, 5 and 6 were presented by one of the local SMACKER team; one of the external speakers in Session 2 is the SQPM member appointed by GDYNIA. During the webinar, the participants had the opportunity to ask questions via the Chat and/or raising their hands at the end of each presentation and at the end of the whole webinar, the final debate was moderated by the member of the SMACKER team and gave the participants the possibility to get answers to their questions.

SMACKER Target Groups involved in the training were: Local public authority (44 individuals); SME (1); Higher education and research (4).

NUTS region(s) where training(s) have been conducted (relevant NUTS level)

Gdynia LTG training was held in the following NUTS region (NUTS2) and the correspondent sub-region (NUTS3): PL63, Pomorskie - PL633, Trójmiejski.

Expected impact and benefits of the trainings for the concerned territories and target groups

The LTG training addresses the S.O.1 “To grow capacity of SMACKER regions in better plan, deliver, integrate and communicate transport services in their areas”. By delivering it, the capacity of authorities, practitioners and stakeholders and the awareness of the users should be increased. The Gdynia LTG training allowed to raise competence and awareness among LTG training participants, introducing / training them the public transport potential role in local and regional mobility strategies, with a specific focus on DRT.

Indeed, it proved to be effective as 60% of the respondents to the LTG training evaluation questionnaire considered it “Useful” and almost 37% “Very useful”, while 63% experienced that they made a positive impact on the pilot action planning; the training also initiated a positive reflection process among the participants (63%) about their travel choices. 33% of the participants rated the training as “Very good”, and 57% as “Excellent”.

The training served to build institutional capacity, as Local public authorities took part to it. The participation of Higher education and research bodies enables in perspective to grow the transport design skills. Also 1 professional (SME) attended the event as a speaker, which enabled to bring into the event also such point of view.

Sustainability of the training(s) and developed training material(s) and their transferability to other territories and stakeholders

The report of the LTG training is an official SMACKER deliverable and will be made publicly available through the SMACKER website as soon as it is approved by the JS (i.e. approval of JPR3 containing it). All the institutions and organizations interested in increasing accessibility, especially in low population density rural and peri-urban areas, can use the SMACKER LTG training material. This possibility can be exploited also by the Target Groups outside the SMACKER ones (ref. AF, page 86).

The Gdynia LTG training path achievements could also be useful for the SMACKER ETP followers (ref. WP.T3), in case they would be interested in implementing a LTG training on their own.

A number of lessons were learnt through the Gdynia LTG training. Among them:

- when serving the peripheral areas, public transport should be perceived more integrally, it is necessary to prioritize public transport, punctuality, increase the number of stops or reduce the distance to stops, increasing also the quality of waiting time for buses, the latter being also a nudging element;
- factors that encourage people to travel by public transport include: punctuality, distance to the stop, frequency, comfort while waiting for the bus, quality of service;
- it is important to draft a DRT strategy considering potential future evolutions of the service, and the kind of targeted users;
- the available budget should be considered to design the proper DRT service / offer, as different solutions have different purchase, implementation and maintenance costs.

References to relevant deliverables and web-links

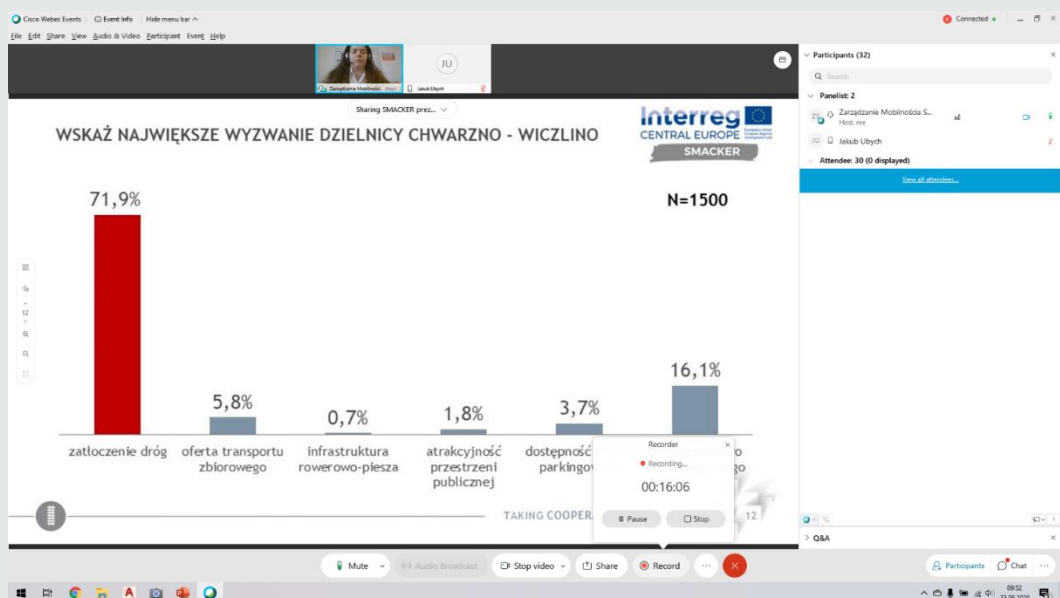
If applicable, pictures or images to be provided as annex

Gdynia LTG training is reported in deliverable D.T1.3.4, while the main features and achievements also contribute to build up the report on the implementation of all the six foreseen LTG trainings in SMACKER, i.e. D.T1.3.9 the will be delivered at the beginning of RP4 due as, due to COVID19 pandemic, some LTG trainings were postponed from the end of RP2 to the end of RP3, thus causing the consequent postponement of the finalization of such summarizing report.

D.T1.3.4 is included in the SMACKER JPR3 submitted on eMS on 14 December 2020.

As soon as it gets approved (i.e. JPR3 is accepted by the JS), it will be also uploaded on the SMACKER website <https://www.interreg-central.eu/Content.Node/SMACKER.html> - section "PUBLICATIONS".

Some screenshots of the event are attached here below. Full details and the training material are available in D.T1.3.4.



- Chwarzno-Wiczlino na tle Gdyni cechuje wysoki poziom zmotoryzowania gospodarstw domowych;
- Już w 2015 roku odsetek gospodarstw domowych w tej dzielnicy posiadających co najmniej jeden samochód osobowy wynosił 88% (podczas gdy na Chylonii 61%, Witominie 62%);
- Należy wziąć też pod uwagę mieszkańców gminy Szemud (liczba samochodów osobowych w przeliczeniu na 1000 mieszkańców była tam już w 2015 roku porównywalna z Gdynią).

Źródło: Plan Zrównoważonej Mobilności Miejskiej dla Gdyni, październik 2016

Rozkład jazdy linii 908

linia autobusowa dzienna zwykła – transport na żądanie
przystanek: Maczka (28411) [pokaż lokalizację](#) [zobacz przystanek](#)
kierunek: Kwiatkowskiego lub Chobolańska Szkoła
inne linie na tym przystanku: 88
najbliższy odjazd: 9:43 (za 13 min)
[pokaż rzeczywiste godziny odjazdów](#)

Transport na żądanie – kursy realizowane są wyłącznie po uprzednim telefonicznym zgłoszeniu pod nr tel. 669 680 146 minimum 20 minut przed planowanym rozpoczęciem kursu.

dni nauki w szkołach														kursy									
4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23				
30	25 ^h	25 ^h	00 ^h	00 ^h	05	25 ^h	30	00 ^h	00	20	00 ^h	00	20	00	00	00	00	00	00				
30 ^h	35	10	20 ^h	15 ^h	30	35 ^h	20	30 ^h	20	30 ^h	55												
55			25 ^h	35	50	50 ^h	40	35 ^h	40														
			43 ^h	55 ^h																			

ważny od 24.02.2020

dni powszednie wolne od nauki w szkołach [pokaż](#)

objaśnienia:
b – kurs do pętli „Chobolańska Szkoła”
c – kurs tylko do przystanku „Gumieńce”

operator: Przedsiębiorstwo Komunikacji Samochodowej w Szczecinie Spółka z o.o.

Krakowski „tele - bus” - zastosowane rozwiązania

- Rezerwacja tylko drogą telefoniczną,
- Brak urządzeń do śledzenia lokalizacji pojazdu,
- Plan modernizacji floty i systemu do zgłaszania rezerwacji o internetową aplikację,
- Specjalne oprogramowanie do koordynacji usług.