

# **The specific issues of urban mobility: from heritage to potentials Poland | Krakow**

**4 November 2014**

**Social and economic conflicts of transition towards democracy and market economy  
Central and Eastern Europe 25 years after – in a comparative perspective**

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# Krakow, Poland

750 000 inhabitants,  
1 million agglomeration

Second largest city in Poland

Second largest academic city

Top 10 largest outsourcing in Europe

9 million tourists every year

PKB (EU=100) > Poland = 65  
Kraków = 95



# Krakow PT system:

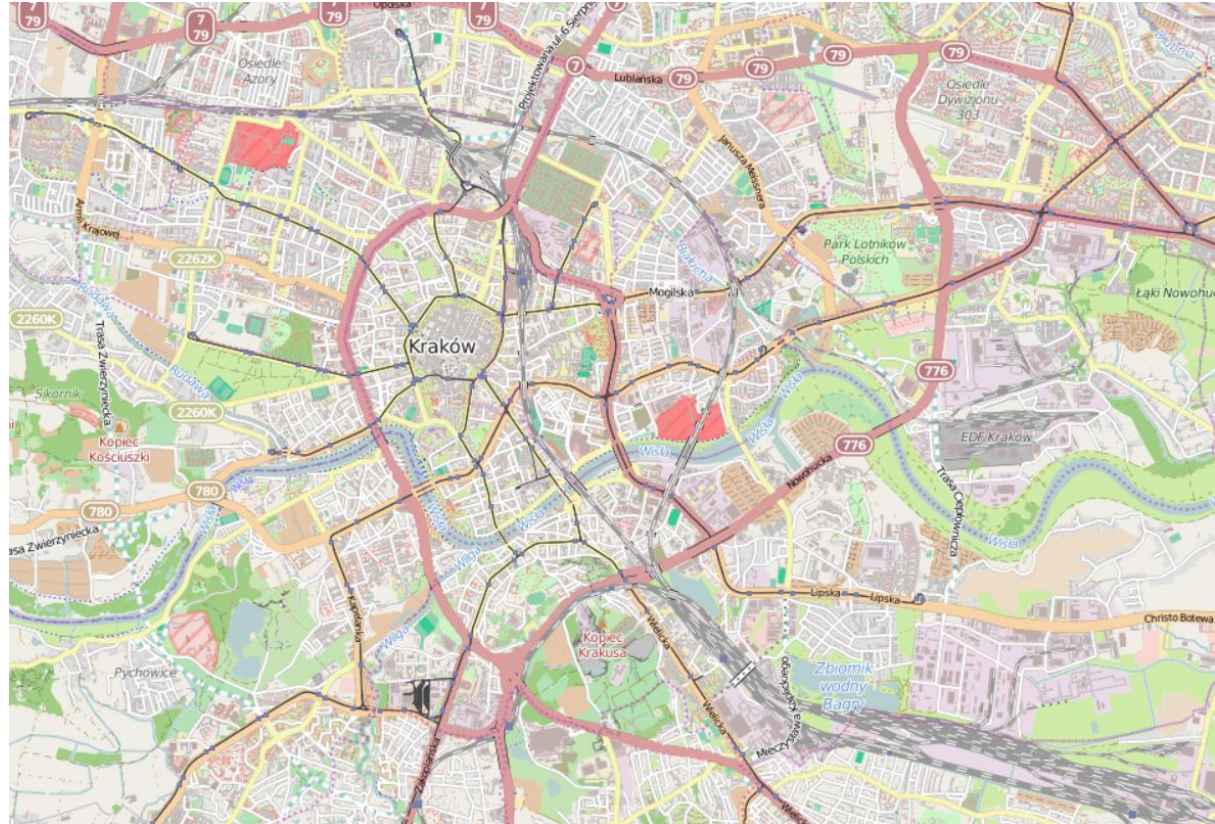
**Tramway**

**Bus**

**Aglomeration Railway  
starts on December 2014**

**Referendum 2014**

- 85 % YES for cycling infrastructure !
- 52% YES for metro





# A heritage of post-communist countries in urban transport:

## MODAL SPLIT



A heritage of post-communist countries in urban transport:

## MODAL SPLIT

Vehicles / 1000 inhabitants

| L a t a    | Austria | Francja | Hiszpania | Niemcy | Polska | Włochy | UE-27 |
|------------|---------|---------|-----------|--------|--------|--------|-------|
| 1991 ..... | 402     | 408     | 322       | 393    | 160    | 503    | 334   |
| 1992 ..... | 416     | 410     | 336       | 437    | 170    | 518    | 348   |
| 1993 ..... | 427     | 414     | 343       | 479    | 176    | 522    | 360   |
| 1994 ..... | 439     | 421     | 350       | 489    | 186    | 522    | 368   |
| 1995 ..... | 452     | 423     | 361       | 496    | 195    | 533    | 375   |
| 1996 ..... | 464     | 428     | 374       | 501    | 209    | 536    | 384   |
| 1997 ..... | 475     | 437     | 387       | 504    | 221    | 541    | 388   |
| 1998 ..... | 488     | 447     | 405       | 508    | 230    | 555    | 401   |
| 1999 ..... | 502     | 457     | 423       | 516    | 240    | 563    | 412   |
| 2000 ..... | 512     | 463     | 436       | 533    | 258    | 572    | 423   |
| 2001 ..... | 521     | 471     | 448       | 540    | 275    | 584    | 437   |
| 2002 ..... | 494     | 475     | 457       | 542    | 288    | 591    | 444   |
| 2003 ..... | 500     | 478     | 449       | 545    | 294    | .      | 446   |
| 2004 ..... | 505     | 480     | 461       | 550    | 314    | 587    | 448   |
| 2005 ..... | 507     | 480     | 471       | 559    | 323    | 593    | 450   |
| 2006 ..... | 509     | 483     | 481       | 565    | 351    | 601    | 455   |
| 2007 ..... | 513     | 482     | 489       | 500    | 383    | 603    | 463   |
| 2008 ..... | 515     | .       | 489       | 503    | 422    | .      | 470   |
| 2009 ..... | 522     | .       | 480       | 509    | 433    | 606    | 473   |



A heritage of post-communist countries in urban transport:

**SPATIAL DEVELOPMENT**





A heritage of post-communist countries in urban transport:

**LACK of GOODS**



# Polish Urban Mobility 1989 - 2014

*„Poland will be a second  
Japan”*

*Lech Walesa, former President*





# Polish Urban Mobility 1989 – 2014

## Infrastructure



# Polish Urban Mobility 1989 – 2014

## Organizational changes from communism to capitalism





# Polish Urban Mobility 1989 – 2014

## Organizational changes from communism to capitalism

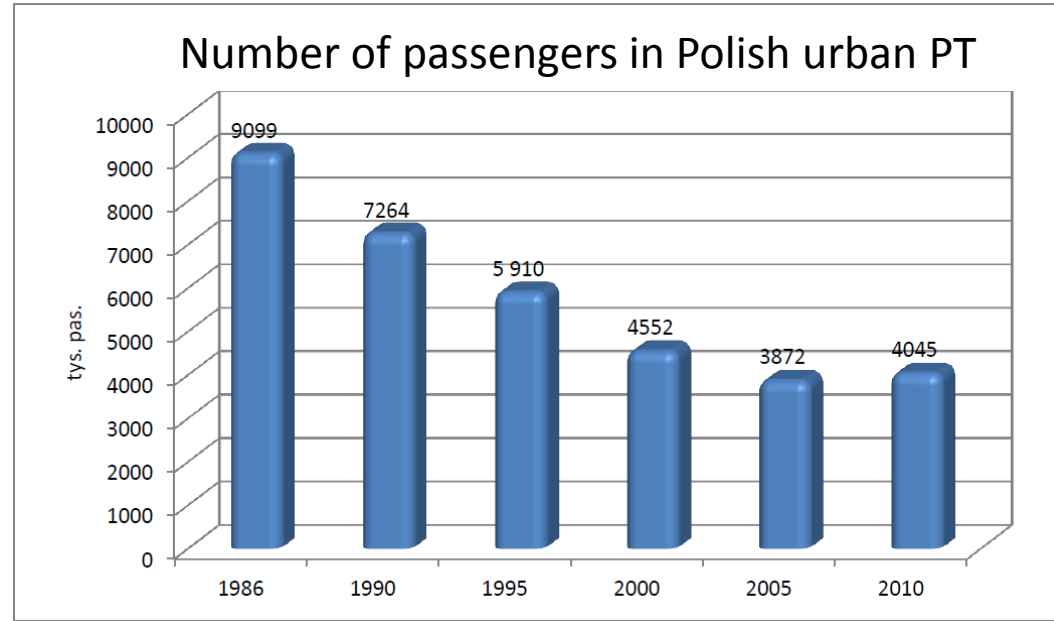


# Polish Urban Mobility 1989 – 2014

## Modal split change



Krakow modal split change PT → Car :  
PT 1995 = 48,6% 2013 = 36,3%





# Polish Urban Mobility 1989 – 2014

## EU integration



Future

Looking for a Polish  
Boris Johnson?

Education

Public participation

Networking





# Future

Stop creating second  
Copenhagen or Vienna

Just answer a real  
inhabitants needs:

- Health
- Safety
- Time & cost reduction
- Quality of life in the city



Before



After



# Need of CEE pioneer cities

3,2 km Copenhagen's Stroget, called the longest car free streets in the World ...

**3,4** km system of car free streets in Krakow since 1 July 2013

The World's longest Pedestrian Street - "Stroget"



10 - most popular tourist site







Thank You

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