KRAKOW
CITY CENTRE

WALK21
LEADING THE WALKING MOVEMENT

Project Summary

The Old Town in the City of Krakow is a UNESCO heritage site – its narrow streets were designed for walking and access for motorised vehicles continues to be restricted with the exception of deliveries made before 10 am; residents; taxis; and users that have special mobility needs.

In 2016 a new study, as part of the general mobility strategy development, clarified the barriers to walking more in the city. Key issues included: cars parked on sidewalks; poor signal timings at crossings; unsafe crossings; inaccessible underpasses; and insufficient footpath widths.

In response, a two year project invested in: Formalising sidewalk parking to ensure the legal 2m minimum accessible width; removing or adjusting signals at crossings across the city; new elevated crossings at education sites; new at grade crossings to replace underpasses; and further motorised traffic restrictions in high pedestrian volume areas.

The first six months were for preparation, followed by six more months on consultations – especially for parking reforms – and a full twelve months for implementing the measures.

The project had a highly participatory approach, and there was extensive communication with the community. The parking reorganisation and the implementation of the new zebra crossings were particularly delicate subjects. Consequently, there were over a dozen meetings focusing on specific streets, instead of broader open meetings.

The project has resulted in a 7% reduction in traffic in the city centre, largely due to a 15% reduction of parking spaces. This is particularly interesting, as the project was a low-cost initiative (around 1 million EUR), based mostly on traffic signs and bollards.

LOCATION:

Krakow, Poland

ORGANISATION:

Krakow City Government

KEY OUTPUTS:

Sidewalk design guidance; parking enforcement; Reallocation of space

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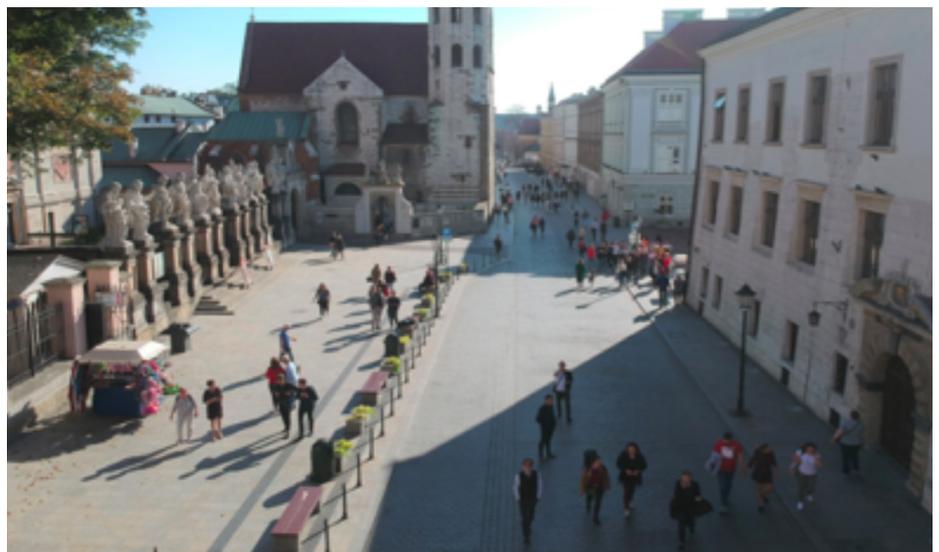
Historical Centre in Krakow almost entirely for pedestrians