

# Warszawska Polityka Mobilności



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**Warszawa, April 2017**

[www.transport.um.warszawa.pl](http://www.transport.um.warszawa.pl)





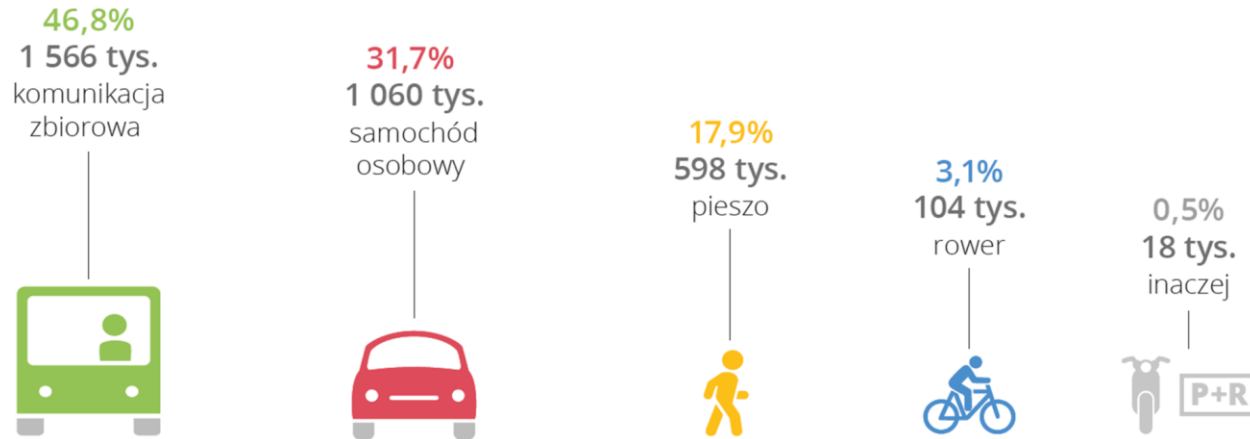
# Public transport in numbers

- The Public Transport system organized by the ZTM/PTA carries ca. 1.2 mld passengers in total a year
- Rail systems: trains, metro and trams carry more than 40 mln (46.9 mln) passengers a month, which means 49.5% of all the passengers of the ZTM
- The share of certain transport means is as below:
  - Warsaw Trams – 22.7 mln (24%) a month,
  - Warsaw Metro – 19.2 mln (20.23%),
  - SKM (urban railway) – 2 mln (2.1%),
  - KM and WKD (regional and suburban railways), with common ticket, carry 2.7 mln (2.9%) and 0.327 mln (0.4%)
- The following 47.8 mln (50.5%) passengers are carried by buses, upon contracts with the MZA (municipal bus operator) and private carriers:
  - PKS Grodzisk Mazowiecki,
  - ITS Michalczewski,
  - Mobilis,
  - Arriva.

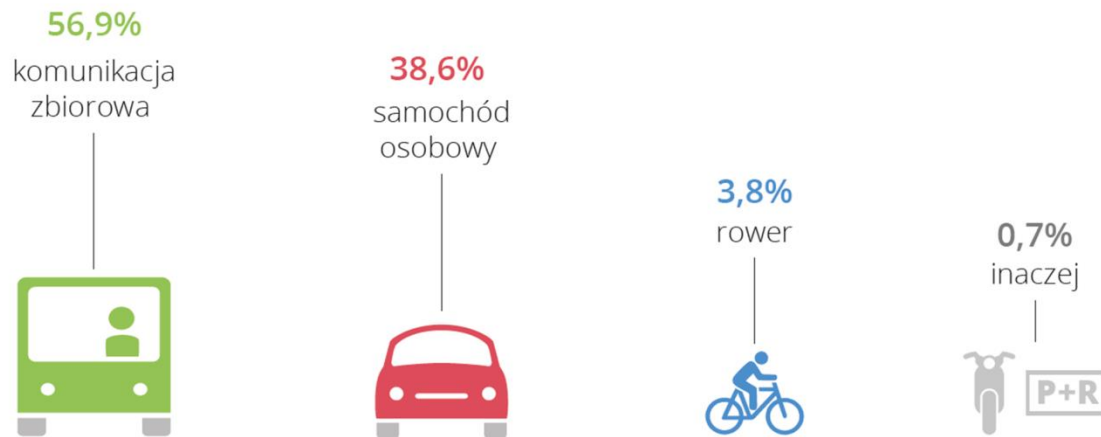


# Warszawskie Badanie Ruchu 2015

## PODRÓŻE OGÓŁEM

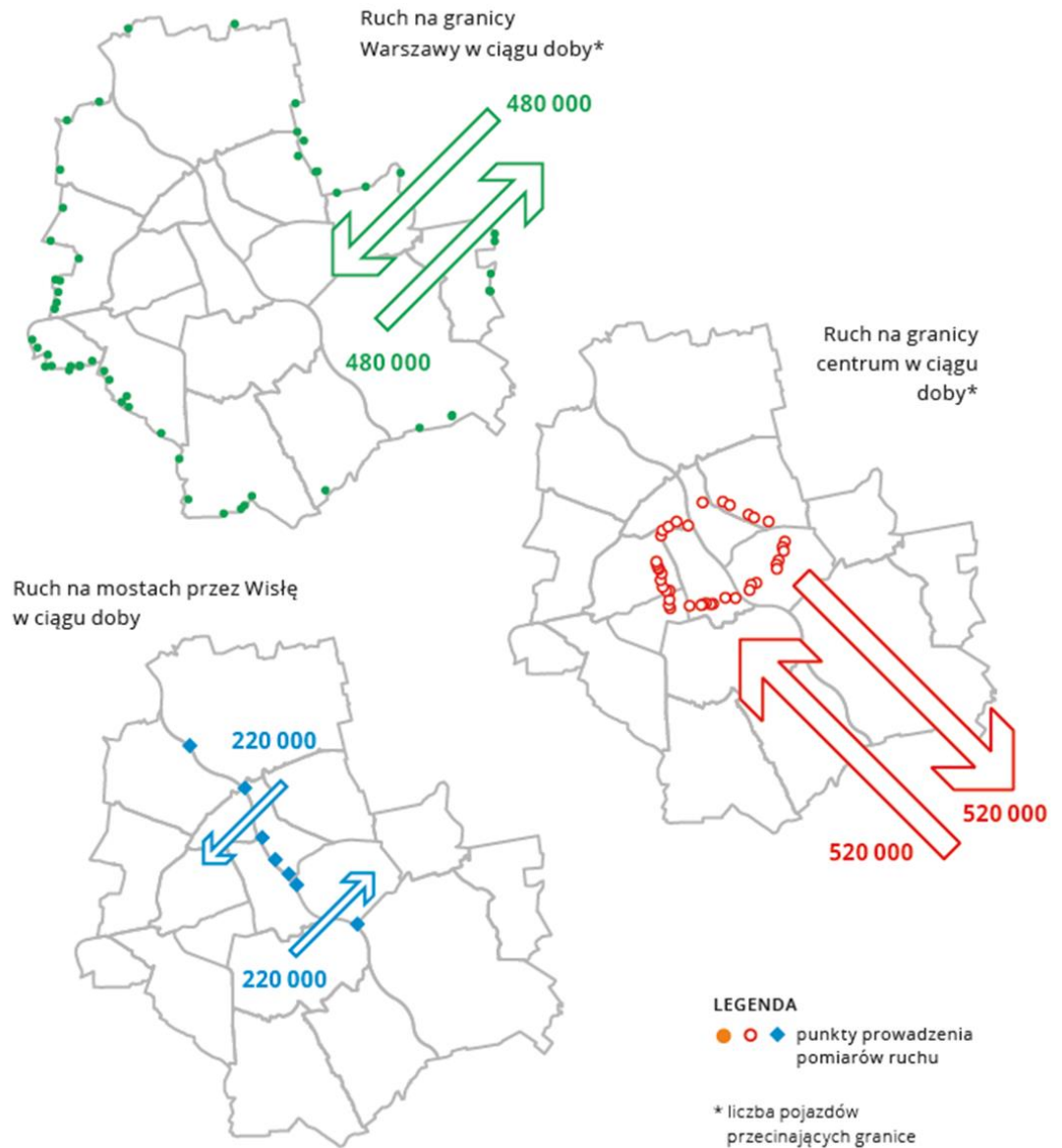


## PODRÓŻE NIEPIESZE



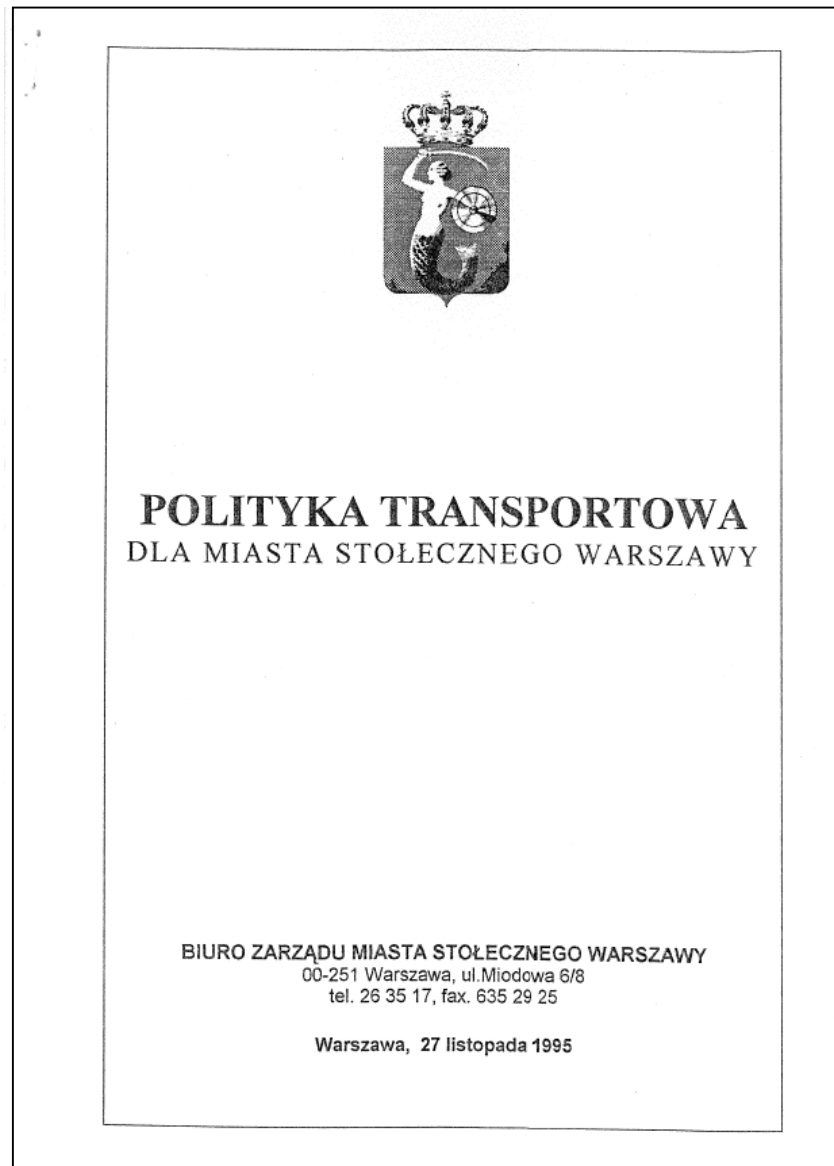


# Warsaw Traffic Research 2015





# Transport Policy for the City of Warsaw, 1995



Document approved by the City Council in 1995 (resolution no XXVI/193/95)





# The transport system of Warsaw: Sustainable Development Strategy up till 2015 and successive years



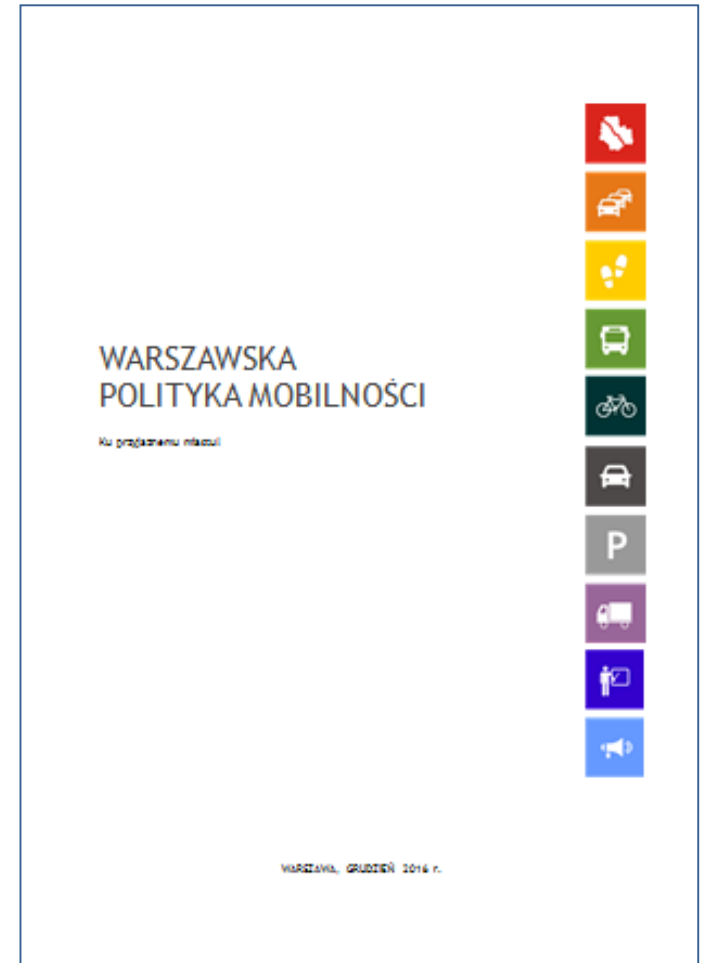
Document approved by the City Council in 2009 (resolution no LVIII/1749/2009)





# Warsaw Mobility Plan

- Document developed: 2014-2016
- It complements and develops the Transport Policy in its section on the management of transport demand.





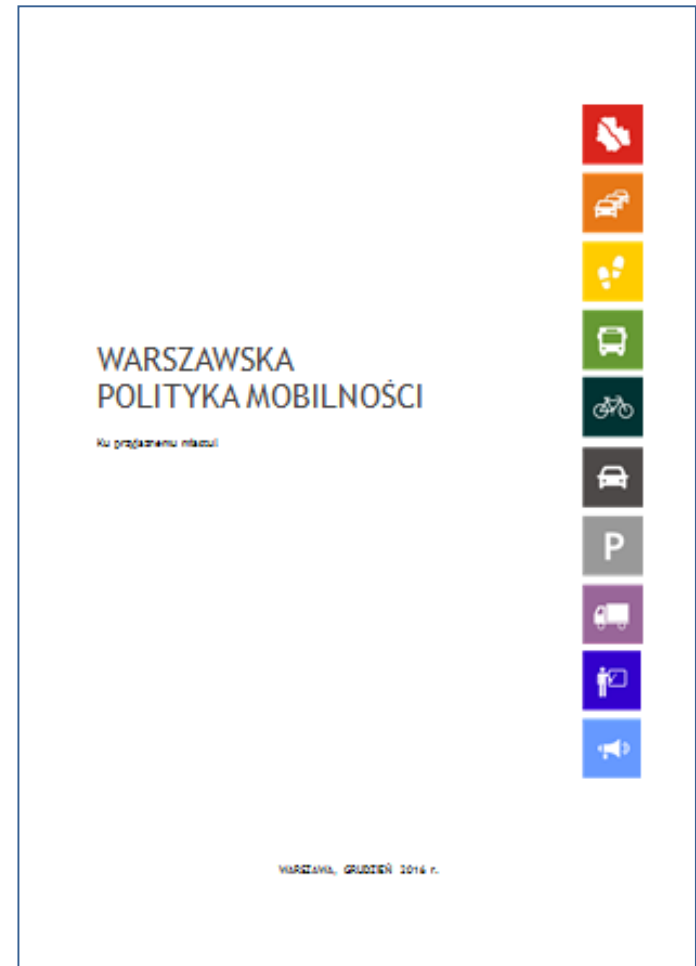
# Warsaw Mobility Plan

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# Warsaw Mobility Plan

## Stage I

- a. Organizing workshops with City of Warsaw representatives and authorities concerning:
  - mobility in the context of spatial planning, influencing demand + ways of satisfying it and increasing the flexibility of the transport system
  - mobility as means of transport (role of the PT, car, bicycle and pedestrian traffic) and system availability for users groups
  - educational policy, promoting urban mobility
  - freight traffic and fiscal measures
- b. Conclusions
- c. 1st edition of Warsaw Mobility Plan



# **Warsaw Mobility Plan**

## **Stage II**

- a. Gathering comments and recommendations – 2nd edition of the document
- b. Presentation to the City management, internal discussions – 3rd III edition of the document
- c. Public consultation – 4th IV (final) edition
- d. Acceptance by the City Council – 6th April 2017



**Mobility policy** is the concept of promoting sustainable transport and managing demand for cars by changing attitudes and behaviors of travellers/citizens.

**Mobility** is the ability of people to travel (in a transport system).







# Warsaw Mobility Plan

- The implementation of WMP is expected to affect the size and manner of satisfying transport demand
- In the first place, it intends to encourage car users to change their attitudes and to use public transport means or to travel by bicycle or on foot.





# Warsaw Mobility Plan

- There are 70 tasks in 10 areas.
- Financing of the WMP tasks requires no additional budget allocations in the city budget. It is just necessary to make changes to the expenditure structure.
- The tasks will be carried out in accordance with the timetable prepared up till 2020 and after 2020 with priorities and identification of implementing and co-working units.



# Warsaw Mobility Plan

## AREAS

- ☐ Spatial planning
- ☐ Impact on demand for transport
- ☐ Pedestrian traffic
- ☐ Public transport
- ☐ Role of a bicycle in the city
- ☐ Role of a car in the city
- ☐ Parking
- ☐ Freight
- ☐ Education
- ☐ Promotion





## 1. *Spatial Planning*

2. *Impact on demand for transport*
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- changing parking limits for new buildings
- changing principles for development of local plans
- review and verification of existing/binding local plans
- **implementing - as a rule - performing an Investment's Transport Plan at the stage of a Development Conditions procedure**
- **Integrated Development Plans for certain areas**
- **transformation of problem areas program**
- revitalization program for streets and squares
- concept of green transport corridors

leading unit: BAiPP; co-operating units: BPMiT, CKS, KZ, ZTM, Districts







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- **mobility plans**
- integrated action program to reduce the demand for transport during peak hours
- multifunctional use of car parks
- individualization program for public transport services
- development of sustainable urban mobility calculator
- transport experiments

leading units: BPMiT i ZTM; co-operating units: BE, ZDM





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- ☐ introduction of pedestrian engineering design standards
- ☐ program for organizing pedestrian areas in the downtown area
- ☐ pedestrian crossings adjustment program in the downtown area for people with limited mobility
- ☐ program for the elimination of traffic barriers in pedestrian traffic
- ☐ public space recovery program
- ☐ Pedestrian infrastructure audit

leading units: BPMiT, BAiPP; co-operating units: ZDM, ZTP, KZ, CKS, Districts



## Leading role of public transport (PT)

- ✓ Not less than 60% in a city scale
- ✓ More than 80% downtown area
- ✓ Up to 50% from agglomeration to Warsaw

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- ☐ extending of Warsaw's cooperation with the Mazovian Voivodship and surrounding municipalities
- ☐ ongoing modernization and development of bus, tram and metro transport, improvement of railway connections
- ☐ integration of transport systems
- ☐ setting the dependence of tariffs on price flexibility of the demand
- ☐ rationalization of PT line systems (tram/bus)
- ☐ ITS implementation
- ☐ PT cost analysis
- ☐ Passenger Card implementation

leading units: ZTM, BPMiT, ZDM; co-operating units: Municipal Guard, BBiZK



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- ☐ adjusting the downtown area for bicycle traffic
- ☐ development of inter-districts bicycle paths program
- ☐ districts development plans
- ☐ Eliminating barriers and obstacles in traffic programme
- ☐ Bicycle infrastructure audit
- ☐ „Bike at schools” program
- ☐ development of Veturilo system (public bike)
- ☐ development of B+R system
- ☐ city bike service

leading units: ZDM, BPMiT, ZTM; co-operating units: ZMID, Districts, BE



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- ✓ **Bicycle traffic development, with respect to pedestrian rights** – as first: solutions providing bicycle and pedestrian traffic separation
- ✓ Promoting safe behaviour and bicycle-using culture among cyclists, good practices of co-existing with pedestrians in common space

leading units: ZDM, BPMiT, ZTM; co-operating units: ZMID, Districts, BE



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- ☐ reducing the capacity of streets and intersections, giving priority to pedestrian traffic
- ☐ carsharing/carpooling development
- ☐ supporting the use of small-sized cars with small engines with eco-drive
- ☐ Development of P+R i K+R systems

leading units: BPMiT, ZTM, ZDM; co-operating units: BAiPP, Districts, CKS



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- ☐ program of arranging parking in the downtown area and district centers
- ☐ increasing the efficiency of the toll-parking zone and increasing the enforcement of parking rules
- ☐ city parking program
- ☐ limited parking in the vicinity of new buildings
- ☐ arranging bus parking places
- ☐ parking management system

leading units: ZDM, BPMiT i BAiPP; co-operating units: Districts, CKS, KZ, Municipal Guard, Police



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- ❑ **organizing the city logistics system** – a supply chain in co-operation with stakeholders
- ❑ new accessibility rules for lorries

leading units: BPMiT, ZDM



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- ☐ study and analysis on target groups WMP - cooperation program with target groups
- ☐ school education program on sustainable mobility
- ☐ „Mobility friends at schools” program
- ☐ education program on sustainable mobility for adults
- ☐ launching a training center "Mobility City,,
- ☐ Warsaw Round Table on Mobility
- ☐ Warsaw Mobility Centre

leading unit: BPMiT; co-operating units: BE, CKS, ZTM, ZDM, TW, BSiR, CIESiS





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## **10. Promotion**

- Mobility Fest
- „Be active for sustainable mobility” program
- Warsaw good practices
- Warsaw Mobility Calendar
- Warsaw Book for Mobility Activities
- Conference on Mobility in Warsaw
- Metropolitan space for recreation
- Information on how to travel by PT

leading units: BPMiT, BMM, CKS; co-operating units: TW, BSiR, ZDM, ZTM, BK, BKliRwPD, BOU, BPiPS



# Warsaw Mobility Plan

## Monitoring system

- Annual reports drawn up by the end of the first quarter of the year following the year of the assessment. Reports will include:
  - overall assessment of WMP implementation,
  - overall assessment of WMP goals with assumed measures,
  - implementation assessment of the tasks mentioned in WMP,
  - identification of problems related to the implementation of WMP,
  - formulating recommendations for increasing the effectiveness of WMP implementation.



# Public consultation process



Warszawska  
Polityka  
Mobilności



## „Warszawska polityka mobilności” Konsultacje społeczne



15 czerwca – 10 października 2016 r.





# Warsaw Mobility Plan

Public consultation: 15 June – 10 October 2016

As a result of the public consultation, the opinions and remarks were submitted mainly by electronic means.

There were 168 opinions with 762 remarks, including :

- a) 348 remarks taken into account,
- b) 298 remarks rejected,
- c) 48 remarks taken into account in part,
- d) 68 remarks taken as comments to the document.



# Thank you for your attention

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