



ZARZĄD TRANSPORTU MIEJSKIEGO
W WARSZAWIE

Public Transport Scheme

City Center, the area of interest

04.04.2017 r.



Agenda

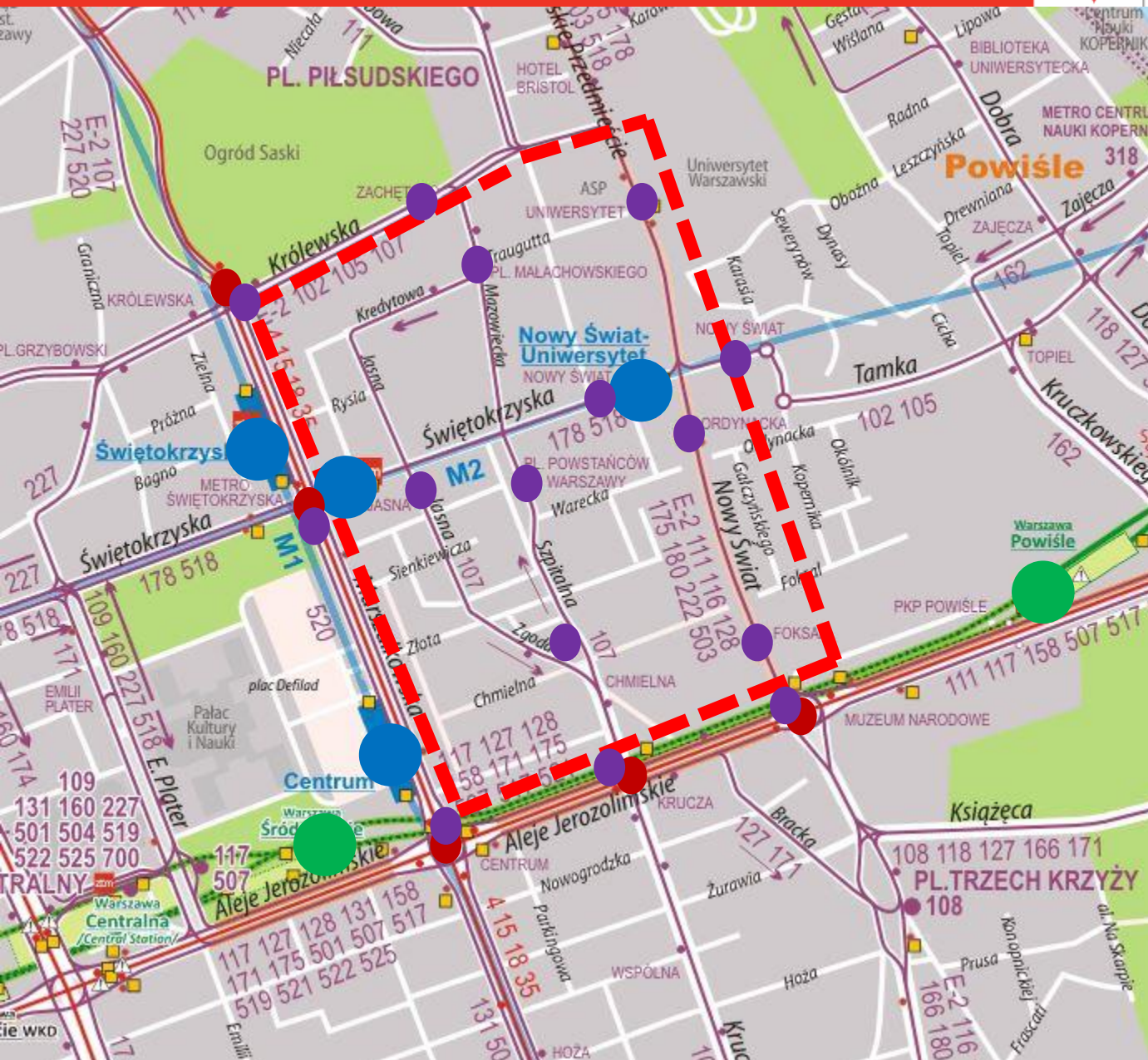
Basic information

Local service

Transit through the area, W-E direction

Transit through the area, N-S direction

Summary



underground stations

- both M1 (NS) and M2 (WE)

railway stations

WE corridor

tram stops

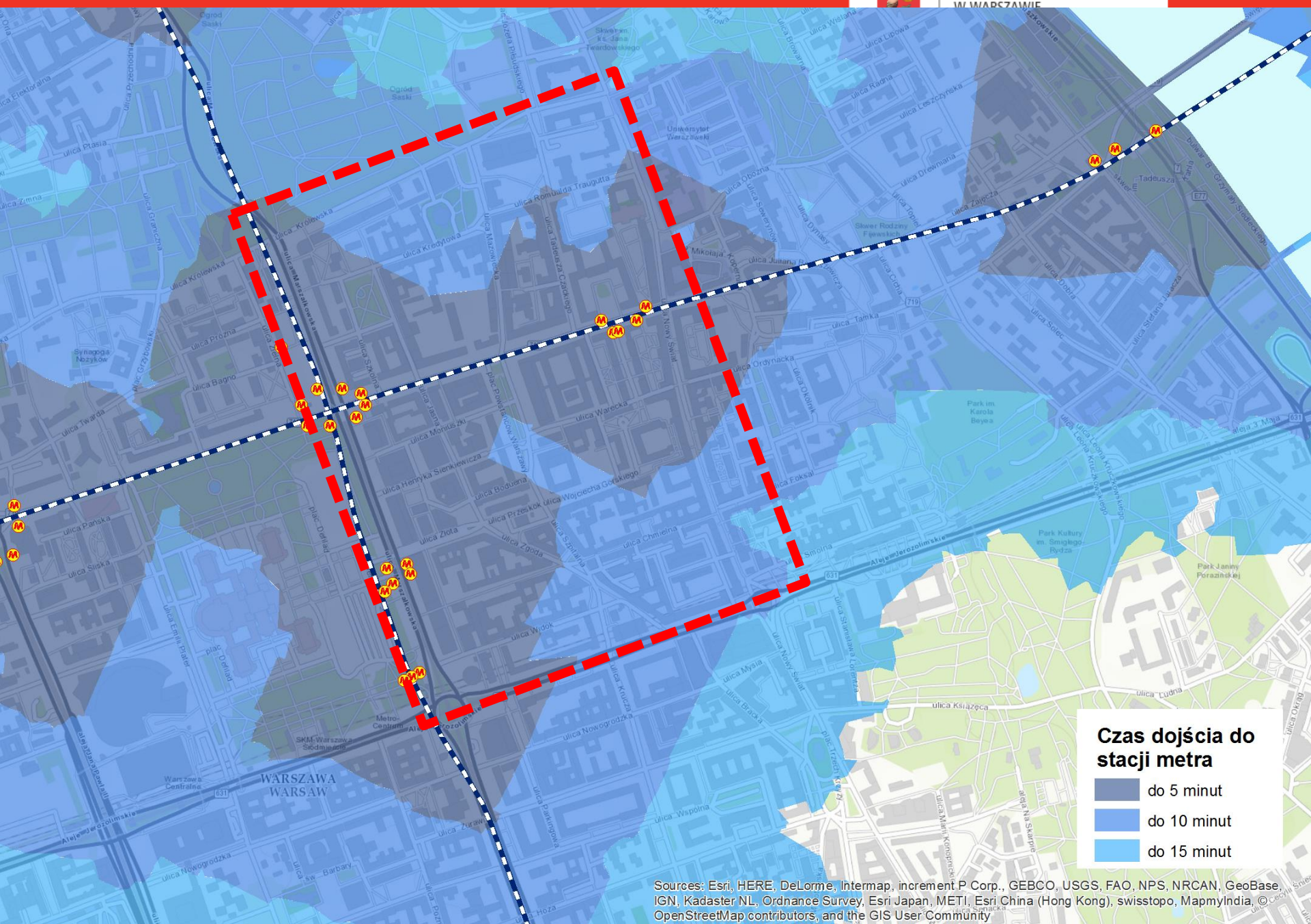
- WE and NS corridors

bus stops

Access to underground stations



ZARZĄD TRANSPORTU MIEJSKIEGO
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Czas dojścia do stacji metra

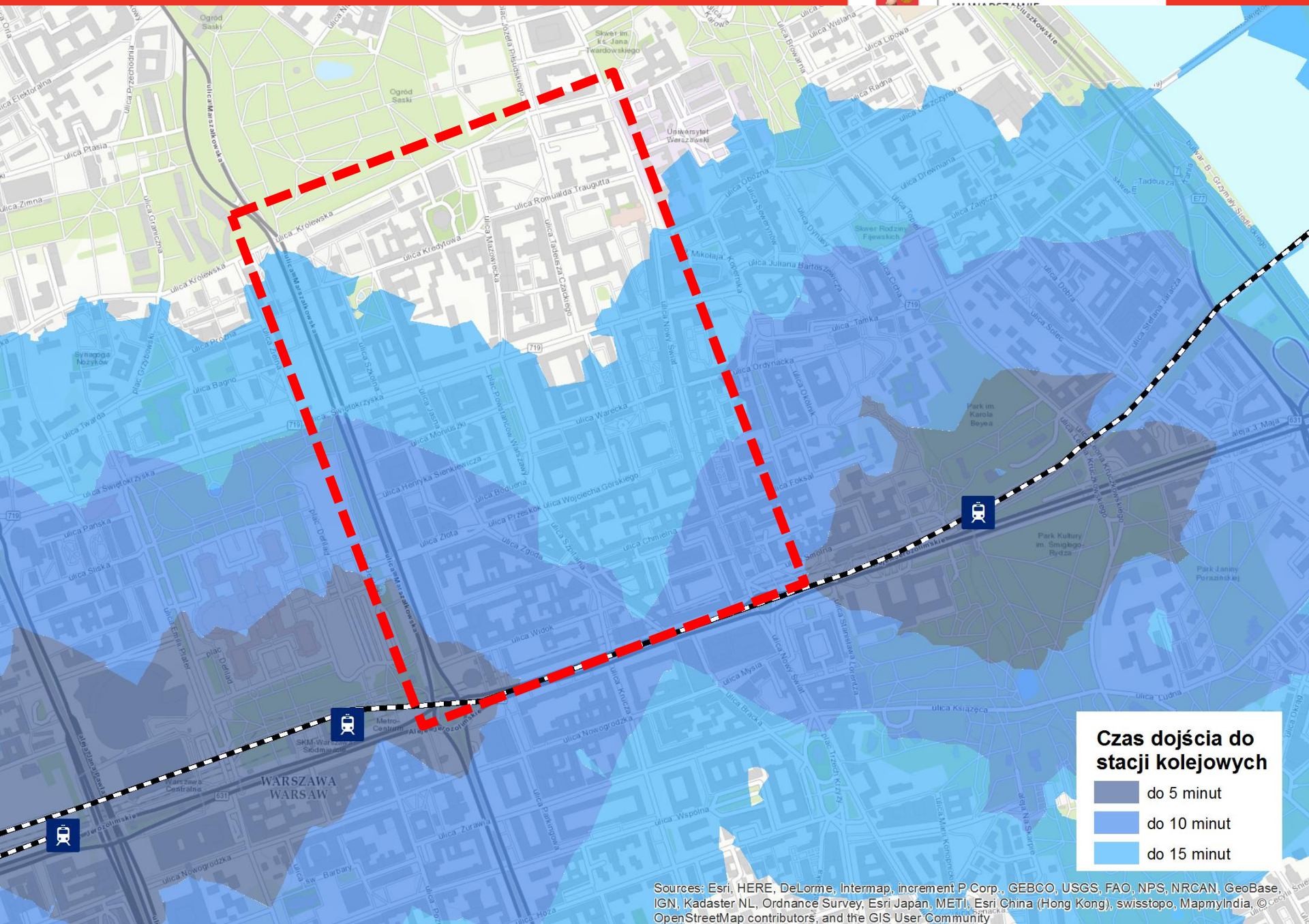
- do 5 minut
- do 10 minut
- do 15 minut

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Access to train stations



ZARZĄD TRANSPORTU MIEJSKIEGO

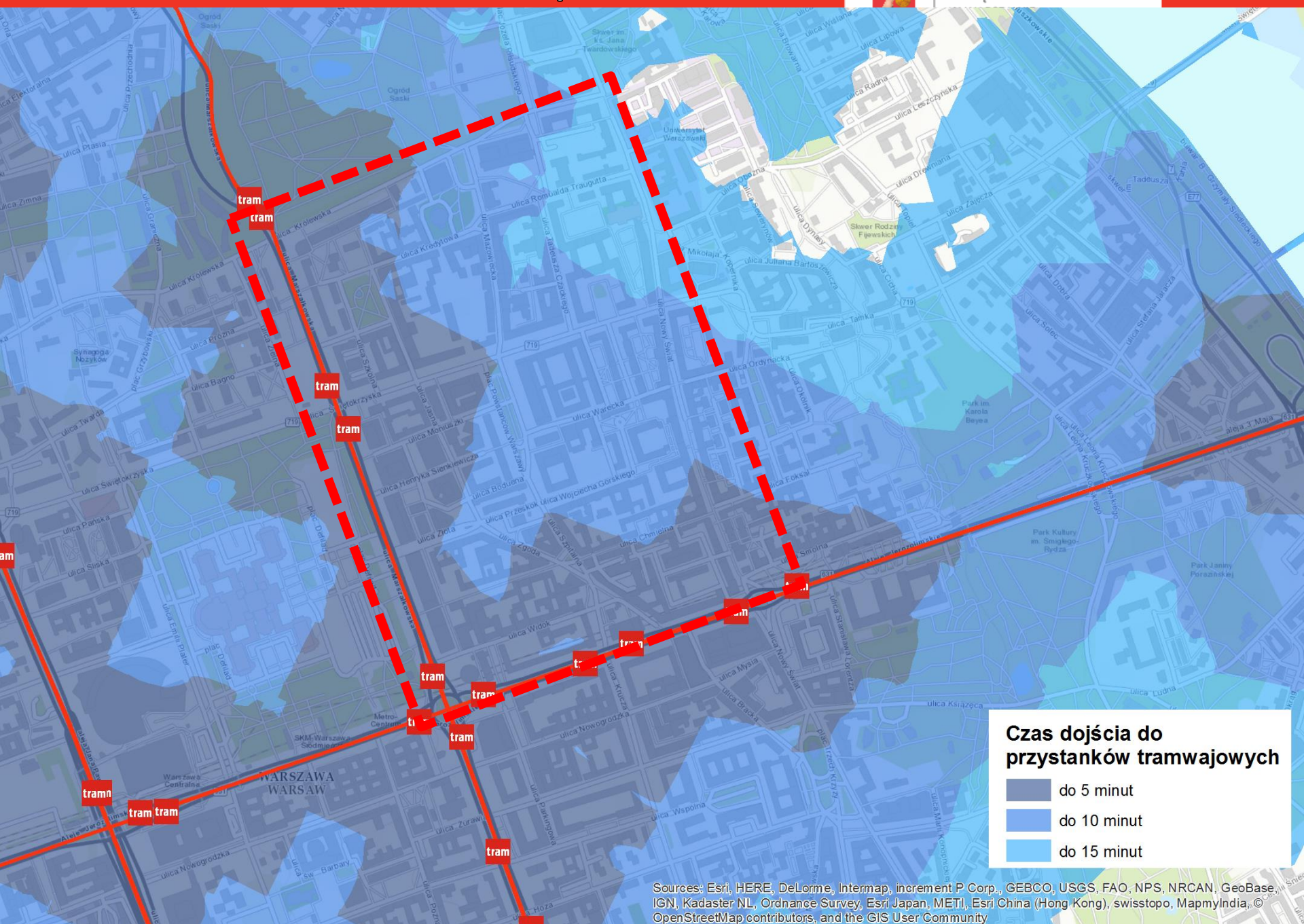


Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Access to tram stops



ZARZĄD TRANSPORTU MIEJSKIEGO

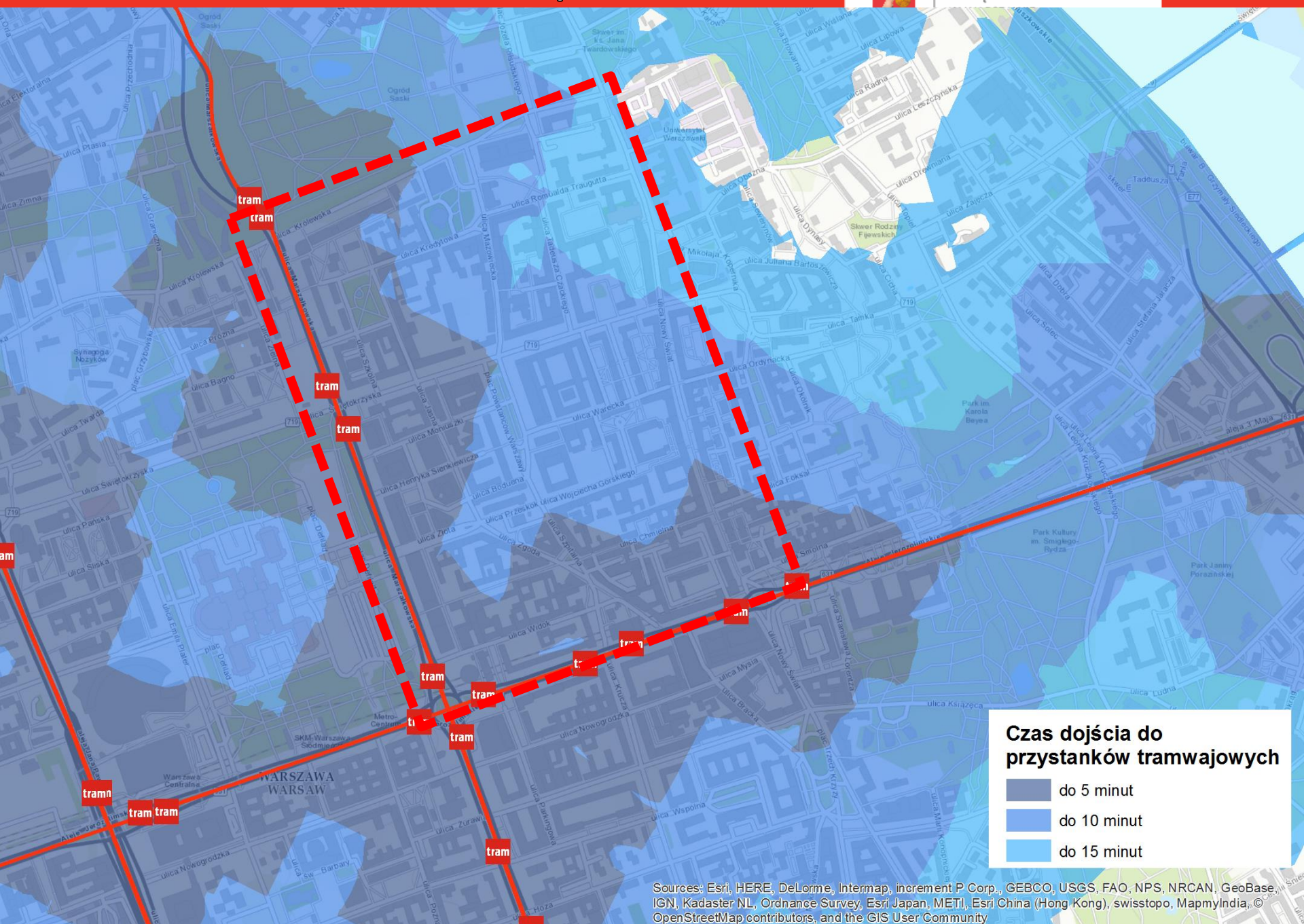


Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Access to tram stops



ZARZĄD TRANSPORTU MIEJSKIEGO



Czas dojścia do przystanków tramwajowych

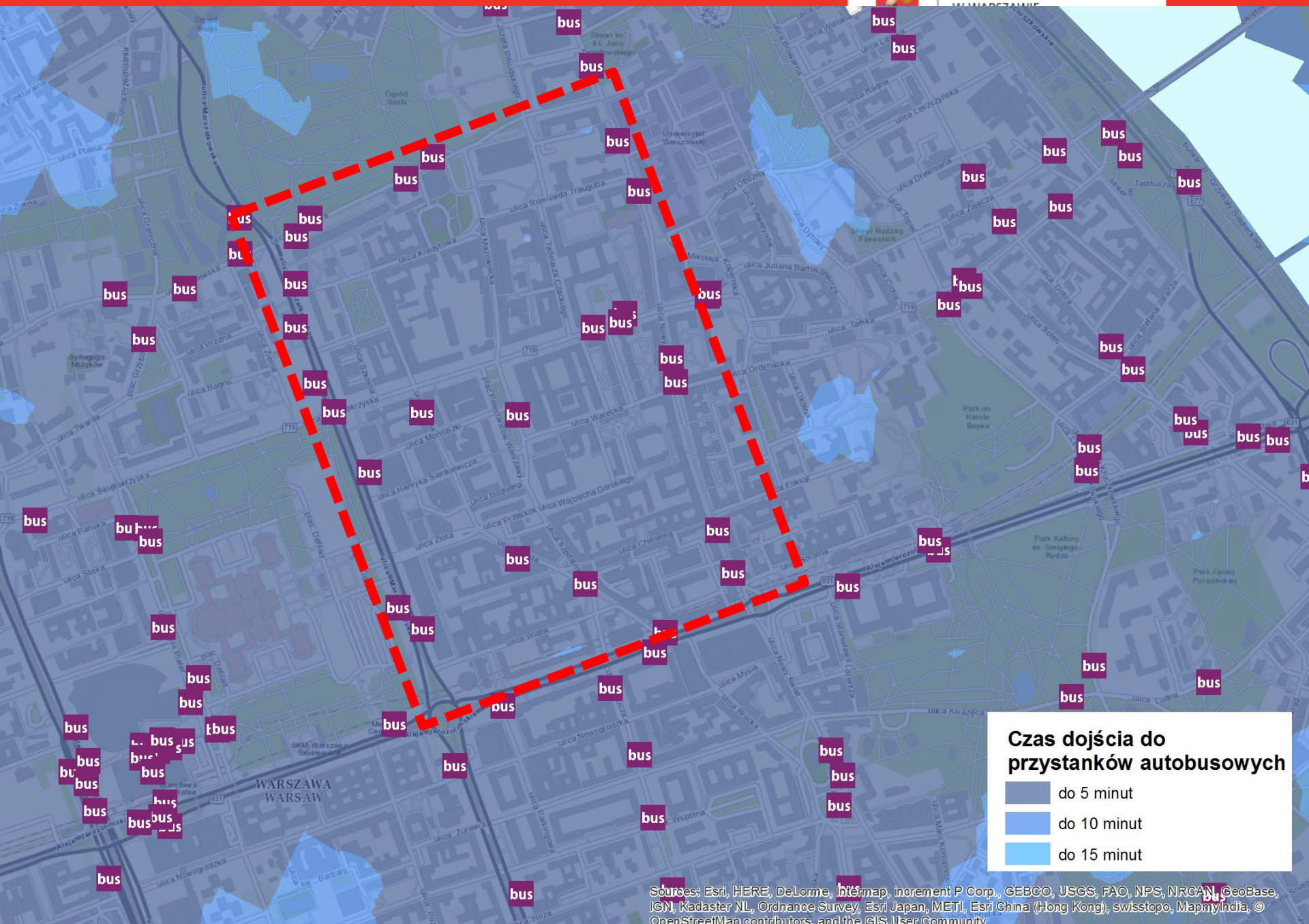
- do 5 minut
- do 10 minut
- do 15 minut

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Access to bus stops



ZARZĄD TRANSPORTU MIEJSKIEGO
W WARSZAWIE



Czas dojścia do przystanków autobusowych

- do 5 minut
- do 10 minut
- do 15 minut

Sources: Esri, HERE, DeLorme, Mapbox, InCREMENT P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Closing the area

Traffic and motion research WBR 2015



ZARZĄD TRANSPORTU MIEJSKIEGO
W WARSZAWIE

		Mean of transport							
				public transport	bike	other	summary		
		on feet	car	usage %	usage %	usage %	usage %	usage %	population
summary		17,9%	31,7%	46,8%	3,1%	0,6%	3348336	33374	100,0%
destination relationship	home	18,3%	30,8%	47,1%	3,1%	0,6%	1516026	15179	100,0%
	work	7,0%	37,3%	51,7%	3,2%	0,7%	844645	8615	100,0%
	school	46,0%	18,8%	31,6%	3,2%	0,3%	129697	1538	100,0%
	high school	5,1%	11,0%	82,0%	1,3%	0,6%	70204	688	100,0%
	shopping/services/entertainment in a large shopping centre	17,2%	40,3%	40,4%	1,9%	0,3%	114887	1097	100,0%
	shopping/services/entertainment outside a shopping centre	46,8%	19,5%	30,2%	3,2%	0,3%	223582	1985	100,0%
	others	16,5%	34,9%	44,8%	3,3%	0,5%	449294	4272	100,0%
motivation relationship	home-work	6,8%	35,9%	53,4%	3,2%	0,7%	770644	7869	100,0%
	work-home	6,5%	36,3%	53,1%	3,3%	0,7%	706269	7244	100,0%
	home-school	32,2%	16,0%	49,2%	2,2%	0,4%	191665	2145	100,0%
	school-home	35,3%	13,9%	48,0%	2,6%	0,3%	180134	2032	100,0%
	home-others	28,1%	28,1%	40,2%	3,1%	0,5%	546087	5057	100,0%
	others-home	26,8%	29,5%	40,2%	3,0%	0,5%	628356	5890	100,0%
	not connected with home	16,5%	41,2%	38,7%	3,4%	0,3%	325182	3137	100,0%
travel time relationship	up to 15 min	48,4%	30,7%	16,3%	4,3%	0,3%	943818	9614	100,0%
	16-30 min	11,3%	35,8%	48,7%	3,6%	0,6%	1100846	10961	100,0%
	31-45 min	2,0%	32,5%	63,1%	2,0%	0,4%	579727	5809	100,0%
	46-60 min	1,3%	25,5%	70,3%	2,0%	0,9%	471951	4576	100,0%
	over 60 min	1,1%	27,9%	68,8%	1,5%	0,7%	251994	2414	100,0%

source: Warszawskie Badanie Ruchu 2015, przeprowadzone w okresie IV-VI 2015 na reprezentatywnej próbie 17 000 mieszkańców Warszawy

contractor: konsorcjum: PBS Sp. z o.o., Politechnika Krakowska, Politechnika Warszawska

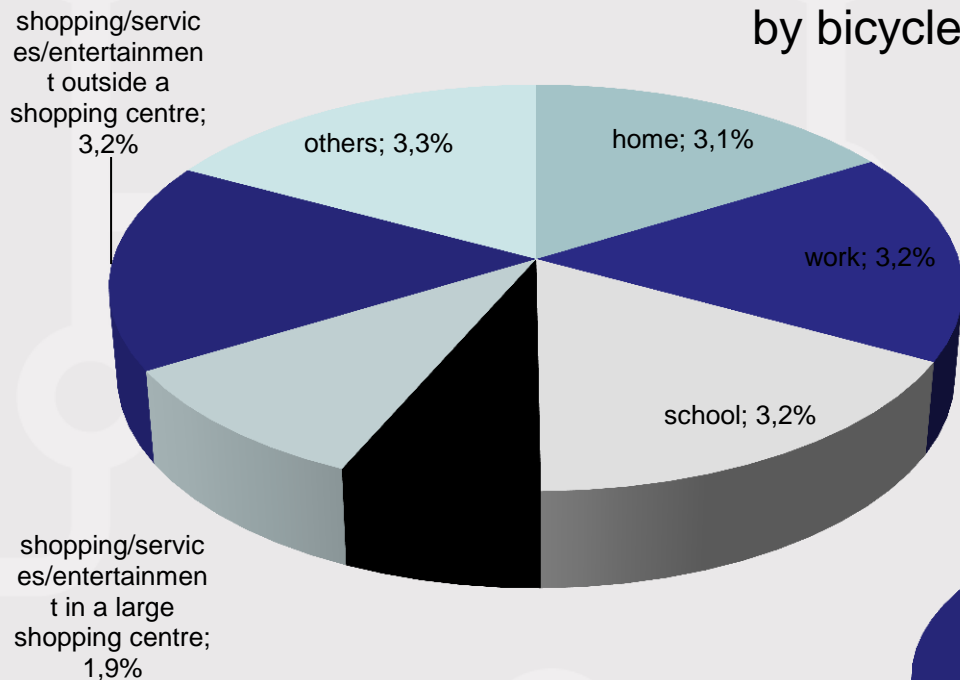
Closing the area

Traffic and motion research WBR 2015



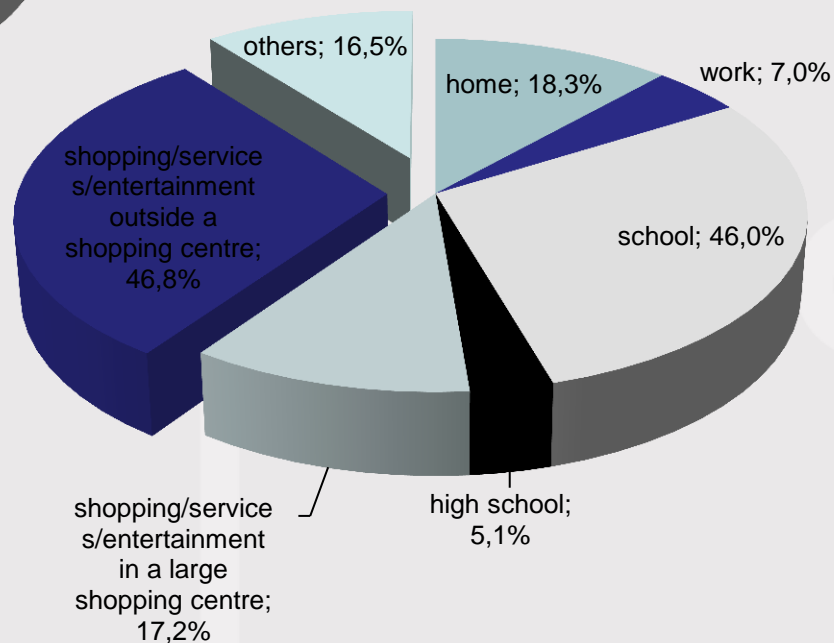
ZARZĄD TRANSPORTU MIEJSKIEGO
W WARSZAWIE

by bicycle



**% of travels made
on foot or by bicycle
in relation to destination**

on foot



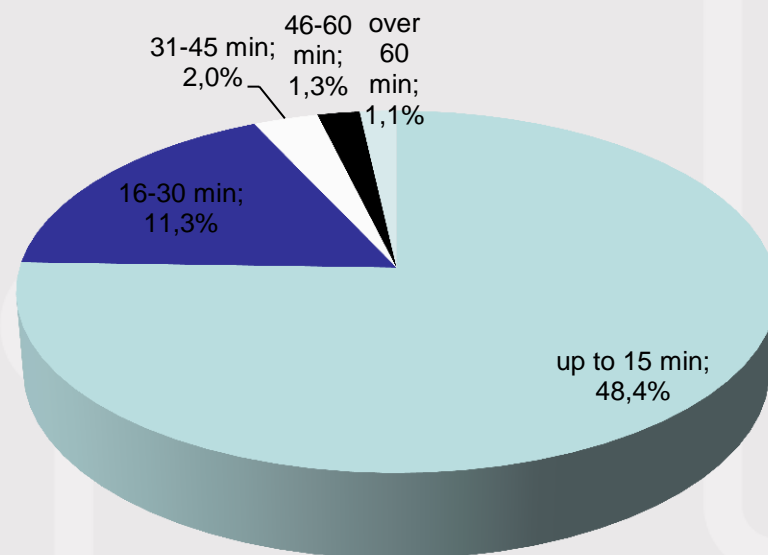
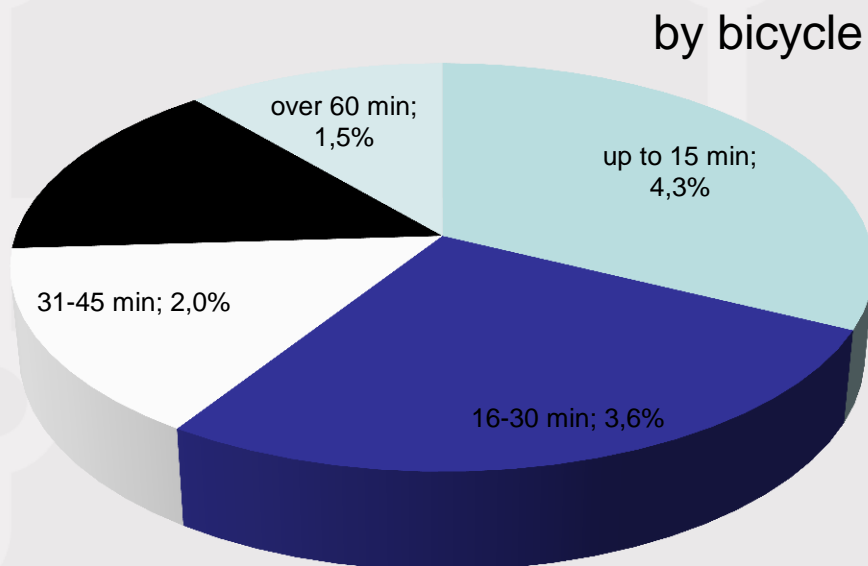
Closing the area

Traffic and motion research WBR 2015



ZARZĄD TRANSPORTU MIEJSKIEGO
W WARSZAWIE

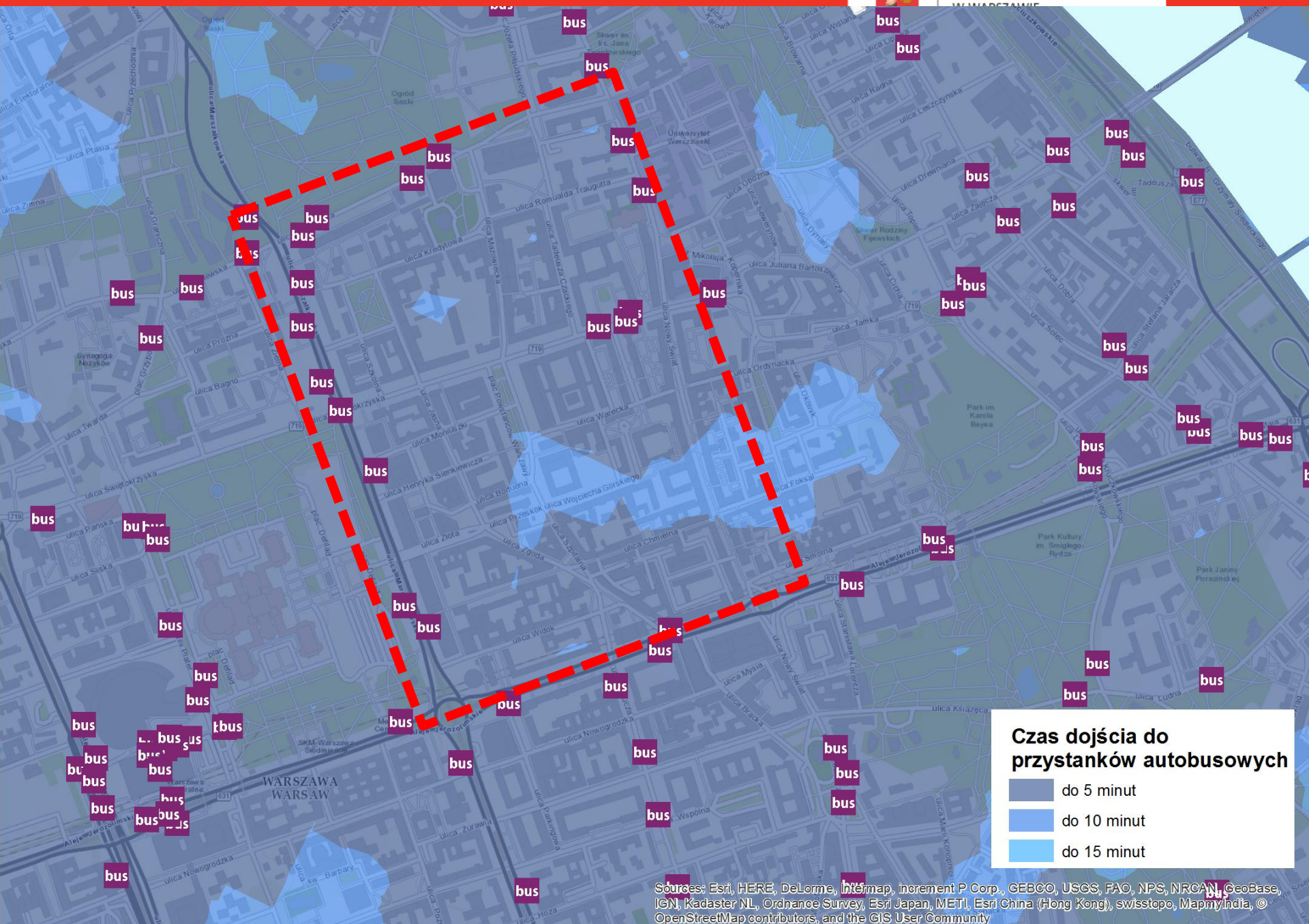
% of travels made on foot or by bicycle in relation to travel time



Closing the area



ZARZĄD TRANSPORTU MIEJSKIEGO
W WARSZAWIE



Czas dojścia do przystanków autobusowych

- do 5 minut
- do 10 minut
- do 15 minut

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, ©

Closing the area for overground traffic will only affect bus system in which one bus corridor is much more important than others

- All others are local

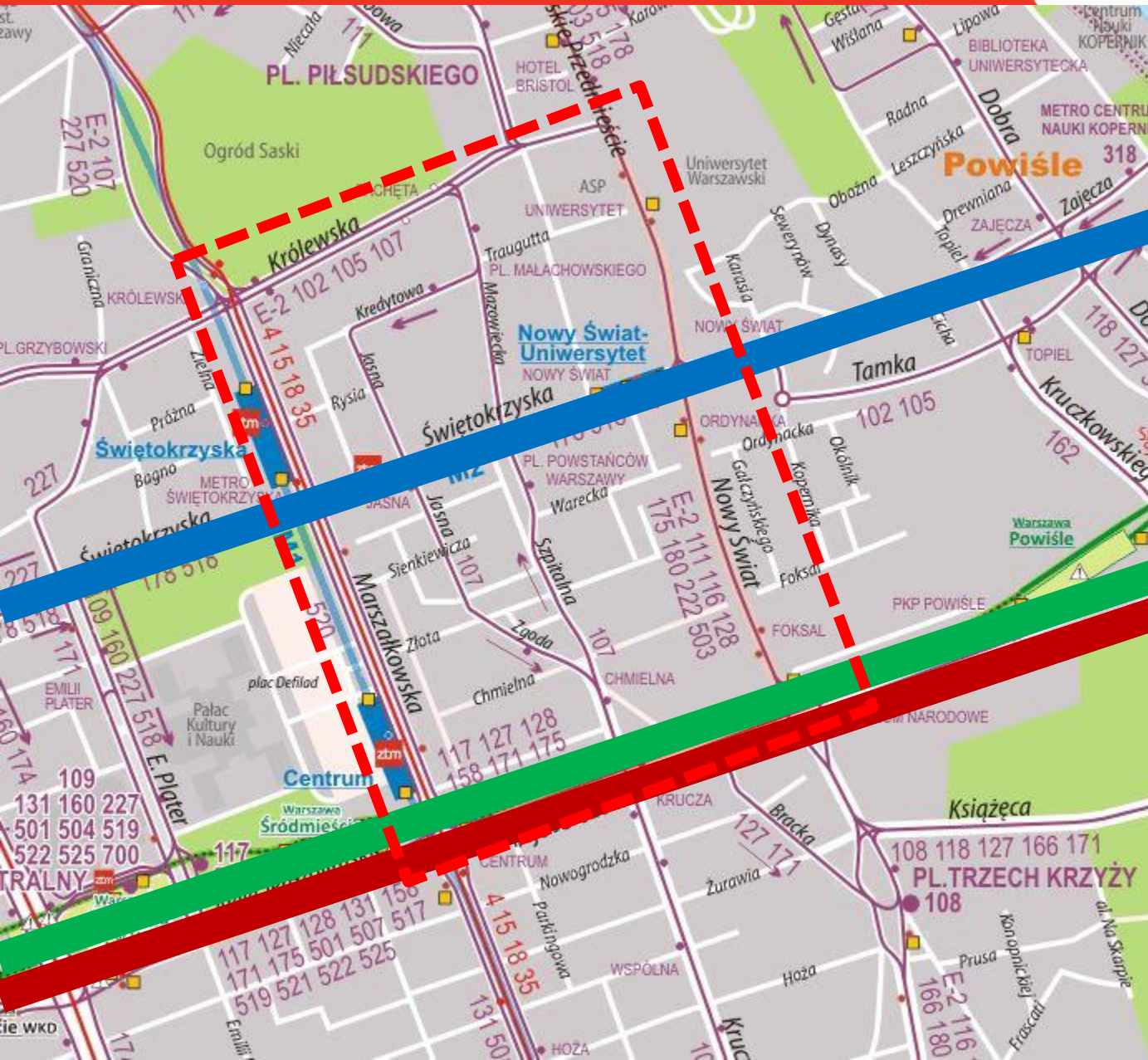
This is north–south corridor using Krakowskie Przedmieście St and Nowy Świat St

- Bus lines using that corridor are important for transit and origin/destination passenger flow

Closing the area effect on transit



ZARZĄD TRANSPORTU MIEJSKIEGO
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WE corridor

M2 underground
line

railway line

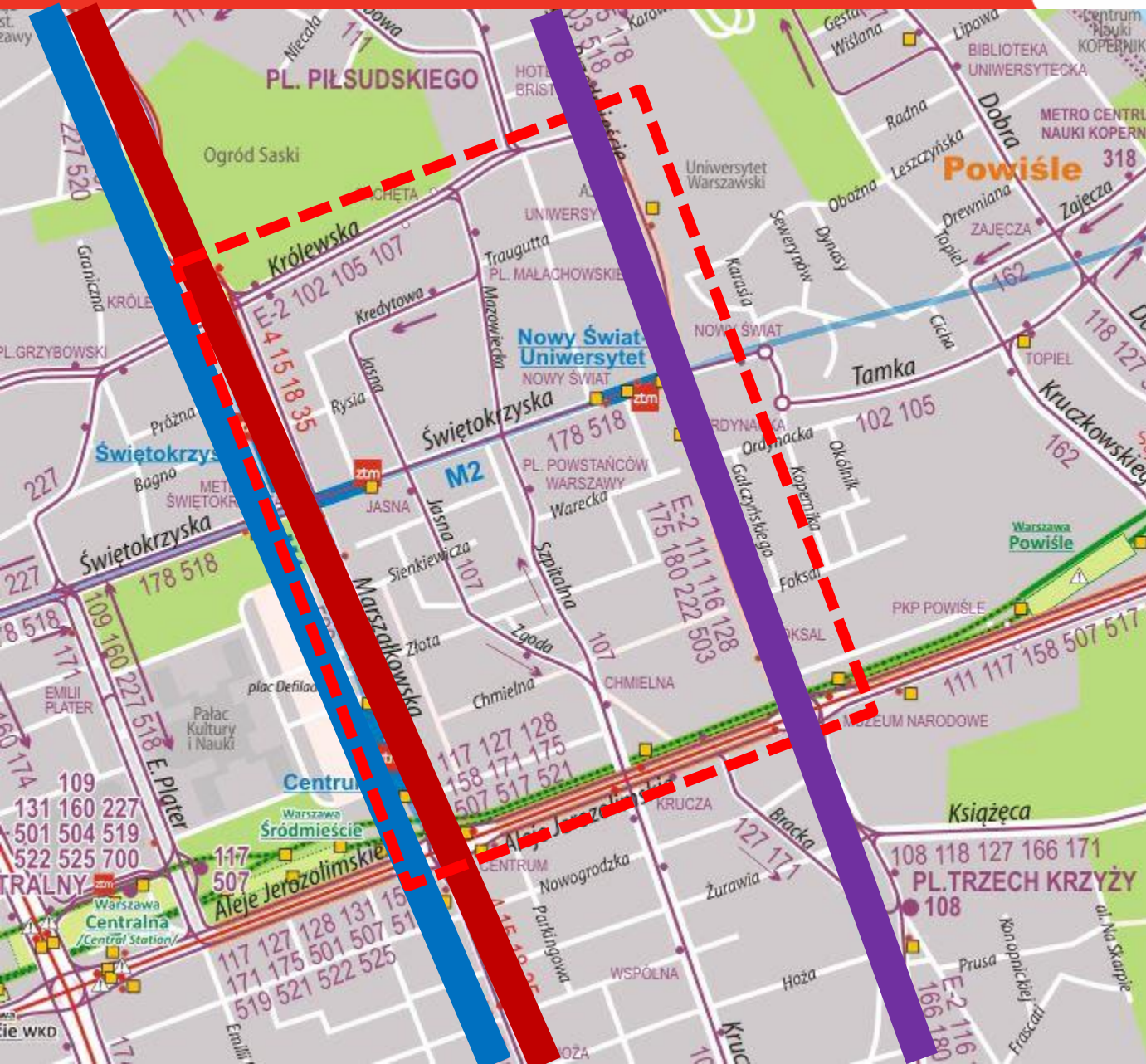
Al. Jerozolimskie
tram line

no important bus
lines running WE

Closing the area effect on transit



ZARZĄD TRANSPORTU MIEJSKIEGO
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NS corridor

**M1 underground
line**

no railway

**Marszałkowska St
tram line**

**NS bus corridor
The Royal Road**

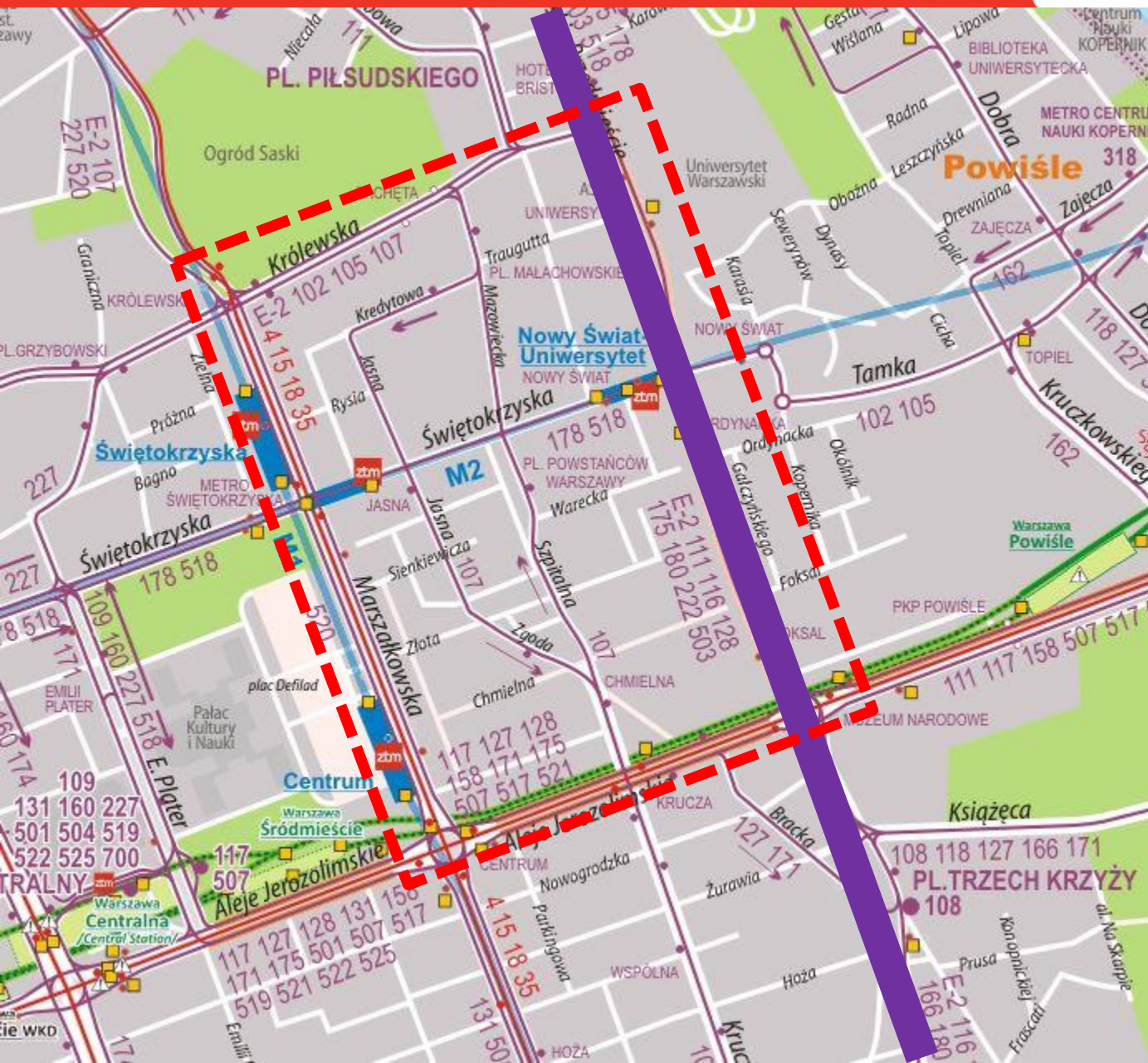
Closing the area effect on transit



ZARZĄD TRANSPORTU MIEJSKIEGO
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NS bus corridor *The Royal Road* 8-12 bus lines

during peak hours
40-60 buses/h
in one direction
which give 1 bus
every minute!



Closing the area effect on transit



ZARZĄD TRANSPORTU MIEJSKIEGO
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Passengers flow bar – public transport – bus – all flows



Closing the area effect on transit



ZARZĄD TRANSPORTU MIEJSKIEGO
W WARSZAWIE

Passengers flow bar – public transport – bus – transit only



ZARZĄD TRANSPORTU MIEJSKIEGO
W WARSZAWIE

Potoki pasażerskie
 Volume-TSys (Pers) - W0 (BUS, AP)
 0 80 120 351
 Volume-TSys (Pers) - W0 (BUS, AP)
 ≤ 0
 > 0
 Data wydruku:
 03.04.2017

Analysed area can be well serviced by public transport even when all streets inside the area are closed for traffic

There is no good diversion for bus routes using NS corridor

- It seems that it is necessary to keep Nowy Świat St and Krakowskie Przedmieście St opened for buses

Closing the area Summary



ZARZĄD TRANSPORTU MIEJSKIEGO
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Warszawa. Krak. Przedmieście



źródło: wikipedia.pl



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Thank You for attention