

# 20 23



ANNUAL REPORT  
PUBLIC ROADS AUTHORITY  
IN WARSAW 2023



20  
23

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PUBLIC ROADS AUTHORITY  
IN WARSAW **2023**

# Prefaces

Dear All,

It's been three years since the inauguration of one of the city's most important investments called the "New Center of Warsaw." Thanks to everyone involved in this project. During this time, we have managed to complete a number of important investments – modernization of Jana Pawła II Av. and construction of new pedestrian crossings at Czterdziestolatka and Dmowskiego Roundabouts, returning the now convenient and accessible Five Corners Sq. to the residents, or building a bike path on Marszałkowska St.

Yet we are not slowing down – in the past year we have completed the reconstruction of Three Crosses Sq., constructed a pedestrian and bike bridge over the Vistula, started work on creating the "Central Square", and started designing changes on Okrzei St. and Krucza St. We will soon begin reconstruction of the quarter of streets around Zgoda St. and Złota St. These are only some of the tasks that are carried out as part of the NCW – other units are reconstructing Chmielna St., building the Museum of Modern Art and a parking lot under Powstańców Warszawy Sq.

Last year, but also throughout my term, we placed special emphasis on improving road safety. The effects are becoming more and more visible – in 2023, we recorded the fewest traffic accident victims in history. This is the result of consistent road reconstruction and changes in traffic organization: the construction of new pedestrian crossings and traffic lights, as well as traffic refuges and speed bumps. A key city program to provide additional lighting for crosswalks, but also to improve the quality of lighting on the streets themselves.

A comprehensive replacement of street lighting is underway. There are already around 50,000 SAVA LED luminaires installed on Warsaw's streets – this translates into multi-million savings for the budget and a number of benefits for the environment.

The process of replacing luminaires on streets managed by ZDM was conducted perfectly. That's why I decided that this unit should be the one to replace the luminaires on municipal streets as well.

2023 also marks the inauguration, in a completely new version, of two projects that are extremely important to Varsovians – Veturilo and the Christmas illumination on the Royal Route. The city bike system has undergone changes according to the comments we collected during public consultations. The illumination, which is extremely popular, has gained a completely new style.

I hope that there are more years of intensive work ahead of us for the development of our city – so that the capital becomes the best place to live.



Mayor of Warsaw  
**Rafał Trzaskowski**



Public  
Roads  
Authority



Director of the Public Roads Authority  
**Łukasz Puchalski**

Dear All,

Another intense year on Warsaw's roads is behind us. This time was special – in 2023, the Public Roads Authority turned 30 years old. From the perspective of the world's history, 30 years is very little, but how much has changed during this time in Warsaw, and also in our unit, is incredible. I am glad that over the past year we have made further contributions to positive changes in our city. I hope that the pace of introducing them in the following years will be just as high, or perhaps even faster.

The past year has seen a number of changes not only in the center, but also in other districts. Kondratowicza St. in Targówek has undergone a metamorphosis and is now friendly to all users and perfectly in line with modern trends introduced by the construction of the metro. The second equally important reconstruction involved the changes carried out in the sequence of Rudnickiego St., Perzyńskiego St. and Podczaszyńskiego St. in Bielany – degraded sidewalks and roadways are now a thing of the past. Cyclists have also benefited because they can ride on smooth asphalt paths – over 40 km of them have been created. Currently, the infrastructure for cyclists in Warsaw measures 773 km, which is 3 times more than in 2009.

We haven't forgotten about sidewalk renovations and street greening, either. In 2023, we worked on over a dozen streets, resulting in over 40,000 renovated sidewalks. "Green" numbers are equally impressive – last year alone, 541 new trees and over 100,000 shrubs and perennials were planted.

We also continued and started new long-term projects – the Metered Parking Zone (SPPN) expanded to new areas, we tested the innovative mobile road scanning program for usability, we launched the Veturilo city bike system in a new version, we introduced a winter illumination like never before, and we took part in a number of international projects.

All experiences also allow us to develop in terms of cooperation with residents, with whom we once again consulted on the possible extension of SPPN.

I would like to thank all ZDM employees for their hard work for our city. I would also like to thank the residents for all their opinions – both positive and constructive critique. I hope that the coming years will be marked by further development and positive changes.

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# Public Roads Authority in figures



**899**

INTERSECTIONS AND  
CROSSWALKS WITH  
TRAFFIC LIGHTS



**118,811**

STREETLIGHTS



**773 km**

OF BIKE ROUTES



**56,800**

PARKING SPOTS IN  
THE METERED  
PARKING ZONE



**122,532**

LUMINAIRES



**1,086**

BRIDGE  
AND ENGINEERING  
FACILITIES



**96,690**

SIGNPOSTS, BOARDS  
AND MAPS OF THE MUNICIPAL  
INFORMATION SYSTEM



**1 M**

ENERGY-SAVING  
ECO-LED DIODES  
IN WINTER ILLUMINATION



**642**

EMPLOYEES

Did you know that ...

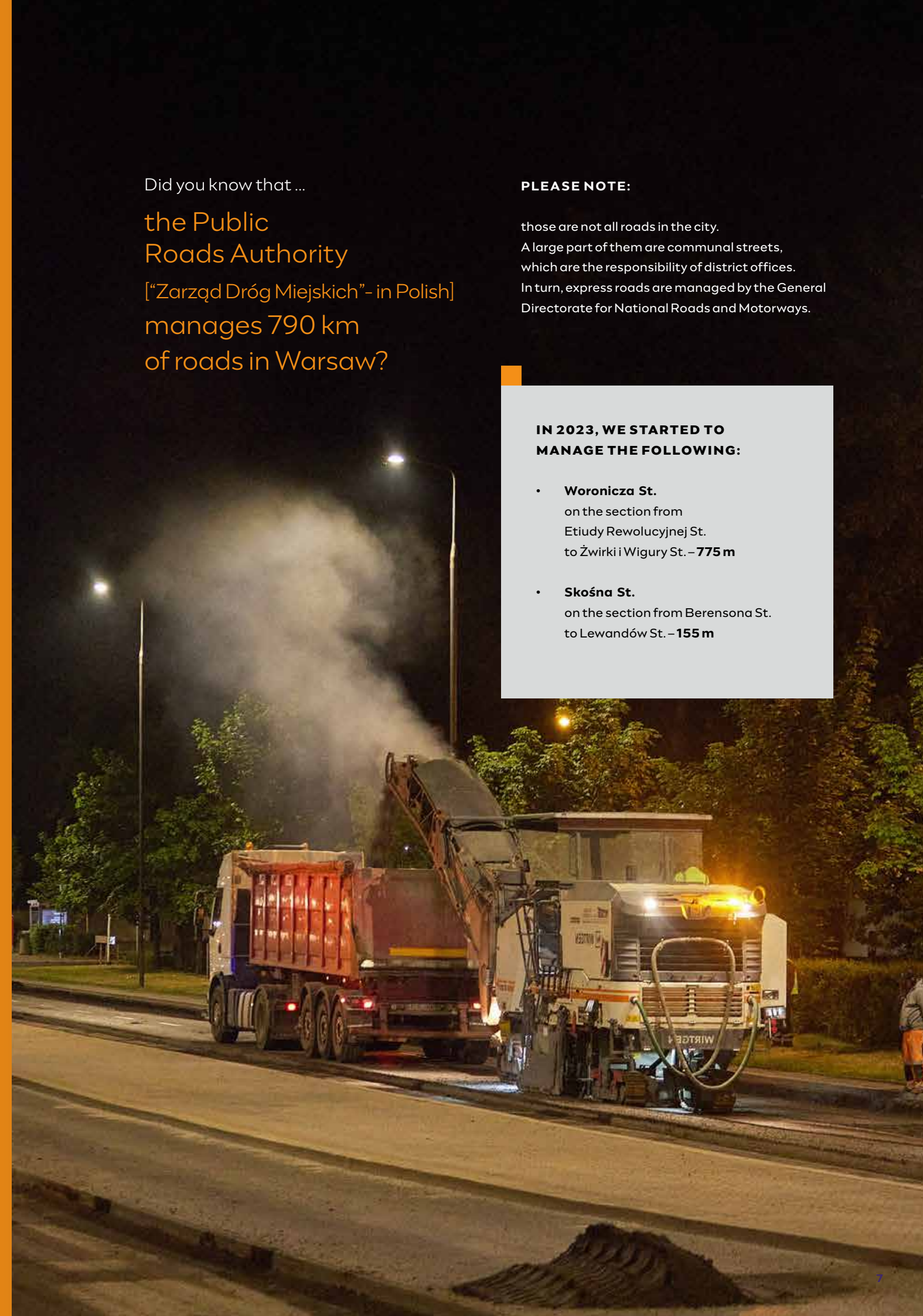
the Public  
Roads Authority  
["Zarząd Dróg Miejskich" - in Polish]  
manages 790 km  
of roads in Warsaw?

## PLEASE NOTE:

those are not all roads in the city.  
A large part of them are communal streets,  
which are the responsibility of district offices.  
In turn, express roads are managed by the General  
Directorate for National Roads and Motorways.

## IN 2023, WE STARTED TO MANAGE THE FOLLOWING:

- **Woronicza St.**  
on the section from  
Etiudy Rewolucyjnej St.  
to Żwirki i Wigury St. – **775 m**
- **Skośna St.**  
on the section from Berensona St.  
to Lewandów St. – **155 m**



# 2023 in figures



**144,815 m<sup>2</sup>**  
OF RENOVATED  
ROADWAYS



**324**  
NEW STREETLIGHTS



**1,425**  
REMOVED FAILURES  
DIRECTLY THREATENING  
THE TRAFFIC SAFETY



**40,993 m<sup>2</sup>**  
OF NEW  
OR RENOVATED  
SIDEWALKS



**24**  
NEW OR RENOVATED  
TRAFFIC LIGHTS



**12,700**  
INSPECTIONS  
OF THE RIGHT OF WAY



**42.6 km**  
OF BUILT AND  
RENOVATED  
BIKE ROUTES



**27**  
INTERSECTIONS  
ADDED TO THE  
INTEGRATED TRAFFIC  
MANAGEMENT SYSTEM



**487**  
REMOVED ILLEGAL  
ADVERTISEMENTS



**23,390**  
NEW LUMINAIRES  
– on the streets,  
road junctions, in tunnels  
and underground passages



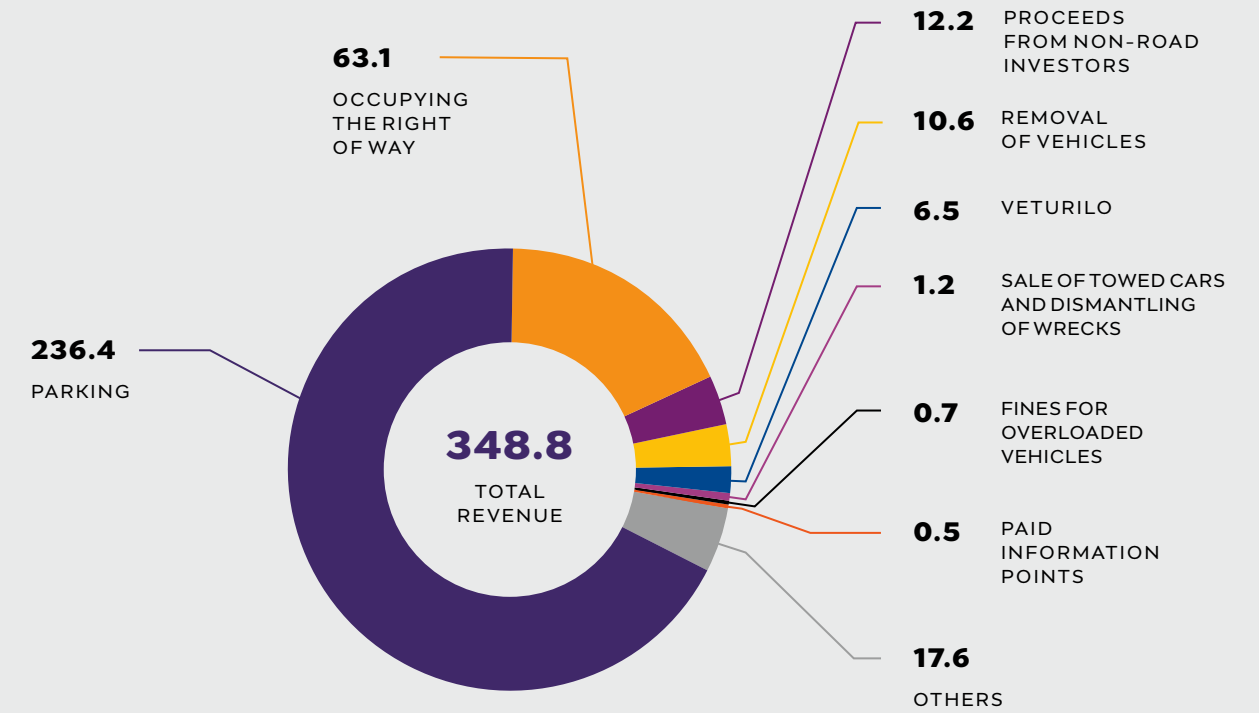
**541**  
PLANTED  
TREES



**4.9 M**  
VETURILO  
CITY BIKE RENTALS

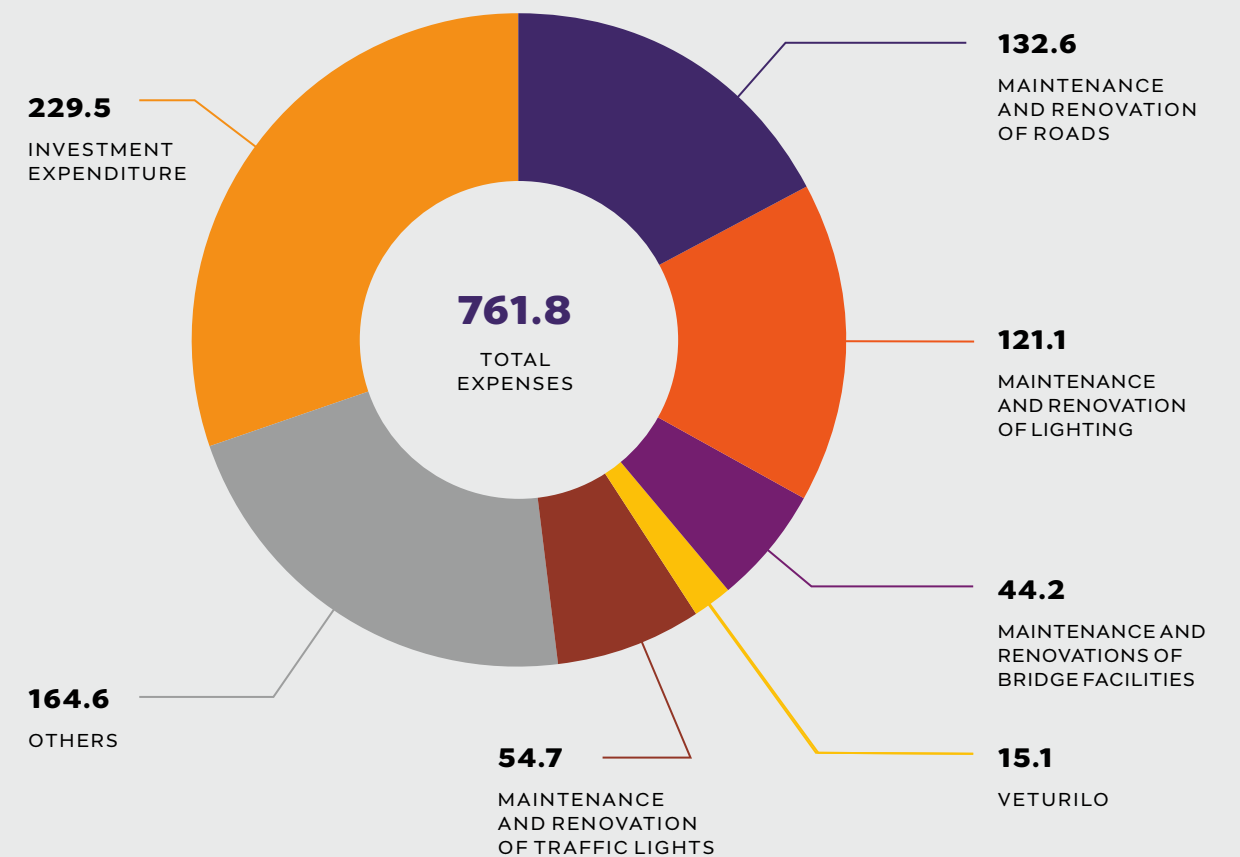
## Total revenue in 2023

amounts in PLN millions



## Total expenses in 2023

amounts in PLN millions



# The New Center of Warsaw



The New Center of Warsaw is a program that changes the heart of the capital to be more functional and friendly to pedestrians, cyclists and public transport passengers.

This is a comprehensive project aimed at organizing and improving the quality of urban space in Śródmieście. We are building new pedestrian crossings, plazas and squares full of greenery. Also in 2023, we completed or started implementing some of them.

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# Three years of the New Center of Warsaw

It only took three years to complete some of the investments that constitute the concept of the New Center of Warsaw. The changes are visible to the naked eye. Śródmieście has become more friendly, safe, green and vibrant.



## NOT JUST STREETS

The New Center of Warsaw is much more than new trees, friendly streets or comfortable sidewalks. This also includes cultural and entertainment investments. The Museum of Modern Art is nearing completion, the tender for the operator of Hala Gwardii is underway, and further plans include a new building of TR Warszawa and a new Emilia pavilion. This is made possible thanks to the close cooperation of numerous municipal units. This is to be taken care of by Michał Lejk, Mayor Rafał Trzaskowski's plenipotentiary for the New Center of Warsaw, appointed in July 2023.



## WE ARE NOT SLOWING DOWN

There are still many investments in preparation or under implementation. Design work is underway for the reconstruction of Krucza St. or Jerozolimskie Av. However, the vision of the New Center of Warsaw is not closed. The past three years are the best proof of this. New ideas continue to emerge on how to further improve the city's very center.

Rafał Trzaskowski's vision for the New Center of Warsaw was presented in 2019. Back then, the capital's mayor announced that Śródmieście would become more organized and functional. Wide sidewalks and convenient bike routes would connect squares in the city center into a cohesive space. Arteries, hitherto dominated by cars, would turn into streets accessible to all – especially pedestrians, cyclists and public transport passengers. The New Center of Warsaw also means more trees and shrubs that provide shade, clean the air and protect against flooding during storms.

The residents of the center and local entrepreneurs have a key role in the transformation process. Stores, food and service establishments are expected to attract residents and tourists. The city center is to be a pleasant place to live, relax and spend leisure time.

At the end of 2020, we completed the first investment as part of the New Center of Warsaw. Czterdziestolatka Roundabout gained convenient crosswalks, and Jana Pawła II Av. gained a bike path and rows of trees. This event triggered an avalanche of changes in the heart of the capital – changes without which it is difficult to imagine our city today. It is no longer necessary to go underground at Dmowskiego Roundabout to get to, for example, the tram stop. We designated bike routes, and the changes were completed by planting trees, shrubs and perennials.

Five Corners Sq. at the intersection of Chmielna St., Krucza St., Bracka St., Szpitalna St. and Zgoda St. has taken on a new character. It is now a green and friendly space, mostly for pedestrians, bustling with life around the clock. It is more pleasant at Trzech Krzyży Sq., where we planted 28 stately trees and lots of low greenery. A bike route, which was missing, was also created.

Defilad Sq. is undergoing a metamorphosis. Concrete and asphalt will be replaced by numerous trees, shrubs, a pond and benches. Renovation of Chmielna St., which will become a green promenade, is underway. In 2024, the reconstruction of Złota St., Zgoda St. and the surrounding squares will begin, and the construction of an underground parking lot in Powstańców Warszawy Sq. will be completed.





# Green Marszałkowska St.

In 2023, we continued work on the reconstruction of Marszałkowska St. Between Królewska St. and Bankowy Sq., we built a bike path, organized parking and renovated the sidewalks. The changes are complemented by a lot of new greenery and small architecture.

## GREEN CHANGES ON MARSZAŁKOWSKA ST.



WE PLANTED:

**29**  
MAPLE-LEAF PLANE TREES

**16**  
GINKGO TREES

**18**  
BIRD CHERRIES



WE HAVEN'T CUT DOWN  
A SINGLE TREE.



TENS OF THOUSANDS  
OF SHRUBS, PERENNIALS  
AND VINES HAVE BEEN ADDED.

We have been consistently changing the face of Marszałkowska St. for several years. One of Śródmieście's most important arteries is gaining bike paths, comfortable sidewalks and lines of trees. In this way, we are implementing the concept of "Green Marszałkowska St.," one of the pillars of the New Center of Warsaw program.

In 2023, we designated a two-way asphalt route for cyclists between Królewska St. and "Solidarności" Av. On Bankowy Sq., it has been separated from the roadway. A further section was created by reconstructing street lighting and moving parking from the sidewalks to the roadway. We have designated new parking bays in place of the third lane.

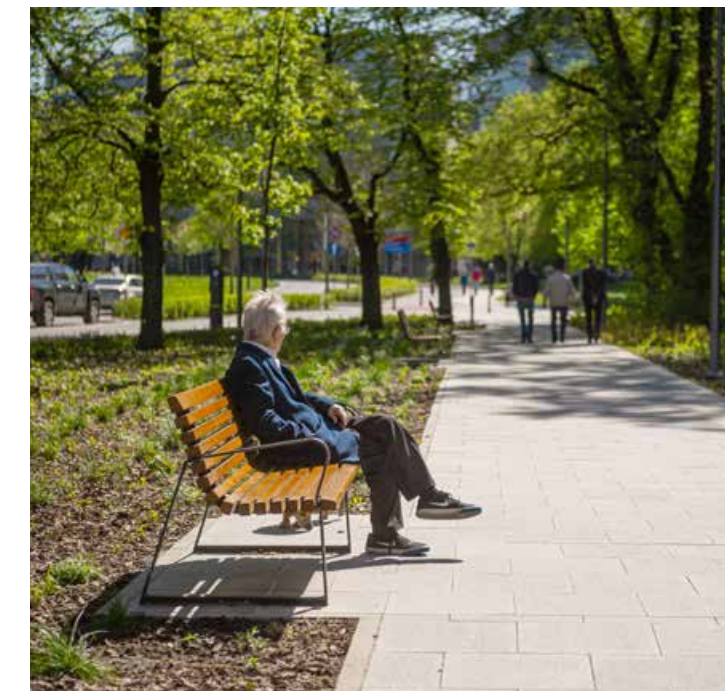
The sidewalk has been renovated using high-quality materials. Pedestrians and cyclists are separated from the roadway by a wall of greenery. They are trees, shrubs, flowers and perennials. A small square has been created south of the intersection with Senatorska St. There are 11 ginkgo trees, benches and three openwork pergolas planted with ivy. We also planted a lot of shrubs around the area. After dark, the square is bright thanks to new streetlights.

In addition, we planted 20 trees on Bankowy Sq. These are 10 handsome six-meter maple-leaved plane trees next to the Warsaw City Hall. In turn, 10 oak trees grow on the other side – between the tram tracks and the bus lane behind Senatorska St. These are only cosmetic changes for now, in the future the square will face reconstruction based on the concept developed during the workshop held at the end of 2023.



## BIKE PLANS

Another section of the main bike route connecting Śródmieście with Żoliborz and Bielany – this time on Andersa Street – will begin to be built in 2024. The bike path will connect into a cohesive whole with existing routes on: Bonifraterska St., Świętojerska St., Anielewiczka St. and Mickiewicza St. Bike crossings will be created at the intersections with Stawki St. and Anielewiczka St.





# Three Crosses Square

At Three Crosses Sq. [“Plac Trzech Krzyży”], we renovated the road surface, designated bike lanes, built traffic lights at a dangerous crosswalk, and improved the location of bus stops. The square is now decorated with 28 new stately trees and thousands of shrubs and perennials.



## PATRONS OF THE TREES

Each newly planted tree in Three Crosses Sq. has its own patron. That’s why there are commemorative plaques next to linden and hawthorn trees. They were driven into the ground by children from inner-city kindergartens and elementary schools, as well as students from the nearby Deaf Institute. One of the trees is under the patronage of the Mayor of Warsaw, Rafał Trzaskowski.



The changes at Three Crosses Sq. should please all traffic users, and this is one of the main goals of the New Center of Warsaw. Drivers and pedestrians have gained a new, even roadway and sidewalk surface there. Cyclists, on the other hand, have infrastructure designated for them. One of the main “bike teleports” has disappeared.

We have also improved safety. The crosswalk in the central part of Three Crosses Sq. has gained traffic lights and refuge islands. Public transport passengers have also become more comfortable. They no longer have to change between bus stops scattered on the eastern side of the square, as one common one has been created for the numerous bus lines heading toward Nowy Świat and Książęca St.

An important part of the changes was also to restore the greenery that occupied a large part of the square before World War II. You will notice impressive trees – 16 Dutch linden trees with a trunk circumference of min. 50 cm, eight Lavallée’s hawthorns, which “at the waist” have min. 30 cm and four pear trees. Each one is about six meters high.

New eye-catchers have appeared in areas previously devoid of greenery. Seven linden trees formed a row along the eastern frontage before the turn to Książęca St. The remaining trees have filled the space on the triangular plot at the northern edge of the square (at the intersection of Żurawia St. and Bracka St.), which was previously occupied by cars parked there. Concrete “heat islands” in front of the church and areas excluded from traffic on the roadway have been dismantled. The work is complemented by new lawns, hedges and beds of perennials. That’s over 2,700 square meters of green space.

## “GREEN” INVESTMENT NUMBERS

<b>28</b>	<b>PLN 11,500</b>	<b>3 years</b>
NEW TREES	COST OF ONE SAPLING	WARRANTY PERIOD COVERING LINDEN AND HAWTHORN TREES





# Pedestrian and bike bridge to Praga

The new crossing connecting Śródmieście with Praga. It is the first one in Warsaw with only pedestrians and cyclists allowed. The bridge has a chance to become a tourist attraction in the capital.



## WE ARE AT THE FOREFRONT

The bridge to Praga is longer than many other pedestrian and bike crossings in Europe

1. BRIDGE TO PRAGA  
452 m
2. MILLENNIUM BRIDGE  
in London  
325 m
3. PASSERELLE SIMONE-DE-BEAUVOIR  
in Paris  
304 m
4. PONT RAYMOND-BARRE  
in Lyon  
260 m
5. BRYGGEBROEN  
in Copenhagen  
190 m

Construction of the pedestrian and bicycle bridge began in early 2022. After two years, the crossing structure is ready. The opening took place in spring 2024.

The new bridge is 452 meters long and is one of the largest of its kind in Poland. It connects the banks of the Vistula at the level of Karowa St. in Powiśle and Okrzei St. in Praga-Północ. This makes it more convenient to move between the Vistula boulevards and the right bank of the river. Pedestrians will walk the crossing in six minutes, and cyclists will cross it in two minutes. There is no division on the bridge into pedestrian and bicycle zones, everyone is able to use both sides of the facility.

In addition to its transportation function, the crossing also has recreational value. The width of the lightning-bent structure will vary and will be 6.9 meters at its narrowest point, and will expand to 16.3 meters above the river current. The bridge is much wider at the bends so that pedestrians and cyclists can step aside and safely enjoy the views from two lounge areas with wooden seats. Lighting is provided by discreet light sources located in the balustrades. The lack of car traffic and beautiful views of the Warsaw skyline allow walkers and cyclists to rest and relax for a while.

On the left bank, the crossing splits into two ramps spanned over the boulevards. Plans for 2024 include designating a crosswalk across Wisłostrada in the axis of the bridge, at the level of Karowa St.

## BRIDGE IN NUMBERS

**16.3 m**  
WIDTH  
AT THE WIDEST  
POINT

**6.9 m**  
WIDTH AT  
THE NARROWEST  
POINT

**2 minutes**  
BY BIKE TO THE  
OTHER SIDE  
OF THE RIVER



## BRIDGE IS CHANGING PRAGA

The opening of the pedestrian and bicycle bridge is a huge opportunity for changes on the Praga side of the Vistula. Okrzei St. will be reconstructed. There will be more greenery, bike infrastructure, new wider sidewalks and small architecture. Together with Ząbkowska St., they could become a new axis – Praga's version of the Royal Route. The street will no longer end in wild bushes, and will become an important pedestrian link between Stara Praga and the university campus in Powiśle or the boulevards.





# Crossroads Square

In the spring of 2023, works began on the reconstruction of Crossroads Sq. [“Plac Na Rozdrożu”] Inconvenient underground passages are disappearing and the upper and lower levels of the square are being connected by new elevators to make it easier for everyone to use the Łazienkowska Route stops.

## THE MOST IMPORTANT CHANGES WITHIN THE SQUARE



### ELEVATORS TO “TRASA ŁAZIENKOWSKA”

The main theme of the investment at Crossroads Sq. is to eliminate architectural barriers. The most important change will be the elevators that will connect Crossroads Sq. with the bus stops along Łazienkowska Route, which are located at a level below. We will also renovate the stairs themselves, which were heavily worn out. In addition, both bus stops will be widened, equipped with more seats and a higher, profiled curb to make it easier to board the bus. There will also be more greenery on their edges.



### WIDE BUS STOPS AND BIKE ROADS

We are also removing barriers in the square itself. At the end of 2023, we symbolically said goodbye to the underground passages here, which were completely closed. They are replaced by zebra crossings. When the work is completed, all crossings in Crossroads Sq. will be above-ground – including the two new ones: one on the west side of Ujazdowskie Av. (through the mouth of Koszykowa St.) and one in the axis of Wyzwolenia Av.



### TWO NEW, CONVENIENT GROUND CROSSINGS

Existing roads for cyclists will be widened. Parallel to the new crosswalk in the area of Koszykowa St., a crossing will be built, which will be reached by a road connecting to the rest of the routes leading to the square. We will also build a bike connector on the western side of the square and a bike path connecting the square with the viaducts over Agrykola Park, which are being rebuilt by the Capital City Development Board.

## More ground crossings

Crossroads Sq. is another place in Warsaw where underground passages are being replaced by ground crossings. Tunnel and pedestrian bridges were eagerly built during the communist era, especially along major arteries in the city. At that time, what mattered most was to make road traffic smoother – despite the much smaller number of vehicles than today. No one thought about the needs of people with disabilities. Now, the city’s priorities are to eliminate architectural barriers and improve safety. In recent years, we have designated dozens of new crosswalks.





# Central Square

In the summer of 2023, construction of the "Central Square" began. This refers to the central part of Defilad Sq. There will be less concrete and asphalt in front of the entrance to the Palace of Culture and Science. Instead, there will be over 100 new trees, lawns and a low pond. In this way, we will create another place of the New Center of Warsaw.



## WHAT DID WE DIG UP?

So far, on the site, we have found, among others, the original basalt pavement, tram tracks and granite curbs. We dug down to a colorful floor of one of the tenement houses.

In the basements of old tenement houses, we came across ten coins from the 19th century and the first half of the 20th century. These include coins from France, Switzerland, Finland and Italy. The most interesting one – a 1/3 thaler from 1814 – is a rarity, so it's a unique find for collectors.



Between Marszałkowska St. and the Palace of Culture and Science – on the axis of Złota St. – a green, orderly and resident-friendly space will be created.

Green because it will be enriched with new trees, shrubs and lawns. We will plant, among others: linden trees, ash trees, gledicia trees, dogwood trees, ginkgo trees and magnolia trees. The square will feature lawns with a total area of several thousand square meters. The project also involves planting over 40 species of bulbous plants and perennials.

Orderly because parking spots on crooked paving stones will definitely disappear, and the cracked sidewalks will be replaced by an even and carefully selected floor, mimicking the network of old streets and tenement houses.

Friendly because we want to provide a place to relax in the city center. It will be possible to have a picnic on the grass in the square. There will be benches, seats, bike racks and a low pond.

Work on the new square started in the summer, and construction of the first of four retention reservoirs began in the fall. They will be used to collect rainwater, which will be used to irrigate the new greenery in the square.

During the work, large fragments of the pre-war city emerged from beneath the ground. At the turn of the 19th and 20th centuries, the area was filled with tall Art Nouveau tenement houses. There were about 180 residential buildings. After the war, their remains were demolished to make way for the Palace of Culture and Science.





# Renovations and reconstructions



Every year we renovate and reconstruct kilometers of the capital's streets. Also in 2023, there was no shortage of such investments.

They brought a number of benefits to their users, including improved comfort or aesthetics. Above all, however, improving the safety of road users.

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# Targówek after the metro project

In September 2022, further stations of the second metro line were put into service – this time in Targówek. However, this story has a follow-up – for us, it’s the perfect opportunity to change what’s on the surface. In 2023, we managed to carry out a metamorphosis of Kondratowicza St., and we also worked on Chodecka St. The completed works also meant that changes could be made to św. Wincentego St.

## INVESTMENT NUMBERS

**505**  
TREES PLANTED

**75,884**  
SHRUBS  
AND PERENNIALS  
PLANTED

**5,468 m<sup>2</sup>**  
OF FLOWER  
MEADOWS  
ESTABLISHED

**20,368 m<sup>2</sup>**  
OF ROADWAYS  
RENOVATED

**10,726 m<sup>2</sup>**  
OF SIDEWALKS  
RENOVATED

**6,635 m<sup>2</sup>**  
OF NEW  
AND RENOVATED  
BIKE PATHS

**PLN 51,932,551.09**  
TOTAL COST  
OF RECONSTRUCTION

## Kondratowicza St.

The metro is changing Warsaw – this slogan, although repeated very often, is still relevant. For Targówek, this is a unique impulse for change. In addition to the obvious communication advantages, we also take the opportunity to transform the streets above the new metro stations.

The flagship example is Kondratowicza St., which has changed so much that today it is difficult to remember its former appearance. It is decorated along its entire length with trees and low greenery, which, by the way, was recognized with a nomination for the Green Cities Europe Award 2023. Cyclists have asphalt roads on both sides of the street. Drivers can enjoy convenient parking spaces and smooth surfaces, while pedestrians are offered wide sidewalks and green spaces.

## Chodecka St.

In 2023, we also worked on Chodecka St. Ultimately, the street will change its appearance along the entire section – from Matki Teresy z Kalkuty St. to Krasnobrodzka St. So far, the asphalt from Balkonowa St. to Krasnobrodzka St. has been replaced. Along the entire section, sidewalks are also being replaced and parking is being reorganized.

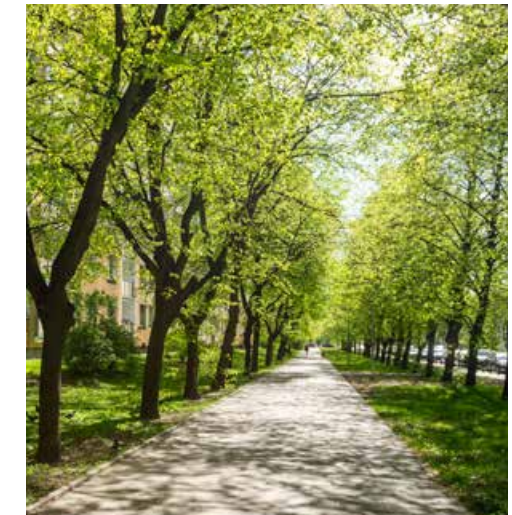
In 2023, we also settled the tender for the project to reconstruct Chodecka St. between Balkonowa St. and Matki Teresy z Kalkuty St. The main idea is to keep the roundabout, which was created as a temporary one, until the completion of the metro. The introduction of circular traffic has worked well – traffic flows smoothly, and there are no dangerous situations. The plans also include designating new parking spots and planting trees.



KONDRATOWICZA ST.



CHODECKA ST.





# Rudnickiego St., Perzyńskiego St., Podczaszyńskiego St.

The sequence of Rudnickiego St., Perzyńskiego St., Podczaszyńskiego St. connects the Piaski, Słodowiec and Stare Bielany housing estates. However, the comfort of travel was compromised by the worn roadway surface and the traffic organization at the intersections. Sidewalks and bike paths also left much to be desired.



## WE FOCUS ON GREENERY

Before starting the reconstruction of the sequence of Rudnickiego St., Perzyńskiego St., Podczaszyńskiego St., we analyzed and improved the greenery design dating back to 2017. In many places, it was possible to move the work away from the trees, extending the space for root growth. In addition, we also created space to introduce further rows of trees.

In total, throughout the entire project, we planted 65 new trees – common and field maples, ash trees, cherry trees and black pines. Thousands of shrubs and perennials will complete the effect.

In addition to the greenery planted as part of the street reconstruction, a two-kilometer linear park is planned along the entire length of Rudnickiego St., Perzyńskiego St., Podczaszyńskiego St.

Therefore, we decided to rebuild the sequence to improve safety and comfort of all users.

The total length of the three streets is 2 km. The undertaking was therefore very large. The work was carried out in stages so as to cause as little disruption as possible.

The pedestrian routes on Rudnickiego St., Perzyńskiego St., Podczaszyńskiego St. have been damaged over the years by, among others, parked cars. Now pedestrians have brand new sidewalks. Bus stops and refuge islands at pedestrian crossings have also been renovated.

Cyclists have also benefited from the renovation – the surface of the bike paths is made entirely of asphalt. The bike path is also continuous (previously it broke off in several places), safe and properly marked.

On the streets, we also repaired the heavily damaged roadway, and parking was moved to designated bays.

## INVESTMENT NUMBERS

**65**  
TREES  
PLANTED

**4,400**  
SHRUBS  
AND PERENNIALS  
PLANTED

**20,000 m<sup>2</sup>**  
OF ROADWAYS RENOVATED  
AND RECONSTRUCTED

**19,250 m<sup>2</sup>**  
OF SIDEWALKS  
RENOVATED

**5,200 m<sup>2</sup>**  
OF NEW  
AND RENOVATED  
BIKE PATHS

**PLN 30.3 M**  
TOTAL COST  
OF RECONSTRUCTION



## NEW ROUNDABOUT

In addition, we built a new roundabout at the intersection of Rudnickiego St. and Kochanowskiego St. It ensures convenient passage for all traffic participants, including buses. However, this is not an ordinary roundabout, but a turbine roundabout. Its design requires drivers to occupy the appropriate lane before entering.





# Ordona St. and Jana Kazimierza St.

Quieter, safer, more comfortable and greener. Such will be Ordona St. and Jana Kazimierza St. after reconstruction. In 2023, we started the transformation of two major streets in Odolany. Both drivers, pedestrians and cyclists should be satisfied with the changes.

Once exclusively industrial, today it is increasingly residential. Odolany has undergone a dynamic transformation. We are adapting the two major streets of this area – Ordona St. and Jana Kazimierza St. – to it.

## Jana Kazimierza St.

INVESTMENT NUMBERS:

**1.8 km**  
LENGTH OF  
THE RECONSTRUCTED STREET

**about 14,900 m<sup>2</sup>**  
OF NEW ROAD SURFACE

**250**  
NEW TREES

**12,776**  
NEW SHRUBS

We started work on both streets in July 2023. First on Jana Kazimierza St., where we are repairing the road surface. However, this is only part of the investment. We will also reconstruct sidewalks and construct a new bike path. Pedestrian crossings will gain refuge islands.

The street reconstruction is an important project that introduces many changes. That's why we asked local residents for their opinions on it. During the consultations, they paid particular attention to greenery. As part of the reconstruction, we will create a wide green belt, where we will plant 250 trees and nearly 13,000 shrubs.

The investment is still in progress. The contractor started by renovating the roadway in the section from Sowińskiego St. to the western end of Jana Kazimierza St. Also in this section, some sidewalks have already been laid on the southern side. We also started work on the bike path on the northern side of the street.



ORDONA ST.



BEFORE RECONSTRUCTION



DURING RECONSTRUCTION

## Ordona St.

INVESTMENT NUMBERS:

**about 340 m**  
LENGTH OF  
THE RECONSTRUCTED  
STREET SECTION

**about 4,100 m<sup>2</sup>**  
OF THE NEW ROAD SURFACE

**about 2,500 m<sup>2</sup>**  
OF THE NEW  
SIDEWALK SURFACE

**40**  
NEW TREES

The investment on Ordona St. was launched a while after the one on Jana Kazimierza St. The conservator of monuments also took part in the preparations – there is a historic cobblestone on the reconstructed section (from the Ordona 5B property to Stańczyka St.). It will be carefully repaired and secured. Then we will lay asphalt on it, so vehicle traffic will not be so noisy and inconvenient for residents. The exception will be parking bays – there the stone paving will remain. Parking on Ordona St. will be reorganized. Rarely used U-turns will be removed, and dozens of new trees, along with shrubs and perennials will be planted instead.

Pedestrians and cyclists will also benefit from the reconstruction. Sidewalks will be renovated, and bike lanes (existing on a further section of the street, toward Kasprzaka St.) will be extended. We will also remove old concrete streetlights. After the reconstruction there will be fewer of them, but they will be metal ones with efficient and energy-saving SAVA luminaires.

The reconstruction of Ordona St. is also in progress. It started with the replacement of lighting. The contractor is now working on the western side of the road. Some of the historic cobblestones have already been secured and work on the foundation of the sidewalks has begun.

JANA KAZIMIERZA ST.





# Kadetów St.

We reordered traffic on Wawer's Kadet St.

We constructed roundabouts at the intersections with Łasaka St. and Poprawna St. We also completed the missing sections of the bike path and sidewalk. Thereby, we have increased traffic smoothness and safety.

## INVESTMENT NUMBERS:

**22 meters**

DIAMETER OF THE NEW ROUNDABOUTS

**480 meters**

LENGTH OF BUILT AND RENOVATED BIKE ROUTES

**2,049 m<sup>2</sup>**

AREA OF BUILT AND RENOVATED SIDEWALKS

**3,807 m<sup>2</sup>**

AREA OF THE RENOVATED ROADWAY

**11**

NEW TREES PLANTED

**1,500 m<sup>2</sup>**

NEW SHRUBS AND PERENNIALS PLANTED

**37**

NEW LIGHT POLES

**49**

NEW LED LUMINAIRES

**2**

NEW BUS PLATFORMS

Kadetów Street is a connection between Wawer and Sadul and Wał Miedzeszyński St. In order to smooth traffic flow and improve safety, in addition to the existing roundabout at the intersection with Sęczkowska St., we decided to build two more – at the intersections with Łasaka St. and Poprawna St.

We started both construction projects in July 2022. The contractor started by dismantling the old roadway and sidewalks. Next, new roundabouts were marked out and paving works began. In the case of construction on Poprawna St., it was necessary to remove colliding electricity poles. The contractor laid the new electricity network underground. Furthermore, the roadway between the intersections received a new surface.

We opened the roundabout at the intersection with Łasaka St. in September 2022. At the end of March 2023, we laid the last layer of asphalt. A few days earlier, we made the roundabout at the intersection with Poprawna St. available to drivers.

## There's something for pedestrians, something for cyclists, passengers and something for drivers.

The reconstruction of intersections along Kadetów St. also includes a number of improvements for pedestrians and cyclists. We completed the missing sections of the bike path and sidewalk. Islands with refuges were created at crosswalks and crossings through entrances to new roundabouts. This allows the less protected traffic participants to feel safer. In addition, we installed new light poles and LED fixtures, public transport passengers got new bus platforms and new plantings appeared.





# Skaryszew Park

Together with the Warsaw Greenery Council, we are transforming the main avenue of Skaryszew Park. This is a historic area that we plan to restore to its historic appearance. We will, however, resort to modern technology to achieve this.



## BEAUTIFUL AND RICH

In 2009, Skaryszew Park was declared the most beautiful park in Poland and the third most beautiful in Europe. It is also extremely rich in terms of plant species that grow there – 280.

Among the most valuable are:

- Amur cork trees,
- Hybrid horse chestnut,
- Bitter hickory,
- Caucasian wingnut,
- American hemlock,
- several species of ash trees,
- ancient Japanese magnolias.



## A BRIGHT FUTURE FOR SKARYSZEW PARK

The new LED luminaires also bring new possibilities. For example, between 10 pm and midnight they will light up to 100% only when motion is detected (by default it will be only 40%). Additionally, the color of the light will change depending on the time of day – the later, the warmer. This is a nod to the animals living in the park and reduces the phenomenon of “light pollution”.

We began work on the metamorphosis of the main avenue in Skaryszew Park of I. J. Paderewski in September 2023. For years it had been divided by a green belt into two smaller ones made of asphalt and lit by old lamps on already-dilapidated concrete poles. After the renovation, the flower bed dividing the avenue will disappear and a new surface will appear (mainly mineral, only a part of it will remain asphalt). The decrepit streetlights, on the other hand, will be replaced by new ones, stylized after the original crosiers from 1923. New lighting will also appear in other parts of the park.

The avenue will be 11 meters wide after the reconstruction. This is less than before the renovation, but paradoxically pedestrians will gain more space to walk. The ancient ash trees growing along the avenue will also gain more space. The streetlights will be located between the trees, as far away from them as possible. In addition, the wiring of the new streetlights will be laid down the middle of the avenue. This will reduce work at the roots of trees to a minimum.

The renovation in the park is still in progress. By the end of the year, the old surface had disappeared from most of the avenue – over 4,000 sq. m, and preparations for a new one began. We also made over 3 km of ducting for the new cabling and laid nearly a kilometer of cables. We also began dismantling the old poles. The work is scheduled for completion in the first quarter of 2024.

### INVESTMENT NUMBERS:

<b>144</b> CONCRETE STREETLIGHTS REPLACED WITH STEEL ONES	<b>5,945.5 m<sup>2</sup></b> OF NEW MINERAL SURFACE
<b>aprox. 6,7 km</b> OF CABLING	<b>1,732.54 m<sup>2</sup></b> OF RENOVATED ASPHALT SURFACE





# Roadway renovations

Every year we place immense emphasis on keeping the road infrastructure in good condition. Some roadways are built completely from scratch, while on others all it takes is a weekend renovation. In 2023, we worked on 21 streets, resulting in 141,300 sq. m of new, even roadway surface.

1.	<b>KONDRATOWICZA ST.</b> from the Bródno metro station to the exit to the Mazovian Hospital Bródnowski	20,368 m <sup>2</sup>
2.	<b>SEQUENCE OF PERZYŃSKIEGO ST., PODCZASZYŃSKIEGO ST., RUDNICKIEGO ST.</b> on the section from Marymoncka St. to Maczka St.	20,342 m <sup>2</sup>
3.	<b>NOWY ŚWIAT AND THREE CROSSES SQ.</b> , from Smolna St. to Ujazdowskie Av.	17,237 m <sup>2</sup>
4.	<b>HYNKA (south roadway)</b> from Żwirki i Wigury St. to Krakowska Av.	15,120 m <sup>2</sup>
5.	<b>ZGRUPOWANIA AK "RADOSŁAW" ROUNDABOUT</b>	11,835 m <sup>2</sup>
6.	<b>CHODECKA ST.</b> , from Kondratowicza St. to Krasnobrodzka St.	8,911 m <sup>2</sup>
7.	<b>POWĄZKOWSKA ST. (both roadways)</b> , from S8 route to Krasińskiego St.	8,004 m <sup>2</sup>
8.	<b>CZECHA ST. (southern roadway)</b> from Płowiecka St. to Kajki St.	7,884 m <sup>2</sup>
9.	<b>JANA OLBRACHTA ST.</b> , from Sowińskiego St. to Pola St.	6,933 m <sup>2</sup>
10.	<b>ŻOŁNIERZY WYKLĘTYCH ST.</b> from Zachodzącego Słońca St. to Piastów Śląskich St.	4,973 m <sup>2</sup>
11.	<b>ZAJĘCZA ST.</b> , from Wybrzeże Kościuszkowskie St. to Topiel St.	4,637 m <sup>2</sup>
12.	<b>NOCZNICKIEGO ST.</b> , from Wólczyńska St. to Kaliszówka St.	4,047 m <sup>2</sup>
13.	<b>POPIEŁUSZKI ST. (western roadway)</b> , from Krasińskiego St. to Grunwaldzki Sq.	4,001 m <sup>2</sup>
14.	<b>ROUNDABOUT ON KADETÓW ST. AND POPRAWNA ST.</b>	3,807 m <sup>2</sup>
15.	<b>ANIMUSZU ST. AND PRZYLESIE ST.</b> , from Modlińska St. to the forest border	3,108 m <sup>2</sup>
16.	<b>POWĄZKOWSKA ST. (southern roadway)</b> , from Krasińskiego St. to Rydygiera St.	2,140 m <sup>2</sup>
17.	<b>PIĘKNA ST.</b> , from Konstytucji Sq. to Górnośląska St.	1,167 m <sup>2</sup>
18.	<b>MARSZAŁKOWSKA ST.</b> , from Królewska St. to Solidarności Av.	301 m <sup>2</sup>



**IN TOTAL**

**144,815 m<sup>2</sup>**

NEW ROADWAY  
SURFACE





# Sidewalk renovations

Pedestrian comfort and safety is a priority – that’s why we build and renovate kilometers of sidewalks every year. Such work is also a great opportunity to improve accessibility – especially for people with disabilities or caregivers with children. In addition to aesthetically pleasing and even sidewalk slabs, we lower curbs and lay special warning and guide slabs.

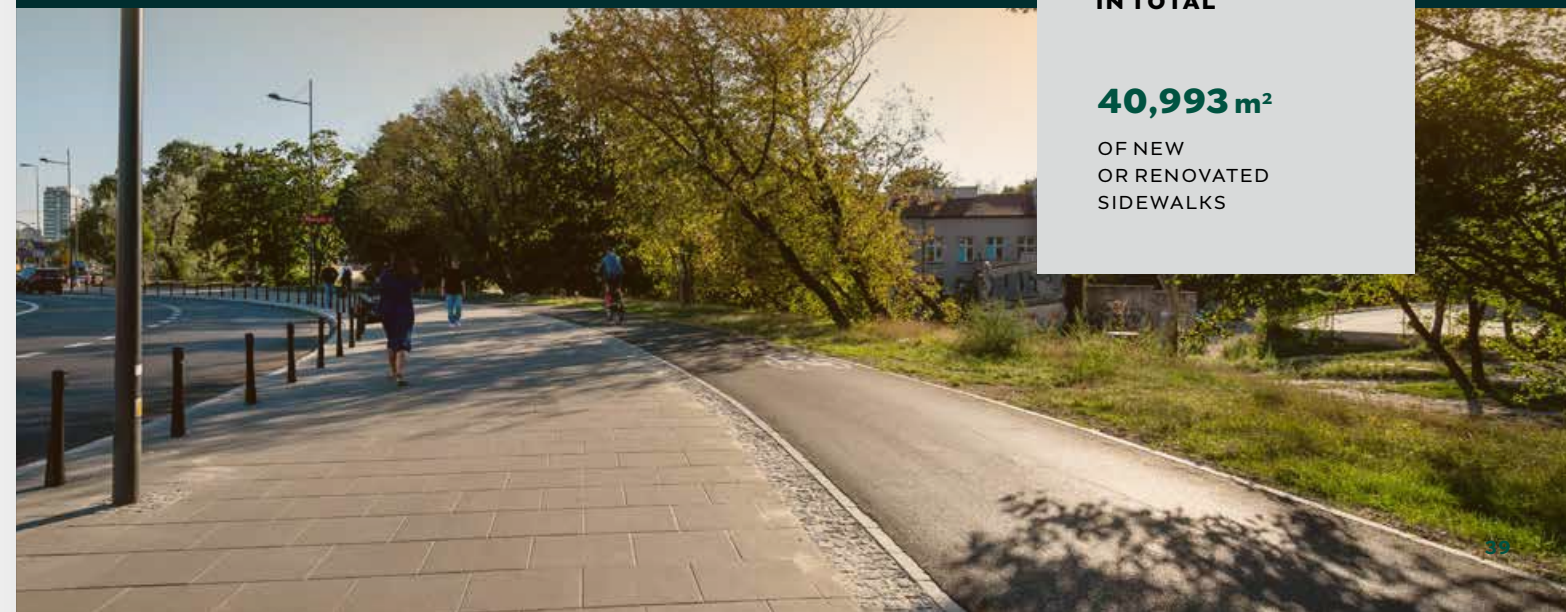
1. <b>SEQUENCE OF PERZYŃSKIEGO ST., PODCZASZYŃSKIEGO ST., RUDNICKIEGO ST.</b> on the section from Marymoncka St. to Maczka St., along with a part of Kochanowskiego St.	<b>14,181 m<sup>2</sup></b>
2. <b>KONDRATOWICZA ST.</b> , from the Bródno metro station to the Mazovian Hospital Bródnowski	<b>10,725 m<sup>2</sup></b>
3. <b>MARSZAŁKOWSKA ST.</b> , from Królewska St. to Solidarności Av.	<b>3,679 m<sup>2</sup></b>
4. <b>ZGRUPOWANIA AK “RADOSŁAW” ROUNDABOUT</b>	<b>3,099 m<sup>2</sup></b>
5. <b>THREE CROSSES SQ.</b>	<b>3,063 m<sup>2</sup></b>
6. <b>ROUNDABOUTS ON KADETÓW ST. AND POPRAWNA ST.</b>	<b>2,049 m<sup>2</sup></b>
7. <b>BRONIEWSKIEGO ST.</b> , from Reymonta Av. to the asphalt yard between buildings 9 and 5	<b>1,362 m<sup>2</sup></b>
8. <b>KRASIŃSKIEGO ST.</b> , from the Filarecka 2 building to Kochowskiego St.	<b>490 m<sup>2</sup></b>
9. <b>NOCZNICKIEGO ST.</b> , from Wólczyńska St. to Cienka St.	<b>482 m<sup>2</sup></b>
10. <b>POWSTAŃCÓW ŚLĄSKICH ST.</b> , from the Lidl store entrance to Bolkowska St.	<b>477 m<sup>2</sup></b>
11. <b>MODLIŃSKA ST.</b> , between numbers 326 and 336	<b>350 m<sup>2</sup></b>
12. <b>POWSTAŃCÓW ŚLĄSKICH ST. (3 sections):</b> at Rescue and Fire Fighting Unit No. 7, at Sucharskiego St., at Borowej Góry St	<b>330 m<sup>2</sup></b>
13. <b>SOKRATESA ST.</b> , in the area of the “Tolstoja 01” stop	<b>245 m<sup>2</sup></b>
14. <b>POWĄZKOWSKA ST.</b> in the area of the intersection with Rydygiera St. (elimination of the shortcut footpath)	<b>130 m<sup>2</sup></b>
15. <b>KASPROWICZA ST.</b> , from Nocznickiego St. to Przy Agorze St., and Marymoncka St., from Lindego St. to number 127	<b>123 m<sup>2</sup></b>
16. <b>PRZY AGORZE ST.</b> , in the area of numbers 11a and 15	<b>109 m<sup>2</sup></b>
17. <b>STALOWA ST.</b> , near the bus depot	<b>45 m<sup>2</sup></b>
18. <b>CIERLICKA ST.</b> , near Marcysi Roundabout	<b>31 m<sup>2</sup></b>
19. <b>DOLINA SŁUŻEWIECKA ST.</b> , in the area of Fort Służew St. (elimination of the shortcut footpath)	<b>23 m<sup>2</sup></b>



**IN TOTAL**

**40,993 m<sup>2</sup>**

OF NEW  
OR RENOVATED  
SIDEWALKS





# Viaduct renovations

## INVESTMENT NUMBERS:

**1,700 m<sup>3</sup>**  
OF CONCRETE USED  
IN THE CONSTRUCTION  
OF THE VIADUCT

**260 tons**  
OF STEEL USED  
IN THE CONSTRUCTION  
OF THE VIADUCT

**5,500 m<sup>3</sup>**  
EMBANKMENTS



## Marywilaska St.

The old viaduct on Marywilaska Street between Kupiecka St. and Smugowa St. was dismantled and erected from scratch. The ancient structure was not suitable for renovation. The 60-meter-long and 17-meter-wide viaduct had been built 50 years earlier using lower-quality materials and technology that deviates from today's standards.

We started construction work in September 2022. To keep traffic moving on Marywilaska St., the contractor first had to demolish the western part of the viaduct. However, during demolition, there was an uncontrolled displacement of the support. By decision of the District Building Inspector, the viaduct was completely taken out of service. At the time, we instructed the contractor to build a temporary sidewalk along the viaduct being dismantled. Demolition of the remaining part of the viaduct began.

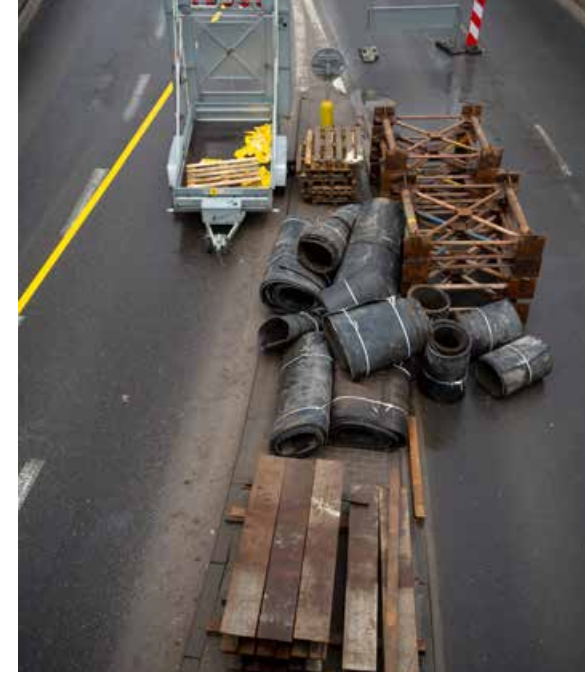
Construction of the new facility started in December 2022. Despite the difficult winter conditions, the contractor wanted to meet the announced deadline. Thus, construction work was completed in March 2023. Already a month later, we introduced alternating traffic, and in mid-June – two weeks ahead of schedule – drivers could already drive on the viaduct in both directions at the same time. The remaining work was completed in December.



### THE VIADUCT NOT JUST FOR DRIVERS

The new viaduct was mounted on a durable and low-maintenance reinforced concrete frame. As part of the investment, we also improved traffic safety. Behind the viaduct towards Smugowa St., we changed the geometry of the roadway, limiting the possibility of speeding. There are also new streetlights with SAVA luminaires.

Pedestrians can use two zebra crossings in the area, and on the viaduct itself there is a sidewalk. Cyclists, on the other hand, have a bike path on both sides of the crossing.



## Globusowa St.

The viaduct over Globusowa St. is 60 years old in 2024. The passage of time, heavy use and damage caused by the passage of too-high vehicles made it necessary to reconstruct it. Especially since it has not undergone any major repairs so far (only reinforcements were made).

The modernization began in February 2023. The road section and then the load-bearing structure were demolished. The previous supports were dismantled and replaced with new ones. In August, we already installed steel girders – beams that transfer the structure's load to the supports. A month later, work continued on formwork and reinforcement of the viaduct's load bearing structure slab.

In January 2024, the investment was almost completed. On the viaduct itself, traffic safety devices and horizontal markings as well as anti-corrosion and anti-bird protection still needed to be installed. Trade works, including the connection of a gas pipeline and the reconstruction of the telecommunications network, were coming to an end. Finally, sidewalks, parking spots and green areas will be recreated.

## Poniatowski Bridge

The Poniatowski Bridge viaduct over Powiśle is undergoing a major renovation. We restore retaining walls and concrete and stone elements, and protect metal elements against corrosion. The work covers almost the entire viaduct – from the Warszawa-Powiśle station to Wioślarska St.

The renovation of the Poniatowski Bridge viaduct started in March 2023. By the end of the year, we reached the halfway point of the work to renew the anti-corrosion layer of the steel structure. The renovation already moved past Kruczkowskiego St., which has remained drivable since the renovation began.

The investment is not an easy one. We are dealing with a with a monument, so we have to choose the technology of the work and its scope accordingly. There are many original elements of the viaduct that have been preserved over the years with varying degrees of success. However, these are further arguments for why the renovation was needed. Additionally, the aesthetics of the viaduct will improve. Already in January, it was apparent that the renewed elements look much better. On top of that, the investment also includes the renovation of the staircase and the underground passage connecting two tram stops.



# New bike roads

Last year, there were over 42 km of new, renovated or designated bike routes. There was no shortage of landmark investments such as those on Three Crosses Sq. and Marszałkowska St. There were also smaller, though equally important ones – e.g., on Modlińska St. Currently, the infrastructure for cyclists in Warsaw measures 773 km, which is 3 times more than in 2009.



## OTHERS, EQUALLY IMPORTANT

In 2023, we also completed, among others, the construction of brand new bike routes on Kondratowicza St. and in the sequence of Perzyńskiego St., Podczaszyńskiego St. and Rudnickiego St. They were created as part of the comprehensive reconstruction of these streets. We also built an important section on Modlińska St., from Przyrzecze St. to the city border, and renovated the surface at Zgrupowania AK "Radosław" Roundabout. In addition, we managed to designate as many as 27 km of contra-flow bike lanes throughout Warsaw.

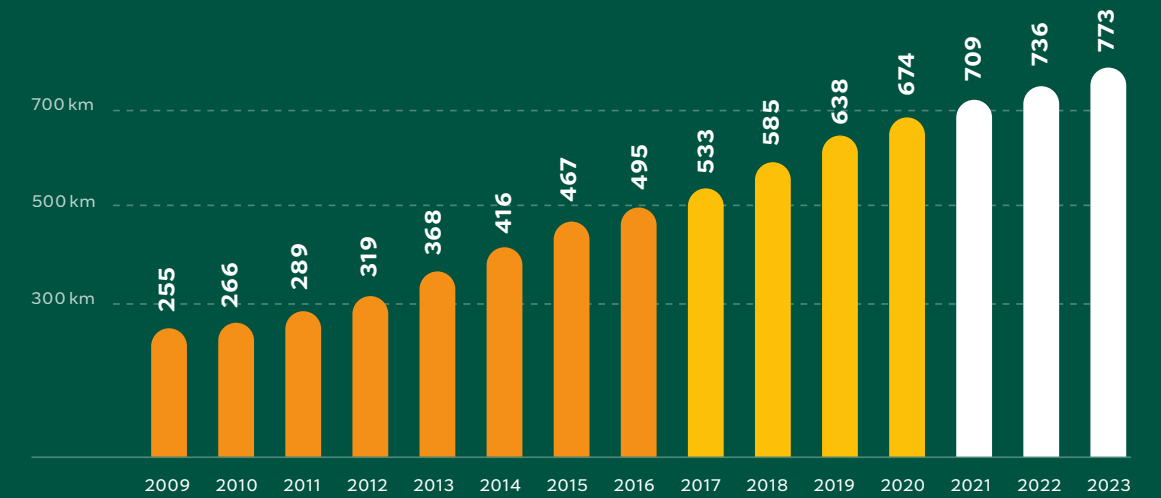
An important element of sustainable mobility, which Warsaw has been supporting for years, is the expansion and modernization of bike infrastructure. Having built the missing long sections on major arterials, the focus is now on merging existing routes, mainly in the city center. Investments that, at first glance, do not impress with their length, are in fact crucial for the comfort of cyclists.

The two most important new sections are Marszałkowska St. between Królewska St. and Solidarności Av., and Three Crosses Sq. along with Nowy Świat St. Today it is hard to imagine that it was practically impossible to ride a bike in these places.

A two-way asphalt route for cyclists was created on Marszałkowska St. On Bankowy Sq., it was separated from the roadway and isolated with planters, which needed to be given a new place after the planting of trees under the capital's City Hall. On a further section, the bike route was created by the reorganization of parking and the reconstruction of street lighting.



## Bicycle infrastructure in Warsaw in kilometers



We also took care of the greenery – we planted 63 new trees (29 maple-leaf plane trees, 16 ginkgo trees and 18 bird cherry trees) and tens of thousands of shrubs, perennials and vines. The total area of the new plantings is almost 2,600 sqm. – such an amount would be enough to green the Warsaw “frying pan” (square in front of Metro Centrum) three times.

Also Three Crosses Sq., until now one of the main “bike teleports” of the capital, has gained full bike infrastructure. New bike lanes were designated on the roadways, providing a connection between the route on Ujazdowskie Av. all the way to Nowy Świat St., as well as bike routes crossing the square. The layout is complemented by a two-way bike path on the east side of the square from Ujazdowskie Av. to Książęca St.

In this case, we also did not forget about new greenery – a total of 28 new trees appeared on the square. These are 16 linden trees, 8 hawthorn trees and 4 pear trees. The trees are about 6 meters high and have a minimum trunk circumference of 30 cm (hawthorn trees) to 50 cm (linden trees). The work is complemented by new lawns, hedges and beds of perennials. That’s over 2,700 square meters of green space.

Both investments also involved improvements to pedestrian infrastructure, more of which can be read on pages 14-17.



# Greening the streets

Streets are not just roads for cars and bikes, sidewalks and lighting. It's also about roadside greenery, which is planted during renovations and reconstructions. Fortunately, no one needs to be convinced anymore about how important trees and shrubs are for urban spaces. This is not only an improvement in aesthetics, but above all a positive impact on the city's climate and air quality – and these are crucial for us and future generations.



## OTHERS ARE PLANTING TOO

In 2023, we planted **541** trees. However, other municipal units are also responsible for greening the streets we manage.

- First of all, it is the Greenery Council, which planted **1,941** trees.
- Hundreds of trees are also planted annually by, among others, Warsaw Trams, Warsaw Metro and developers.

The times when biologically active spaces were flooded with concrete during renovations are gone for good. Today it is difficult to imagine a complete and modern street without greenery. Only then, in tandem with good infrastructure, can it guarantee full functionality.

Therefore, acting in accordance with Warsaw's "Strategy of adaptation to climate change" ["Strategia adaptacji do zmian klimatu"] adopted in 2019, we do everything to make Warsaw the green capital. We plant new trees, shrubs and perennials almost every time we renovate or reconstruct. Sometimes our investments consist solely in greening. Then plants appear in place of unnecessary paving slabs, paving stones or asphalt.

2023 in terms of greening was a very prolific year – in total, we planted over 100,000 shrubs and perennials and as many as 541 new trees on 11 streets. We worked, among others, on Marszałkowska St., where 98 new trees and 24,600 shrubs and perennials appeared, or on Kondratowicza St. – another 372 trees and 46.6 shrubs and perennials.

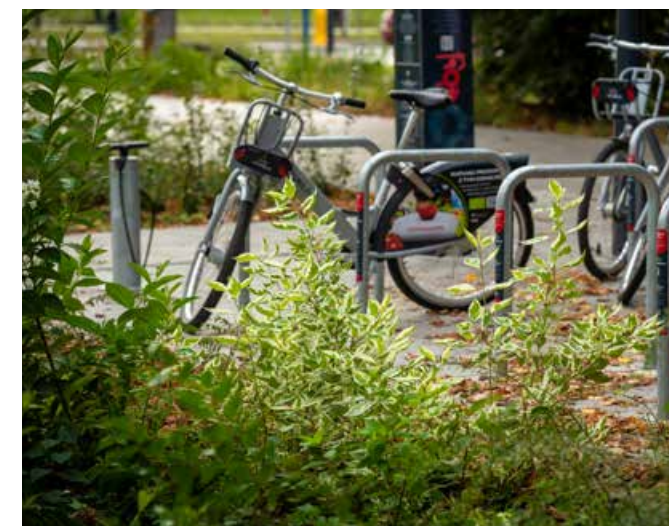
We also created over 5,400 sq. m of flower meadows on Kondratowicza St., which are great for absorbing heat and are an ideal home for insects.

### 2023 IN FIGURES

**541**  
NEW TREES

**over 100,000**  
PLANTED SHRUBS  
AND PERENNIALS

**5,400 m<sup>2</sup>**  
OF FLOWER  
MEADOWS ESTABLISHED  
ON THE KONDRATOWICZA ST.



## "Green investments"

PLANTED TREES,  
SHRUBS AND PERENNIALS:

1. **MARSZAŁKOWSKA ST.**  
on the section Królewska St. –  
Solidarności Av.  
**98** trees  
**24,600** shrubs and perennials
2. **SEQUENCE OF PERZYŃSKIEGO ST.,  
PODCZASZYŃSKIEGO ST.  
AND RUDNICKIEGO ST.**  
**4** trees  
**4,400** shrubs and perennials\*
3. **KONDRATOWICZA ST.**  
**372** trees  
**45,600** shrubs and perennials\*\*
4. **MARYMONCKA ST.**  
on the section 127 Marymoncka St.  
– Lindego  
**30** trees
5. **KADETÓW ST.**  
two roundabouts  
**11** trees  
**23,000** shrubs and perennials
6. **THREE CROSSES SQ.**  
**24** trees  
**23,600** shrubs and perennials
7. **JANA PAWŁA II AV.**  
on the section Błońska – Zgrupowania  
AK "Radosław" Roundabout  
and Zgrupowania AK "Radosław"  
Roundabout – Stawki  
**1,900** shrubs and perennials
8. **MODLIŃSKA ST.,**  
between numbers 326 and 336  
**2** trees
9. **ROSOŁA ST.**  
on the section Belgradzka St.  
– Przy Bażantarni St.  
**120** shrubs

\*The reconstruction of the sequence of Perzyńskiego St., Podczaszyńskiego St. and Rudnickiego St. began in 2022. In total, we planted 65 trees and 4,400 shrubs and perennials there.

\*\*The reconstruction of Kondratowicza St. began in 2022. In total, we planted 505 trees and 75,900 shrubs and perennials there.



# Private developments

Private investors also contribute to the development of Warsaw roads. When adapting the road system to their new developments, they sometimes rebuild entire intersections. It's our job to make sure they do this to the highest possible benefit for residents.



A new residential building or shopping center generally brings increased traffic. Once any such development is completed, the layout of the surrounding roads needs to be adjusted – so that it suits the new situation. This obligation is incumbent on investors and is based on Article 16 of the Law on Public Roads. On this basis, in 2023 we signed as many as 66 contracts with developers for a total amount of over PLN 80 M. Ten of them, with a total value of PLN 14.4 M, are participation contracts where the investor co-finances a city investment. The remaining ones amounting to PLN 65.6 million oblige investors to rebuild the road themselves.

## Intersection of Wysockiego St. with Poborzańska St. and Warszawski Świt St.

In accordance with the contract, the developer rebuilt the intersection of Wysockiego St. with Poborzańska St. and Warszawski Świt St. Traffic lights were built, and along Wysockiego St. additional left turn lanes were constructed. There is also new lighting. The sidewalk and bike path were rebuilt – cyclists gained a complete set of crossings. In addition, a new bike path was created on the eastern side of the street. At the same time, the traffic lights at the intersection with Bazylińska St. were retrofitted. This was only the first of four stages of work. Among those in the queue, there are the reconstruction of the intersection with Bartnicza St. and the construction of a bike path on the section Bazylińska St. – Poborzańska St. – 2 KDL (planned road).



## Intersection of Swojska St. and Krzewna St.

In this case, the developer built the entire Krzewna St. from scratch. It was handed over to the Targówek district management. In turn, at a nearby pedestrian crossing, a refuge island was created on Swojska St. The zebra was also illuminated. The road surface and sidewalks near the intersection were also renovated. The bus stop platforms were also rebuilt – they are now adapted to the needs of the blind and visually impaired, as well as caregivers with children and the elderly.



## Intersection of Powązkowska St. and Krasińskiego St.

The work began at the end of 2023 and continues in 2024. Here, the developer is to build a set of four bike crossings and connectors to Ficowskiego St. and Elbląska St. Sidewalks and bus bays are also being renovated. Traffic lights will also be modernized for the benefit of drivers and pedestrians. It will be equipped with vehicle and pedestrian detection.



## Intersection of Radzymińska and Bystra

The investment, which began in the fall of 2023, was not completed before winter, but the results are already visible. A new service road along Radzymińska St. is being built near the intersection. It will ensure safe and convenient access to the emerging shopping and service center. On Radzymińska St. itself, there will be an acceleration/deceleration lane to and from the new road, as well as a separate lane for turning left into Bystra St. (from the north).



## Intersection of Okularowa St. and Szpacza St.

In 2023, work also began on Okularowa St. (section of Szpacza St. and Bluszczowa St.) and is already at an advanced stage. The developer's task was to renovate and widen the roadway and rebuild the dividing lane. There will also be new lighting along the street. On the western side of Okularowa St. – after moving the drainage ditch – cyclists will get a new road, and pedestrians will get a renovated sidewalk. The sidewalk along Szpacza St. was also rebuilt, while the crosswalk and widened bike crossing across the street were elevated.



# Lighting



Proper road lighting is key to safety after dark. That's why we constantly add light to the capital's streets and modernize existing lighting.

Both of these tasks are fulfilled by the Poland's largest luminaire replacement program, launched in 2022. We continued it in 2023 as well.

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# SAVA luminaires

In 2023, we continued our landmark project related to urban lighting. Nearly 50,000 SAVA LED luminaires have already been installed on Warsaw streets.



## WE SHARE OUR KNOWLEDGE

Warsaw's luminaire replacement is the largest project of its kind in Poland. Wanting to share our experience and knowledge, in 2023 we organized the conference "Modernization of street lighting in Warsaw – how to do it right?".

The conference, under the patronage of Warsaw Mayor Rafał Trzaskowski, was held on **September 14-15, 2023** at the Palace of Culture and Science in Warsaw.

The 80 participants included representatives of the boards of provincial cities and cities neighboring Warsaw, in charge of lighting. The conference partner was LUG Light Factory Ltd.

The replacement of lighting on Warsaw streets is a large-scale project. In 2022, we began the process of replacing obsolete luminaires installed decades ago on streets belonging to ZDM, where LED lamps had not yet been installed. At the end of the year, 490 Warsaw streets managed by ZDM were illuminated by 36,599 modern SAVA luminaires, of which over 14,000 were installed in 2023. The process of replacing the lighting on ZDM's streets is coming to an end.

With nearly 37,000 SAVAs illuminating ZDM roads, we have saved over 25,000 MWh of electricity. In times of high electricity prices, this is of enormous importance – thanks to the modernization of luminaires, we save as much as PLN 32 million a year.

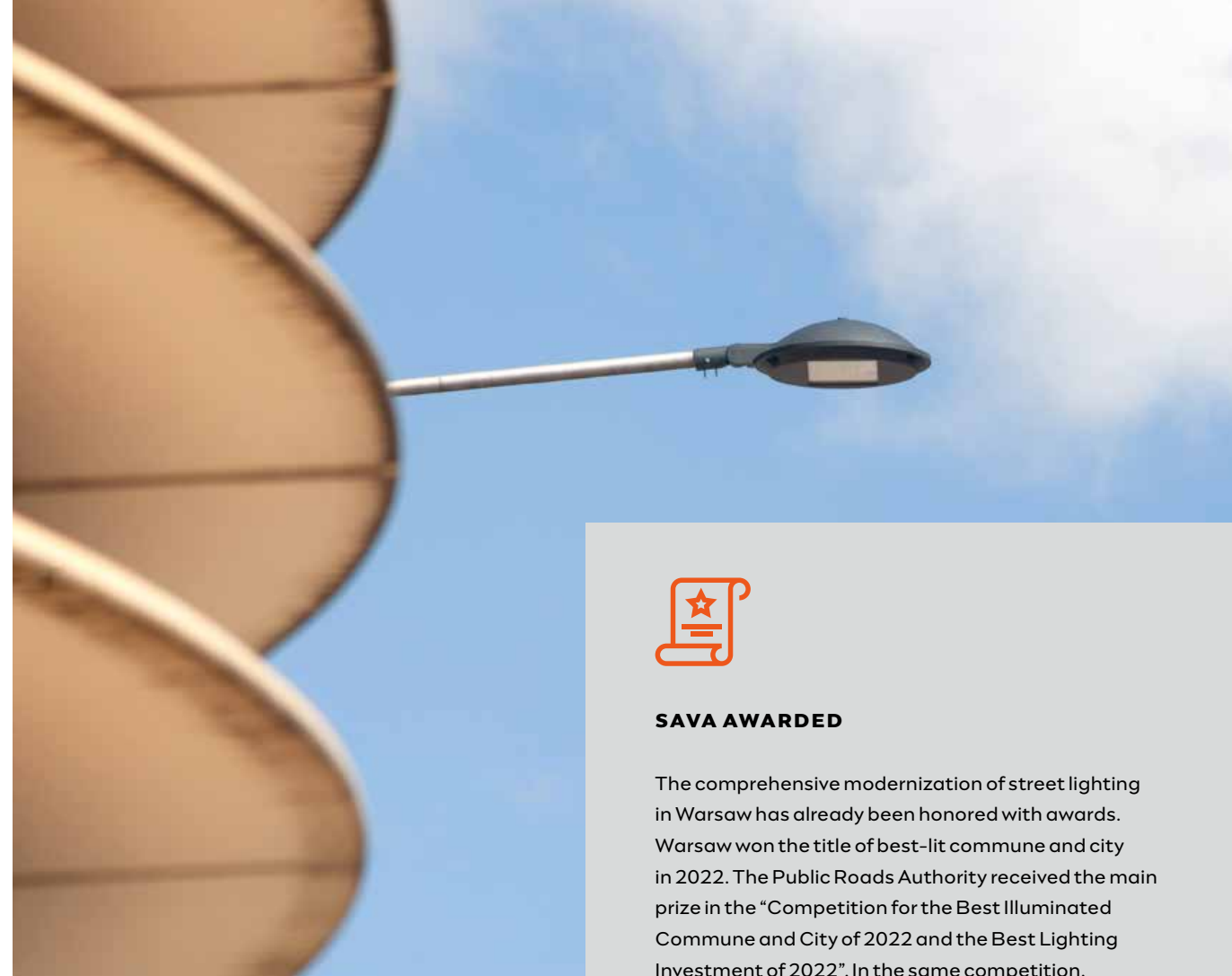
SAVA also helps to take care of the environment, emitting less carbon dioxide into the atmosphere than sodium lamps. In 2023, we reduced 22,000 tons of CO<sup>2</sup>. That's as much as 3 million trees consume!

The luminaire model was designed specifically for the Capital City of Warsaw, which has a license to use it in the future. This makes it possible to order luminaires, of the same design, from various manufacturers that win tenders. The first SAVAs were manufactured and delivered by the Polish company LUG Light Factory. Thanks to the modernization, Warsaw street lighting is becoming more standardized. The luminaires are aesthetically pleasing, and with the right design, it is easier to replace lamp components in case of failure.

## IMPORTANT NUMBERS

**22,000 tons of CO<sup>2</sup>**  
REDUCED EMISSIONS  
THANKS TO  
REPLACEMENT  
OF LUMINAIRES IN 2023

**above 14,000**  
LUMINAIRES  
INSTALLED IN 2023



## SAVA AWARDED

The comprehensive modernization of street lighting in Warsaw has already been honored with awards. Warsaw won the title of best-lit commune and city in 2022. The Public Roads Authority received the main prize in the "Competition for the Best Illuminated Commune and City of 2022 and the Best Lighting Investment of 2022". In the same competition, a special award was given to the company that designed SAVA – LUG Light Factory.

The new luminaires are also successful internationally – we received the DALI Lighting Award for 2022 for a model future solution that constitutes the foundation of smart urban infrastructure.





# Communal Roads

In the spring of 2023, we began the process of replacing luminaires with LED SAVAs on communal streets managed by districts. We installed 8,846 of them throughout the year.



The luminaires installed on communal roads are matched to the lower streetlights that dominate residential streets. The first LED lights were installed in March in Warsaw's Wawer district, where before the modernization only 3.7 percent all the luminaires were LED. We have replaced 28 and 9 luminaires on Prasowa St. and Jagienki St., respectively. In nine months, the number has risen to 8846, and the replaced luminaires can also be found in Wesoła, Żoliborz, Mokotów and Praga-Północ, among others.

Nearly 9,000 new luminaires can save PLN 3 M for energy bills, of which we saved over 2,000 MWh. **By replacing luminaires on communal roads, we have reduced CO<sup>2</sup> emissions by about 19,000 tons, which is equivalent to planting about 280,000 trees.**

The process of replacing lighting on communal roads is still underway. We assume that we will replace over 35,000 luminaires. At the turn of 2024 and 2025, all communal roads in our projects will be illuminated with SAVAs.



## The light of SAVAs

The color temperature of all SAVAs is 3000K. This is the standard adopted light temperature, with the exception of lighting masts (with a power of 4000K), which are usually located at road junctions.



## Guarantee

SAVAs are resistant to adverse weather conditions, such as precipitation and large temperature differences. Robust construction of aluminum alloy luminaires will allow the new lighting to last at least several decades. The manufacturer has provided a warranty of as long as 12 years for the luminaires.

## SAVA lamps on ZDM and communal roads

– as at Apr. 10, 2024.



**21,543**  
LUMINAIRES  
REPLACED  
IN 2023



LEGEND:

ZDM ROADS

COMMUNAL ROADS



# Tunnels and underground passages

In the process of replacing luminaires, we do not forget about those in tunnels and under viaducts. As a result, they are better lit and financial and energy savings are on the rise. In 2023, we carried out work in as many as 24 locations.

## SAVINGS



### 400 LED LUMINAIRES

24 tunnels and passages are currently illuminated by 400 modern LED luminaires, which illuminate better than the 565 fluorescent lamps they replaced.

### 73% LESS ENERGY

Annual energy consumption in these locations will drop from 305.7 MWh to 81.1 MWh. The replacements will save as much as 224.6 MWh of electricity per year, which amounts to about 73%.

### PLN 179,000

For the energy consumed over the year at these locations, we will pay PLN 64,772.94 with the current price on average of PLN 798.68 gross per 1 MWh\*, thus saving over PLN 179,000 per year.

\*this year we pay different prices per 1MWh depending on the quarter

We are replacing lighting not only on streetlights and masts at road junctions, but also in tunnels and underground passages. There, the luminaires keep the lights on around the clock. We are constantly replacing these expensive-to-maintain sodium lamps with energy-efficient LED lamps. By 2022, we had replaced luminaires in 40 such locations.

In 2023, we replaced luminaires in 24 tunnels and underground passages. Till then, there had been 565 inefficient luminaires. After the modernization, there are 165 fewer of them, yet they shine better and cheaper! Brightness was brought under the viaduct of the WZ route at Grodzka St.: this previously unlit place gained 14 new luminaires. We installed 4 times more luminaires under the Gdański Bridge.

We hung most of the luminaires in the tram tunnels at the Młociny junction – 75 new lamps were hung there. This completed the process of replacing the lighting in tram tunnels. As of 2023, each of them is illuminated with LED luminaires.

Replacing luminaires in tunnels and passages results in major financial savings. For example, the lighting of the tunnel at the Western Railway Station after modernization consumes 45.4 MWh of electricity per year. The situation is similar in the underground passage at Toruńska St. and Modlińska St. – there, the new luminaires consume almost 5 times less energy.

## Tunnels and underground passages with lighting replaced in 2023

	BEFORE MODERNIZATION		AFTER MODERNIZATION		SAVINGS
	number of luminaires	annual energy consumption	number of luminaires LED	annual energy consumption	
<b>Młociny node</b> (tram tunnels)	178	54.5 MWh	75	10.8 MWh	<b>80%</b>
<b>Złota St. under Marszałkowska St.</b> (metro)	51	21.4 MWh	25	7.2 MWh	<b>66%</b>
<b>Waszyngtona Roundabout</b>	45	46.0 MWh	24	6.9 MWh	<b>85%</b>
<b>Jerozolimskie Av.</b> at the Western Railway Station	41	55.0 MWh	28	9.6 MWh	<b>83%</b>
<b>Wybrzeże Gdańskie St.</b> under Bolesć St.	40	16.1 MWh	20	5.8 MWh	<b>64%</b>
<b>Wybrzeże Gdańskie St.</b> under Grodzka St.	37	18.0 MWh	19	5.5 MWh	<b>69%</b>
<b>Marsa St.</b> under Płowiecka St. and Ostrobramska St.	28	18.4 MWh	28	4.00 MWh	<b>78%</b>
<b>Krakowska Av.</b> near PKP Rakowiec	20	3.3 MWh	20	2.9 MWh	<b>12%</b>
<b>Cyrylików St.</b> near PKP Rembertów	15	7.4 MWh	15	4.3 MWh	<b>42%</b>
<b>Marymoncka St.</b> under M. Wittek Av.	12	3.7 MWh	12	1.7 MWh	<b>54%</b>
<b>Wybrzeże Gdyńskie St.</b> under M. Wittek Av.	12	3.7 MWh	12	1.7 MWh	<b>54%</b>
<b>Górczewska St.</b> under Prymasa Tysiąclecia Av.	12	13.1 MWh	12	1.7 MWh	<b>87%</b>
<b>Grodzka St.</b> (WZ route viaduct)	no lighting		14	2.0 MWh	—
<b>Kosmatki St.</b> under W. Długoszewskiego St.	10	6.1 MWh	10	2.9 MWh	<b>52%</b>
<b>Solec St.</b> at the "Chwała Saperom" monument	9	9.1 MWh	9	2.6 MWh	<b>71%</b>
<b>Toruńska St.</b> under Modlińska St.	9	5.9 MWh	9	1.3 MWh	<b>78%</b>
<b>Obozowa St.</b> under Prymasa Tysiąclecia Av.	8	8.7 MWh	8	1.2 MWh	<b>86%</b>
<b>Solec St.</b> under PKP viaduct	8	1.5 MWh	8	1.1 MWh	<b>27%</b>
<b>Jerozolimskie Av.</b> under Łopuszańska St.	8	5.3 MWh	8	1.6 MWh	<b>70%</b>
<b>Regulska St.</b> under the overpasses of the S2 road	8	2.4 MWh	8	1.1 MWh	<b>54%</b>
<b>Zakroczymska St.</b> under Słomińskiego St.	6	1.8 MWh	6	0.9 MWh	<b>50%</b>
<b>Andersa St.</b> under Indrzejczyka St.	4	2.6 MWh	18	2.6 MWh	—
<b>Wybrzeże Gdańskie St.</b> under Gdański Bridge	2	0.4 MWh	8	1.1 MWh	—
<b>Wybrzeże Gdańskie St.</b> under Śląsko-Dąbrowski Bridge	2	1.3 MWh	4	0.6 MWh	<b>54%</b>
<b>IN TOTAL</b>	<b>565</b>	<b>305.7 MWh</b>	<b>400</b>	<b>81.1 MWh</b>	<b>73%</b>

# Additional lighting at crosswalks

For the safety of pedestrians, we provide crosswalks on Warsaw roads with additional lighting. We can see the effects of our actions – we record fewer accidents with pedestrians at zebra crossings. In 2023, we provided 305 crosswalks with additional lighting.



Providing additional lighting involves installing additional light sources in the crosswalk area. Additional lighting is installed before the crosswalk to increase the visibility of pedestrians or cyclists against a dark background. Thanks to precise positioning, the lamps do not blind drivers, but illuminate the pedestrian's silhouette and make it stand out from the darkness. This is the best way to improve the visibility of pedestrians crossing the road, much more effective than, e.g., reflective elements on road signs or clothing.

We have been providing crosswalks with systemic additional lighting for eight years. In 2023, 305 crosswalks became better lit. The largest number, as many as 54 crosswalks, were provided with additional lighting in Wawer, 40 – in Śródmieście, and 37 – in Praga-Północ. In total, over all the years of our activity, we have brightened nearly 2,100 zebra crossings.

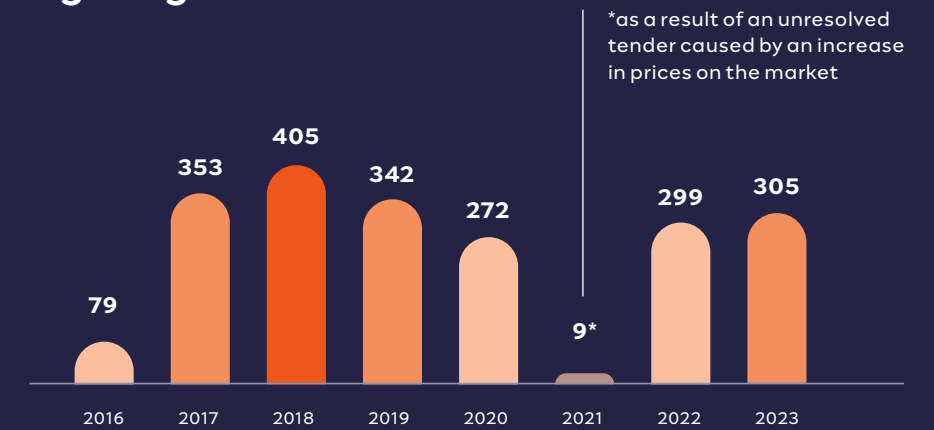
Additional lighting is also provided during comprehensive street reconstructions or investments in local streets carried out by district offices. We also install new poles with additional lighting for crosswalks as part of the civic budget. This was the case in 2023 in Białołęka, where as many as 12 from 27 crosswalks were better lit.

The process of illuminating crosswalks without traffic lights is coming to an end. We identified those that were not adequately lit several years ago in a safety audit of crosswalks, and almost all of them now have additional lighting. As a result, the visibility of pedestrians and cyclists has been greatly improved, and the roads have become safer for both them and drivers.

## IMPORTANT NUMBER

**2,065**  
PEDESTRIAN CROSSINGS  
ILLUMINATED SINCE  
THE BEGINNING OF ZDM  
OPERATIONS

## Total number of crosswalks provided with additional lighting in Warsaw in each year



## Crosswalks provided with additional lighting divided into districts



# Plans for the future

In 2024, more communal streets will gain LED luminaires. Furthermore, replacement of worn-out lighting poles will be continued.



## LIGHTING POLES - ADVERTISEMENTS

New lighting poles, while supposed to bring order and aesthetics to Warsaw, are often objects of vandalism. Stickers, posters and fliers stuck on poles are difficult to remove and contribute to the worse appearance and technical condition of the streetlights. For several years, in an effort to combat this phenomenon, we have been using "anti-poster" protection on poles, which covers streetlights in places particularly exposed to devastation. It makes removing stickers from poles easier and does not damage the coating of the streetlight.

The new SAVAs on roads managed by the districts will contribute to an even greater increase in electrical efficiency and, consequently, greater financial savings. Already almost 1/3 of the old sodium luminaires on the communal streets where we planned to modernize lighting are already replaced with SAVA LED luminaires.

The next step will include building a modern lighting control system. Most of the luminaires will be equipped with a controller that will report on their operation and allow for advanced remote control of the lighting. It will be easier to not only swiftly detect but also anticipate lighting failures. The system will select the best parameters for lighting on Warsaw streets. It will allow for turning on, turning off, and reducing the level of lighting depending, for example, on weather conditions or traffic intensity. This will further decrease the cost of electricity consumption.

We also plan to continue replacing lighting poles. 2,641 concrete poles will be replaced with steel and aluminum ones. They will appear on dozens of streets in thirteen districts. The new poles are more aesthetically pleasing and, above all, safer. The old ones, installed decades ago, are in an increasingly deteriorated technical condition. The appearance of the new poles is standardized all over the capital.

### IMPORTANT NUMBERS

**nearly 1/3**

ALREADY REPLACED LUMINAIRES ON MUNICIPAL STREETS

**2,641**

CONCRETE POLES WILL BE REPLACED BY STEEL AND ALUMINUM ONES

## SAVAs on communal roads

### CURRENTLY

**26,495**  
SODIUM LUMINAIRES TO BE REPLACED ON COMMUNAL ROADS

**9.56 GWh**  
OF ANNUAL ELECTRICITY CONSUMPTION BEFORE REPLACEMENT

### AFTER REPLACEMENT

**35,341**  
LED LUMINAIRES ON COMMUNAL ROADS

**3.83 GWh**  
OF ESTIMATED ANNUAL ENERGY CONSUMPTION



**5.73 GWh**  
ESTIMATED ANNUAL ENERGY SAVINGS

### CURRENT COSTS

**PLN 7.63 M**  
TO BE PAID AT THE AVERAGE\* RATE APPLICABLE IN 2024 FOR ELECTRICITY OF PLN 798,68/MWH.

### COSTS AFTER REPLACEMENT

**PLN 3,05 M**  
TO BE PAID AT THE AVERAGE\* RATE APPLICABLE IN 2024 FOR ELECTRICITY OF PLN 798,68/MWH.



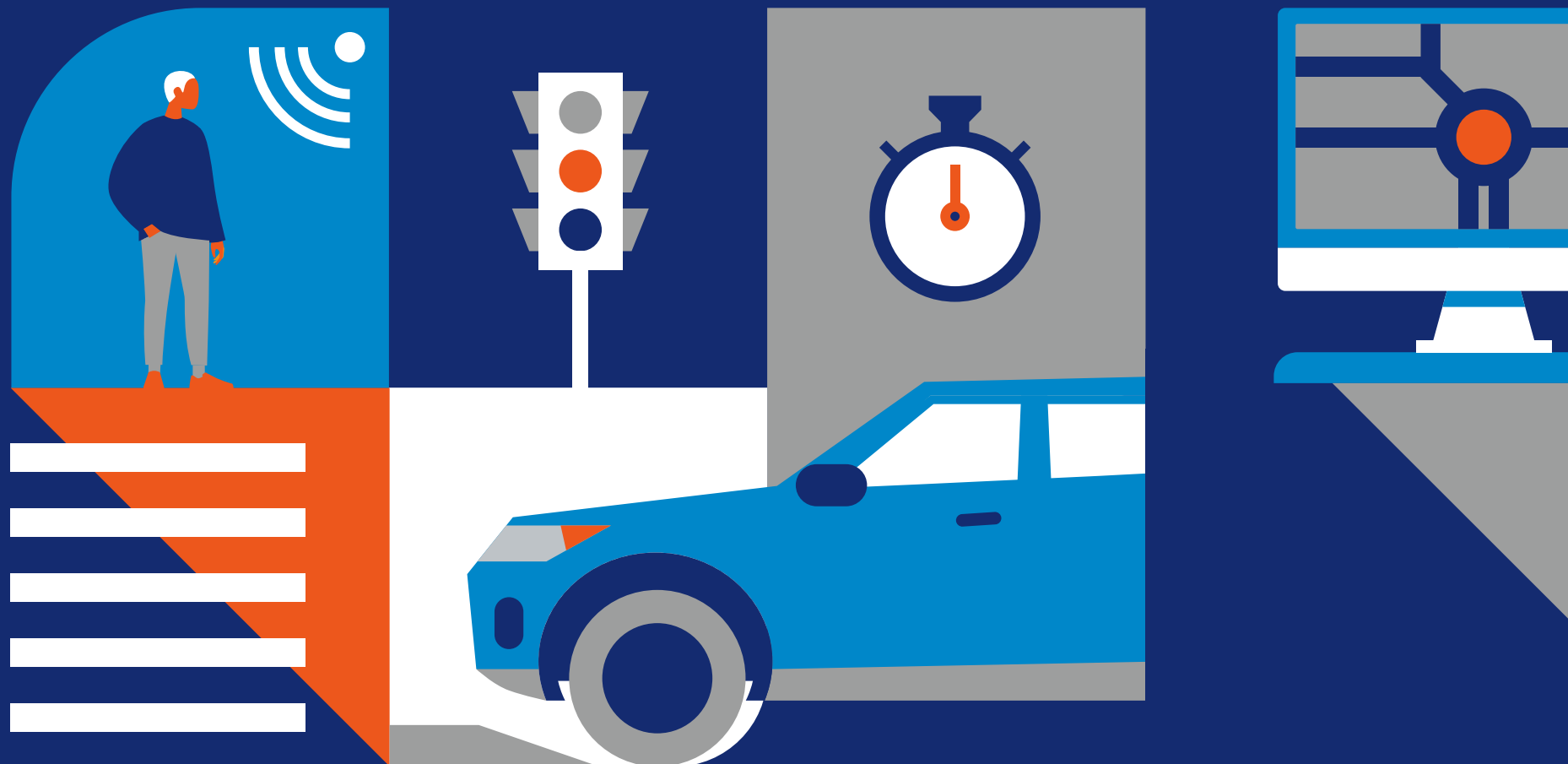
**PLN 4.58 M**  
SAVINGS

\*average from the 2024 price list.



5

# Safety



We take care of safety on our roads. We are committed to ensuring that road infrastructure provides safety, especially for its least protected users – pedestrians.

Measurements and analyzes help us decide what is needed on a given street.

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# Road traffic analyses

Efficient road management is possible, among other things, because we know exactly what traffic looks like. The automatic traffic measurement system indicates the volume and speed at which drivers are traveling.



**125**  
TRAFFIC MEASUREMENT POINTS



**995,708**  
VEHICLES ON AVERAGE PER DAY ENTERING AND LEAVING THE CENTER – DOWNTOWN CORDON

**665,613**  
VEHICLES ON AVERAGE PER DAY PASSING FROM ONE BANK OF THE VISTULA TO THE OTHER IN BOTH DIRECTIONS

**210,863**  
VEHICLES ON AVERAGE PER DAY ARE CAPTURED ON THE MOST CONGESTED SECTION OF THE ROAD – ON THE GROTA-ROWECKIEGO BRIDGE

We have been analyzing street traffic in Warsaw for over 30 years. Detailed measurements of traffic volumes and vehicle speeds allow us, among other things, to design new roads, set traffic light programs and make other changes to the road system.

The first Warsaw Traffic Survey in 1993 measured only the number of cars crossing bridges. The APR system – Automatic Traffic Measurement – has been in operation since 1998. In 2023, it consisted of 125 traffic measurement points located throughout the city.

## Comprehensive modernization

Between 2020 and 2023, the APR system underwent a thorough modernization. The previous infrastructure, due to its age, was already heavily exploited. The measurement points were thoroughly rebuilt – we made new induction loops, provided a permanent 230V power supply at night from streetlights, and installed the necessary components to operate the points. In 2023, as part of the last stage of system modernization, we installed 34 new meters. They collect more detailed traffic data.

Measurement points consist of cordons and screens counting traffic volume in characteristic points of the city. Thanks to this, we know how many vehicles cross the borders of the very center (downtown cordon), the borders of Warsaw (outer cordon), the borders of the city ring road (inner cordon) or the line of the Vistula River (bridge screen) and the cross-city railroad (cross-city line screen).

In addition to permanent measurements, we also conduct ad hoc traffic surveys at selected intersections and measure traffic volumes and vehicle speeds between intersections. This data is used to design intersection changes, traffic light programs or traffic calming measures (in case of significant speed violations).

## Surveys of instantaneous speed and traffic volume 2023



**41**  
MEASUREMENT DAYS  
from June 15 to November 11



**41**  
MEASUREMENTS

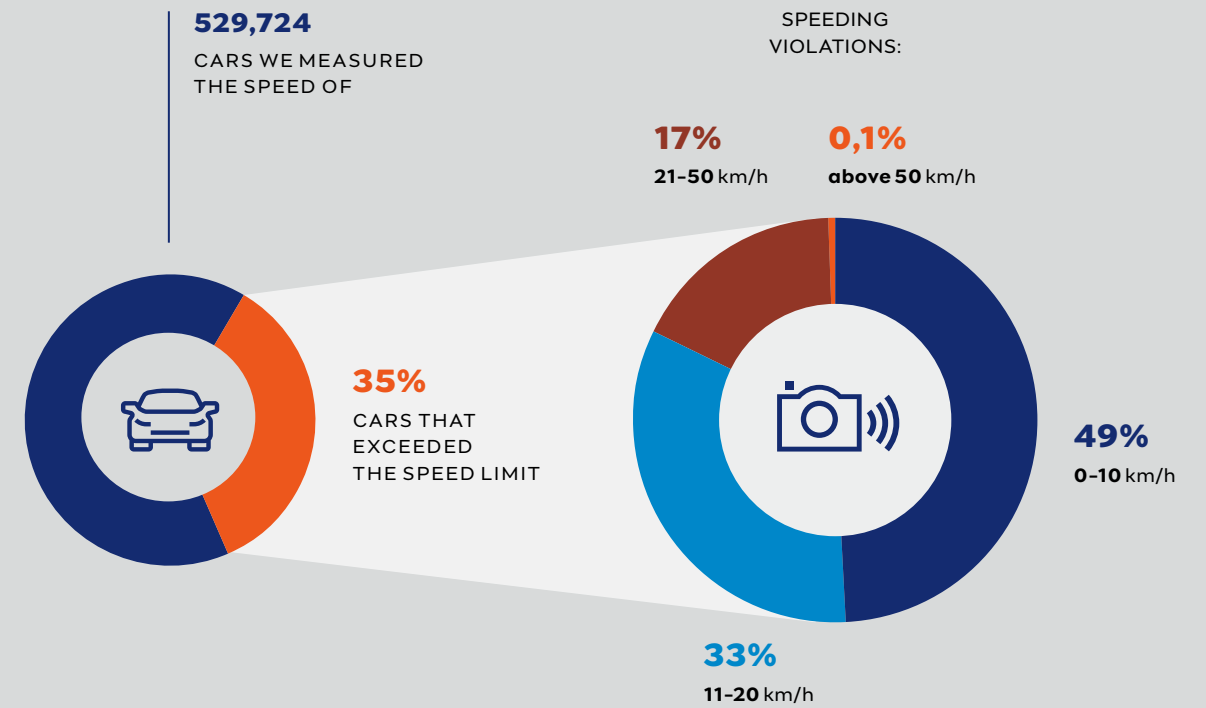


**92**  
TRAFFIC LANES



**65.7 km/h**  
AVERAGE SPEED OF VEHICLES AT THE "FASTEST" POINT: **WYBRZEŻE SZCZECIŃSKIE ST.**

**15 km/h**  
AVERAGE SPEED OF VEHICLES AT THE "SLOWEST" POINT: **MOKOTOWSKA ST.**



## RECORD-BREAKING BRIDGE

In 2023, for another year in a row, **the Grota-Roweckiego Bridge** turned out to be the road with the most traffic in Warsaw – **an average of 211,000 vehicles crossed it per day.**





# Changes in traffic organization

Changes in traffic organization improve road safety. These include, e.g., construction of refuge islands, installation of speed humps and changes in roadway geometry. We introduce them not only for major and minor renovations, but also individually – mainly on the basis of safety audits.



**77**  
CROSSINGS WHERE WE IMPROVED SAFETY IN 2023, INCLUDING:

- **6**  
OF THEM RATED 0
- **13**  
OF THEM RATED 1
- **30**  
OF THEM RATED 2
- **20**  
OF THEM RATED 3
- **8**  
OF THEM RATED 4

\*Crossings were rated on a 6-point scale (0-5), where 0 means “the most dangerous.”

Many of the changes are the result of a comprehensive road safety audit carried out by us in 2016–2020 at all pedestrian crossings without traffic lights. There were over 4,000 of them in the capital. For several years, marked crosswalks with the lowest scores have been improved by us – over 500 crossings have already undergone changes.

In 2023, we worked at 77 crossings. 6 of them had the lowest possible rating in the audit. These included marked crosswalks on Płaskowickiej St. near Hirszfelda St., where we built traffic lights, on Stawki St. (separators installed between the tracks and the roadway) and on Posag 7 Panien St. (construction of a refuge island). In other, less dangerous locations, we changed the roadway geometry, reduced parking in the immediate vicinity of crossings and modified crossings to so-called raised crossings.

In 2023, we continued the program to move parking from the sidewalks to the roadway. We implemented the changes on Jagiellońska St. (from No. 1 to Marcinkowskiego St.) and Koszykowa St. (Wilcza–Noakowskiego section), among others.

New speed humps also appeared on the streets. The ones we built at the intersection of Wólczynska St. and Opatok St. in Bielany are particularly noteworthy. These are the so-called sinusoidal humps. This type of solution has a number of advantages – a gentler profile puts less stress on the suspension of vehicles and helps reduce traffic noise at the crossing.

## We also build new passages.

In recent years, there has been an increase in underground passages wherever they needed to be built for a long time. Over the last 10 years (2014–2023), we created nearly a hundred of such passages that improve accessibility in Warsaw. Thus, in 2023, completely new crossings were built, e.g. on Sikorskiego Av. near Leśnej Jeżyny St., on Rudnickiego St. near No. 8, on Perzerzyńskiego St. near Staffa St., on Czaszyńskiego St. near Cegłowska St. and on Radzymańska St. near Bystra St.



REFUGE ISLANDS



RELOCATED PARKING



GROUND PASSAGES



CHANGE OF GEOMETRY

## SINUSOIDAL HUMPS

In order to see if such a solution would work, e.g., on roads where public transport buses travel, we selected a site to conduct tests. And our choice was the intersection of Wólczyńska St. and Opatok St. The tests confirmed that the buses will have no problem passing. The same applies to cars and trucks. Therefore, we will want to abandon the installation of classic prefabricated island humps in favor of the construction of sinusoidal humps. However, we will not replace those humps that are in good condition and fulfill their functions.





# Traffic lights

Traffic lights calm down and order traffic and thus improve road safety. Due to cost concerns, we precede any construction of traffic lights with thorough analyses. In 2023, new lights were erected at subsequent intersections and pedestrian crossings with the most intense traffic.

## INTERSECTIONS AND CROSSWALKS



**899**  
WITH TRAFFIC LIGHTS



**717**  
WITH ACCOMMODATIVE TRAFFIC LIGHTS, THAT ADJUST THE LENGTH OF TRAFFIC SIGNALS BASED ON TRAFFIC INTENSITY

## COOPERATION

Sometimes, we carry out the investment together with developers – such was the case with the construction of traffic lights at the intersection of Sikorskiego Av. and Pory St. on the extension of Leśnej Jeżyny St., thanks to which access to the Pod Skocznią housing estate will be easier. Traffic lights were also erected at the intersection of Wysockiego St. and Poborzańska St., which is being rebuilt by the developer.

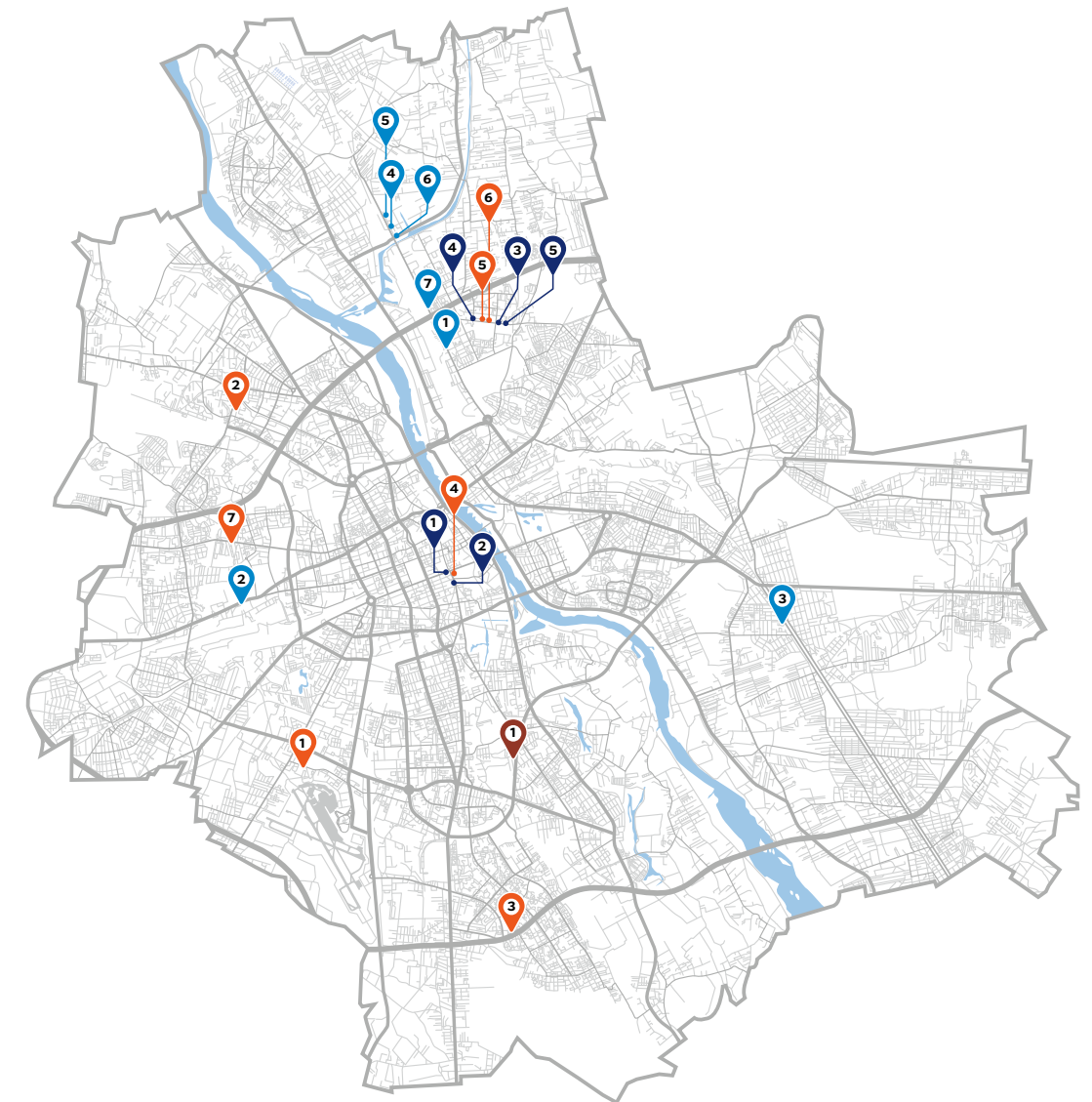
There are currently 905 intersections and crosswalks with traffic lights in Warsaw. 717 of these are so-called adaptive traffic lights, where the length of the green signal depends on traffic intensity. This is a convenience for all traffic participants.

We take care of the traffic lights on a continuous basis – so as to increase the level of safety on the roads. In 2020, we signed a new contract with Traffic Polska and Sprint, which maintain and service traffic lights. However, the new contract is much broader than the previous one – we not only repair failures, but also replace all outdated traffic lights components to prevent them.

In 2023, traffic lights were built or repaired at 24 intersections and crosswalks on roads managed by ZDM. New traffic lights were built, among others: in places that, according to our safety audit of crosswalks conducted in 2016–2020, received a low rating. This was the case, for example, on Reymonta Av., at the crosswalk at the level of Żbikowianka St. We also improved safety at the crosswalk over Z. Krasińskiego St., near Wybrzeże Gdynskie St. We also announced further tenders for the construction of traffic lights.

In 2023, we allocated nearly PLN 5 M for the construction, reconstruction, adaptation to the new traffic organization and maintenance of traffic lights. This amount is low because most of the traffic lights were installed by private investors.

## Traffic lights – investment map for 2023



### TRAFFIC LIGHTS BUILT BY ZDM:

1. KOR - Radarowa St.
2. Reymonta Av. – Żbikowianka St.
3. Płaskowickiej St. – Hirszfelda St.
4. Three Crosses Sq. – crosswalk
5. 27A Kondratowicza St.
6. 29A Kondratowicza St.
7. Górczewska St. – crosswalk in the area of Budy St.



### TRAFFIC LIGHTS REBUILT BY ZDM:

1. Książęca St. – Nowy Świat St.
2. Ujazdowskie Av. – Hoża St. – Mokotowska St.
3. Kondratowicza St. – Chodecka St.
4. Kondratowicza St. – Łabiszyńska St.
5. Kondratowicza St. – crosswalk near the hospital



### BUILT JOINTLY BY ZDM AND EXTERNAL INVESTORS:

1. Sikorskiego Av. – Leśnej Jeżyny St.



### TRAFFIC LIGHTS BUILT BY EXTERNAL INVESTORS:

1. Wysockiego St. – Poborzańska St.
2. Wolska St. – crosswalk in the area of the Wola Cemetery
3. 17 Widoczna St. – exit in the Gardenia area
4. Marywilska St. – Kupiecka St.
5. 62 Marywilska St.
6. Marywilska St. – crosswalk at No. 42
7. Marywilska St. – Inowłodzka St.

# The Integrated Traffic Management System

The Integrated Traffic Management System (ZSZR) helps improve traffic flow and safety on the streets of Warsaw. By the end of 2023, 435 intersections were covered by the system.



## Yuttraffic MOTION

Based on the data it collects from detectors deployed on streets and intersections, shows the current traffic and predicts the traffic that may develop. Using complex control algorithms, every 3 minutes, it generates triggerable signaling programs appropriate to the predicted situation on the street.

This involves calculating the length of cycles that should be applied to ensure the best possible throughput at a given intersection (other parameters responsible for traffic control at the intersection are also calculated). The system analyzes the generated programs on an ongoing basis, and then selects for implementation the one that – based on the collected data – will work best, i.e. will allow more vehicles to pass through the intersection that begins to congest. Programs are changed every 5-15 minutes, depending on the traffic.

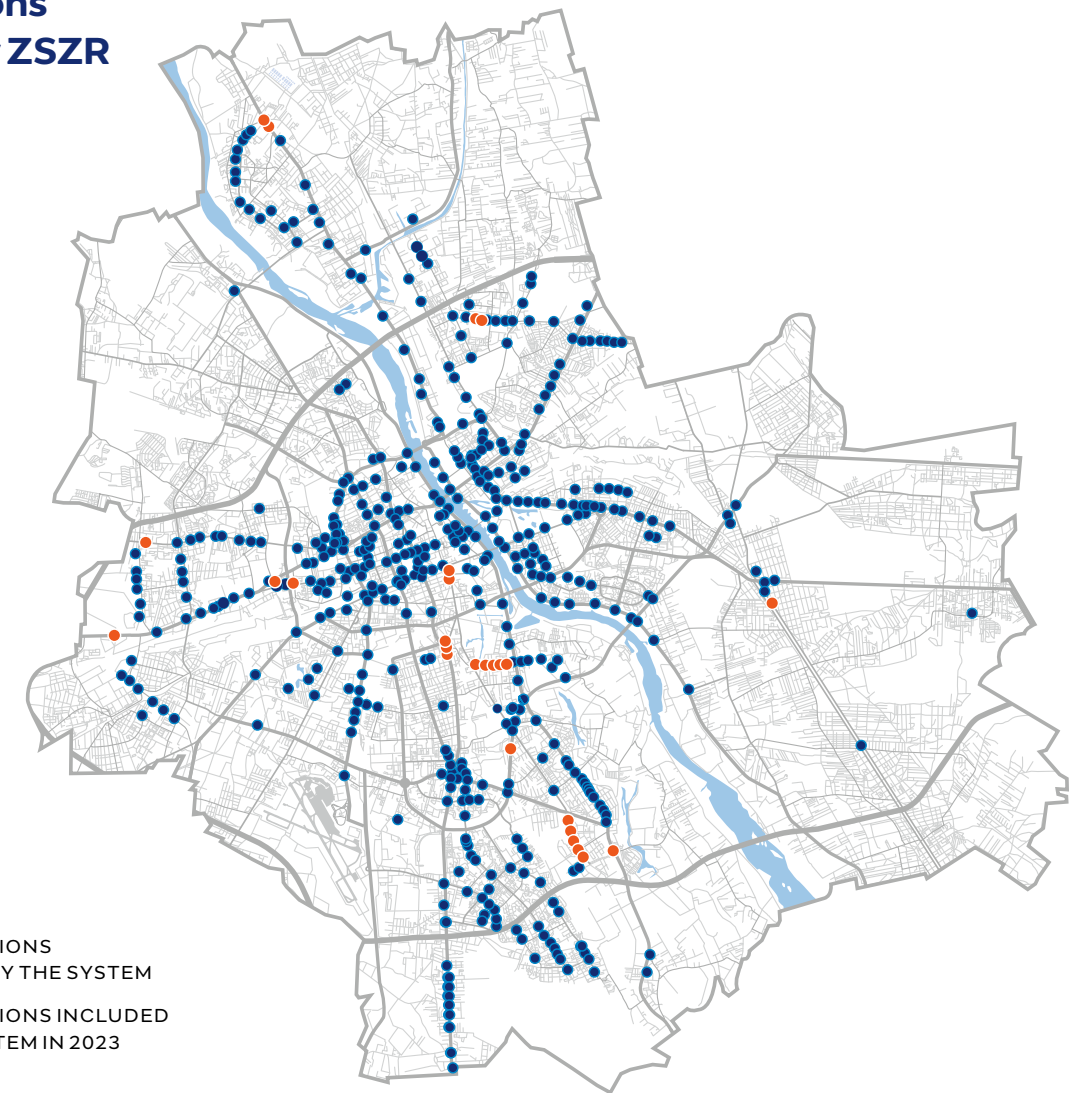
The Integrated Traffic Management System (ZSZR) has been operating in the capital since 2008. It organizes and controls traffic in a designated area, informs road users about traffic incidents, and ensures priority for public transportation vehicles. It is almost unnoticeable – it is hidden in the form of surveillance cameras, detectors and cables, which are installed in the traffic lights' masts. The system ensures the smoothest possible passage through successive inter-coordinated intersections.

The system improves traffic flow in Warsaw – at the intersections where we installed it, more cars pass through than before, according to our estimates, by 10 to 20 percent more. Thanks to the Yuttraffic MOTION algorithm that runs on most ZSZR, as many cars as possible are let through, and fewer of them are stopped at traffic lights.

Over the course of 15 years, the system has grown more than 11 times, from 37 intersections in the fall of 2008 to 435 today. At the beginning of the system's operation, it was installed only at intersections along Wisłostrada (from the Gdański Bridge to W. Witosa Av.) and on Jerozolimskie Av. (from Waszyngtona Roundabout to Zawiszy Sq.).

In 2023, the system expanded by 27 more intersections. The integrated control appeared, among others, at the intersections of Nowy Świat St. – Książęca St., Kasprzaka St. – Ordona St., Gagarina St. – Czerska St., at Three Crosses Sq. or at intersections along Puławska St.

## Intersections covered by ZSZR



### LEGEND:

- INTERSECTIONS COVERED BY THE SYSTEM
- INTERSECTIONS INCLUDED IN THE SYSTEM IN 2023

## NEW INTERSECTIONS IN ZSZR

We plan to introduce more intersections into the system in the coming years. 14 of them will be covered by ZSZR along Niepodległości Av. However, this requires reconstruction of the existing traffic lights there. We are currently preparing traffic organization projects to be approved by the Traffic Management Office.





# 6

## Routine maintenance

Constructing a road is one thing. Maintaining it is also important.

We constantly monitor the condition of the road infrastructure under our control – roadways, sidewalks, engineering facilities and many more – and take appropriate steps to maintain its good condition.

We also undertake preventive, organizational and inspection activities to ensure that the capital's roads meet appropriate standards.



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# Emergency Breakdown Services

7 days a week, 24 hours a day – they are wherever a road breakdown happens. ZDM Emergency Breakdown Services constantly monitors the condition of city infrastructure. In 2023, our employees secured as many as 1,425 breakdowns that threatened traffic safety.



WE MADE **1,425 INTERVENTIONS** IN SITUATIONS THAT THAT DIRECTLY THREATENED TRAFFIC SAFETY.

MOST OFTEN THEY CONCERNED:

**475**  
DAMAGED ROADWAY SURFACE

**272**  
DAMAGED SIDEWALK

**182**  
DAMAGED POSTS

**59**  
DAMAGED SIGNS

The ZDM's Emergency Breakdown Services has a team that patrols the city's roads. Employees, divided into two-man teams, inspect assigned areas on a daily basis, and note any spotted deficiencies – fallen road signs, defects in the roadway, knocked-out bollards or illegal advertisements – in a special surveillance card. Then, they intervene or submit a repair request to the relevant entities.

Interventions are the result of daily patrols, but also reports from residents and other units.

In 2023, as in previous years, we most often repaired lighting-related defects (representing as much as 37.3% of all interventions). The second place was taken by traffic lights (15.8%), and the third by damaged surface (13.6%). To protect against spalling, we used 22,089 kg of cold mix. This is 884 bags of 25 kg, in which the mix is packed. It should be borne in mind that this is only a short-term form of repair – ultimately, the spalling is repaired with mastic asphalt.

In 2023, we continued the pilot program of mobile road scanning. We checked out more possibilities that the system can offer. Due to the excellent pilot results, in 2024 we plan to announce a procedure under which the system will be delivered to us on a permanent basis. Thanks to the project, detecting breakdowns will be much easier and repairing them faster. More information about the mobile road scanning can be found on pages 92–93.

## IMPORTANT NUMBERS

**22,089 kg**  
OF COLD MIX, USED TO PROTECT AGAINST SPALLING

**37,3%**  
OF INTERVENTIONS CONCERN LIGHTING-RELATED DEFECTS



**47,326** REPORTS REGISTERED IN 2023



1. **17,650**  
OŚWIETLENIE ULICZNE



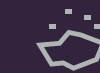
8. **735**  
ADVERTISEMENT IN THE RIGHT OF WAY



2. **7,465**  
STREET LIGHTING



9. **647**  
OCCUPATION OF THE RIGHT OF WAY



3. **6,450**  
DAMAGED ROAD SURFACE



10. **534**  
GRAFFITI



4. **3,952**  
DEFICIENCIES IN ROAD SIGNS



11. **425**  
FLOODED ROADWAY



5. **1,937**  
DAMAGED SIDEWALK SURFACE



12. **412**  
DAMAGED SEWER MANHOLE



6. **1,421**  
DAMAGED POST



13. **374**  
EMERGENCY OCCUPATION OF THE RIGHT OF WAY



7. **1,061**  
DAMAGED BOLLARD ON ISLANDS AND REFUGES



14. **292**  
WORN-OUT HORIZONTAL MARKINGS



# Bridge and engineering facilities

As the Public Roads Authority, we are not just in charge of roads. We also take care of bridges and a number of other engineering facilities. It involves, first and foremost, keeping them in good technical condition. However, we are not short of smaller and larger new investments or aesthetic improvements.

## OBIEKTY MOSTOWE I INŻYNIERSKIE W LICZBACH:

- 67** BRIDGES
- 158** VIADUCTS
- 39** FLYOVERS
- 73** FOOTBRIDGES
- 34** TUNNELS
- 43** UNDERGROUND PASSAGES
- 58** KILOMETERS OF NOISE BARRIERS
- 123** CULVERTS
- 37** ELEVATORS
- 2** HOISTS
- 84** PLATFORMS
- 4** ESCALATORS
- 56** RETAINING WALLS
- 308** GANTRIES

Our flagship investment related to engineering facilities is currently not maintenance, but construction. We are referring, of course, to the pedestrian and bicycle bridge to Praga. In 2023, we completed the construction of the structure that connected both banks of the Vistula. Since then, finishing work has been underway – installation of railings, seats, lighting. The crossing was open in spring 2024. It takes about 6 minutes to walk it. However, there is no rush – there will always be a place to stop and relax. (read more on p.18)

Some engineering facilities will appear and others will be removed in Crossroads Sq., which has been under reconstruction since April 2023. Elevator shafts have appeared on the site. The elevators installed therein will help get to bus stops along Łazienkowska Route. However, the underground passage has disappeared – it has been backfilled. Instead, we are building a new ground crossing. So that the square is accessible to everyone.

In 2023, we also dealt with tram tunnels, e.g., at the Młociny junction, where the tracks connecting Marymoncka St. and Zgrupowania AK “Kampinos” St. run in a depression under gen. Marii Wittek Av. However, the work involved the entire city of Warsaw and consisted of replacing lighting. We replaced 196 old and inefficient fluorescent lamps with 96 LED luminaries. This change will not only make the tunnels brighter, but also bring considerable savings – replacing the luminaires is equivalent to seven times lower electricity consumption.

The work we perform regarding the maintenance of engineering facilities includes, for example, cyclical tasks. For example, the Wisłostrada tunnel is refreshed every year. Before washing, a cleaning agent was first applied to the over 4-meter concrete walls. Next, they were sealed and defects were filled. The whole thing was then sanded and repainted.



### VIADUCTS IN A NEW VERSION

Last year, we completed the reconstruction of the viaduct over Marywilka St. The facility was demolished and built from scratch. Similar work is underway on Globusowa St. We have also begun renovating the Poniatowskiego Bridge viaduct. Read more about these investments in the “Viaduct renovations” section (p.40).



**411,229 m<sup>2</sup>**  
CLEANED SURFACE  
OF BRIDGES  
AND ENGINEERING FACILITIES



**approx. PLN 15,444,000**  
AMOUNT ALLOCATED TO  
MAINTAINING BRIDGES  
AND CLEANING ENGINEERING  
FACILITIES



# Underground parking lots

The Public Roads Authority manages two underground parking lots. Both are located in the center of Warsaw and available to residents. Over the past few years, we have renovated them and equipped them with modern systems. We continue to work on making them as functional as possible.

NUMBER OF TICKETS/  
SUBSCRIPTIONS:



## KRASIŃSKICH SQ. CARS

- 23,233** SINGLE TICKETS
- 1,834** DAILY TICKETS
- 63** WEEKEND TICKETS
- 506** 12-HOUR MONTHLY TICKETS
- 2,800** 24-HOUR MONTHLY TICKETS

## MOTORBIKES

- 60** 24-HOUR MONTHLY TICKETS

## WARYŃSKIEGO ST.

- 4,390** SINGLE TICKETS
- 1,212** DAILY TICKETS
- 254** 12-HOUR MONTHLY TICKETS
- 1,015** 24-HOUR MONTHLY TICKETS

Drivers enter the parking lot under Waryńskiego St. from Progi St., from the side of Polna St. The one under Krasińskich Sq. has an entrance on the square itself, opposite the Supreme Court. Both operate around the clock. Both were opened in the second half of the 1990s and continue to serve drivers today. A new operator took them over in 2023 – they operate and maintain the parking lots on our behalf.

In 2021–2022, the parking under Krasińskich Sq. underwent renovation. Among other things, we repaired the surface and sealed the walls and ceilings. Last year, in turn, we replaced the lighting in the parking lot. We also opened a second gate next to the parking lot entrance. It is carefully marked and cannot be missed. It can be opened with a ticket collected at the entrance. This will prevent unauthorized persons from getting there through. There are plans for further modernization. We also take care of the parking lot under Waryńskiego St. That one underwent a major renovation in 2020–2022. We installed new lamps and motion sensors, carbon monoxide detectors, video surveillance and electrical installation.

We also want to more effectively inform drivers about available parking lots in the city. Information boards have appeared above the entrances to our parking lots showing, among other things, the number of available spots. We have installed directional boards on nearby streets. They also show the number of available spots, but above all they guide drivers to parking lots. We are also working on implementing similar boards for other parking lots in the city – not just those owned by the city. The first ones have already appeared, e.g. in Jana Pawła II Av.

## PARKING SPOTS

**407**  
IN THE PARKING  
LOT UNDER  
KRASIŃSKICH SQ.

**130**  
IN THE PARKING  
LOT UNDER  
WARYŃSKIEGO ST.



## SYSTEM LPR

Po renowacjach oba parkingi zostały wyposażone w system LPR (Licence Plate Recognition). To system rozpoznawania tablic rejestracyjnych. Kamery sczytują numery rejestracyjne samochodu i dzięki temu nie ma konieczności pobierania biletu, dzięki temu posiadacze abonamentu mogą swobodnie wjeżdżać i wyjeżdżać – szlaban unosi się automatycznie po rozpoznaniu numerów.



## Parking fee table

	KRASIŃSKICH SQ. PARKING		WARYŃSKIEGO ST. PARKING
each commenced hour of parking	<b>PLN 6</b>		
24-hour parking	<b>PLN 50</b>	<b>PLN 30</b>	<b>PLN 50</b>
Weekend parking Friday from 7 pm to Monday until 7 am	<b>PLN 100</b>	<b>PLN 50</b>	<b>PLN 100</b>
24-hour monthly subscription	<b>PLN 600</b>	<b>PLN 200</b>	<b>PLN 700</b>
Monthly subscription allowing parking up to 12 hours per day	<b>PLN 450</b>	—	<b>PLN 500</b>



# Right of way

On the roads managed by ZDM, there are many facilities unrelated to the functions of the former. These are, above all, commercial stands, seasonal gardens and kiosks. Our task is to ensure that the occupation of the right of way takes place in accordance with applicable regulations – only then will the urban space be safe and aesthetic.



The rules for granting permission to occupy the right of way are clearly defined and the same for everyone. We make sure that additional infrastructure elements do not compromise safety, comfort and aesthetics.

In order to obtain permission to set up a garden, advertisement or kiosk, one must meet the conditions specified in the regulations. In 2023, we issued a total of 3,246 such permits, of which 748 were for advertisements, 540 for commercial stands, and 582 for catering gardens.

In 2023, revenues from legal occupation of the right of way exceeded PLN 63 M. That's almost the same as in 2022. In 2021, there were discounts for businesses due to the pandemic – then the city's coffers received more than PLN 13 million less.

## Agreement on scooters

Electric scooters for minutes appeared on the streets of Warsaw in 2018. However, the regulations governing their use came into effect in 2021. Thanks to the new law, we were able to sign agreements with scooter operators, which is unique on a national scale.

Thanks to it, we made it possible to park scooters on several thousand bike racks – these were marked with a special sticker. Operators, on the other hand, agreed to pay for the designation and use of “parking zones”. We have already designated about 150 of them. Operators should deliver their scooters only to such zones (however, users of city scooters and bikes can also use them). For this reason, in 2023 we issued invoices to four operators for the total amount of PLN 915,137.



**PLN 915,137**  
REVENUES FROM OPERATORS' FEES FOR SCOOTER PARKING ZONES IN 2023.

## Right of way – balance sheet for 2023

### 3,246 DECISIONS

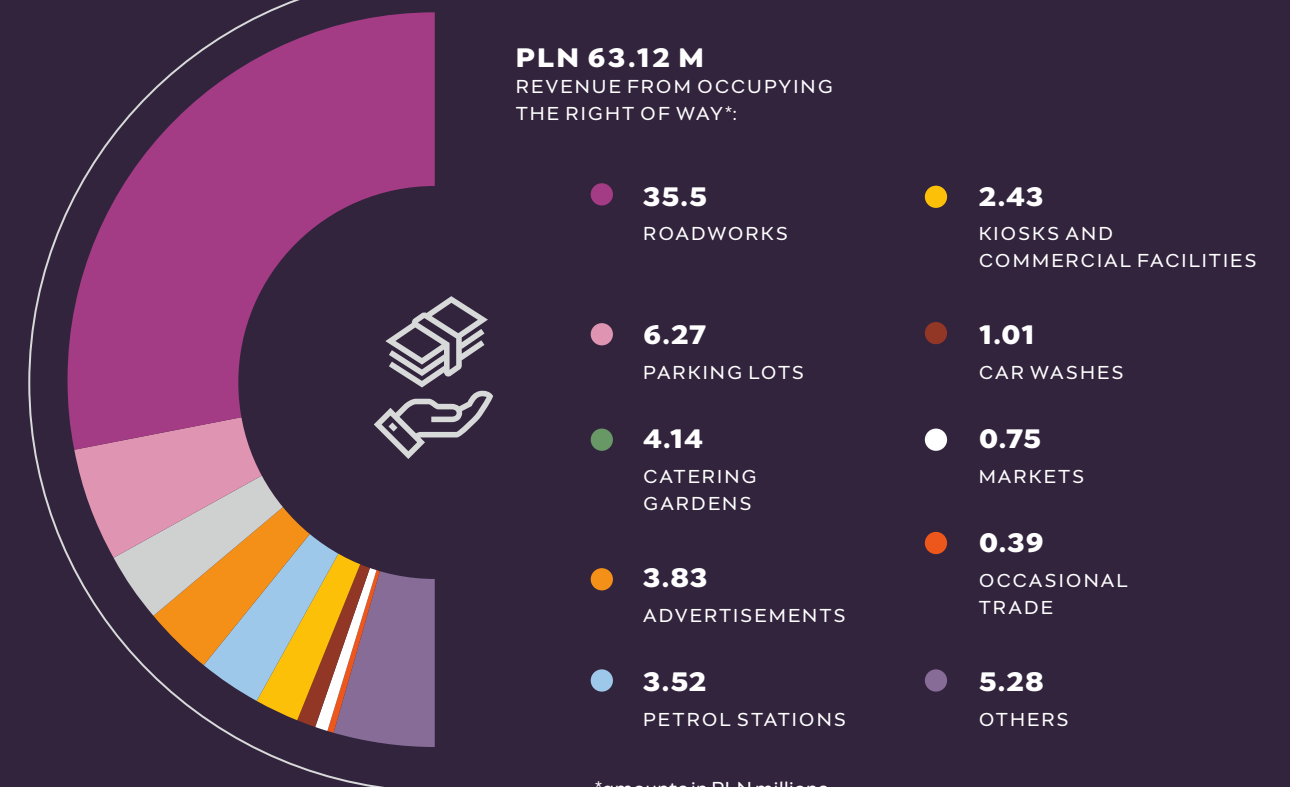
PERMITTING THE OPERATION OF FACILITIES IN THE RIGHT OF WAY THAT ARE UNRELATED TO ITS FUNCTION, ISSUED IN 2023, INCLUDING:

-  **748** ADVERTISING MEDIA
-  **582** CATERING GARDENS
-  **540** COMMERCIAL STANDS
-  **409** KIOSKS
-  **34** MARKETS
-  **933** OTHER CONSTRUCTION FACILITIES, TECHNICAL INFRASTRUCTURE DEVICES, FILMS, EVENTS, EXHIBITIONS



### PLN 63.12 M

REVENUE FROM OCCUPYING THE RIGHT OF WAY\*:



\*amounts in PLN millions



# Removal of illegal objects and advertisements

They spoil the aesthetics and sometimes even pose a threat as they obstruct visibility. Illegal objects, including advertisements, are the bane of our roads. Therefore, we do not stop eliminating them. In 2023, our employees carried out 12,700 inspections and removed 889 illegal objects.

## IMPORTANT NUMBERS:

### 5 mln zł

REVENUE FROM FINES FOR OCCUPYING THE RIGHT OF WAY IN 2023

### 487

ADVERTISEMENTS REMOVED

### 402

OTHER OBJECTS REMOVED



## DID YOU KNOW THAT ...

Pursuant to the Public Roads Act, a fine for occupying a right of way without the road operator's permit is ten times the fee for the period during which the advertisement was exposed. Fees for occupying a right of way by a medium vary and depend, i.a., on the size of advertisement, the time it was displayed and the road category. For example, a poviat right of way was occupied for 30 days by an advertisement with an area of 5 m<sup>2</sup>, and the rate for occupying the right of way was PLN 4. In such a situation, the fine would be **PLN 6,000**.

The right of way is constantly inspected by us. We pay attention to whether the objects there, including advertisements, are located so that they do not affect the safety risk. We also check whether they have the necessary permit.

In 2023, we carried out a total of 12,728 inspections of the right of way, including 8,949 related to advertisements. They resulted in the removal of 487 illegal advertising media and 402 other objects. These included containers for used clothing, fences and portable commercial stands.

Occupying the right of way without our permission comes with a fine. In 2023, we initiated 1535 administrative proceedings to fine owners of illegal objects (including 779 proceedings related to advertisements) and issued 1387 administrative decisions imposing fines (including 653 decisions related to advertisements).

## Landscape resolution

The draft resolution was first presented in 2017 and attracted great public interest at the time. In 2018, the updated document was made available for public inspection. Having considered the comments, the draft was submitted to the Warsaw City Council. On January 16, 2020, councilors almost unanimously approved the document – however, the resolution was repealed by the Masovian Voivode. Its further course was decided by administrative courts of subsequent instances. This process took two years. Following the courts' ruling, the City of Warsaw was obliged to re-agree and present the document. This happened at the end of February 2023.

Public consultations lasted from February 24 to March 31, at which time residents of the capital could also have their say on advertising etc. Since then, work on developing the document has been underway. In 2024, the new landscape resolution is to be presented to the public and voted on.

# Inspection of trucks

Road maintenance is one of our main tasks. However, the less often we have to renovate them, the better. That's why we inspect trucks, which can do a lot of damage if overloaded.



## 1,589

TRUCKS INSPECTED

## 86

OVERLOADED TRUCKS DETAINED

## 139

ADMINISTRATIVE DECISIONS ISSUED TO FINE THE CARRIER

## PLN 1,181,653

TOTAL AMOUNT OF FINES IMPOSED BY ADMINISTRATIVE DECISIONS

The truck inspections we carry out – with the help of the police and city guards – are intended to eliminate overloaded vehicles from city traffic. Why is it so important? Overloaded trucks are not just an unfair practice. That's a number of losses that Warsaw residents may suffer as a result of such activities.

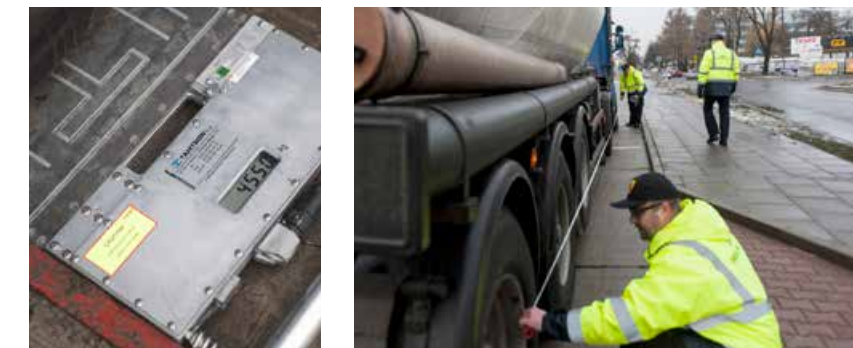
The passage of one too-heavy vehicle can do more damage to the road's structure than the movement of passenger cars over the course of an entire week. An overloaded vehicle also burns more fuel and wears out consumable parts faster. This, in turn, translates into more pollution. Above all, however, an overloaded vehicle is a threat to traffic safety, which is what the inspections are intended to prevent.

According to the law, the limit for trucks is 11.5 tons of load per axle. Furthermore, the road manager may impose additional limits. During the inspection, we check whether the carrier has complied with these limits. If not, we impose a fine by administrative decision. This can range from PLN 1.500 up to 15,000. The amount depends on the type of exceedances of dimensional-weight parameters. We also prevent an overloaded vehicle from continuing to drive.

Our inspections provide a number of benefits to residents. By eliminating overloaded trucks from traffic, we need to repair roads less often. We can use the money saved in this way for other investments. During the inspection, we also check whether a given vehicle does not pollute the environment. Absence of overloaded trucks – which are at risk of breakdowns – also means better traffic flow. Finally, we improve the conditions for fair competition by punishing unfair carriers.

## WEIGHT MATTERS

We measure the load on the inspected vehicles using special scales. The inspections are carried out at eight points located on the main arteries and at the entrances and exits of the city. They are located on Wóycickiego St., Becka Av., Połczyńskiej St., Łopuszańskiej St., Krakowskiej Av., Płochocińskiej St., Żołnierskiej St. and the intersection of Przyczółkowa St. and Vogla St. It is also worth knowing that vehicles adapted to a higher axle load can only travel with such a load with a special permit.





# Sale of towed cars

Abandoned cars and other vehicles not only take up space, but also spoil the urban landscape. Based on the Traffic Law Act (PORD), we remove them from the road. Then – if the owners do not come forward to claim them – they are sold. In this way, in 2023, we gained almost PLN 1 M.



## TENDERS

1. The first tender in 2023 was held in March and was also the most lucrative. At the time, as many as **60** vehicles were auctioned for a total of **PLN 412,517.90**.
2. The second tender took place in June. We sold **31** vehicles there, at a total cost of **PLN 235,971.29**.
3. During the third tender, **46** cars went to new owners, and the ZDM budget received **PLN 302,181.71**.



## 13,924

IMPROPERLY PARKED CARS REMOVED IN 2022 (Art. 130A of PORD)

- INCLUDING **526** SCOOTERS

## 1,760

WRECKS REMOVED (art. 50a PORD)

- INCLUDING **1,694** CARS

The first auction of towed vehicles was held in the fall of 2021. At the time, we sold seven cars, earning nearly PLN 93,000. In turn, in 2022, we already sold 45 cars for nearly PLN 365,000. In 2023, we decided to continue the auctions and it was a great success.

In total, throughout the year, we sold 135 cars, 1 motorcycle and 1 scooter for a total of PLN 950,670.90. There were 2,826 bids submitted – including a record-breaking 1,091 during the third tender. City cars, sports cars and limousines went under the hammer. The highest price of all cars sold in 2023, however, was achieved by an Opel Movano delivery van – PLN 37,500. For a little less – PLN 37,000 – during the second tender, a BMW 5 series was sold. Meanwhile, in the first tender, the highest price was achieved by a Skoda Fabia – PLN 32,840.

Towed vehicles are sold on the basis of Art. 50a of the Traffic Law Act. After removal of the vehicle – the premise being the absence of license plates or a condition indicating that the vehicle is out of use – an authorized person (e.g., the owner) has 6 months to pick it up. After this time, in accordance with the provisions of the law, the vehicle becomes the property of the city. Until 2021, we scrapped the cars obtained in this way. However, some of the cars removed from the roads are in such good condition that we decided to sell them. At first it seemed that no one would be interested in such cars. However, after 189 cars sold and over PLN 1.4 M obtained in this way later, we already know that there was no reason for concern.

Art. 50a is not the only provision of the Traffic Law Act that allows a vehicle to be towed. The basis for the vast majority of vehicle removals (including scooters) is Art. 130a. In this case, it is about vehicles improperly parked (among others, they are left in a place where it is forbidden and obstructs traffic or otherwise threatens safety).



### MOST EXPENSIVE CARS SOLD IN 2023

- PLN 37,500**  
OPEL MOVANO
- PLN 37,000**  
BMW SERII 5
- PLN 32,840**  
SKODA FABIA
- PLN 20,001.99**  
BMW Z3





# Municipal Information System

First of all, it is associated with the plates hung on the buildings. However, the Municipal Information System is much more than that. Warsaw's signage system has already become a permanent part of the capital's landscape and already includes nearly 97,000 elements. It continues to help residents and tourists get around Warsaw.



**794**  
NEW SIGNS  
INSTALLED IN 2023

**526**  
REVIEWED TRAFFIC  
ORGANIZATION PROJECTS  
(in relation to MSI elements)

**423**  
DEVELOPED AND ISSUED  
TECHNICAL DOCUMENTS  
FOR ADDRESS BOARDS

**2177**  
NUMBER OF CASES  
IN THE DEPARTMENT  
DEALING WITH MSI

Its origins date back to 1996 and today it is hard to imagine Warsaw without it. Based on the experience of European and global metropolises and preceded by consultations and tests, the Municipal Information System has even become a model for other Polish cities. After nearly 30 years, it still serves its purpose – to help you get to the address you want. Even in the era of smartphone maps. Ultimately, it is still the blue plate that will reassure us that we are at the right address.

The aforementioned blue plates (in the Old Town zone they are brown in color) with the street name or with the street name and building number are MSI's most famous element. However, there are many more. Blue and white boards are placed along major arteries to give drivers directions to districts, major stations, areas and important facilities.

Pedestrians, on the other hand, benefit from signs placed on, for example, streetlights or separate posts directing them to theaters, parks, museums, among others. In the underground passageways, illuminated coffers will help you find your way around. Walking through the city, we will also encounter information points with a city diagram and a detailed plan of the immediate area.

The MSI also includes plates informing about the metered parking zone, the monitored area, specifying the position relative to the Vistula River, or Paid Information Points placed along the streets primarily with drivers in mind, which are signs directing them to nearby shops and service outlets.

It began with the division of the city into 143 areas, and – despite Warsaw's constant growth – it was possible to create an elaborate yet unified and clear system. As a result, the Municipal Information System has not only not become outdated, but has not required any major changes for almost three decades. And all this to make life in the capital easier and more pleasant.



## DID YOU KNOW THAT ...

The Municipal Information System is also about learning history. Through wall-mounted modules – in the form of text and illustrations printed on a transparent board – we can learn more about the patrons of Warsaw's streets, squares and parks, as well as historic buildings. Moreover, as part of the MSI, boards are being installed with information about the history of the area in which they are located.



REPAIRS, MAINTAINANCES,  
UPDATES  
AND REPLACEMENTS  
PERFORMED: **7,926**

INCLUDING THOSE  
CONCERNING:



**6,484**  
STREET BOARDS  
AND PEDESTRIAN TRAFFIC  
DIRECTIONAL BOARDS



**182**  
VEHICLE TRAFFIC  
DIRECTIONAL  
BOARDS



**294**  
PAID INFORMATION  
POINTS



**655**  
ILLUMINATED  
INFORMATION  
POINTS AND COFFERS  
IN UNDERGROUND  
PASSAGES



**311**  
MODULES ABOUT  
STREET PATRONS  
AND IMPORTANT  
HISTORICAL SITES



7

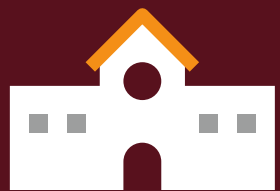
# Our projects

We are committed not only to maintenance, but also to development.

Therefore, in addition to fulfilling standard tasks, we carry out many other projects. These include mobile road scanning and a city bike system. They all have a common goal – to improve the quality of life in Warsaw.

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# Metered Parking Zone development

In 2023, Warsaw's Metered Parking Zone [Strefa Płatnego Parkowania Niestrzeżonego] expanded to include more areas. We also conducted public consultations on the details of further expansion of the MPZ in Mokotów.



The Metered Parking Zone has been operating in Warsaw since 1998. It makes it easier for residents to park their cars near their homes. The MPZ also aims to increase the turnover of parking spots.

Pursuant to the resolution of councilors, from January 2, 2023, the Metered Parking Zone covers the area around Hallera Sq. and northern Mokotów, to the line of Różana St. and J. Gagarina St. In the area of Hallera Sq., 1.400 parking spots (about 9 km of streets covered by the zone), and in Mokotow as many as 3.800 (about 30 km of streets) were created.

In March 2023, the Warsaw City Council decided to include Saska Kępa and Kamionek St. in the MPZ. Despite detailed consultations on solutions with the residents, the resolution was invalidated by the, now former, Masovian Governor. After appealing against the governor's decision, the Provincial Administrative Court ruled in our favor. However, the zone still cannot be introduced, the governor at the end of his term filed a cassation appeal with the Supreme Administrative Court.

At the end of the year, we started the process of public consultations on further expansion of the zone to other areas in Mokotów. The consultations lasted a month and were preceded by analyses and an examination of the parking situation. The consultations brought in over 3,000 comments that will change existing projects.

In 2023, we also organized preliminary market consultations on the replacement of parking meters with new machines. By replacing outdated machines, paying for parking will be easier and more intuitive, which is especially important for MPZ users without the mobile app.



## MOBILE PAYMENTS

As much as 45% of payments for parking cars in the Metered Parking Zone is made using the mobile app! Each year we see a significant decline in drivers' use of cash to pay for parking, in 2023 it accounted for just over 10% of all payments.

## MPZ in Warsaw

**48.6 km<sup>2</sup>**  
AREA OF THE MPZ

**9.4%**  
OF THE CITY AREA

**56,800**  
NUMBER OF PARKING SPOTS

**402.5 km**  
STREETS



## PARKING FEES

Parking rates have not changed since last year.

The first hour costs **PLN 4.50**, the second – **PLN 5.40**, the third – **PLN 6.40**, and the fourth and each subsequent hour – **PLN 4.50**.

Similarly to last year, the fee for non-payment of parking is **PLN 300**, and if paid within 7 days it is reduced by PLN 100.



**PLN 11.95**  
AVERAGE VALUE OF ONE PARKING TICKET



**PLN 8.12**  
AVERAGE VALUE OF MOBILE FEE



**250 days**  
OF VALIDITY OF THE PAID ZONE IN 2023



**PLN 236,420,000**  
PARKING REVENUES including:

**PLN 181,785,000**  
REVENUE FROM PARKING IN THE MPZ

**PLN 46,657,000**  
REVENUE FROM ADDITIONAL FEES

**PLN 3,475,000**  
REVENUE FROM A FLAT FEE FOR PARKING IN RESTRICTED PARKING SPOTS (marked with white envelopes)

**PLN 2,916,000**  
REVENUE FROM RESIDENT SUBSCRIPTIONS

**PLN 1,587,000**  
REVENUE FROM UNDERGROUND PARKING LOTS

## Payment methods in MPZ

amounts in PLN millions



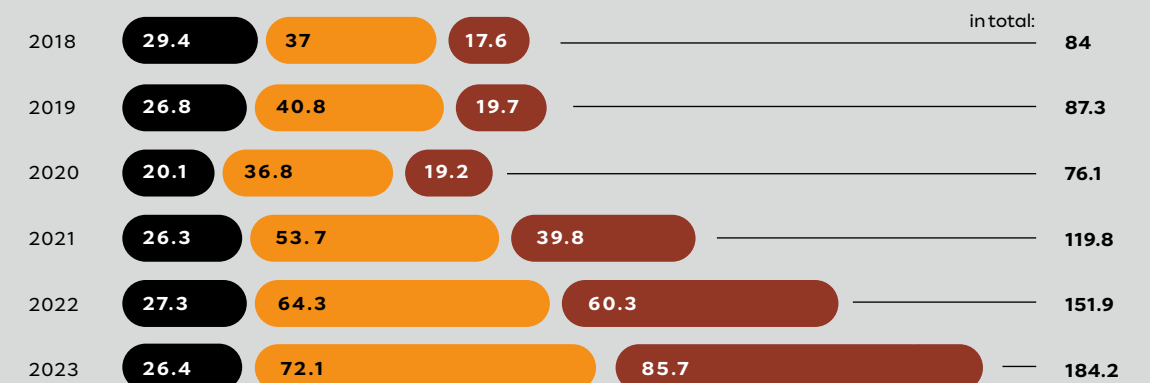
CASH



CARD



MOBILE





# E-inspection

With the help of e-inspection, we can remotely check whether the driver paid for parking in the Metered Parking Zone.

All with the help of cameras and sensors placed on our cars.

Thanks to them, the MPZ is hermetic, and we are able to do our work much more efficiently.



## CHEAPER BECAUSE IT RUNS ON ELECTRICITY

Our fleet of e-inspection cars consists of electric vehicles only. The first two appeared in December 2019. Already in September 2020, the fleet was expanded by another vehicle. And in 2021 by another 6 (4 in October and 2 in December). **All of them have already traveled a total of over 600,000 kilometers.**

One of the first cars broke the 100,000 km barrier in October 2023. In doing so, it consumed 16,600 kWh, which cost about PLN 13,000 at electricity prices at the time. **In the case of a combustion car** (with a fuel consumption of 6-8 liters and a petrol price of approximately PLN 6), **the fuel bill would be 4 times higher.**

The e-inspection was launched in January 2020. It was then that two cars equipped with special cameras went on Warsaw's streets for the first time. Since then, we have scanned over 33 M license plates and collected nearly PLN 91.5 M in additional fees. Our fleet has also grown and now includes 9 vehicles.

## How does the e-inspection work?

The cameras scan the license plates of parked cars as they pass by. A given section is detoured twice within a few minutes. In this way, we eliminate the possibility of penalizing drivers who, for example, have just parked and have not yet managed to pay for parking.

The paired photos go to our database where we compare them with data from parking meters. The system automatically identifies cars whose drivers have not paid for parking. Photos of drivers whose drivers have paid the fee or are exempt from it are deleted. After verification, we send drivers a payment request by mail.

## E-inspection also on foot

One car-driven e-inspection patrol does a job comparable to 10 two-man foot patrols. However, car patrol isn't effective everywhere, such as in narrow streets where parking is tight. That's why we are not giving up on foot patrols, which from 2022 also use the e-inspection system. All one has to do is take a picture using the "e-Kontroler" app and that's it. The follow-up is the same as for car inspections. However, foot patrols are still equipped with small printers – these are needed for cars with foreign license plates.





## RFID SYSTEM

Insurgent Card, Honor Card, N+ Card – all entitle to free parking in the MPZ. However, they are issued per person, not per vehicle. That's why it needs to be displayed behind the car window. The car-driven e-inspection has no way to see it up close and thus verify it.

The RFID (radio-frequency identification) system turned out to be helpful here. The sensors mounted on the e-inspection cars receive a signal from the RFID sticker placed on the card, and based on this, the entitlement to free parking is verified. Each sticker has an individually programmed number and is digitally secured in a way that prevents counterfeiting.



## E-inspection

in numbers	2020	2021	2022	2023
<b>REVENUE FROM ADDITIONAL FEES</b> all types of inspections	PLN 13.9 M	PLN 26.4 M	PLN 40.7 M	PLN 46.6 M
<b>SCANNED LICENSE PLATES</b>	3,608,176	5,678,793	10,991,873	12,776,445
<b>ADDITIONAL FEE DOCUMENTS ISSUED</b> all types of inspections				
 issued by <b>car patrols</b>	165,726	189,125	331,964	392,873
 issued by <b>foot patrols</b>	160,269*	77,093*	27,935	21,421

\*years before introduction of the "E-kontrola" app for foot patrols



# Mobile road scanning

In 2023, we conducted a pilot mobile road scanning for the second time. With the help of car-mounted cameras, spotting infrastructure failures is much more effective.



## CITIZENS REPORTS

It's not just the Emergency Breakdown Services that spots road failures – the residents themselves do it, too, so that road workers know where to carry out inspections.

The 19115 City Contact Center is used to report failures – by phone, app or website.

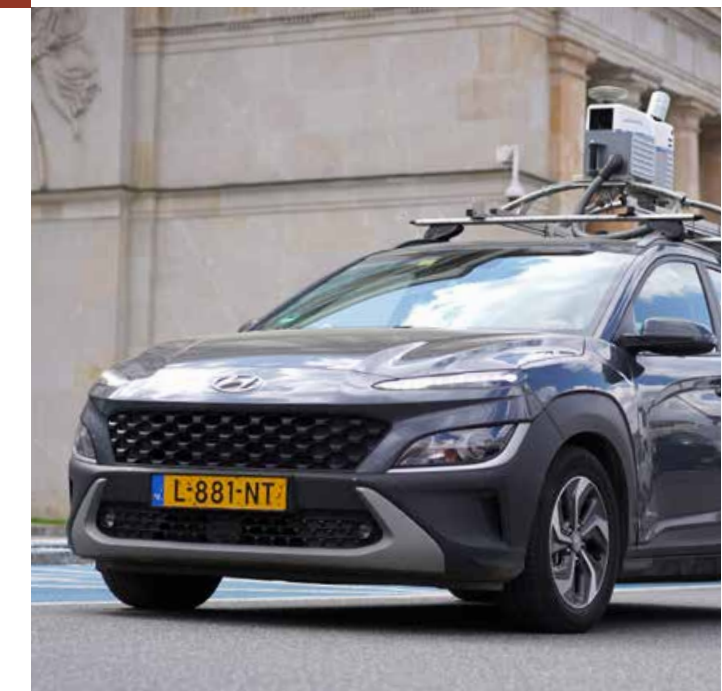
Every day, Emergency Breakdown Services employees in two-man teams inspect Warsaw streets, looking for defects in the road, fallen road signs or illegal advertisements. They record all observations in an observation sheet, and then enter the data into a computer program, which transmits it to the entities responsible for fixing the failure.

Through car windows, patrollers are able to check about 40-50 kilometers of roads per day. Such inspections are not fully effective, with the road workers mainly concentrating on the biggest failures and defects in the road. It is obvious that the human eye will not catch details, such as illegal stickers on poles.

Already in 2022, we decided to introduce mobile road scanning on a pilot basis. We tested the sequentiality of taking pictures and the speed at which we should drive when taking them. Similarly, in March 2023, a car with installed patrol cameras carried out laser scanning of Warsaw streets. Over the course of four weeks, we scanned as many as 170 kilometers of streets.

Then the employees, from behind their desks, reviewed the photos taken and spotted failures and defects. The footage resembled the well-known Google Street View, but was much more detailed. Just like the previous time, the road workers noticed more problems in the pictures than when driving along the streets of Warsaw. Through mobile scanning, we made about 1,200 observations of deficiencies affecting various types of infrastructure. This method turned out to be much more effective than the standard patrol of Emergency Breakdown Services employees.

In 2024, we plan to announce a tender for a mobile road scanning service, but no longer in the form of a pilot project as in previous years. Thanks to the project, detecting breakdowns will be much easier and repairing them faster.





# Veturilo

In 2023, Veturilo underwent an evolution – new rules of use were introduced, electric locks disappeared from the stations, and new bikes were made available to Varsovians. In the twelfth season, bikes were rented nearly 5 M times.



**3,281**  
OF VETURILO  
BIKES IN 2023.



## COMPATIBLE SYSTEM

Veturilo has again become compatible with bike systems in four neighboring towns – **Marki, Otwock, Piaseczno and Pruszków.**

For users, this means extra **35 stations and 278 bikes.** We can return vehicles of any of the compatible systems at Veturilo stations, and we can return Warsaw bikes in each of these towns. The agreement with the municipalities will also apply in the coming years.

There were 3,281 bikes available on the capital's streets in 2023, including 300 with electric assistance and 30 tandems. They could be found at over 300 stations. A new feature is the ability to rent and return a bike also outside the station, in designated zones. This made the system more flexible.

Another new feature is the absence of electric locks at stations. Now each vehicle has an individual locking device built into the rear wheel that releases automatically after the rental. Computer terminals, which were no longer eagerly used by users, became a thing of the past. Now bikes can be rented using a mobile app, which became faster and more intuitive for cyclists. However, the prices remain unchanged and are the same as they were more than a decade ago, when the city bike system was launched in Warsaw.

Interest in Veturilo in 2023 increased compared to previous years. Bikes were rented 4,910,240 times, one million more than in 2022. As many as 19% of all rentals were electric-assisted bikes. On average, 17,800 rentals per day were recorded. May 21 turned out to be the most popular, when Veturilo bikes were rented over 32,000 times! The average bike rental time was 25 minutes. We also saw a significant difference in the number of unique users, with 236,866 by the end of the season. The most popular station was the one at the Copernicus Science Center metro station, from which bikes were rented over 70,000 times. The next places on the podium are occupied by stations at the Arkadia Shopping Mall and at the Wileński Railway Station.

All the changes are the result of signing a new contract with Nextbike GZM, which operates the Veturilo system in 2023-2028.



## Most popular in 2023:



**routes**  
number of round trips



**stations**  
number of returns and rentals

- 11,474**  
URSYNÓW METRO STATION  
– JASTRZĘBOWSKIEGO ST. – SGGW
- 10,022**  
KSIĄŻĄT MAZOWIECKICH ST. –  
HEROLDÓW ST. – MŁOCINY METRO STATION
- 8,269**  
AL. NIEPODLEGŁOŚCI – BATOREGO  
– STEFANA BANACHA – UW

- 152,262**  
COPERNICUS SCIENCE CENTRE  
METRO STATION
- 106,075**  
ARKADIA SHOPPING MALL
- 94,891**  
"DWORZEC WILEŃSKI" METRO STATION  
– TARGOWA ST.

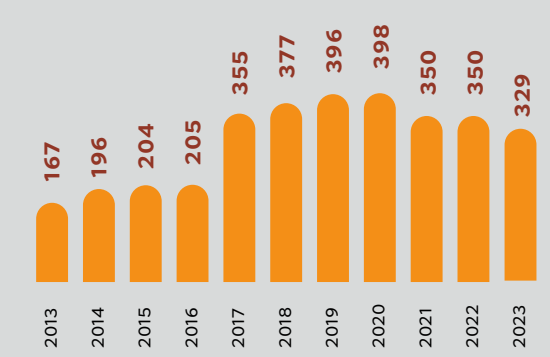
## Number of bikes

in 2013-2023



## Number of stations

in 2013-2023





# Completely new winter illumination

Traditionally, during the winter season, Warsaw is made more beautiful thanks to illumination. In 2023, residents and tourists were surprised by completely new decorations!



## FOR THE YOUNGEST

Thanks to the retro carousel and the popular spinning top, they could travel for a moment to the childhood days of their parents and grandparents. A 27-meter Christmas tree made of energy-saving materials was erected on Zamkowy Sq. The tree, which illuminated over 40,000 RGB LED lights, was ceremonially turned on by the Mayor Rafał Trzaskowski. In addition, 3D mapping was projected on the facade of the Polish Academy of Sciences building on Krakowskie Przedmieście St. during the holiday season.

Christmas illumination is an important part of Warsaw's winter landscape – the vast majority of residents like how the city is decorated. In a survey we conducted, **82% of residents wanted the illumination to once again light up the capital during the gloomy months.** In 2023, Christmas decorations lit up the Royal Route, Świętokrzyska St., Zamkowy Sq. and Five Corners Sq. The new illumination was created by Multidekor, with which we signed a three-year contract.

Together with the contractor, we tried to surprise Varsovians – since 2023, the streets of Warsaw have been illuminated with illumination reminiscent of the retro style of the 1950s and 1960s. A sentimental journey is guaranteed by decorations in the shape of paper chains, communist-era baubles (the famous toadstools) and old shop scales. Other surprises included figures in the shape of the iconic Syrena car and the unforgettable Ryś motorbike. The decorations also included the word "Warsaw" in the shape of a Christmas tree and a landline telephone with a characteristic handset. Decorations in the form of green garlands decorated with more than 500 light bulbs, inspired by those from the 20th century, were hung on the streetlights.

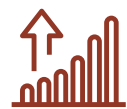
We do not forget about the environment and finances. The ornaments lit on the streets of Warsaw are energy-efficient – they consume less energy per day than it takes to fully charge 3 electric cars. Christmas illumination does not only serve a decorative function, it also helps brighten the streets of Warsaw during the period when it is dark for an average of 16 hours a day. This improves the sense of security and mood of Varsovians. For entrepreneurs whose premises are located next to the illuminations, this is an opportunity for additional earnings, thanks to increased tourist traffic. For this reason, every year, merchants and shopkeepers finance part of the illuminations along Nowy Świat St.





# Cycling May

For the seventh time, Cycling May [Rowerowy Maj] in Warsaw attracted thousands of schoolchildren and preschoolers to have fun together. As many as 441 Warsaw institutions took part in the campaign to promote sustainable mobility – that’s over 100 more than last year. Once again, bikes, scooters, roller skates and skateboards were used, on which campaign participants commuted to morning classes.



## SURVEY

A new feature of the sixth edition of Warsaw’s Cycling May was a survey on transportation preferences. We decided to see how elementary school students get to classes in other months of the year as well. Back in April, schoolchildren were asked how they got to school on a given day and how they would like to get there. These questions were repeated in June and in October. You can read the results of the survey and all the information about the Cycling May campaign at [zdm.waw.pl/RowerowyMaj](https://zdm.waw.pl/RowerowyMaj).

Full bike parking lots in front of schools and kindergartens are already a permanent feature of Warsaw’s May landscape. This is thanks to the Cycling May campaign, the principles of which remain the same – participants receive stickers for every active commute to school or kindergarten. We encourage active commuting to develop habits from an early age that are healthy for both the city and the active users themselves. The campaign encourages people to choose sustainable and environmentally friendly methods of transport, and adults – teachers and parents – also get involved by switching to bicycles and scooters.

We organized Cycling May in Warsaw for the first time in 2016, reaching 55 elementary schools. Since then, the campaign has grown from a small one, activating less than 25,000 schoolchildren, to an eightfold increase in the number of institutions. Currently, over half of Warsaw’s schoolchildren and preschoolers associate May with bikes and active commuting. The sixth edition attracted 200 schools and 241 kindergartens, and the number of active participants exceeded 100,000. Together they have made over 2.2M active commutes.

In Cycling May, everyone who gets involved wins – because it’s all about having fun and developing good habits. However, there are institutions that achieved exceptional bike turnout in the sixth edition. Kindergarten No. 65 turned out to be the leader in the ranking of the Warsaw’s sixth Cycling May, with attendance of 92.6%. The second place in the overall ranking went to Kindergarten No. 325 with an attendance rate of 89.30%, and the third place went to Elementary School No. 66, which reached an attendance rate of 88.2%.

Cycling May is not only about active commuting, but also about additional activities and events, without which the Warsaw campaign could not take place in its current form. After the 2022 campaign, seeing the high demand for general cycling training workshops, we decided to repeat them. Their goal was to improve cycling skills on roads. We organized 92 workshops in 2023, which were attended by over 1,500 schoolchildren. School Bike Services turned out to be equally necessary, offering free inspections and minor repairs of bicycles in May and June 2023. We organized them in 39 schools and at a picnic ending the campaign. As a result, we managed to service over 1,400 bikes.



**2,287,206**

**ACTIVE COMMUTES TO SCHOOLS AND KINDERGARTENS**



**100,190**

**ACTIVE PARTICIPANTS, i.e. people who actively arrived at least once during the campaign**



**441**

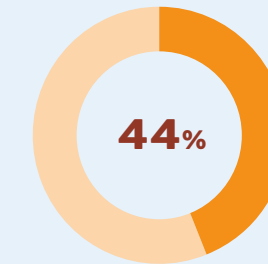
**INSTITUTIONS**

**200**

**ELEMENTARY SCHOOL**

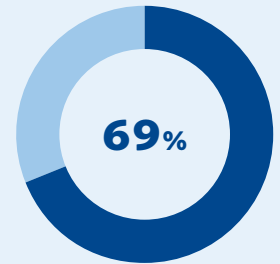
**241**

**KINDERGARTENS**



**BIKE TURNOUT,**

**i.e. the ratio of active commutes to all possible commutes during May**



**PERCENTAGE OF ACTIVE PARTICIPANTS,**

**i.e. % of people who actively arrived at least once during the campaign**

## FINAL EVENTS

The campaign culminated with two events. We met with school and kindergarten coordinators who oversaw the campaign in early June at the POLIN Museum of the History of Polish Jews. We invited the participants of Cycling May to take part in an active ride together through the streets of Warsaw. This is how we arrived together at the picnic, which took place in Herbert Park.





# A-Grade Road

The program to improve traffic safety near schools extends to more institutions. Activities within the “A-Grade Road” take place in several areas. In 2023, we introduced another – the fourth “School Street”, and in parallel, other activities were carried out to improve safety around elementary schools in the capital.



School surroundings are spaces where children going to classes should feel safe and be safe. Unfortunately, car traffic, which has increased significantly over the past few years, has also taken over these areas, where the youngest road users and not drivers should make the rules. More and more often, school representatives, parents and students themselves draw attention to this problem and report to us their needs and ideas for improving safety in the area of their institutions.

Our activities begin with field observations and road traffic measurements. On this basis, we prepare a solution proposal, which we discuss with parents and the management. This is the basis for preparing the final form of changes to improve safety in the school area. Such a model of cooperation makes the changes introduced more acceptable to all concerned.

In 2023, we began working with schools in Bielany, Mokotów, Ursynów, Praga-Północ and Praga-Południe. The institutions also included one kindergarten located in Bielany. In all locations, we made observations and proposed solutions. We presented some of the proposals (schools from Praga-Północ, Ursynów and Mokotów) to district offices with a request to implement them in cooperation with ZDM.

“School Street,” or the temporary restriction of car traffic in the immediate vicinity of the school, is a solution we implemented for another institution in 2023. Elementary School No. 303 gained a safer space during the morning rush hour. Car traffic was restricted on Concert Street at the main entrance to the school between 7:30 and 9:00 a.m. This makes the last section traveled by children on the way to classes risk-free.

In addition, we covered the institution with broader activities under the REALLOCATE project (more info on page 103).



## COOPERATION

We started cooperation with the “Na miejscu” Foundation, and one of our joint activities so far has included inviting mimes to the “School Street”, who, following the example of the former mayor of Bogota, Antanas Mockus, paid attention to the safety of children in this space. They talked to parents, local residents and encouraged everyone to try their hand at unusual bicycles. Together with the Foundation, we also organized workshops with children and in-depth interviews with parents about further changes. We will continue activities in the area of Koncertowa St. in 2024.





# International projects

We actively participate in international projects. We learn new solutions from other cities, but we also tell guests about our own experiences and good practices. Participation in international initiatives is also about raising the position of the city and the region, working with a diverse group of stakeholders and building networks between projects, institutions and people.

## PROJECTS IN FIGURES:



**3**  
INTERNATIONAL  
PROJECTS IN WHICH  
ZDM PARTICIPATES

**€ 650,880**  
TOTAL FUNDING  
FOR THE CAPITAL CITY  
OF WARSAW

**€ 16,488,600**  
TOTAL BUDGET  
FOR ALL THREE  
PROJECTS

In 2023, we began two international projects. The first of them – **GreenScape** – started in March 2023 and will last until the end of February 2026. The project is implemented under the Interreg Central Europe program, co-financed by the European Regional Development Funds. As part of the project, existing nature monitoring models in cities will be compared and it will serve as a basis for conducting subsequent phases of the project. One of the first stages is mapping existing examples of green infrastructure and nature-based solutions in shaping urban space in partner cities – Warsaw, Milan, Ptuj, Segedin and Zagreb. The second phase of the project is to develop pilot projects and then implement them in selected partner countries. Warsaw will implement a green infrastructure project and then analyze its impact on the city.

Gathering experience and learning good practices from other European cities is also an important part of the project. Thanks to the project, employees of partner cities will exchange experiences, consult various solutions and work together to develop new “green” ideas.



We began our next project – **REALLOCATE** – on May 1, 2023. The project involves transformations of streets and urban spaces that will promote the development of sustainable climate-friendly mobility. The project is funded under the Horizon Europe program, which is the largest research and innovation program in the European Union.

As part of the project, we plan to carry out interventions to improve traffic safety and the quality of public spaces in the area of selected elementary schools. The first step is to analyze existing land use and the potential for transforming the space so as to fulfill to the greatest possible extent one of the goals of the climate mission to increase biologically active area. Solutions will be developed through a participatory process involving the school community and transport surveys of those affected by the project.

As a result, a concept will be prepared and then a project will be implemented to transform the space in the immediate vicinity of the elementary school.



The third of the international projects in which the Public Roads Authority participates is the **SMART EPC – Next Generation of Energy Performance Contracting project**, implemented under the Horizon 2020 program. The project aims to develop smart solutions for upgrading the lighting in public spaces in European cities that will support the transition to smart and sustainable solutions. The SMART EPC project brings together entities from the public and private sectors with the aim of implementing strategies to upgrade outdated and energy inefficient street lighting systems. Upgrading street lighting in cities to LED technology is now one of the key elements in reducing high energy costs, which translates into lower carbon emissions.



# We are here for you

All of our activities primarily serve the residents. Therefore, their voice is important to us. We listen to them during consultations or through projects from the civic budget. We also learn about current needs from the Warsaw 19115

City Contact Center and social media. The Public Roads Authority also has a Resident Contact Center available.



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# 30 years of ZDM

On April 26, 1993, the first issue of the monthly computer magazine “Secret Service” was available at newsstands (price: PLN 14,500), the fate of Hanna Suchocka’s government was at stake, and those who had connections could get a pre-premiere version of “Jurassic Park” on a VHS tape, which promised to be quite an interesting movie. On that day, Warsaw councilors also adopted a resolution to establish the Public Roads Authority.

Fiat 125p – one of the first cars in ZDM equipment



The year 2023 thus marked the 30th anniversary of our unit. A book could probably be written about how much Warsaw, but also ZDM itself, changed during this time. We decided to share with you some historical photos from the past three decades that illustrate these great changes.

Motivational board for drivers



Official opening of the Siekierkowski Bridge in 2002.



Szpitalna St. (Chmielna St. - Przeskok St.) – 1994.



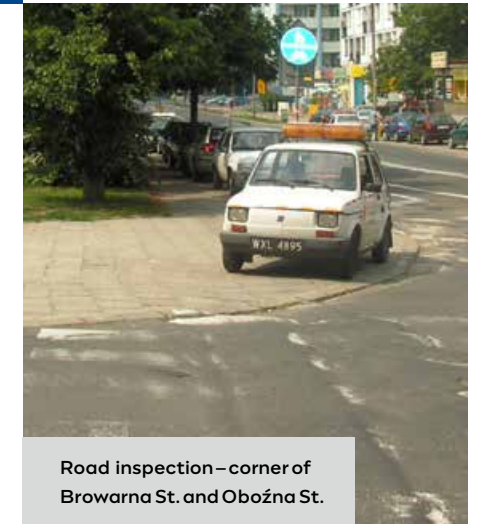
Siekierkowski Bridge before its opening



Jerozolimskie Av. – 1994.



Still a valid request



Road inspection – corner of Browarna St. and Obożna St.



Opening of the Łazienkowski Bridge after the fire – 2015.



Tandem tests for the Veturilo system



Opening of the footbridge under the Łazienkowski Bridge – 2017



# Consultations with residents

We prioritize direct contact with residents. In 2023, consultation meetings focused on the possible expansion of the Metered Parking Zone to include further areas of Mokotów.



## 8 events:

- 2 ONLINE MEETINGS
- 6 LIVE MEETINGS

**434**  
PEOPLE ATTENDING THE MEETINGS

**514**  
E-MAILS WITH REMARKS AND COMMENTS

**1,528**  
REMARKS RECEIVED AS PART OF CONSULTATIONS

Public consultations are a form of cooperation between the office and residents. ZDM has been organizing them for years on matters that fall within our competences and are important for the local community. Consultations are based on dialogue and are not a plebiscite “for” or “against”, but a way to ask questions, clarify doubts and make comments or improvements on the topic under discussion. For several years we have been consulting on the shape of the Metered Parking Zone, which is being introduced in more districts, but we talked also about street and square reconstruction projects or bike transportation issues.

Consultations on parking in Mokotów lasted from November 15 to December 15, 2023. During this time, we held eight events, four open meetings with residents, two online meetings and two meetings at the ZDM headquarters for representatives of housing communities. Those taking part had the opportunity to learn about the concept of changes in the traffic organization and parking on more Mokotów streets, and also about the results of measurements of parking spots and their turnover.

Before the meetings took place, we released drafts of the new traffic organizations on our website. Residents were able to download them and take a close look at our proposed new regular traffic organizations. This made the discussion of changes go more smoothly. Participants

discussed, among other things, the introduction of one-way traffic on given streets and changes in parking. They also discussed locations to put up bollards and separators to prevent illegal parking. Residents could also submit remarks over the Internet.

This was the second public consultation process on the possible introduction of MPZ in Mokotow. The first consultations took place at the end of 2021. They covered parts of Dolny Mokotów and Górny Mokotów and were very popular. There were many voices supporting the expansion of MPZ, and the area in question was included in the zone at the beginning of 2023. ZDM then committed to hold consultations for more areas.

# Civic budget

The civic budget empowers residents to change their environment. It allows them to submit and select investments that improve the safety and aesthetics of public spaces. Over the course of ten years, Varsovians submitted several thousand ideas to be realized with funds from the city budget.



**PLN 13,782,449**  
COST OF PROJECTS COMPLETED IN 2023

**21**  
NUMBER OF PROJECTS COMPLETED IN 2023

**11**  
BIKE INFRASTRUCTURE

**6**  
SIDEWALKS/ PEDESTRIAN INFRASTRUCTURE

**2**  
ROAD INFRASTRUCTURE

**2**  
LIGHTING

So far, ZDM carried out 292 projects under the civic budget. In 2023, we completed 21 tasks selected by residents.

Bike investments dominated among the ideas implemented from the civic budget. We managed to renovate bike paths on Rosoła St. and Broniewski St. A connector of the bike path to Sucharskiego St. was built on Powstańców Śląskich St. and a pedestrian and bike route was built on the section of 67 Powstańców Śląskich St.

We also do not forget about safety and improving the comfort of pedestrians, as part of the implementation of one of the projects, a sidewalk was built along the eastern side of the Modlińska St. service roadway, which made it possible to complete the missing infrastructure on the section from 326 Modlińska St. to the existing sidewalk at the intersection with Aluzyjna St. As part of the project, additional crosswalk lighting and new plantings were also made. Pedestrian safety was also improved with the construction of refuge islands on Myśliwiecka St., Dobra St., Bracka St. and Przy Agorze St.

As every year, there were also lighting investments, thanks to which crosswalks are provided with additional lighting, which significantly improves the level of safety in the city.

There are 117 projects to be implemented, selected by Warsaw residents. These include construction or renovation of sidewalks, additional lighting for more crosswalks and new bike routes.



# Resident Contact Center – more than 19115

There is a Resident Contact Center (CKM) at the Public Roads Authority. This is a team responsible for responding to reports, inquiries, applications, complaints and petitions received by ZDM.



## 4,465

LETTERS FROM RESIDENTS WE RECEIVED IN 2023, INCLUDING :

- **3,372** INQUIRIES
- **624** REQUESTS FOR PUBLIC INFORMATION
- **373** APPLICATIONS
- **65** COMPLAINTS
- **31** PETITIONS

They mostly concern ongoing renovations, investments, requests for changes in traffic organization, opinions on plans to expand the MPZ, new Veturilo stations, inquiries about access to the public road, requests for faster replacement of LED luminaires or renovation of the road surface.

The thematic scope of residents' reports is wide and covers almost every area of ZDM's operations. Therefore, when preparing the responses, CKM cooperates with approx. 200 employees from 23 substantive departments. Reports are received by ZDM in two ways. We receive some of them "traditionally", i.e. through the mailroom, where such applications are registered and assigned a letter number. They are processed in accordance with the Code of Administrative Procedure and the Acts on Access to Public Information or on Petitions, among others. By appointing a team to handle them, answers are provided in clear language, in a uniform manner and on time.

The platform of The Warsaw 19115 City Contact Center is much more popular. By this means, ZDM receives almost 10 times more reports than in the traditional way. When the Warsaw 19115 CCC was established over 10 years ago, the primary goal was to make it easier for residents to report failures without having to search for the relevant office, and to relieve city units of the obligation to respond in writing, for example, in the case of replacing a light bulb in a street lamp. And such reports on defective lighting have been the most numerous for many years. In 2023 alone, there were over 11,000 notifications, representing almost 27 percent of all cases out of the 19115 received by ZDM in 2023.

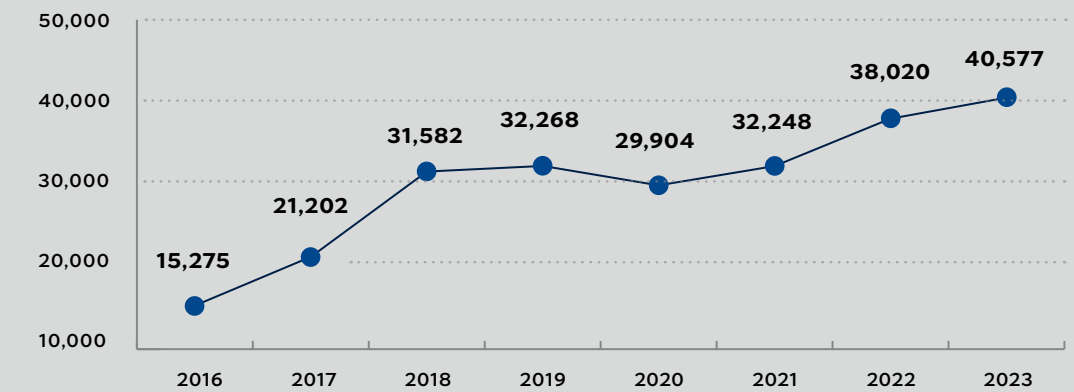
Each day, residents indicated an average of 112 reports each concerning also traffic lights, the condition of sidewalks, bike paths and roadways, the marking out of new sidewalks, or the removal of advertisements of questionable legality.

Among the demands for changes in traffic organization, when it comes to those involving bollards, as many as 95.5 percent involved setting up new ones, and only 4.5 percent involved removing them.

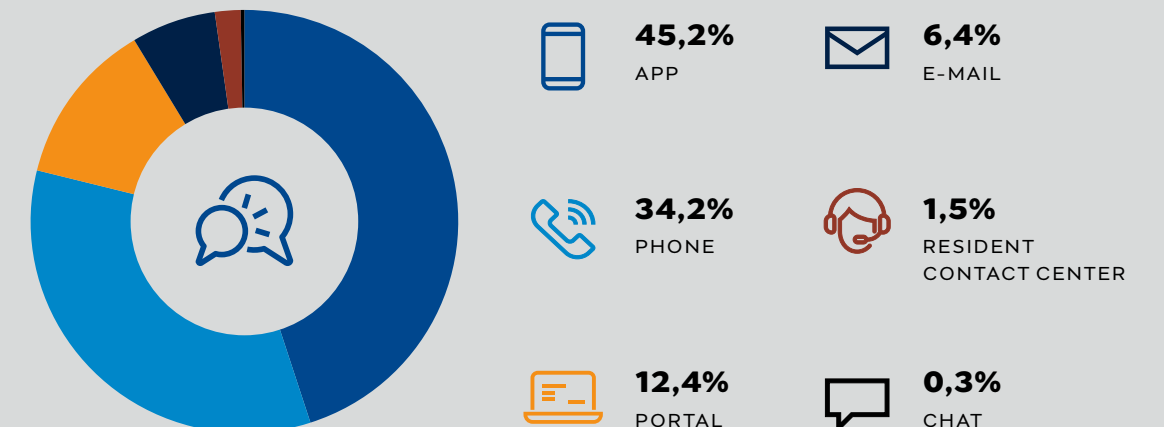
The 19115 can be used in a number of ways. For many years, the most popular channel has been the 19115 smartphone app (over 44 percent of requests) and the phone (35 percent). Fewer people use the warszawa19115.pl portal (approx. 13%).



## Number of reports



## How reports get to ZDM?





# Behind the scenes

ZDM has **642** employees, in **6** divisions and **31** departments.

In 2023, we hired **78** new employees and **57** people left.

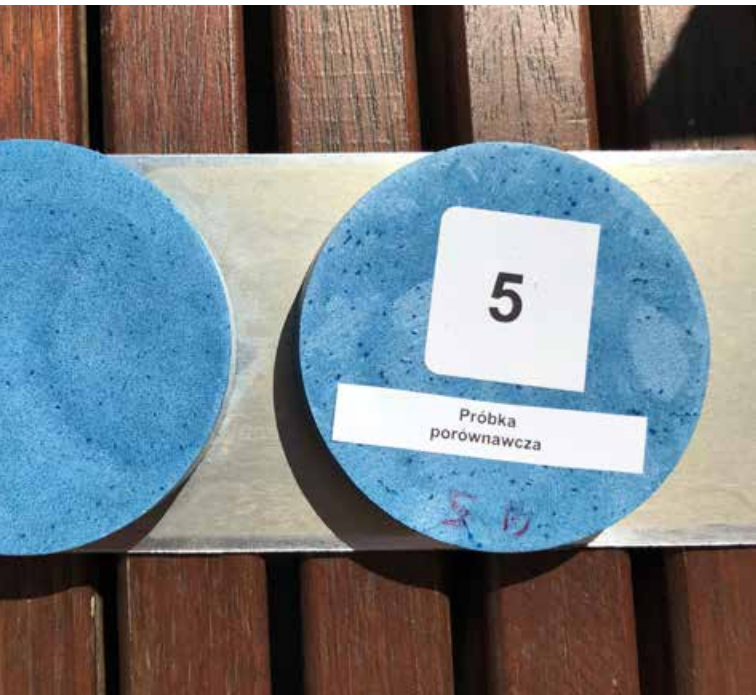
During 12 anniversary meetings, we celebrated the 20th, 25th, 30th, 35th, 40th and 45th anniversaries of professional work of **77** people.



## CULTURE

Together, we chose the color of the eggshell at Five Corners Sq. The samples came in the form of 8-centimeter discs indicated by the author of the sculpture, Joanna Rajkowska. The effects of this cooperation are seen every day by Varsovians.

Last year, we launched the ZDM library, which has over 40 items related to urban issues, Warsaw and mobility. We want our employees to broaden their horizons with it.



## CHARITY

As is our custom by now, we "played" with the Great Orchestra of Christmas Charity (WOŚP). We supported the 31st Finale of WOŚP. We put up for auction a road island with a palm tree and a parrot. However, our charity activities are not limited to WOŚP. ZDM employees donate blood regularly. We donate used advertising sheets to homeless animals. We help in the treatment of Adi, ZDM's cat.



## SPORT

Employees of ZDM are actively involved in sports. We have a soccer and bike team, we compete in city runs organized by the Active Warsaw Capital Sports Center and the Warsaw Marathon Foundation. We also took part in the Bicycle Gamification organized by the Warsaw City Hall.

## EDUCATION

We were visited by Ukrainian children as part of the Urban Camp summer program. A 16-person group of young people aged 10-15 from families that found refuge in Warsaw after February 24, 2022, learned about the parking e-inspection system, talked about the MPZ and learned about the traffic management system.







# ANNUAL REPORT PUBLIC ROADS AUTHORITY 2023

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Public  
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