



**ANNUAL REPORT**  
**PUBLIC ROADS AUTHORITY**  
**IN WARSAW 2024**



# 20 24

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# Prefaces

The year 2024 was marked by intensive implementation of the announced projects. I would like to particularly highlight our most important program for changing urban space — New Center of Warsaw.

We completed the reconstruction of Crossroads Square, which has become a friendly and, above all, accessible place for everyone. In spring, we also opened a pedestrian and bike bridge over the Vistula, which was used by over 2 million people in the first months. We started further key investments — first of all, the construction of the "Central Square" and the reconstruction of the Złota St. – Zgoda St. quarter. We plan to finalize work on the first project in spring 2025, while the second one is expected to be completed in early 2026. All these investments, together with, among others, the previously reconstructed Five Corners Sq., contribute to the complete metamorphosis of the city's central area, making it green and friendly.

In the past year, we also placed great emphasis on improving safety. Together with Warsaw city councilors, we allocated an additional PLN 160M for the reconstruction of the most dangerous pedestrian crossings. Our goal is that by 2028 there will not be a single dangerous crossing left on the map of Warsaw. The Public Roads Authority is already putting these funds to good use by building further refuge islands, traffic lights and speed bumps.

Last year, we also continued to replace luminaires with energy-efficient LEDs. At the beginning of 2025, all of Warsaw will be able to benefit from thousands of new, energy-efficient luminaires, which will directly improve safety and reduce energy costs.

The year 2024 was also another test for the Veturilo city bike system. The decision to create the system from scratch in 2023 proved to be a great success. Warsaw residents used city bikes almost 5 million times.

My promise to Varsovians is to make our city even better and more comfortable to live in. I hope that you can already note the changes that will help achieve this goal. I know that some of these investments cause some temporary inconvenience and I thank you for your understanding and patience. I also thank the employees of the Public Roads Authority for their work and commitment. I am convinced that each subsequent year will be even better, especially as I have the pleasure of working with people who have Warsaw's best interests at heart.



Mayor of Warsaw  
**Rafał Trzaskowski**



Public  
Roads  
Authority



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

Dear All,

In addition to the New Center of Warsaw project, we completed many other important investments.

I would like to mention the comprehensive reconstruction of Ordona and Jana Kazimierza St., which have undergone a transformation from degraded spaces into true showcases of Odolany. In 2024, we also completed the replacement of the surface on the last section of Krakowskie Przedmieście St. It was a demanding task, but as announced, it was successfully completed over the summer holidays.

Another important investment was the construction of a bus lane on Głębocka St. and św. Wincentego St. This solution significantly facilitates everyday travel for the residents of Białołęka and Targówek. A project I am particularly proud of is the renovation of the lighting on the main avenue in Skaryszewski Park. The refurbishment was intended to restore Ignacy Paderewski Park to its historic appearance. It was a joint project of the Public Roads Authority and the Greenery Council, conducted in close cooperation with the conservator of monuments. Instead of asphalt, a mineral pavement appeared, and the old concrete lanterns were replaced by Warsaw's croziers — richly decorated steel and cast iron poles.

In 2024, we also did not forget about the renovation of pavements and bike paths and the greening of streets. In total, we put thousands of square meters of new sidewalks and further kilometers of asphalt bike paths into use by residents. As part of the implemented investments, 372 new trees were also planted.

A key element was also the development of the Metered Parking Zone. In 2024, we announced and settled the tender for the replacement of all parking meters. The new contract is valid for another 10 years. We also managed to implement the zone in the area of Saska Kępa and Kamionek.

I would like to sincerely thank all the employees of the Public Roads Authority for their hard work and enormous commitment to our city. I would also like to express my gratitude to the residents of Warsaw — for their patience during the renovations, their understanding and all the opinions, both positive and negative. It is thanks to your feedback that we know in which direction to proceed with our activities.

# Table of contents

## Introduction

2	PREFACES
6	PUBLIC ROADS AUTHORITY IN FIGURES
8	2024 IN FIGURES

## The New Center of Warsaw

12	PEDESTRIAN AND BIKE BRIDGE
14	CENTRAL SQUARE
16	ZŁOTA AND ZGODA ST.
18	CROSSROADS SQUARE
20	MAZOWIECKA AND ŚWIĘTOKRZYSKA ST.
22	ARCHAEOLOGICAL DISCOVERIES
24	PLANS FOR THE FUTURE

## Renovations and reconstructions

28	SKARYSZEW PARK
30	THE BUS LANE ON GŁĘBOCKA AND ŚW. WINCENTEGO ST.
32	ORDONA AND JANA KAZIMIERZA ST.
34	KRAKOWSKIE PRZEDMIEŚCIE
36	MORE THAN JUST A RENOVATION
38	ROADWAY RENOVATIONS
40	SIDEWALK RENOVATIONS
42	NEW BIKE ROADS
44	GREENING THE STREETS
46	PRIVATE DEVELOPMENTS

## Lighting

50	SAVA LUMINAIRES
52	ADDITIONAL LIGHTING AT CROSSINGS
54	LIGHTING CONTROL SYSTEM
56	SHARING THE KNOWLEDGE

## Safety

60	CAPITAL OF SAFETY
62	NEW CROSSINGS
64	ROAD TRAFFIC ANALYSES
66	CHANGES IN TRAFFIC ORGANIZATION
68	TRAFFIC LIGHTS
70	INTEGRATED TRAFFIC MANAGEMENT SYSTEM
72	NEW ROUNDABOUTS

## Routine maintenance

76	EMERGENCY BREAKDOWN SERVICES
78	BRIDGE AND ENGINEERING FACILITIES
80	RIGHT OF WAY
82	REMOVAL OF ILLEGAL OBJECTS AND ADVERTISEMENTS
84	INSPECTION OF TRUCKS
86	SELLING ABANDONED VEHICLES
88	MUNICIPAL INFORMATION SYSTEM

## Our projects

92	LOW EMISSION ZONE
94	METERED PARKING ZONE
96	PARKING GUIDANCE SYSTEM
98	MOBILE ROAD SCANNING
100	VETURILO
102	WINTER ILLUMINATION
104	CYCLING MAY
106	A-GRADE ROAD
108	INTERNATIONAL PROJECTS

## We are here for you

112	CIVIC BUDGET
114	EFFICIENT SERVICE FOR RESIDENTS
116	BEHIND THE SCENES



# Public Roads Authority in figures



**904**  
INTERSECTIONS AND  
CROSSINGS WITH  
TRAFFIC LIGHTS



**109,399**  
STREETLIGHTS



**813 km**  
OF BIKE ROUTES



**60,000**  
PARKING SPOTS IN  
THE METERED  
PARKING ZONE



**124,827**  
LUMINAIRES



**539**  
BRIDGE AND  
ENGINEERING  
FACILITIES



**97,000**  
SIGNPOSTS, BOARDS  
AND MAPS OF THE MUNICIPAL  
INFORMATION SYSTEM



**1 M**  
ENERGY- SAVING  
ECO-LED DIODES  
IN WINTER ILLUMINATION



**676**  
EMPLOYEES

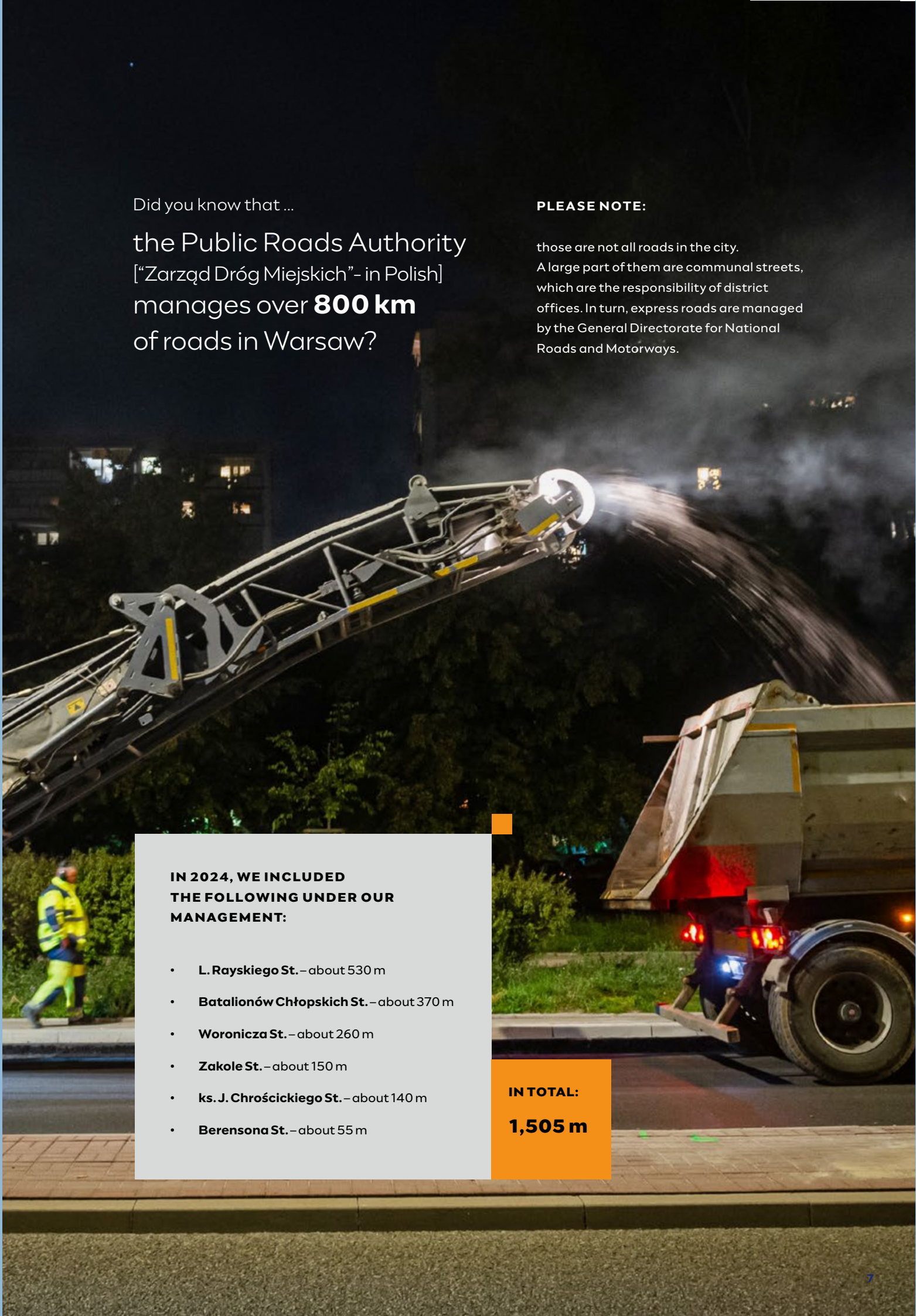
Did you know that ...  
the Public Roads Authority  
[“Zarząd Dróg Miejskich” – in Polish]  
manages over **800 km**  
of roads in Warsaw?

**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 2024, WE INCLUDED  
THE FOLLOWING UNDER OUR  
MANAGEMENT:**

- **L. Rayskiego St.** – about 530 m
- **Batalionów Chłopskich St.** – about 370 m
- **Woronicza St.** – about 260 m
- **Zakole St.** – about 150 m
- **ks. J. Chrościckiego St.** – about 140 m
- **Berensona St.** – about 55 m

**IN TOTAL:  
1,505 m**



# 2024 in figures



**251,532 m<sup>2</sup>**  
OF RENOVATED  
ROADWAYS



**2,900**  
NEW STREETLIGHTS



**4.8 M**  
VETURILO  
CITY BIKE RENTALS



**10,356**  
INSPECTIONS  
OF THE RIGHT OF WAY



**58,562 m<sup>2</sup>**  
OF NEW  
OR RENOVATED  
SIDEWALKS



**35**  
NEW OR RENOVATED  
TRAFFIC LIGHTS



**457**  
REMOVED ILLEGAL  
ADVERTISEMENTS



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



**18**  
INTERSECTIONS  
ADDED TO THE  
INTEGRATED TRAFFIC  
MANAGEMENT SYSTEM



**858**  
REMOVED FAILURES  
DIRECTLY THREATENING  
THE TRAFFIC SAFETY



**31,584**  
NEW LUMINAIRES



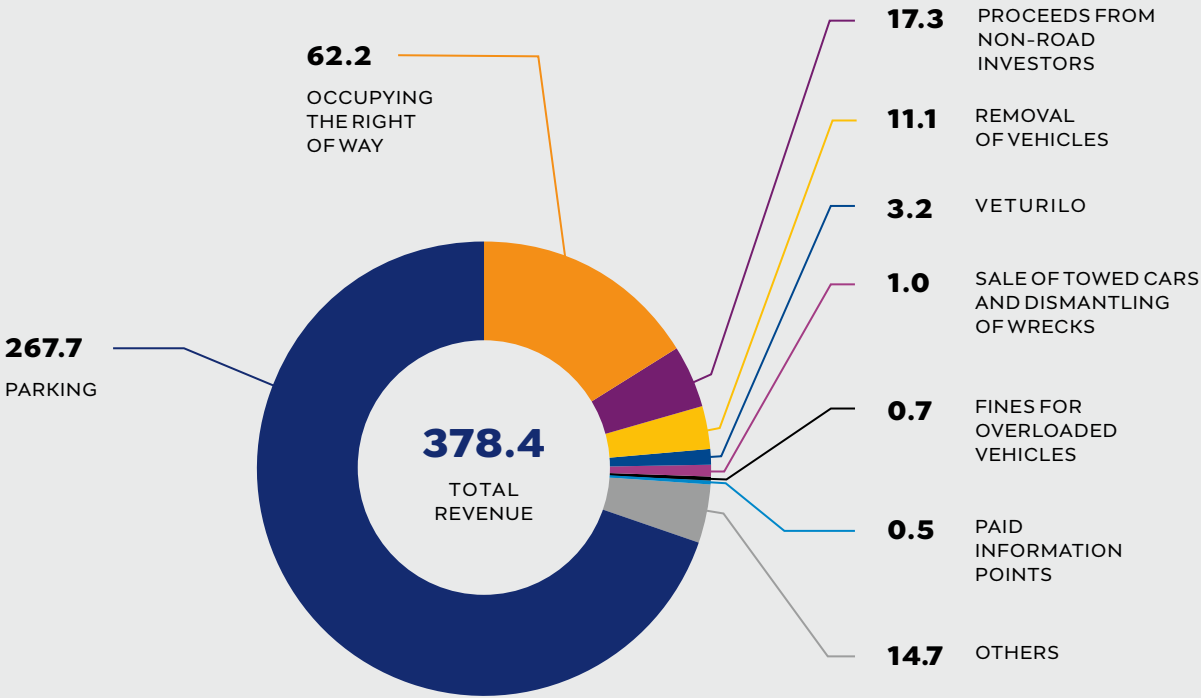
**372**  
PLANTED  
TREES



**1,392**  
INTERPELLATIONS  
FROM COUNCILLORS

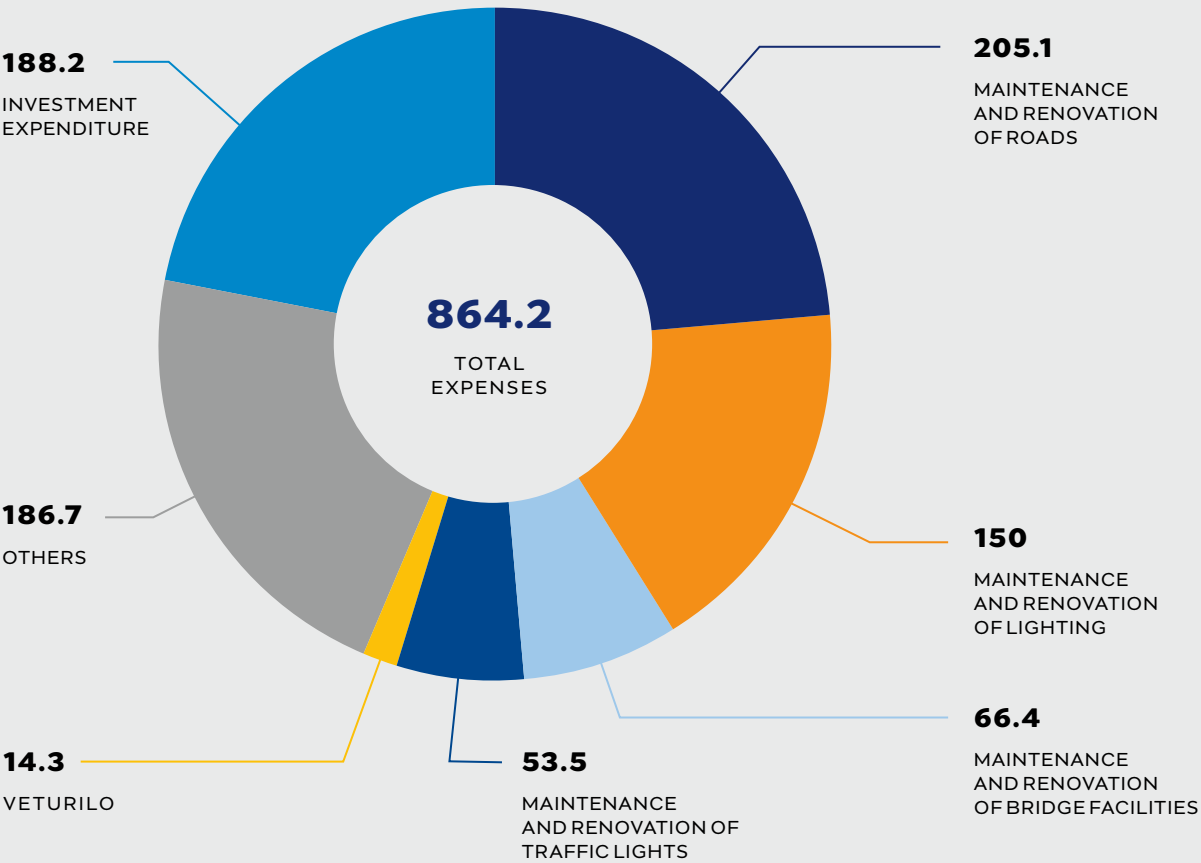
## Total revenue in 2024

amounts in PLN millions



## Total expenses in 2024

amounts in PLN millions



# The New Center of Warsaw



We transform the central areas of Warsaw into a more functional and friendly space for pedestrians, cyclists and public transport users. This is a broad initiative called the New Center of Warsaw aimed at reorganizing and improving the quality of the urban infrastructure in Śródmieście, implemented through numerous, diverse investments.

The year 2024 brought other significant changes — many projects were completed or started.

## TABLE OF CONTENTS

12	PEDESTRIAN AND BIKE BRIDGE
14	CENTRAL SQUARE
16	ZŁOTA AND ZGODA ST.
18	CROSSROADS SQUARE
20	MAZOWIECKA AND ŚWIĘTOKRZYSKA ST.
22	ARCHAEOLOGICAL DISCOVERIES
24	PLANS FOR THE FUTURE



# Pedestrian and bike bridge

In March 2024, a pedestrian and bike bridge was opened, connecting the Vistula boulevards with the Praga bank of the Vistula. It is the first crossing in Warsaw with only pedestrians and cyclists allowed. The bridge is already becoming 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. BRYGGEBOEN  
in Copenhagen  
190 m

Construction of the pedestrian and bike bridge began in early 2022 and took just over two years to complete. The investment is an important stage of the New Center of Warsaw program, which aims to improve the quality of urban space on both sides of the Vistula. Now you can see how close it is from Stara Praga to Krakowskie Przedmieście St.

The new bridge is 452 meters long and is the largest crossing of this type in Poland. It connected the banks of the Vistula at the level of Karowa St. in Powiśle and Okrzei St. in Praga-Północ. Pedestrians will walk the crossing in six minutes, and cyclists will cross it in two minutes.

In addition to its transportation function, the crossing also has recreational value. The width of the lightning-shaped structure is variable. At its narrowest point it is 6.9 m, and over the river current it widens to 16.3 m. At the bends the bridge is wider so that pedestrians and cyclists can admire the views from two rest areas with wooden seats. The panorama of Warsaw visible from the bridge has made the bridge very popular since its opening. During the first week of its operation, measuring equipment registered around 200K people on the crossing. It is not only a convenient link between left- and right-bank Warsaw, but also a fashionable place to meet and stroll.

On the left bank, the crossing splits into two ramps spanned over the boulevards. In 2024, we built a crossing across Wisłastrada in the axis of the bridge—at the level of Karowa St. Until now, the closest crossing was the underground one along Bednarska St. However, people with disabilities and parents with children in strollers may have difficulty using it. The new crossing solved this problem. It is also more convenient for cyclists, for whom we designated a bike passage at the new crossing.



## BRIDGE IS CHANGING PRAGA

The city on the right bank of the Vistula has enormous potential. It is distinguished by its unique atmosphere and the character of its buildings. New residents and investors are attracted by the multifunctional Koneser Center on Ząbkowska St. The area around the Praga Port is being dynamically developed. That is why a better connection between the two river banks is so important. We will rebuild Okrzei St. 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.



IN THE FIRST WEEK OF THE BRIDGE'S OPERATION, THE MEASURING EQUIPMENT RECORDED THE PRESENCE OF AROUND **200K PEOPLE**, AND **OVER 3M** THROUGHOUT THE SUMMER.



# Central Square

We are continuing with the construction of Central Square, which began in 2023 and is set to become an important part of the New Center of Warsaw. We completed an extensive archaeological research. We built four retention reservoirs and an underground plant irrigation system. We already planted half of the over one hundred trees that will appear in this place. There will also be lawns and a shallow pond.



## GREEN SQUARE

We personally selected specific tree specimens in the nursery. Among the "chosen ones", there was a **30-year-old beech** — an impressive specimen with a spreading crown that guarantees shade on hot days. We also opted for several-year-old **European larches**, unique coniferous trees that shed their needles in autumn, acquiring a beautiful golden color beforehand. These larches already reach a height of 9 to 11 meters. A total of twelve different tree species will be added to the square.

### IN FIGURES:

**12**  
TREE SPECIES  
IN TOTAL  
IN THE CENTRAL  
SQUARE

**9-11 m**  
HEIGHT OF PLANTED  
LARCHES

Between Marszałkowska St. and the Palace of Culture and Science — on the axis of Żłota St. — a green, orderly and resident-friendly space is being created.

Green because it will be enriched with new trees, shrubs and lawns covering 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 granite pavement, 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. We also planned benches, seats, bike racks and a shallow pond.

Four underground retention reservoirs will be used to collect rainwater, with which the new greenery in the square will be irrigated. We built a special system for this purpose, a kind of "underground aqueducts".

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, the dilapidated houses were demolished to make way for the Palace of Culture and Science.





# Złota and Zgoda St.

In the summer of 2024, we started one of the largest investments in the New Center of Warsaw project. The reconstruction of the entire quarter of Jasna St., Sienkiewicza St., Złota St. and Zgoda St. will take two years. We are modernizing an area of 2.5 hectares in total.



## THREE NEW SQUARES

As part of the reconstruction, three new squares will be created: the square in front of the House under the Eagles, Emil Młynarski Sq. next to the National Philharmonic and the square at 12 Zgoda St.

In front of the House under the Eagles, we are creating a representative square with a green setting for the historic edifice. Previously crowded with cars, **Emil Młynarski Sq.** will gain an appearance befitting the prestige of its patron: a square and a Garden of Music will be created here, with a platform enabling the organization of concerts and outdoor events. Meanwhile, **at 12 Zgoda St.**, an intimate neighborhood garden will be created with a play area for children, an outdoor gym and chess tables. The place will also be decorated with a wooden pergola.

The investment began with the removal of the tunnel on Złota St., running under Marszałkowska St. At the entrance to it, we are building a retention reservoir that will collect rainwater. We will use it to water the plants throughout the quarter. And there will be a lot of them — we will plant 167 trees and designate almost 3K sq. m of greenery with perennials and shrubs. The space, which until now had little biologically active area, will change beyond recognition. Our goal is to reduce the urban "heat island" effect and increase water retention and circulation.

The reconstruction will connect downtown activity areas such as Five Corners Sq. and Chmielna St., Powstańców Warszawy Sq., which is currently being modernized, and Central Sq., which is being built near the new headquarters of the Museum of Modern Art. More space will be allocated for pedestrians, who are the most frequent users of this downtown quarter. Comfortable and wide sidewalks will be created throughout the area. In most cases, parking will be moved underground. On the surface, spaces will remain for residents of the quarter, deliveries and people with disabilities. We will provide solutions for cycling along all communication routes — separate bike paths, pedestrian and bike routes, residential zones and counter-traffic. In many places, vehicular traffic will only be allowed for technical, delivery and fire vehicles, and entry will be through access control points (automatic bollards). We envisaged a similar solution for the access to properties.

We will transform the places that previously served as parking lots into three new squares. In addition to greenery, the quarter will feature high-quality small-scale architecture. The squares will include benches to create an attractive space for relaxation. We also provided space for gastronomic gardens.

The works must be carefully sequenced to ensure access to all buildings in the area. Construction, although involving inconvenience, will bring long-term benefits to residents and visitors of the capital.





# Crossroads Square

In the summer of 2024, we opened the reconstructed Crossroads Sq. ["Plac Na Rozdrożu"] in a comfortable, pedestrian- and cyclist-friendly version. We eliminated inconvenient underground passages, and the upper and lower levels of the square were connected by new elevators, making it easier for those with disabilities to access the Łazienkowska Route stops.

IMPORTANT DATES:

- November 2022**  
INVITATION TO TENDER
- April 2023**  
CONTRACTOR SELECTED  
AND WORKS COMMENCED
- December 2023**  
SYMBOLIC FILLING OF TWO  
UNDERGROUND PASSAGES  
UNDER THE SQUARE
- July 2024**  
OPENING  
OF THE RECONSTRUCTED  
SQUARE AND OPENING  
OF THE LIFTS

The main motive of the investment at Crossroads Sq. was the elimination of architectural barriers. The most important change is the elevators. They connected the square with the bus stops located one level below along the Łazienkowska Route. We also renovated the stairs themselves, which were heavily worn out. In addition, both bus stops were widened and equipped with more seats and a higher, profiled curb to make it easier to board the bus. Some greenery also appeared at the ends of the stops.

Changes also took place in the square itself. We eliminated underground passages and replaced them with convenient crossings on the surface. Now, all the crossings at Crossroads Sq. are above ground — including two new ones: on the western side of Ujazdowskie Av. (through the mouth of Koszykowa St.) and in the axis of Wyzwolenia Av.

Existing bike paths were widened. Parallel to the new crossing in the area of Koszykowa St., a crossing was built, which is reached by a road connected to the rest of the routes leading to the square. We also built a bike connector on the western side of the square and a bike path connecting the square with the viaducts over Agrykola Park.



## UNDERGROUND BOX

Modern traffic lights, which provide a number of beneficial solutions, cannot operate without electronic controllers. Until now, the control cabinets, popularly known as "boxes", were installed on the surface. Now, the new ones are going underground. This is exactly what happened at Crossroads Sq.

It might seem that hiding control cabinets underground is very straightforward. Unfortunately, the reality is, or in fact has been until now, quite different. Just a few years ago, this type of solution was much more expensive than a classic ground-based installation. In addition to the high price, another problem was ensuring resistance to moisture and flooding — crucial for the failure-free operation of the devices. Now, the price difference decreased significantly. There are also effective solutions for tackling water.



Now, thanks to developments in technology, we will be able to use underground cabinets on a wider scale. The prices offered by the manufacturers are acceptable compared to above-ground boxes and the refined solutions make it possible to guarantee resistance to moisture and flooding.





# Mazowiecka and Świętokrzyska St.

The underground parking lot at Powstańców Warszawy Sq., which accommodates more than 400 cars, is now complete. In order to provide drivers with optimal access to the parking lot, we reconstructed Mazowiecka St. It has been two-way since last year.



## WHO IS BUILDING THE PARKING LOT?

The parking lot under Powstańców Warszawy Sq. was built under the concession formula, which is a type of public-private partnership. The concessionaire, **IMMO Park Warszawa**, a company owned by Mota-Engil Central Europe S.A.



## APPROX. PLN 85 MILLION

– are the estimated costs of the investment, fully financed by the concessionaire.



## 36 YEARS

– this is the period for which the company will operate the car park. After this time, the facility will be handed over to be managed by the city.

Mazowiecka St. led from Powstańców Warszawy Sq. to Piłsudskiego Sq. From August 2024, you can also drive in the other direction. We designated bus stops on the modernized street — after the reconstruction, bus traffic in both directions follows the Mazowiecka — Szpitalna route, bypassing Kredytowa St. and Jasna St. The street will also receive additional greenery and a new surface in 2025.

The changes also involved the reconstruction of the traffic lights at the intersection of Mazowiecka St. and Świętokrzyska St. to enable drivers to easily access the parking spots located beneath the surface of Powstańców Warszawy Sq. Here, we used technology similar to that from Crossroads Sq. and Miodowa St. — we hid the control boxes for the traffic lights underground. In this way, we dealt with the aesthetic problem of increasingly larger control cabinets "stuffed" with electronics.

On Świętokrzyska St., for those driving from the direction of Nowy Świat St., we designated an additional lane to turn left, which can easily be used to enter the underground parking lot. Importantly, the reconstruction of the road system and traffic lights in the lane of Świętokrzyska St. did not interfere with the existing greenery. The work was carried out by the Warsaw-based company AN Projekt, and the total cost of the modernization was PLN 2.5M.

The underground parking lot at Powstańców Warszawy Sq. has been connected to the Parking Guidance System since it began operating. Blue boards, known, among others, from the vicinity of the Warsaw Brewery, indicate the way to the parking lot and the number of free spots, which significantly improves the use of the newly created infrastructure.





# Archaeological discoveries

When starting to invest in the heart of Warsaw, we know that we may come across traces of the pre-war city. That is why our construction sites are subject to archaeological supervision. Cooperation with archaeologists and the discovery of relics allow us to better understand and tell the history of old Warsaw.



## EXTENSIVE ARCHAEOLOGICAL RESEARCH

During the construction of Central Square, we also came across traces of our city's history - the cellars of the tenement houses that used to stand here. We discovered real treasures, such as coins belonging to an unknown collector.

The findings could be seen in the **"On the way to the square"** exhibition opened on the occasion of Museum Night 2024.

Old walls in the New Center? During work in the area of Sienkiewicza St., we came across traces of the past - the foundations of the former General Hospital of the Infant Jesus, the largest medical facility in 18th-century Warsaw. The hospital grounds included an anatomical theater and a dissection room. However, as the city developed and housing needs grew, the hospital was moved to Lindley St. On its former site, new streets were laid out and the space was filled with tenement houses.

The former Hospital of the Infant Jesus has given us a glimpse of itself before. During archaeological work carried out due to human remains found in front of the House under the Eagles, researchers found a trade seal with the name of the hospital. However, the discovered remains most likely belong to victims of the tragic events of the Second World War. Archaeologists found bottles containing cards with details of those buried, but they were badly damaged — only one name was read.

Every Varsovian living at the turn of the 19th and 20th centuries knew these two surnames: Gebethner & Wolff. The founders of the publishing company, which dominated the book market, erected a magnificent tenement house on Nowo-Sienna St., now Sienkiewicza St., at the beginning of the 20th century. The tenement house burned to the ground during the Warsaw Uprising. While transforming the parking lot at 12 Zgoda St. into an intimate square, we came across the basement of the publishing house, measuring 4 x 4 m. Books and music sheets were probably stored there.

The discoveries are evidence of the rich and complex history of Warsaw, which hides traces of both everyday life and dramatic events. They allow for a better understanding of the multi-layered heritage of the capital.





# Plans for the future

Step by step, we are implementing the vision of the New Center of Warsaw — a green, comfortable, pedestrian- and cyclist-friendly heart of the city. We are preparing further investments that will transform well-known streets.



## TAILOR-MADE CENTER

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. Thanks to the cooperation of the community and officials, the New Center of Warsaw is becoming a vibrant place.



## NEW STREETS OF OLD PRAGA

The new Warsaw Centre also means a metamorphosis of the right-bank part of the city. A tender for the reconstruction of Okrzei St. is already underway. An architectural competition for streets and squares in the centre of Old Praga has also been announced – an area of 27,662 m<sup>2</sup> (2.77 hectares) will undergo metamorphosis. A new city square will be created at the junction of Okrzei and Jagiellońska streets. Modernisation will also include Weteranów 1863 Sq., Floriańska St., a section of ks. I. Kłopotowskiego St., a section of Okrzei St. and a section of Jagiellońska St.

We are currently designing **Krucza St.** Details of the project will be known in 2025. The most important idea is to turn the middle of the roadway into a wide pedestrian passage with rows of trees. Car traffic will be calmed down. Krucza St. will become a walking-friendly space and a place supporting the development of services and gastronomy. Missing pedestrian crossings will be created and new greenery will be planted.

Another section of **Marszałkowska St.** is getting closer to its metamorphosis. Together with Warsaw Trams, we will reconstruct the section from Świętokrzyska St. to Królewska St. Marszałkowska St. will be narrowed to two lanes. We will remove parking from the sidewalk and move it to the roadway. On the eastern side of the street, from Żłota St. to Królewska St., a 650 m-long two-way bike path will be created among greenery. We are also planning a space for gastronomic gardens.

We are preparing for the reconstruction of **Karowa St.** The first step was to create a pedestrian crossing over Wisłostrada last year. Now, the Office of Architecture and Spatial Planning has announced an architectural competition scheduled for 2025. Its aim is to select the best concept for connecting the lower and upper terraces of the escarpment at Karowa St. We focus on safety and accessibility. A new, gradually descending space leading towards Powiśle will be created on the escarpment, enhanced by an elevator. Conditions for pedestrians and cyclists will be improved. There will be new greenery.

We do not forget about the right bank of the Vistula, which, thanks to the pedestrian and bike bridge, is now a few minutes' walk from the very center of left-bank Warsaw. We completed the design of the changes on **Okrzei St.** It is to be a space with priority for pedestrians and cyclists: instead of asphalt, there will be stone paving and rows of trees. One lane will remain for cars and buses — traffic, as before, will be one-way. We planned a two-way bike path on the northern side of Okrzei St., with wide pedestrian promenades and space for gastronomic gardens on both sides.





# Renovations and reconstructions

Every year we modernize kilometers of Warsaw streets.

The works carried out in 2024 brought tangible benefits: improved safety, more convenient infrastructure and a more attractive appearance of urban space.

## TABLE OF CONTENTS

- 28 SKARYSZEW PARK
- 30 THE BUS LANE ON GŁĘBOCKA AND ŚW. WINCENTEGO ST.
- 32 ORDONA AND JANA KAZIMIERZA ST.
- 34 KRAKOWSKIE PRZEDMIEŚCIE
- 36 MORE THAN JUST A RENOVATION
- 38 ROADWAY RENOVATIONS
- 40 SIDEWALK RENOVATIONS
- 42 NEW BIKE ROADS
- 44 GREENING THE STREETS
- 46 PRIVATE DEVELOPMENTS



# Skaryszew Park

The main avenue of Skaryszew Park underwent a comprehensive modernization. In collaboration with the Warsaw Greenery Council, we carried out a number of changes that respected the protection of greenery and the historical character of this place.



### SKARYSZEW PARK AWARDED

Skaryszew Park has been included in the register of monuments since 1973. In 2009, the park was awarded the title of the Most Beautiful Park in Poland and the third most beautiful park in Europe.



### BRIGHT FUTURE

New LED luminaires reduce the phenomenon of 'light pollution'. Between 10pm and midnight, the luminaires will illuminate at 100% only when motion is detected. By default it will be only 30%. This is a nod to the animals living in the park. However, we constantly listen to the residents and adjust the light according to their suggestions and needs.

The renovation of Skaryszew Park was carried out in accordance with conservation guidelines to restore its historic appearance. The main avenue changed — instead of asphalt, we used a water-permeable mineral pavement there. The avenue became single-spaced and is now 11 meters wide. Its boundaries were moved away from the trees, providing better living conditions for them.

Instead of the old concrete streetlights, Warsaw crosiers, i.e. richly decorated steel and cast-iron poles, were set up. During the day they impress with their details and after dark they illuminate the area perfectly. Historic streetlights conceal modern technology. In Skaryszew Park, we installed energy-efficient LED luminaires, which are equipped with controllers that allow the light temperature and intensity to be adjusted according to the time of day and traffic.

The Greenery Council will recreate the dahlia garden in the park — this is the recommendation of the Warsaw Conservator of Monuments. The garden will have an area of over 5K sq. m. We installed steel-bodied streetlights covered with resin and gravel there to resemble the concrete streetlights of the past. These are replicas of MDM-type streetlights. They are intended to recreate the former spirit of the dahlia garden as closely as possible.

### CO-FINANCED BY THE GOVERNMENT

The project **"Modernization of Skaryszew Park – Part I"** was co-financed under the Government Program to Support the Development of the Capital City of Warsaw for the years 2023–2030.

PROJECT VALUE	FUNDING
PLN 7,407,178.6	5,295,742.00 zł

Beneficiary: Capital City of Warsaw  
Implementing unit: Public Roads Authority





# The bus lane on Głębocka and św. Wincentego St.

The bus lane on Głębocka St. and św. Wincentego St. is one of the major investments we made in 2024. This is a major enhancement for residents of eastern Białołęka who use public transport. Thanks to the bus lane, they gained quick and convenient access to the metro.

INVESTMENT IN FIGURES:

  
**23,239.5 m<sup>2</sup>**  
OF REPLACED  
ROADWAY SURFACE

  
**3,800 m<sup>2</sup>**  
OF REPLACED  
SIDEWALK SURFACE

  
**2**  
NEW TRAFFIC LIGHTS

**PLN 14.3 M**  
TOTAL COST  
OF CONSTRUCTION

**PLN 3.6 M**  
PRIVATE INVESTOR'S  
PARTICIPATION

Public transport is the most common means of transport chosen by Varsovians. That is why one of our priorities is to adapt the infrastructure to the growing needs of passengers. Hence the decision to build a bus lane along Głębocka St. and św. Wincentego St., which already makes it easier for residents of eastern Białołęka to get to the Kondratowicza metro station.

On the roadway towards Bródno, the bus lane extends from the CH Targówek 03 stop to Kondratowicza St. In the other direction, it starts after the junction with Przy Grodzisku St. and Malborska St. and ends at the level of the aforementioned bus stop. To accommodate the bus lane, the roadway was widened on sections having one lane in each direction.

In addition to the bus lane and the widened roadway, a separate lane for turning right into Malborska St. was also created as part of the investment on Głębocka St. The right turn to the Atrium Targówek shopping center was also extended. In addition, the road surface was replaced on the entire reconstructed section.

A missing section of the bike path was also built between the roundabout closer to Toruńska Route and the access road to the shopping center, together with a crossing on the southern side of the roundabout. There were also new solutions in the area of traffic safety — at the crossings on Głębocka St. and św. Wincentego St. at the junction with Malborska St. and Przy Grodzisku St., refuge islands were created. Meanwhile, traffic lights were set up at the crossings on the level of 9 Głębocka St. and 99 św. Wincentego St.

The contract for the construction of the bus lane was worth over PLN 14.3M. This is around PLN 5.7M less than the cost estimate. Part of this amount was provided by a private investor, G-City, which owns a nearby shopping center.





# Ordona and Jana Kazimierza St.

In 2024, Ordona and Jana Kazimierza St. underwent a metamorphosis. The two main streets of the once industrial Odolany were almost completely reconstructed. They are now definitely better suited to the residential character of the area. They are safer and more comfortable, and there will still be new greenery in the near future.

## Jana Kazimierza St.

RENOVATION IN FIGURES:

**1.8 km**  
OF RECONSTRUCTED STREET

**approx. 14,900 m<sup>2</sup>**  
OF NEW ROADWAY SURFACE

**250**  
NEW TREES

**12,776**  
NEW SHRUBS

Work first started on Jana Kazimierza St., which underwent a complete transformation along its entire length. Much of the work on Jana Kazimierza St. was completed in 2024. In 2025, the contractors put in the final touches.

The changes included every aspect of the road, making room for pedestrians, cyclists and drivers alike. The starting point was the reconstruction of the roadway. The latter received a new surface and was narrowed. New parking bays were created along it.

The sidewalks were also reconstructed, while crossings were upgraded with refuge islands. Cyclists gained a new bike path between Studzienna St. and Ordona St.

The biggest change, however, is the new wide green belt. It will feature 250 new trees and nearly 13K new shrubs. This is exactly what the residents wanted, who paid particular attention to greenery during the consultation.



JANA KAZIMIERZA ST.



ORDONA ST.



## Ordona St.

RENOVATION IN FIGURES:

**approx. 340 m**  
OF RECONSTRUCTED STREET

**approx. 4,100 m<sup>2</sup>**  
OF NEW ROADWAY SURFACE

**approx. 2,500 m<sup>2</sup>**  
OF NEW SIDEWALKS

**40**  
NEW TREES

In 2024, the main works on the reconstruction of Ordona St. were completed. The section between 5B Ordona St. and Stańczyka St. was resurfaced. We laid the asphalt over properly protected historic cobblestones. This made the street much quieter and drivers can travel more comfortably. Stone paving, however, remained in the parking bays.

As part of the reconstruction, not only did the holes and irregularities in the roadway disappear, but also the rarely used U-turns were eliminated. This created additional space for greenery, the planting of which is planned for 2025. Pedestrians will be able to admire it while walking on the reconstructed sidewalks.

Bike lanes were also set up along the reconstructed street and were connected to the pre-existing ones extending to Kasprzaka St. In addition, the street is now illuminated with energy-efficient SAVA luminaires, suspended from new metal poles that replaced the old concrete ones.



# Krakowskie Przedmieście

Krakowskie Przedmieście is one of the most representative streets in Warsaw. It must therefore look appropriate to the rank. For this reason, its roadway underwent a series of renovations in recent years. In 2024, the last section – between Miodowa St. and Królewska St. – was renovated.

INVESTMENT IN FIGURES:



**680 m**  
LENGTH  
OF RENOVATED  
SECTION



**5,422 m<sup>2</sup>**  
RENOVATED AREA

Krakowskie Przedmieście St. is the most famous part of the Royal Route and one of the capital's landmarks. Popular among tourists and locals, the street owes its present-day character to the reconstruction carried out in 2008. Unfortunately, the technology used at the time to build its roadway has not stood the test of time — the street developed unevenness and undulations.

In 2019, the section from Świętokrzyska St. to Królewska St. was renovated. Last year, we renovated the second and final section — from Królewska St. to Miodowa St. This section underwent ad hoc repairs in 2015. This time, in addition to a new foundation, 5,400 sq. m of new paving was laid on top. The gaps between them were then grouted. At the same time, we added posts along the renovated section.

We carried out the work in the summer, when students and pupils had time off and many working people went on holiday. Bus traffic was restored at the beginning of September.

The entire surface of Krakowskie Przedmieście St. is now smooth and free of irregularities. It is also more resistant to the intense traffic of buses that run on it. For both the 2019 and 2024 works, we used the experience gained from the 2017–2018 renovation of Miodowa St. The technology used at that time works well despite the intense bus traffic.

After its general renovation, Miodowa St. stands up well to the load not only of buses but also of private vehicles. The section of Krakowskie Przedmieście St. renovated in 2019 is also performing well. During last year's renovation, we used the same technology. The results should therefore be equally satisfactory.





# More than just a renovation

Street renovations are not limited to replacing the roadway surface. These works also include sidewalk renovations, greenery planting and changes to traffic organization. In 2024, we carried them out on five streets: Wałbrzyska St., Lalki St., Ordona St., Odyńca St. and Zamoyskiego St.

## Lalki St.

**2,022.5 m<sup>2</sup>**  
OF RENOVATED ROADWAY

**705 m<sup>2</sup>**  
OF RENOVATED  
SIDEWALKS

On **Lalki St.** in Ursus, we replaced the roadway surface, also including the nearby Marcysi Roundabout in the works. The crossings in the roundabout area were renovated, particularly with a view to improving safety. We made sure to add more greenery. We also reconstructed the sidewalks there. In addition, we removed the bus bay, which made it possible to widen the previously extremely narrow sidewalk at the Lalki 03 stop.



## Ordona

**1 190,5 m<sup>2</sup>**  
OF RENOVATED ROADWAY

**534,4 m<sup>2</sup>**  
OF RENOVATED  
SIDEWALKS

We also renovated **Ordona St.** between Wolska St. and Kasprzaka St. in 2024. In addition to replacing the roadway surface, the sidewalks were also renewed. Moreover, as part of the construction of a new tram route on Kasprzaka St., bike lanes were designated on the roadway on the reconstructed section of Ordona St.

## Odyńca St.

**6,005 m<sup>2</sup>**  
OF RENOVATED ROADWAY

**6,600 m<sup>2</sup>**  
OF RENOVATED  
SIDEWALKS

We began the reconstruction of **Odyńca St.** between Niepodległości Av. and Wołoska St. by supplementing the row of trees on the northern side of the road with 34 new oaks. In the next phase, we started the renovation of the sidewalks and the roadway. As part of the investment, parking spots were moved from the sidewalks to the roadway. We also designated a new crossing in the area of 59 Odyńca St.



## Zamoyskiego St.

**5,831 m<sup>2</sup>**  
OF RENOVATED ROADWAY

**1,580 m<sup>2</sup>**  
OF RENOVATED  
SIDEWALKS

In 2024, we also renovated **Zamoyskiego St.** A new surface appeared on the southern roadway between Zieleniecka Av. and Lubelska St. The sidewalk was also renovated along this section. We also did not forget about repaving and new greenery. This is the residents' idea as part of the civic budget.



## Wałbrzyska St.

**11,017 m<sup>2</sup>**  
OF RENOVATED ROADWAY

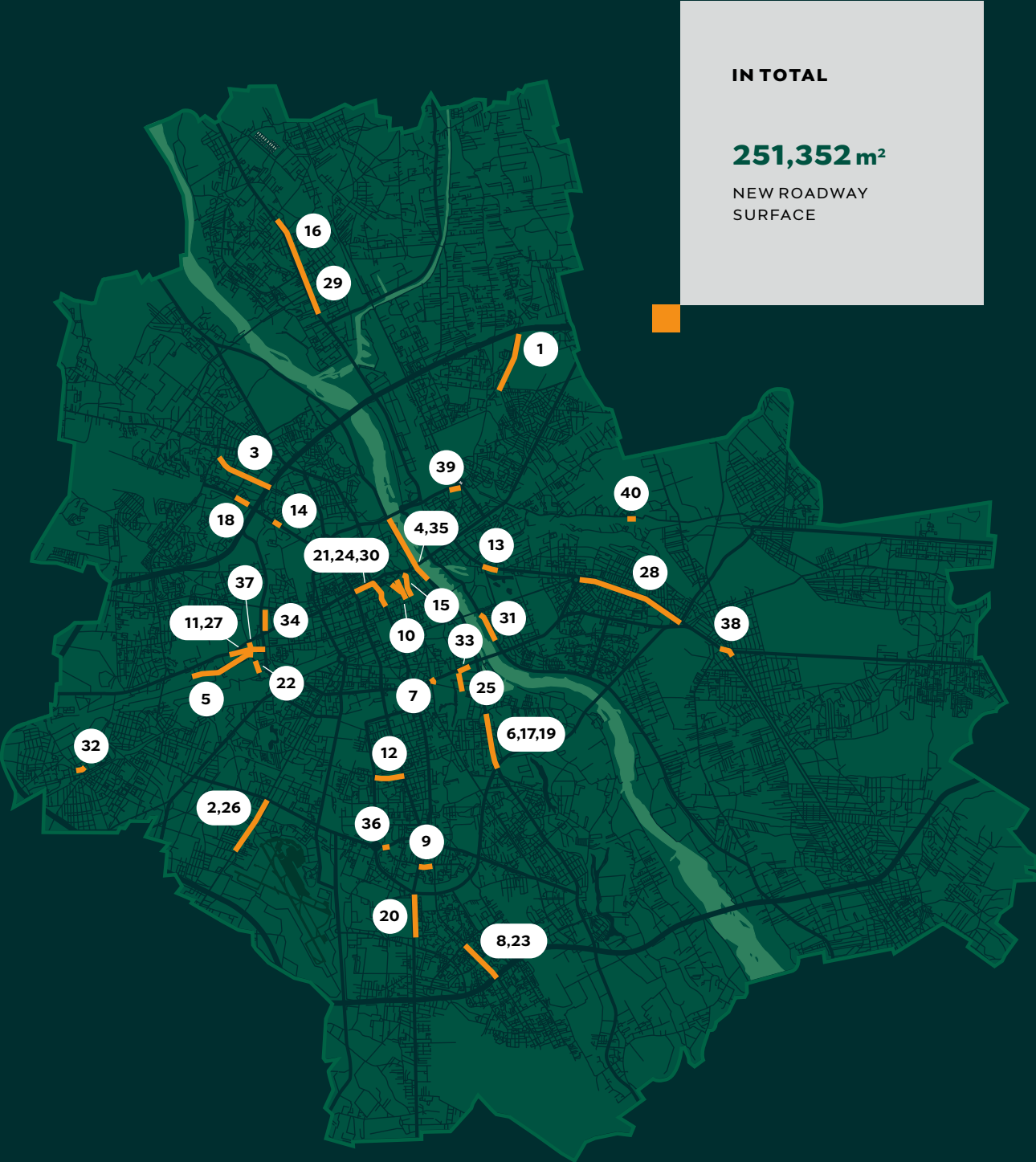
**5,000 m<sup>2</sup>**  
OF RENOVATED  
SIDEWALKS

We also modernized **Wałbrzyska St.** from Puławska St. to Wróbla St. In addition to the road surface, the sidewalks were also renewed. The largest change, however, is the new traffic organization, which introduced many road safety changes and sorted out parking. We narrowed the excessively wide roadway and calmed the traffic.



# Roadway renovations

As the City Roads Authority, we are responsible for the maintenance of the capital's roads. That is why we repair hundreds of thousands of square metres of roadway surface every year. It was no different in 2024. These range from quick weekend milling to major investments. The result, however, is always the same – a road free of potholes and unevenness.



1.	ŚW. WINCENTEGO ST. AND GŁĘBOCKA ST. from Kondratowicza St. to S8 route	23,239 m²
2.	KRAKOWSKA AV. from Hynka St. to Malowniczej St. (eastern roadway)	18,747 m²
3.	BRONIEWSKIEGO ST. from Reymonta Av. to S8 route	17,798 m²
4.	WYBRZEŻE GDAŃSKIE ST. from Śląsko-Dąbrowski bridge to Gdański bridge (eastern roadway)	16,135 m²
5.	JANA KAZIMIERZA ST. from Ordona St. to Studzienna St.	15,000 m²
6.	CZERNIAKOWSKA ST. from Becka Av. to Chełmska St.	13,984 m²
7.	NARODZIN SQUARED	13,105 m²
8.	KOMISJI EDUKACJI NARODOWEJ AV. from Ciszewskiego St. to Płaskowickiej St. (eastern roadway)	11,600 m²
9.	WAŁBRZYSKA ST. from Puławska St. to Wróbla St.	11,017 m²
10.	PIŁSUDSKIEGO SQ., FOCHA ST., MOLIERA ST., WIERZBOWA ST. from Królewska St. to Senatorska St.	9,639 m²
11.	KASPRZAKA ST. from Redutowa St. to Prymasa Tysiąclecia Av. (southern roadway)	6,746 m²
12.	ODYŃCA ST. from Puławska St. to Wołoskiej St.	6,005 m²
13.	TARGOWAST. AND ZAMOYSKIEGOST. from Targowa 1 to Lubelska St.	5,831 m²
14.	POWĄZKOWSKA ST., KRASIŃSKIEGO ST., FICOWSKIEGO ST. crossroads	5,635 m²
15.	KRAKOWSKIE PRZEDMIEŚCIE ST. from Miodowa St. to Królewska St.	5,422 m²
16.	MODLIŃSKA ST. from Marii Skłodowskiej-Curie bridge to Przaśna St. (western roadway)	5,418 m²
17.	CZERNIAKOWSKA ST. from Chełmska St. to Polski Walczącej Av. (eastern roadway)	4,863 m²
18.	MACZKA ST. from Rudnickiego to Powązkowskiej (razem ze skrzyżowaniem z Rudnickiego)	4,779 m²
19.	CZERNIAKOWSKA ST. from al. Polski Walczącej to Bartyckiej (eastern roadway)	4,733 m²
20.	PUŁAWSKA ST. from Romera St. to „Wyścigi” junction (right lane, western roadway)	4,684 m²
21.	BANKOWY SQ. (western roadway)	4,122 m²
22.	ORDONA ST. from Ordona 5B to Stańczyka St.	4,106 m²
23.	KOMISJI EDUKACJI NARODOWEJ AV. from Gandhi St. to Płaskowickiej St.	3,700 m²
24.	MARSZAŁKOWSKA ST. from Bankowy Sq. to Królewska St. (western roadway)	3,386 m²
25.	MYŚLIWIECKA ST. from Sedlaczka roundabout to Szwoleżerów St.	3,000 m²
26.	AL. KRAKOWSKA ST. from Łopuszańska St. to Komitetu Obrony Robotników St. (half, western roadway)	3,000 m²
27.	KASPRZAKA ST. from Prymasa Tysiąclecia Av. to Ordona St. (northern roadway)	2,886 m²
28.	GROCHOWSKA ST. from Wiatraczna roundabout to Marsa St. (right lane, jezdniapółudniowa, selected sections)	2,868 m²
29.	MODLIŃSKA ST. from Mehoffera St. to Kuklińskiego Av. (right lane, eastern roadway)	2,793 m²
30.	SOLIDARNOŚCI AV. from Jana Pawła II Av. to Bankowy Sq. (right lane, southern roadway)	2,682 m²
31.	WAŁ MIEDZESZYŃSKI ST. area of the crossroad with Zwycięzców St. (right lane, western roadway)	2,070 m²
32.	LALKI ST. from Gierdziejewskiego St. to Władysława Jagiełły St.	2,022 m²
33.	ARMII LUDOWEJ AV. area of the junction with Wisłostrada	2,000 m²
34.	PRYMASA TYSIĄCLECIA AV. from Wolska St. to Górczewska St. (service road)	2,000 m²
35.	WYBRZEŻE KOŚCIUSZKOWSKIE ST. region of Karowa St. (eastern roadway)	1,588 m²
36.	WILANOWSKA AV. from Rzymowskiego St. to Lotników Av. (right lane, southern roadway)	1,273 m²
37.	ORDONA ST. from Kasprzaka St. to Wolska St.	1,190 m²
38.	PŁOWIECKA ST. junction with Widoczna St.	1,000 m²
39.	STARZYŃSKIEGO ST. ahead of the Żaba roundabout	800 m²
40.	ZABRANIECKA ST. incineration plant area	485 m²



# Sidewalk renovations

Warsaw's streets are not only roadways, but also sidealks. To ensure that pedestrians can use them comfortably and safely, we replace the old and irregular - and often still consisting of cobblestones - pavement surface with a new one every year. In doing so, we also remove architectural barriers. In this way, we make it easier for people with disabilities, but also for the elderly or parents with young children, to get around the city.

1.	<b>JANA KAZIMIERZA ST.</b> from Studzienna St. to Ordona St.	14,500 m <sup>2</sup>
2.	<b>ODYŃCA ST.</b> from Puławska St. to Wołoska St.	6,600 m <sup>2</sup>
3.	<b>NA ROZDROŻU SQ.</b>	6,395 m <sup>2</sup>
4.	<b>WAŁBRZYSKA ST.</b> from Puławska St. to Wróbla St.	5,000 m <sup>2</sup>
5.	<b>ŚW. WINCENTEGO ST. AND GŁĘBOCKA ST.</b> from Kondratowicza St. to S8 route	3,800 m <sup>2</sup>
6.	<b>CHODECKA ST.</b> from Kondratowicza St. to Krasnobrodzkiej St.	3,500 m <sup>2</sup>
7.	<b>RACŁAWICKA ST.</b> from Żwirki i Wigury St. to Balonowa St.	3,120 m
8.	<b>SASKA ST.</b> from Zwycięzców St. to Stanów Zjednoczonych Av.	2,500 m <sup>2</sup>
9.	<b>ORDONA ST.</b> from Ordona 5B to Stańczyka St.	2,000 m <sup>2</sup>
10.	<b>JEROZOLIMSKIE AV.</b> from Śmigłowca St. to Na Bateriajce St.	1,966 m <sup>2</sup>
11.	<b>FILTROWA ST.</b> from Raszyńska St. to Narutowicza Sq.	1,676 m <sup>2</sup>
12.	<b>TARGOWA ST. AND ZAMOYSKIEGO ST.</b> from Targowa 1 to Lubelska St.	1,580 m <sup>2</sup>
13.	<b>WROCŁAWSKA ST.</b> from Błatona St. to Widawska St.	1,289 m <sup>2</sup>
14.	<b>DOMANIEWSKA ST.</b> from Samochodowa St. to Wołoska St.	776 m <sup>2</sup>
15.	<b>FIELDORFA ST.</b> from Nowaka-Jeziorańskiego St. to Perkuna St.	775 m <sup>2</sup>
16.	<b>LALKI ST.</b> from Gierdziejewskiego St. to Władysława Jagiełły St.	705 m <sup>2</sup>
17.	<b>ORDONA ST.</b> from Wolska St. to Kasprzaka St.	534 m <sup>2</sup>
18.	<b>POWĄZKOWSKA ST.</b> from the bus stop „Niemena” 02 to Powązkowska 44	450 m <sup>2</sup>
19.	<b>GÓRCZEWSKA ST.</b> area of the Primary School no.82	295 m <sup>2</sup>
20.	<b>KOMISJI EDUKACJI NARODOWEJ AV.</b> region of KEN Av. 83	252 m <sup>2</sup>
21.	<b>PRZYLESIE ST.</b> from Studzienna 14 to parcel no. 10/8	200 m <sup>2</sup>
22.	<b>KASPROWICZA ST.</b> area of the bus stop „Sokratesa” 04	200 m <sup>2</sup>
23.	<b>WARSZAWSKA ST.</b> viaduct POW area	160 m <sup>2</sup>
24.	<b>PATRIOTÓW ST.</b> (eastern side) from Kłodzka St. to Walcownicza St.	125 m <sup>2</sup>
25.	<b>MARYMONCKA ST.</b> from Marymoncka 127 to Lindego St.	100 m <sup>2</sup>
26.	<b>JANA PAWŁA II ST. (WESOŁA DISTRICT)</b> area of Sagalli St.	64 m <sup>2</sup>



IN TOTAL

58,562 m<sup>2</sup>

OF NEW  
OR RENOVATED  
SIDEWALKS





# New bike roads

In 2024, we renovated, designated or built more than 47 km of bike routes. New bike paths were created, among others, in Mokotów, Włochy and Śródmieście. At the end of last year, Warsaw cyclists had nearly 814 km of routes at their disposal.



## KEY BIKE ROUTE IN CITY CENTER

In 2024, we started the construction of a bike route along Andersa St. This will be an extension of the bike path that runs along Marszałkowska St. The current course: Bankowy Sq. – Marszałkowska St. – Waryńskiego St., is 4 km of coherent, separated bike route in the city center. The first stage of work on Andersa St. will extend this route by another 1.5 km.

Ultimately, from Wilsona Sq. to Unii Lubelskiej Sq., a route with a total length of 6.5 km will be created.

Warsaw has been striving to achieve sustainable mobility for years. We expand and modernize the cycling infrastructure. Initially, we focused on building the missing, long sections of the routes. Now, the priority is to connect existing paths into a coherent network. Investments that do not stand out for their length often prove crucial to the comfort of cyclists.

In 2024, we completed the work at Crossroads Sq. We reconstructed existing bike routes there and created new ones. We widened the bike crossings at the level of Szucha Av. and Koszykowa St. The bike path on the eastern side of the square was improved by eliminating the descent to the underground passage. We also built a new bike path on the side of the square with the fountain. A new connector was built along Ujazdów Park, between the square and the viaducts of the Łazienkowska Route. The existing section of the bike path towards Szucha Av., painted with paint on the granite surface, was made of asphalt.

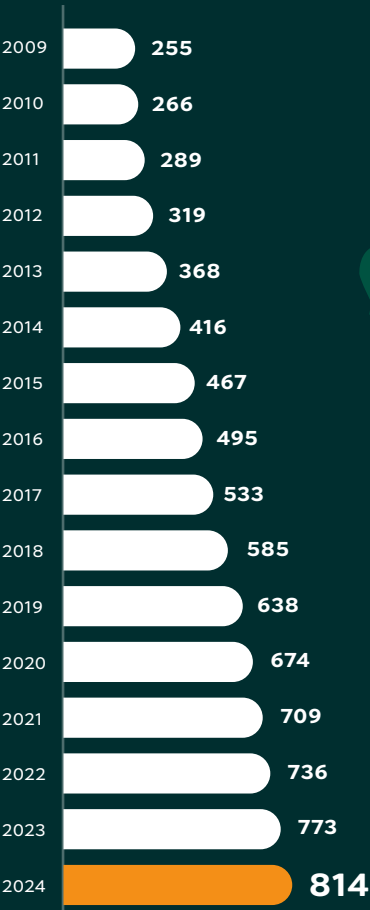
As part of the New Center of Warsaw project, along with a new crossing, a bike crossing was built across Wiscostrada near the pedestrian and bike bridge. Together with it, the missing sections of bike paths were built on Karowa St. and along Wiscostrada up to the local roadway of Wybrzeże Kościuszkowskie St. Thanks to the designation of this crossing, cyclists can now conveniently reach the other side of the Vistula from the city center.

At the end of the year, we opened the reconstructed bike path in Jerozolimskie Av. on the section between Popularna St. and Śmigłowca St. The bike path and sidewalk were given a new course and their surfaces were replaced. Near the shopping center, we designated a counter-traffic for bikes on the service road and built a two-way connector to the bike path.

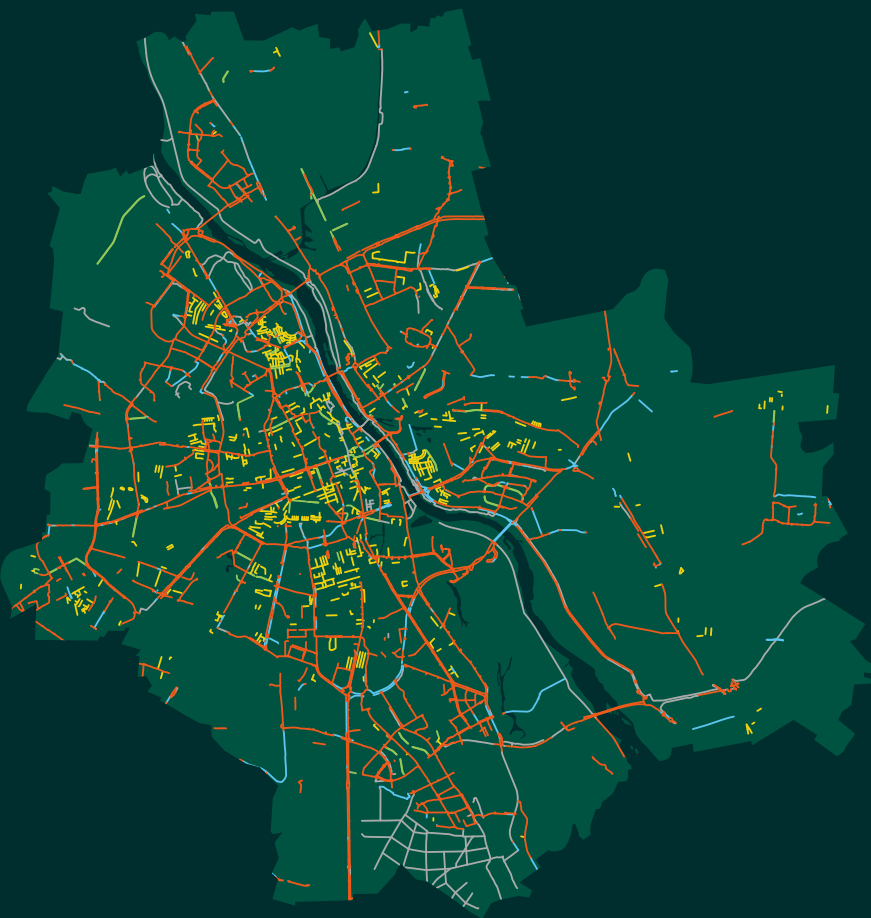
Cyclists can now use the new road on Warszawska St. in Ursus. Along with its construction, a new sidewalk was also built under the Route S2 viaduct (Polskiej Organizacji Wojskowej Av.). Thanks to the civic budget, the bike path on Racławicka St. was renovated — we changed its course and widened the bike crossing.

## Bicycle infrastructure in Warsaw

IN KILOMETERS:



\*reaction routes, etc. with the category 'other' are not included in the statistics



BICYCLE NETWORK IN 2024:

- CYCLE PATHS
- PAVEMENTS AND CYCLE PATHS
- CYCLE LANES, CONTRAFLOW LANES
- CONTRAFLOW
- OTHER (UNMARKED)\*





# Greening the streets

Within our developments, there is almost always room for new trees, shrubs and perennials. More and more often, we implement typically green projects. Thanks to them, Warsaw streets are becoming not only more pleasing to the eye, but also more environmentally friendly.

2024 IN FIGURES:



372  
NEW TREES



52,000  
PLANTED SHRUBS  
AND PERENNIALS

Every year, there are fewer and fewer unfriendly and concrete places. As part of renovations and reconstructions, we ensure that the space is greened. This was the case, e.g., during last year's reconstruction of Odyńca St. between Niepodległości Av. and Wołoska St., where we completed a row of trees on the northern side of the road and planted more trees on the southern side.

More and more often, we also undertake projects focused primarily on greening the streets. Where possible, we remove unnecessary concrete surfaces and replace them with biologically active areas. This is what happened on Koszykowa St. between Chałubińskiego St. and Lindleya St. There, we removed the parking lots in front of the building of the Military Counterintelligence Service that were closed down years ago, replacing the concrete with shrubs and perennials. At the end of the year, we planted 16 additional trees there.

In 2024, we completed the next phase of construction of the linear park along Rudnickiego St., Perzyńskiego St. and Podczaszyńskiego St. The entire stretch was extensively reconstructed in 2023, when a wide green belt was prepared along a two-kilometer section. Back then, we had already planted 65 new trees. Last year, we planted over 200 trees and nearly 20,000 shrubs and perennials.

We are also experimenting with new solutions — last year, at the back of the Independence Museum on Solidarności Av., we created a rain garden that differs significantly from typical gardens of this type. The ground was lowered, allowing water to flow down by gravity. In addition, we piled a low earthwork to increase the garden's water retention capacity. As a result, its moisture retention potential is much higher.



## Green investments

PLANTED TREES,  
SHRUBS, PERENNIALS:

- KOSZYKOWA ST.**  
*from Chałubińskiego St. to Lindleya St.*  
16 trees  
4.9K shrubs and perennials
- OKOPOWA ST.**  
*area of Żytnia St.*  
5 trees
- BANKOWY SQ.**  
18 trees  
7.9K shrubs and perennials
- WYBRZEŻE KOŚCIUSZKOWSKIE ST.**  
*intersection with Karowa St.*  
24 trees  
1.4K shrubs and perennials
- ODYŃCA ST.**  
*from Niepodległości Av. to Wołoska St.*  
50 trees  
1.2K shrubs
- RUDNICKIEGO ST., PERZYŃSKIEGO ST., PODCZASZYŃSKIEGO ST.**  
*linear park*  
213 trees  
18.6K shrubs and perennials
- "SOLIDARNOŚCI" AV.**  
*at the back of the Independence Museum*  
3 trees  
656 perennials
- DEFILAD SQ. – CENTRAL SQUARE**  
17 trees
- WILSON SQ.**  
15 trees  
9K shrubs
- FILTROWA ST.**  
*from Narutowicza Sq. to Raszyńska St.*  
5 trees  
1.3K shrubs
- ŚWIĘTOJERSKA ST.**  
*along Krasińskich Garden*  
6 trees  
7K shrubs and perennials





# Private developments

Developers are also changing Warsaw roads as they build their new developments. We make sure that they do this for the greatest possible benefit of the city and its residents.



**71**  
CONTRACTS SIGNED  
WITH DEVELOPERS

**over PLN 187 M**  
THE TOTAL AMOUNT OF  
DEVELOPER INVESTMENTS

Developments by private investors have an impact on the functioning of the city. In accordance with Article 16 of the Public Roads Act, they are obliged to reconstruct the road system in order to adapt it to the increased traffic caused by new development.

Developers build traffic lights or pavements, among other things, and also renovate roadways and plant new greenery. In 2024, we signed as many as 71 contracts with developers for a total amount of over PLN 181M. 7 of them are participation contracts where the investor co-finances a city investment. 5 contracts are hybrid contracts (a combination of classic and participatory contracts). 64 of these are classic contracts, amounting to over 132M, which oblige investors to reconstruct the road on their own.



## A transformed intersection on Czołowa St.

A private investor reconstructed the intersection of Czołowa St. and Zyndrama z Maszkowic St. The location of one bus bay was changed. The site of the old bus stop was planted with greenery. There is also now a crossing at a different location, which is provided with a refuge island. In addition, nearby streets — including Lemiesz St. — were also altered.

## Sidewalk and bike path on Powązkowska St.

In 2024, a private investor renovated and rebuilt the sidewalks, bike paths and bus stops at the intersection of Krasińskiego St. and Ficowskiego St. A set of bike crossings and accommodative traffic lights were also built in this place.



## Service road along Łopuszańska St.

The service road extending from Działkowa St. to the building at 53 Łopuszańska St. received a rebuilt road surface and a new bus stop. The sidewalks were also renovated. The work also included the construction of a bike path, along with bike connectors and crossings, connecting Działkowa St. and Przedpole St.



## Sidewalk on Janowiecka St.

The sidewalk connected the pedestrian residents of the new blocks of flats in the "Wilno" estate with the "Jesiotrowa" 01 stop and the rest of the estate. In addition, the private investor was obliged to create an elevated crossing.



## Refuge island on Wólczyńska St.

The refuge island was established at a crossing in the area of Swarożycza St. Wólczyńska St. is a busy street, one of the main ones in Bielany. Built by a private developer, the refuge island raised the level of safety on this popular zebra crossing, which directs residents to a nearby discount store.





# 4

## Lighting



Road safety is not just about solid road surfaces — proper lighting also plays a key role. Therefore, we systematically modernize and provide additional lighting to the streets.

From 2022, we are implementing the largest luminaire replacement project in Poland, which was also continued last year.

### TABLE OF CONTENTS

- 50 SAVA LUMINAIRES
- 52 ADDITIONAL LIGHTING AT CROSSINGS
- 54 LIGHTING CONTROL SYSTEM
- 56 SHARING THE KNOWLEDGE

# SAVA luminaires

In 2024, we continued our luminaire replacement program. New luminaires appeared on the roads managed by us and those managed by the district offices. At the end of the year, over 73K SAVA luminaires were installed on Warsaw streets.



### HOW DO SAVAS SHINE?

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



### WARRANTY

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 provided a warranty of as long as 12 years for the luminaires.

The process started in 2022. At that time, the first energy-efficient SAVA LED luminaires, manufactured by the Polish manufacturer LUG Light Factory, were installed on roads managed by ZDM. In 2023, we were also tasked with replacing the luminaires on municipal streets, which are supervised on a day-to-day basis by the district offices. The first "district" SAVA luminaires appeared in Wawer, on Jagienki St. and Prasowa St.

SAVA is a project that we are incredibly proud of. Thanks to the modernization, Warsaw street lighting is becoming standardized. The luminaires are aesthetically pleasing, and with the right design, it is easier to replace lamp components in case of failure. Replacement of luminaires is still in progress; we estimate that the program will end in 2025.

### SAVA IN FIGURES:

<b>28,284</b> LUMINAIRES INSTALLED IN 2024	<b>73,933</b> INSTALLED LUMINAIRES IN TOTAL
<b>over 36K MWh</b> ENERGY SAVINGS	<b>PLN 46M</b> SAVINGS FOR THE CITY BUDGET
<b>29,316 tons of CO<sup>2</sup></b> REDUCED EMISSIONS THROUGH LUMINAIRE REPLACEMENT BY THE END OF 2024.	<b>4M trees</b> WOULD NEED TO BE PLANTED AS THE EQUIVALENT OF THE ACHIEVED CO <sup>2</sup> REDUCTION

## SAVA lamps on ZDM and communal roads

– as at by the end of 2024.



# Additional lighting at crossings

We improve road safety in numerous ways. These include additional lighting at crossings — a solution that brings real results.



## HOW DO WE PROVIDE CROSSINGS WITH ADDITIONAL LIGHTING?

We improve pedestrian visibility by installing additional poles and luminaires that are designed to illuminate those crossing the crossing.



Providing additional lighting involves installing additional light sources in the crossing area. Additional lighting is installed before the crossing to increase the visibility of pedestrians or cyclists. We position the lights so that they do not dazzle drivers, but clearly highlight the presence of pedestrians on the zebra crossing. Such action brings results — we record fewer accidents with pedestrians at zebra crossings.

We have been implementing the crossing additional lighting program since 2016. This is the result of a safety audit of pedestrian crossings. During this period, we provided additional lighting for over 2.1K crossings. However, we are not resting on our laurels — we will announce a tender for additional lighting form more zebra crossings in 2025. Over 200 crossings will gain additional lighting. It will be safer for pedestrians and cyclists in, among others, Praga-Północ, Śródmieście and Wola.

Additional lighting is also provided during street reconstructions or investments in local streets for which the district offices are responsible.. We also install new poles as part of the civic budget.

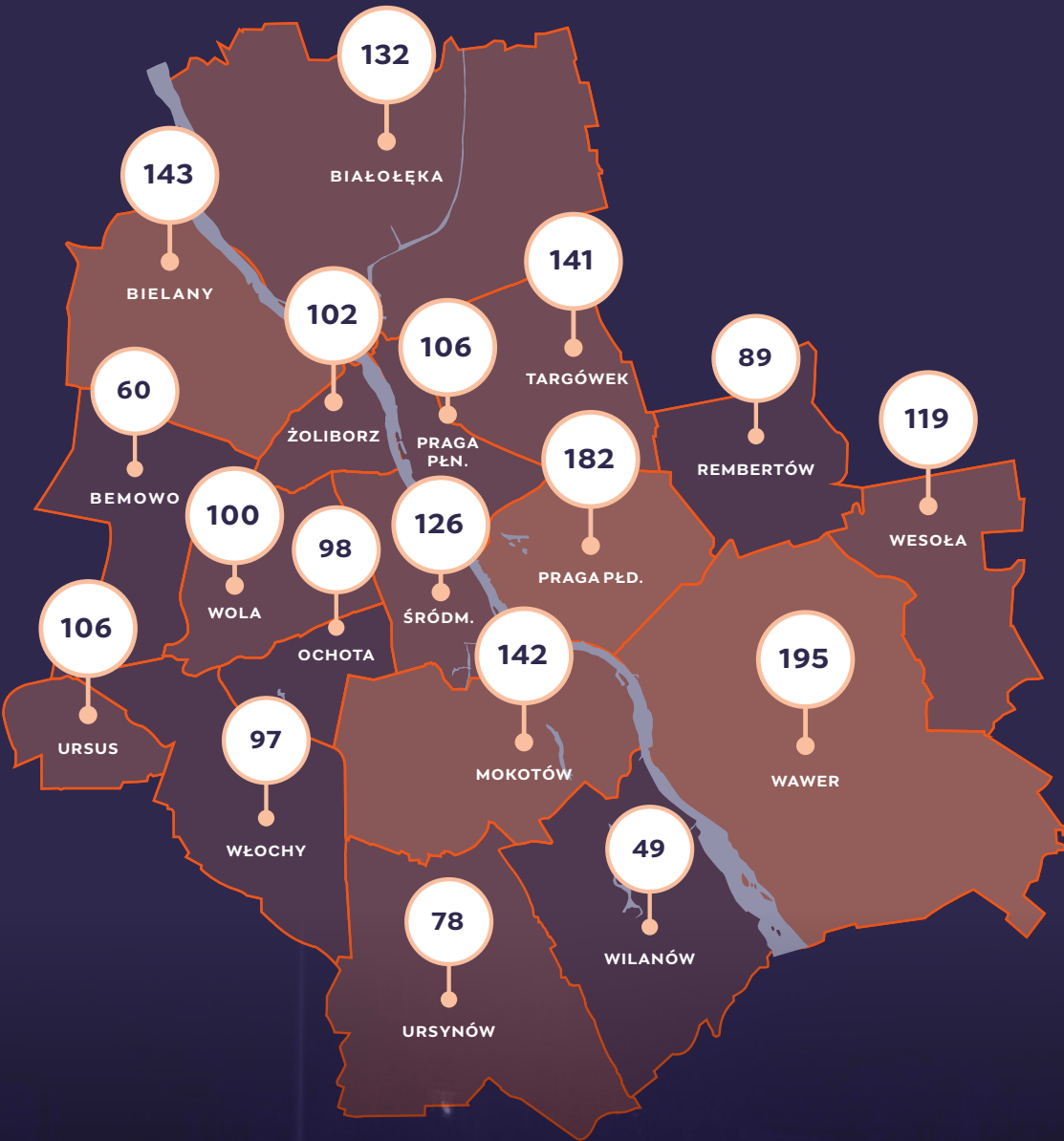
### TECHNICAL REQUIREMENTS FOR ADDITIONAL LIGHTING

**30 lux**  
MINIMUM AVERAGE  
VERTICAL ILLUMINANCE  
VALUE IN THE WAITING  
AREA

**50 lux**  
MINIMUM AVERAGE  
VERTICAL ILLUMINANCE  
VALUE ON THE CROSSING  
AREA

**5000-5700K**  
(COLD COLOR) REQUIRED COLOR TEMPERATURE  
OF LED LUMINAIRE. IT SERVES TO HIGHLIGHT  
THE CROSSING IN THE BACKGROUND  
OF THE WARMLY LIT ROADWAY

## Crossings provided with additional lighting 2016-2024 divided by district





# Lighting control system

In 2024, we conducted market consultations on the introduction of a modern lighting control system on Warsaw streets. This system will report on the operation of the luminaires and allow advanced remote control.

**INSTALLING THE CONTROLLERS WILL ALSO ENABLE:**



REPORTING OF ROAD INCIDENTS IN WHICH A **STREETLIGHT WAS DAMAGED**



THE CONNECTION OF SENSORS, CAMERAS AND OTHER DEVICES COLLECTING **DATA ABOUT THE CITY TO THE STEETLIGHTS**

Adaptive lighting will bring significant financial savings to the city. The luminaires will not shine all night at a uniform intensity. The system will be able to switch the light on, off or reduce it depending on the time of day, weather conditions and traffic volume. The service will be financed largely by the savings generated as a result of its implementation. We plan to install the system on all the streetlights we manage. Its installation will also help to reduce the effect of "light pollution".

Remote monitoring of the luminaires will improve the response time to failures of individual streetlights and provide information on the actual energy consumption of each of them. Not only will the system detect faults faster, it will also be able to predict them. The controllers will enable the automation of collecting data on luminaire malfunctions. Our services will know immediately what needs repairing.

The system will also be tasked with enabling electricity to be drawn from streetlights. Currently, electricity only reaches them during the hours they stay lit. Thanks to the controllers, electricity will be available around the clock. This will create tens of thousands of new connection points along the streets of Warsaw, which can be used to power other devices. In the long term, the system will enable the expansion of other services, such as traffic measurements. It will also support the operation of the Parking Guidance System we have already implemented.





# Sharing the knowledge

"Pollution by artificial light" — this was the slogan of the 2nd lighting conference organized by the Public Roads Authority under the honorary patronage of the Commissioner for Human Rights.



## CONFERENCE IN THE FIELD

After dark, conference participants could see for themselves how Warsaw tackles artificial light pollution. In Skaryszew Park, Schröder employees talked about lighting that adjusts its intensity to the traffic volume in the park. After a long walk, we presented the participants with the lighting used on the pedestrian and bike bridge.

The next day, the conference took a practical turn — at the ZDM headquarters, participants had the opportunity to learn how to design street and park lighting that emits minimal pollution.

**24-25.09.2024**  
SECOND LIGHTING  
CONFERENCE ORGANISED  
BY ZDM TOOK PLACE

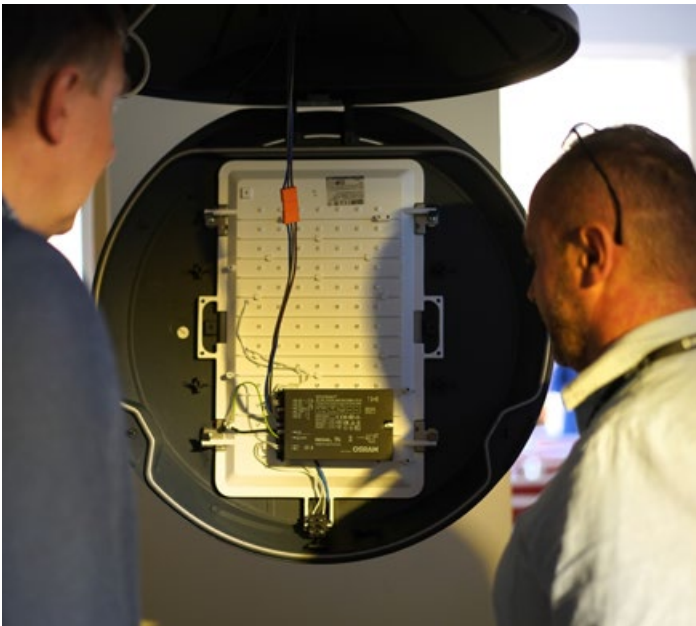
This is the second event of its kind. In 2023, we decided to share our experience of replacing luminaires with SAVA led luminaires with other local authorities in Poland. It turned out that there is a great demand for this type of event, which provides an opportunity to exchange experiences between people who are involved in urban lighting in practice. In 2024, we invited our lighting colleagues to discuss artificial light pollution in a two-day event (24–25 September). Employees of the ZDM Lighting Department, scientists, lawyers and representatives of lighting companies met to discuss possible solutions to counteract this problem.

## One problem, many points of view

At the Palace of Culture and Science, employees of the ZDM Lighting Department talked about SAVA luminaires and good practices in reducing artificial light pollution in the capital.

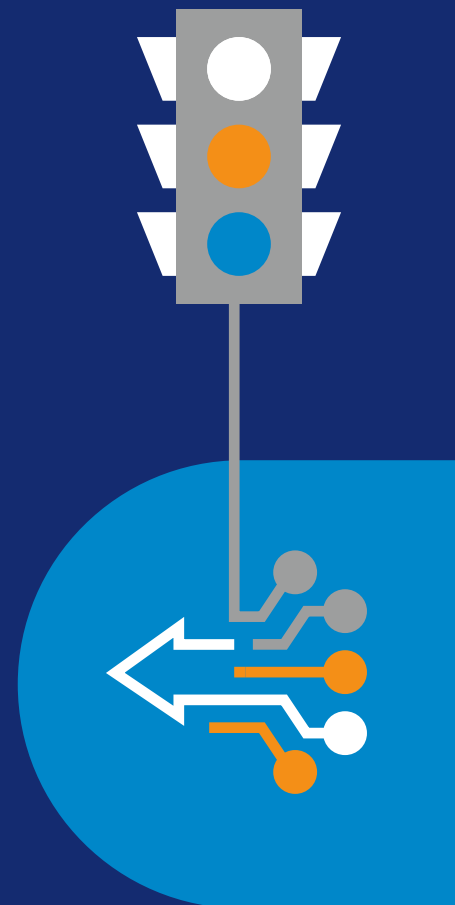
The point of view and ideas of lighting companies were also presented. Mariusz Ejsmont from LUG Light Factory spoke about ecological lighting in Warsaw. Participants could hear about illumination lighting from Piotr Ratajkiewicz from Studio DL and Olga Mościcka from Multidekor. Solutions used by lighting manufacturers to combat artificial light pollution were presented by Dawid Woźniak from Schröder Polska.

The third part of the conference was devoted to scientific aspects. Professor Krystyna Skwarła-Sońta, Ph.D. from the University of Warsaw presented the role of light in human life and its importance for our organisms. Anna Kołton, Ph.D., Eng. from the H. Kołłątaj Agricultural University of Cracow talked about the influence of artificial light on plant life. Małgorzata Żmudka-Wyrwał and Małgorzata Żera from the Office of the Commissioner for Human Rights gave a presentation on legal regulations concerning light pollution in Polish and EU legislation.



5

# Safety



Measures to improve security are a priority. Sometimes, these are small changes, such as additional lighting for crossings, while at other times — complex reconstructions and changes in traffic organization.

We base our decisions on detailed analysis and measurements.

## TABLE OF CONTENTS

60	CAPITAL OF SAFETY
62	NEW CROSSINGS
64	ROAD TRAFFIC ANALYSES
66	CHANGES IN TRAFFIC ORGANIZATION
68	TRAFFIC LIGHTS
70	INTEGRATED TRAFFIC MANAGEMENT SYSTEM
72	NEW ROUNDABOUTS



# Capital of safety

Warsaw's roads are getting safer every year. The budget for improving road safety for 2025–2028 was supplemented with an additional amount of PLN 164M. Thus, by the end of 2028, we will spend at least PLN 284M for this purpose.



## A-GRADE ROAD

We also look after the safety of children traveling to school through the "A-Grade Road" program. Last year, we implemented a "School Street" on the road to Primary School No. 23 in Ochota and also conducted recruitment for the program — over 30 schools applied.

→ more on pages 106–107

Every year, Warsaw allocates several dozen million złotys to improve safety. Above all at crossings, which are the most critical points when it comes to road safety. This money is used to build traffic lights, roundabouts, refuge islands and other traffic calming elements. We implement a given solution depending on the needs of a particular crossing.

These needs were identified during the audit of unsignalized crossings. Changes are needed primarily at crossings identified as priority. The increased budget will allow the reconstruction of such crossings to be completed in the remaining approx. 170 locations.

In 2024, we improved safety at 90 crossings. In addition, we implemented dozens of minor changes on several dozen more crossings. In recent years, changes to improve safety took place at approx. 670 crossings. You cannot also forget about additional lighting. Since 2016, we have installed additional lighting at nearly 2.1K crossings. In 2024, we prepared projects for further additional lightings.

All these measures are reflected in the decreasing number of fatalities on Warsaw's roads. We are thus getting closer to "Vision Zero," which was once approached with doubt but is now an increasingly realistic goal.

### IMPORTANT FIGURES

**90**  
PEDESTRIAN CROSSINGS  
WHERE WE HAVE IMPROVED  
SAFETY IN 2024

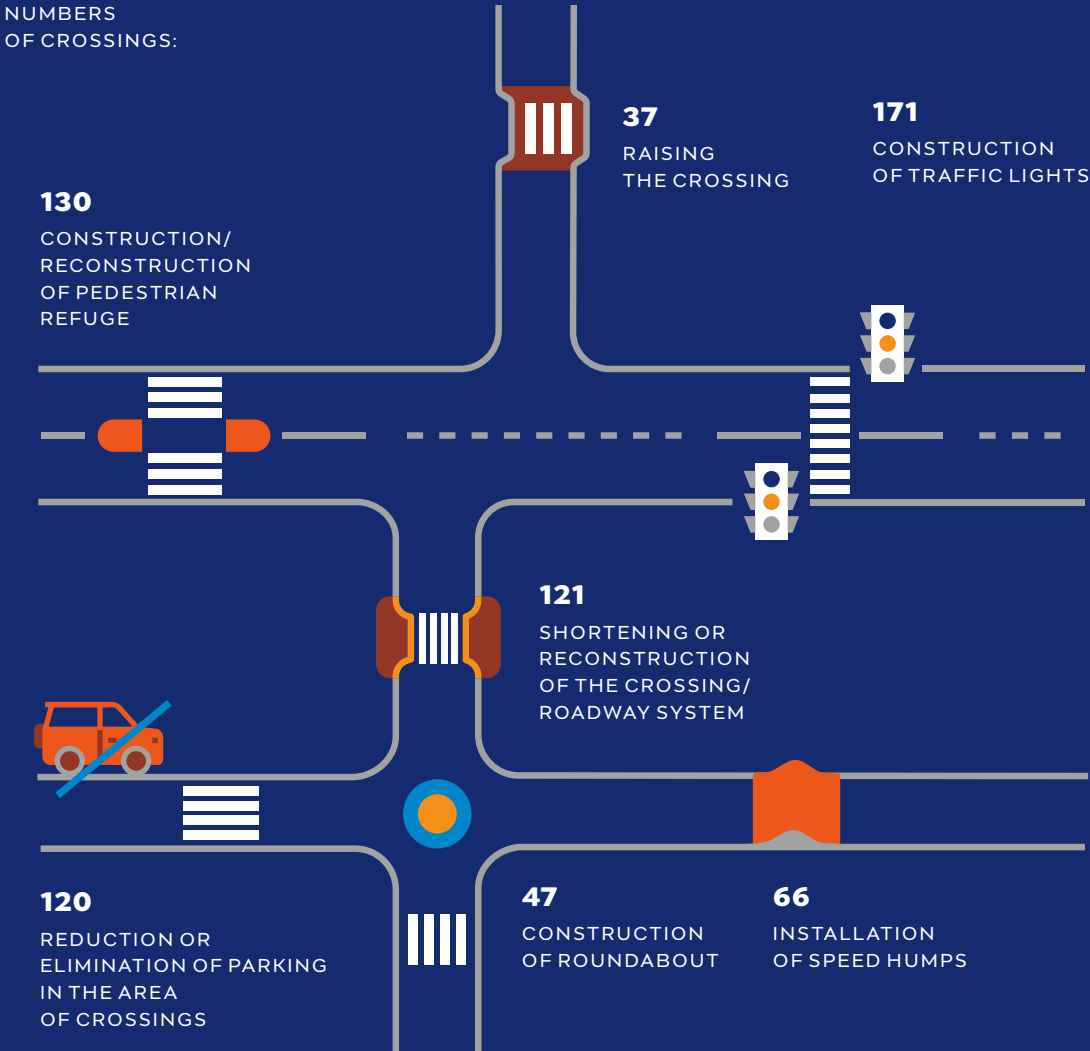
**PLN 164M**  
ADDITIONAL FUNDS TO  
IMPROVE SAFETY

**aprox. 670**  
PEDESTRIAN CROSSINGS  
WHERE WE HAVE IMPROVED  
SAFETY IN LAST YEARS

**almost 2,100**  
PEDESTRIAN CROSSINGS  
ILLUMINATED SINCE 2016

## The most important changes at pedestrian crossings

between 2016 and 2024





# New crossings

Footbridges and underground passages are now a thing of the past. In many parts of Warsaw, however, they are still the only option for crossing the street. Yet, for people with mobility impairments or the elderly, this can be an insurmountable barrier, and a major inconvenience for many others. This is why we build new ground crossings every year. And so that everyone can easily get where they need to go.



Among the new crossings put into service this year, there are two at Crossroads Sq. These are the crossings in the axis of Wyzwolenia Av. and at the level of Koszykowa St., which joined the previously built crossing on Ujazdowskie Av. Both replaced the underground passage, which was removed during the reconstruction of the square. In addition, we have installed elevators leading from the square level to the bus stops along the Łazienki Route. This made Crossroads Sq. completely accessible to everyone.

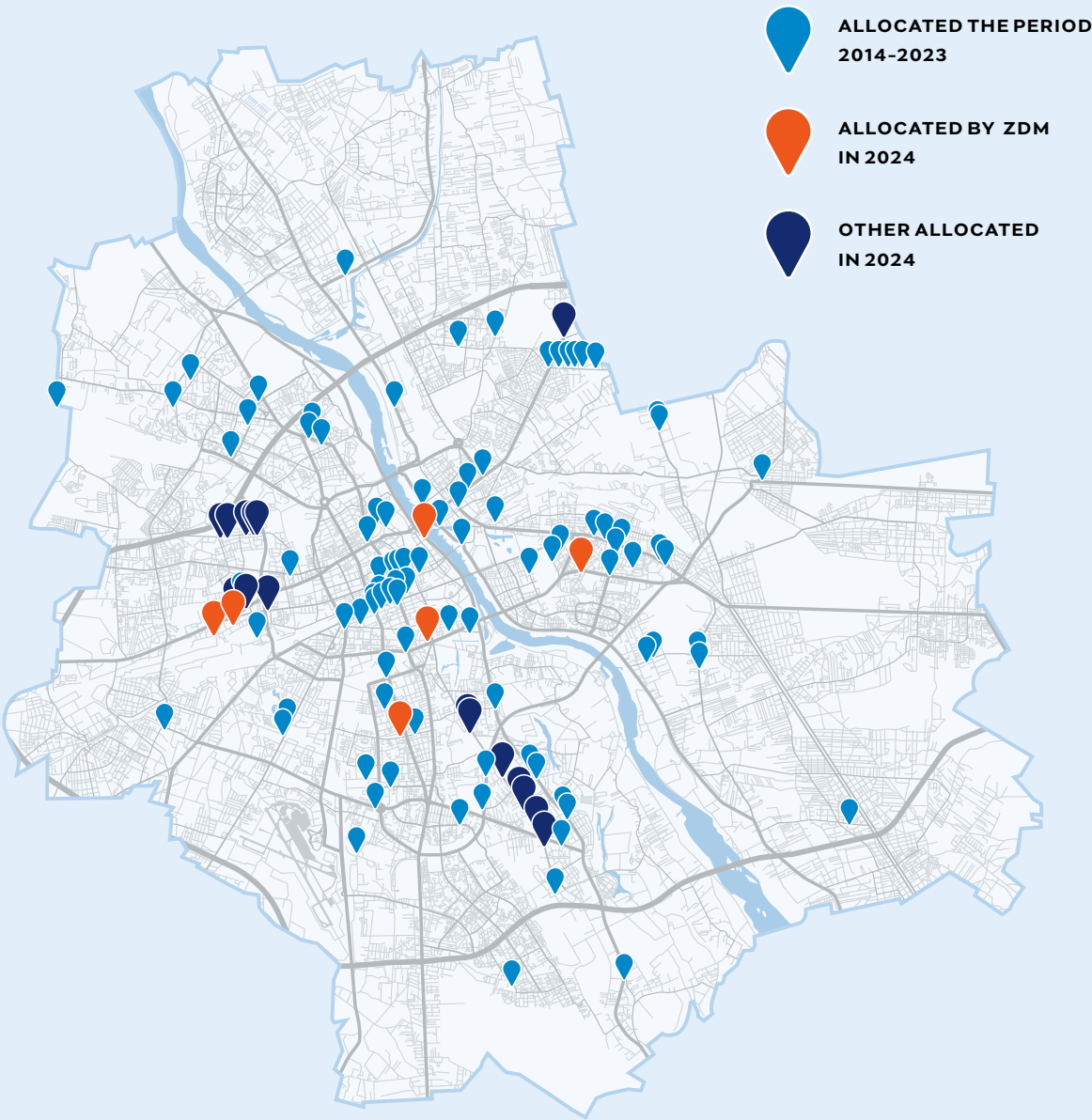
Another new crossing on the capital's map is the one opened at the end of October across Wybrzeże Kościuszkowskie St. at the junction with Karowa St. Before its opening, the only crossing in the area was the underground passage along Bednarska St. Although there are ramps on both sides of it to allow wheelchair users to use the crossing, this is an inconvenient and impractical solution. Therefore, a new crossing was created, which is also an extension of the pedestrian and bike bridge to Karowa St. and on to the Royal Route.

In 2024, we built a new crossing also across Ostrobramska St. at the junction with Poligonowa St. and Grenadierów St. Until now, the only way to cross the street in the area of the junction was via a footbridge. This is another, after underground passages, outdated solution. The crossing, which opened in early December, is a convenient alternative. At the same time, a number of facilities for cyclists were built, including bike crossings.

In 2024, new crossings were also built on other streets in Warsaw as part of smaller and larger developments. These include one on Odyńca St. on the occasion of street renovation. Other municipal entities also designate them as part of their tasks, e.g. Warsaw Trams when building new routes. There are more and more crossings in Warsaw every year.



## New ground crossings





# Road traffic analyses

Hundreds of streets throughout Warsaw are managed by the Public Roads Authority. Thanks to detailed analysis of traffic volumes, among others, we know if and what changes are needed. We also measure the speed of vehicles.



**126**  
TRAFFIC  
MEASUREMENT POINTS



**1,014,802**  
VEHICLES ON AVERAGE PER DAY  
ENTER AND LEAVE THE CENTER  
OF WARSAW

**675,832**  
VEHICLES ON AVERAGE PER DAY  
TRAVEL TO THE OTHER SIDE  
OF THE VISTULA

## RECORD-BREAKING BRIDGE

The most congested road in Warsaw once again turned out to be the Grotta-Roweckiego bridge. However, compared to 2023, last year, the average number of vehicles passing through it decreased by roughly 23K—to just over 188K.

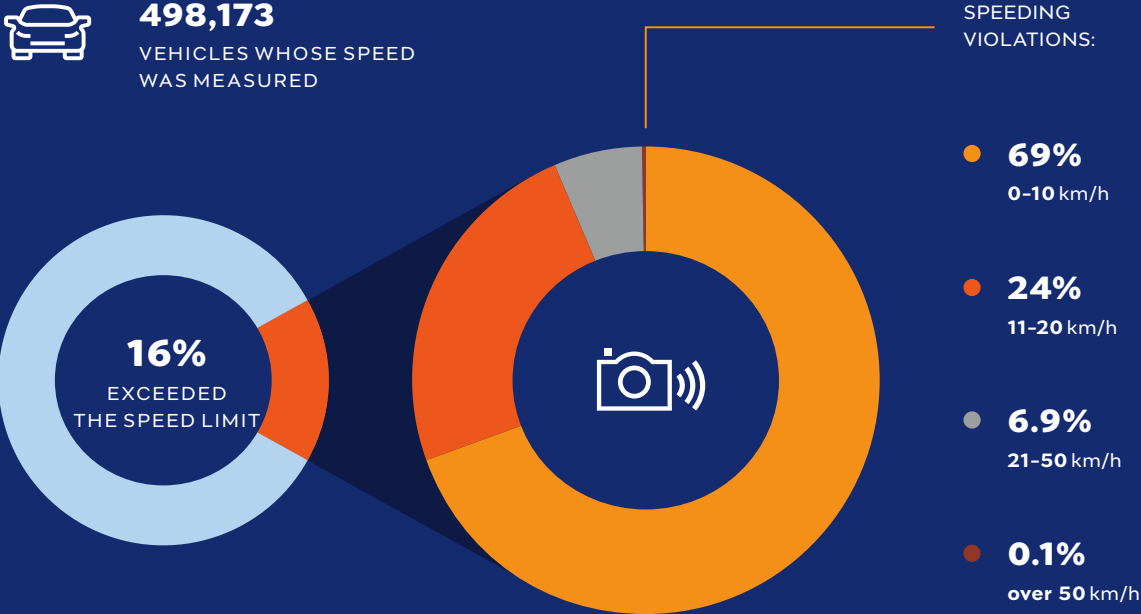
Volume and speed. It is primarily these two things that we measure regularly and in detail as part of the traffic analysis on the roads we are responsible for, a process that we have been carrying out for over 30 years—it started in 1993 with the Warsaw Traffic Survey. They allow us to plan and implement appropriate changes—such as adjusting the signaling program or installing traffic calming elements.

The volume is measured using the APR (Automatic Traffic Measurement) system which has been in operation since 1998. Between 2020 and 2023, the system underwent a thorough modernization, which included the replacement of heavily worn-out equipment and the installation of 34 new meters. In addition, we made new induction loops and provided a constant 230V power supply at night from streetlights.

The system consists of 126 points distributed throughout Warsaw, which form cordons and screens. They can be used to check, among other things, the number of cars entering and leaving the city center (the so-called Śródmieście cordon) or driving to the other bank of the Vistula (bridge screen). Since last year, the data it collects has been available on our website. This allows everyone to see immediately what the traffic volume is like at the point of interest.

In 2024, we carried out 32 measurements of vehicle speed, during which nearly 500K vehicles were recorded. During the measurements, 83K cases of speeding were also recorded. This represents 16% of recorded vehicles, the majority of which (57.7K) involved exceeding the limit by 10 km/h. There were 92 cases recorded of exceeding the limit by 50 km/h – i.e. those at risk of the driver losing his driving licence.

## Surveys of instantaneous speed and traffic volume 2024



**AVERAGE  
SPEED  
OF VEHICLES**



**14.3 km/h**  
AT THE "SLOWEST"  
POINT STRĄKOWA ST.



**72.2 km/h**  
AT THE "FASTEST"  
POINT CYRULIKÓW ST.

## HOW DID WE MEASURE TRAFFIC?



**42**  
MEASUREMENT DAYS



**32**  
MEASUREMENTS



**77**  
ANALYZED TRAFFIC  
LANES



# Changes in traffic organization

The changes we introduce in the traffic organization are aimed at ensuring its smoothness and the comfort of participants. Above all, however, they are dictated by concern for safety, which remains a priority for us.



**90**  
CROSSINGS WHERE WE IMPROVED  
SAFETY IN 2024, INCLUDING:

- **9**  
RATED "0"
- **15**  
RATED "1"
- **30**  
RATED "2"
- **28**  
RATED "3"
- **8**  
RATED "4"

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

Every year, new safety features are added to the capital's roads — such as traffic lights and refuge islands at crossings. All of this translates into a falling number of road accident victims in Warsaw.

In 2024, 25 people died in traffic accidents in Warsaw. This is the smallest number since we started keeping statistics, but still 25 too many. That is why every year we introduce further changes to the capital's roads to keep this number as low as possible.

The basis for these measures is the audit of unsignalized crossings carried out between 2016 and 2020. Approx. 4K crossings were then examined and rated on a scale of 0 to 5. Every year, we improve safety at crossings with the lowest ratings — almost 700 of them are already affected by the changes.

These improvements include the construction of traffic lights (e.g. at the junction of Branickiego St. and Sarmacka St.) and refuge islands (e.g. at the junction of Łukowska St. and Witołńska St.). We also install speed bumps (e.g. on Waszyngtona Av.) and introduce many other solutions. In 2024, we implemented these changes at 90 crossings, with additional minor improvements applied to dozens more.

Changes in traffic organization are also aimed at improving traffic fluidity, which often goes hand in hand with increased safety. Roundabouts are a perfect example of this. In 2024, we started the construction of two new roundabouts — at the junction of Krasińskiego St. and Przasnyska St. and at the junction of Augustówka St. and Zawodzie St. — and preparations for the construction of two more — at the junction of Obrońców Tobruku St. and Powązkowska St. and at the junction of Matki Teresy z Kalkuty St. and Chodecka St.

When implementing changes, we also take care of the comfort of road users. Last year, we moved parking from the sidewalk to the roadway along Koszykowa St. and Odyńca St., creating more space for pedestrians. As part of the expansion of the SPPN in Saska Kępa and Kamionek, we introduced a cycling counter-traffic on many one-way streets. During the renovation of Broniewskiego St., we designated additional parking spots on the excessively wide roadway.



## CAPITAL OF ACCESSIBILITY

**We want to make Warsaw accessible to everyone.** The removal of architectural barriers, such as underground passages and footbridges, is one of our priorities. Instead of these, we build new ground crossings every year. In 2024, new crossings were created at Crossroads Sq., replacing the existing underground passages. We implemented similar developments on Wisłostrada (near Karowa St.) and on Ostrobramska St. as an alternative to the underground passage and footbridge. For more on the new crossings, see the chapter "New crossings" (p. 62-63).





# Traffic lights

Traffic lights are one of the solutions that organize traffic on roads and improve safety. In the past year, traffic lights were erected on Warsaw's roads at subsequent intersections and crossings with the most intense traffic.



**904**  
INTERSECTIONS  
AND CROSSINGS WITH  
TRAFFIC LIGHTS



**726**  
INTERSECTIONS  
AND CROSSINGS WITH  
ACCOMMODATIVE TRAFFIC  
LIGHTS, THAT ADJUST  
THE LENGTH OF TRAFFIC SIGNALS  
BASED ON TRAFFIC INTENSITY



**PLN 35M**  
THE AMOUNT  
WE HAVE COMMITTED  
TO TRAFFIC LIGHTS  
IN 2024

There are 904 intersections and crossings with traffic lights in Warsaw. Most of them, as many as 726, are so-called adaptive traffic lights, where the length of the green signal depends on traffic intensity. This makes traffic flow smoother.

In 2024, we built five traffic lights. Among others, the intersection of Branickiego St. and Sarmacka St. and the crossing on Rembielińska St. were equipped with lights. 15 traffic lights were built or rebuilt as a result of our contracts with external investors, mainly by Warsaw Trams in connection with the construction of the tram line on Kasprzaka St. ZDM rebuilt 15 traffic lights, including on Głębocka St. near Targówek Shopping Center, at the intersection of Anielewicza St. – Zamenhofa St. and at Crossroads Sq.

In 2024, we allocated PLN 35M for traffic lights. As part of these costs, we built, rebuilt and maintained the lights.

## We don't wait for a failure

Our contract with the companies that maintain and service the lights also includes the replacement of obsolete signaling components. This prevents potential failures, thereby improving the safety of Warsaw's roads.

## Traffic lights — investments in 2024





# Integrated Traffic Management System

In 2024, another 18 intersections were included in the Integrated Traffic Management System (ZSZR). Its systematic development is very important — primarily in terms of ensuring priority for public transport vehicles and traffic fluidity.



## INTELLIGENT CONTROL ALGORITHM

Based on the data collected from detectors deployed on streets and intersections, the system 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 and phases 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.

It is difficult to imagine Warsaw's roads today without this system. According to our estimates, traffic fluidity improves by around 20% at the intersections included in the system. However, it is particularly important that its functionalities provide priority for public transport vehicles.

The ZSZR is also appreciated by car drivers — special algorithms react to the number of cars and adjust the length of the signals to the current volume. The system ensures the smoothest possible passage through successive inter-coordinated intersections.

## Specialized cameras

The system is installed at intersections with traffic lights in the form of surveillance cameras, detectors and cables installed on traffic light masts.

The first intersection was included in 2008. At that time, we only installed it at 37 intersections along Wisłostrada (from the Gdańsk Bridge to W. Witosa Av.) and Jerozolimskie Av. (from the Waszyngtona roundabout to Zawiszy Sq.) and in Powiśle. By the end of 2024, there were already 446 controllers in the system!

In 2024, the ZSZR began operating at 18 new intersections, including Goworka St. – Chocimska St., Belwederska St. – Nabelaka St., Sobieskiego St. – Wilanowska St. or Kasprzaka St. – Wolska St.

## Intersections covered by Integrated Traffic Management System



**18**  
NEW INTERSECTIONS  
COVERED BY THE ITMS IN 2024:

- Goworka St. – Chocimska St.
- Spacerowa St. – Russian Embassy
- Spacerowa St. – Hyatt Hotel
- Belwederska St. – Spacerowa St.
- Belwederska St. – Groetgera St.
- Belwederska St. – Nabelaka St.
- Sobieskiego St. – Dolna St. – Chełmska St.
- Sobieskiego St. – Kostrzewskiego St.
- Sobieskiego St. – Limanowskiego St.
- Sobieskiego St. – Czarnomorska St.
- Sobieskiego St. – Bonifacego St.
- Sobieskiego St. – Iberyjska St.
- Sobieskiego St. – Institute of Psychiatry and Neurology (IPiN)
- Sobieskiego St. – Wilanowska St.
- Kasprzaka St. – Wolska St.
- Inowódzka St. – Sergio
- Rembielińska St., Stop Access Bay at no. 8
- Świdarska St. – Ćmielowska St.



# New roundabouts

A roundabout helps to smooth traffic at an intersection of equal streets, but it is also a great way to calm it down and thus improve safety. This is why we build more new roundabouts every year.



One of the places where a roundabout was built is the intersection of Gierdziewskiego St., Posag 7 Panien St. and Czerwona Droga St. The roundabout is temporary and will be used until the street is comprehensively reconstructed by the Capital Development Board.

In 2024, we also started the construction of two new roundabouts. The first is being built at the intersection of Augustówka St. and Zawodzie St. in Mokotów. The second one, in turn, is at the intersection of Krasińskiego St. and Przasnyska St. As in the case of the roundabout on Gierdziewskiego St., the aim is to improve safety. An audit of unsignalized crossings clearly indicated such a need. The construction of roundabouts is also an opportunity to green their surroundings. New trees and shrubs will grow near both.

In addition, in 2024, we announced tenders for the construction of two more roundabouts — one at the intersection of Obrońców Tobruku St. and Powązkowska St. and the other at the intersection of Matki Teresy z Kalkuty St. and Chodecka St.

The safety audit carried out at the junction of Chodecka St. and Matki Teresy z Kalkuty St. in 2017 left no illusions. This location was extremely dangerous — especially for pedestrians — with three crossings within the intersection receiving scores of 0, 2 and 2. The good thing was that Warsaw Metro was building more stations of Line II in the vicinity. As part of the temporary traffic organization, a temporary roundabout was built here, along with expanded refuge islands at crossings, as called for by the auditors. The introduction of circular traffic worked well, but there are no longer detours through Chodecka St., so the target roundabout will have a smaller cross-section. As a result, pedestrians will have one lane to cross instead of two as before.

A similar situation was seen on Powązkowska St. and Obrońców Tobruku St. — both crossings across Powązkowska St. received a rating of "1" on a five-point scale (0-5). In turn, the crossing across Obrońców Tobruku St. was rated "0". Such a situation is unacceptable and needs to be changed urgently.



## ROUNDAABOUTS — NOT ONLY BY ZDM

In 2024, preparations also began for the construction of a roundabout at the junction of Przewodowa St., which we manage, with Strzygłowska St. and Mrągowska St. The Wawer District Office is responsible for the investment. In addition to the roundabout, there will also be three new crossings fitted with traffic signals.



**Krasińskiego St.  
/Przasnyska St.**

**26.1 m**  
DIAMETER  
OF THE ROUNDAABOUT

**188 m**  
OF BUILT  
BIKE ROUTES

**4**  
CROSSINGS  
WHERE SAFETY  
WAS IMPROVED

**2,100 m<sup>2</sup>**  
OF RENOVATED  
ROADWAY SURFACE

**1,480 m<sup>2</sup>**  
OF RECONSTRUCTED  
SIDEWALKS



**Augustówka St.  
/Zawodzie St.**

**27 m**  
DIAMETER  
OF THE ROUNDAABOUT

**1,193 m<sup>2</sup>**  
OF RECONSTRUCTED  
SIDEWALKS

**1**  
CROSSING  
WHERE SAFETY  
WAS IMPROVED

**3,518 m<sup>2</sup>**  
OF RENOVATED  
ROADWAY SURFACE

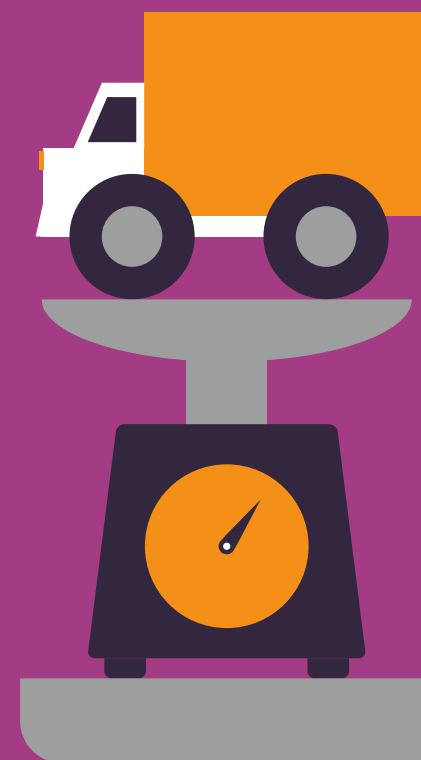
**2**  
NEW TREES

**3**  
NEW CROSSINGS



# 6

## Routine maintenance



We constantly monitor the condition of road infrastructure — roadways, sidewalks, engineering facilities and many other elements — taking measures to keep them in good condition.

We also carry out preventive, cleanup and inspection work to ensure that the capital's roads meet the required standards.

### TABLE OF CONTENTS

76	EMERGENCY BREAKDOWN SERVICES
78	BRIDGE AND ENGINEERING FACILITIES
80	RIGHT OF WAY
82	REMOVAL OF ILLEGAL OBJECTS AND ADVERTISEMENTS
84	INSPECTION OF TRUCKS
86	SELLING ABANDONED VEHICLES
88	MUNICIPAL INFORMATION SYSTEM



# Emergency Breakdown Services

7 days a week, 24 hours a day — they are wherever a road breakdown happens. The ZDM's Emergency Breakdown Services constantly monitors the condition of city infrastructure. In 2024, our employees secured as many as 858 breakdowns that threatened traffic safety.



**17,750 kg**  
OF COLD MIX, USED  
TO PROTECT AGAINST  
SPALLING



**858**  
INTERVENTIONS WE MADE  
IN SITUATIONS THAT THAT DIRECTLY  
THREATENED TRAFFIC SAFETY.

MOST OFTEN  
THEY CONCERNED

**256**  
DAMAGED  
SIDEWALK

**190**  
DAMAGED POSTS

**95**  
DAMAGED SIGNS

**90**  
DAMAGED ROADWAY  
SURFACE

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 refer the case to the appropriate entities for repair.

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

In 2024, as in previous years, we most often repaired lighting-related defects (representing as much as 37.1% of all interventions). The second place was taken by damaged surface (13.9%), and the third by traffic lights (13,1%). To protect against spalling, we used 17,750 kg of cold mix. This is 710 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 2024, we resolved the tender for taking spherical photos and 3D scans of the capital's streets. Photos and scans will allow us to conduct a full inventory of roads and right of way. They will also be used to create an orthophotomap with an accuracy of 10 cm, which will help to improve the work of the entire ZDM. This is a pioneering solution not only in our home backyard, but probably also in Europe. Among others, it will allow us to detect breakdowns on the capital's roads.

More information about the mobile road scanning can be found on pages 98-99.



**51,094**  
reports  
registered  
in 2024

including,  
among others:



**6,688**  
SYGNALIZACJA  
ŚWIETLNA



**1,182**  
GRAFFITI




**5,333**  
DEFICIENCIES  
IN ROAD SIGNS



**1,052**  
DAMAGED BOLLARD  
ON ISLANDS  
AND REFUGES



**18,973**  
STREET  
LIGHTING



**2,441**  
DAMAGED  
SIDEWALK SURFACE



**748**  
ADVERTISEMENT  
IN THE RIGHT  
OF WAY



**7,087**  
DAMAGED  
SURFACE



**1,459**  
DAMAGED  
POST



**604**  
ELECTION  
ADVERTISING





# Bridge and engineering facilities

We take care of the technical condition of bridges, viaducts, footbridges, underground passages and noise barriers. We constantly inspect them so that residents can use them safely and we work to improve their accessibility.

BRIDGE AND ENGINEERING FACILITIES IN FIGURES:



159  
VIADUCTS

123  
CULVERTS

120  
LIFTING DEVICES

74  
FOOTBRIDGES

67  
BRIDGES

59 km  
OF NOISE BARRIERS

43  
UNDERGROUND  
PASSAGES

39  
FLYOVERS

34  
TUNNELS

In Warsaw, there are 539 bridges and engineering facilities that we manage. In order to keep them safe and accessible to residents, we need to carry out a number of maintenance works on them. We replace bituminous surfaces, repair concrete span surfaces, protect facilities against corrosion and wash noise barriers, cornices, balustrades or bridge facades. During the year, we removed over 10K square meters of graffiti from our engineering facilities and barriers. In addition, we washed over 200K square meters of their surfaces.

In 2024, we put our flagship development — a pedestrian and bike bridge linking Praga with the left bank of the Vistula, built in 2022–23 — into service for residents. The 452-meter-long bridge, which was first crossed by pedestrians just before Easter last year, can be crossed in 6 minutes. It connects the banks of the Vistula at the level of Karowa St. in Powiśle and Okrzei St. in Praga-Północ.

Since spring, drivers have been driving on the rebuilt viaduct over Globusowa St. in Włochy. The development included the replacement of the bridge deck slab and footbridge. The viaduct received solid supports and a new load-bearing structure. Thanks to transition plates that reduce the load on the structure, the facility will have a longer service life.

We renewed the anti-corrosion coatings on the balustrade of the Ślasko-Dąbrowski Bridge. We replaced the expansion joints on the Gdański Bridge on its western side, as well as on the northern part of the viaduct along Rozwadowskiego St. The new expansion joints provide greater comfort for drivers and reduce noise. New expansion joints also appeared on the Poniatowski Bridge viaduct. On this viaduct, or rather underneath it, we also continued to carry out renovation work in 2024 involving, among others, the restoration of concrete and stone elements and retaining walls.



237,191 m<sup>2</sup>  
CLEANED SURFACE  
OF BRIDGES  
AND ENGINEERING FACILITIES



10,747.49 m<sup>2</sup>  
ENGINEERING FACILITIES  
AND BARRIERS FROM WHICH  
WE REMOVED GRAFFITI



nearly PLN 1.5M  
SPENT ON  
CLEANING BRIDGES  
AND ENGINEERING  
FACILITIES IN 2024



THE RESIDENTS' PROJECT

In 2024, we installed **suicide prevention placards** on Warsaw bridges — part of a civic budget project aimed at preventing suicide attempts. The placards include a telephone number where people in crisis can receive support. The project included 7 bridges.



# Right of way

There are a number of facilities on roads managed by ZDM that are not directly related to their primary function. These include, among others, commercial stands, kiosks or seasonal gastronomic gardens.



**PLN 62.2M**  
PROCEEDS FROM LEGAL OCCUPATION OF ROAD LANES IN 2024,  
• this is almost the same as in 2022 and 2023.



Our task is to ensure that the road lane is used in accordance with applicable regulations. Only then can we guarantee that the urban space remains safe and aesthetically pleasing for all users.

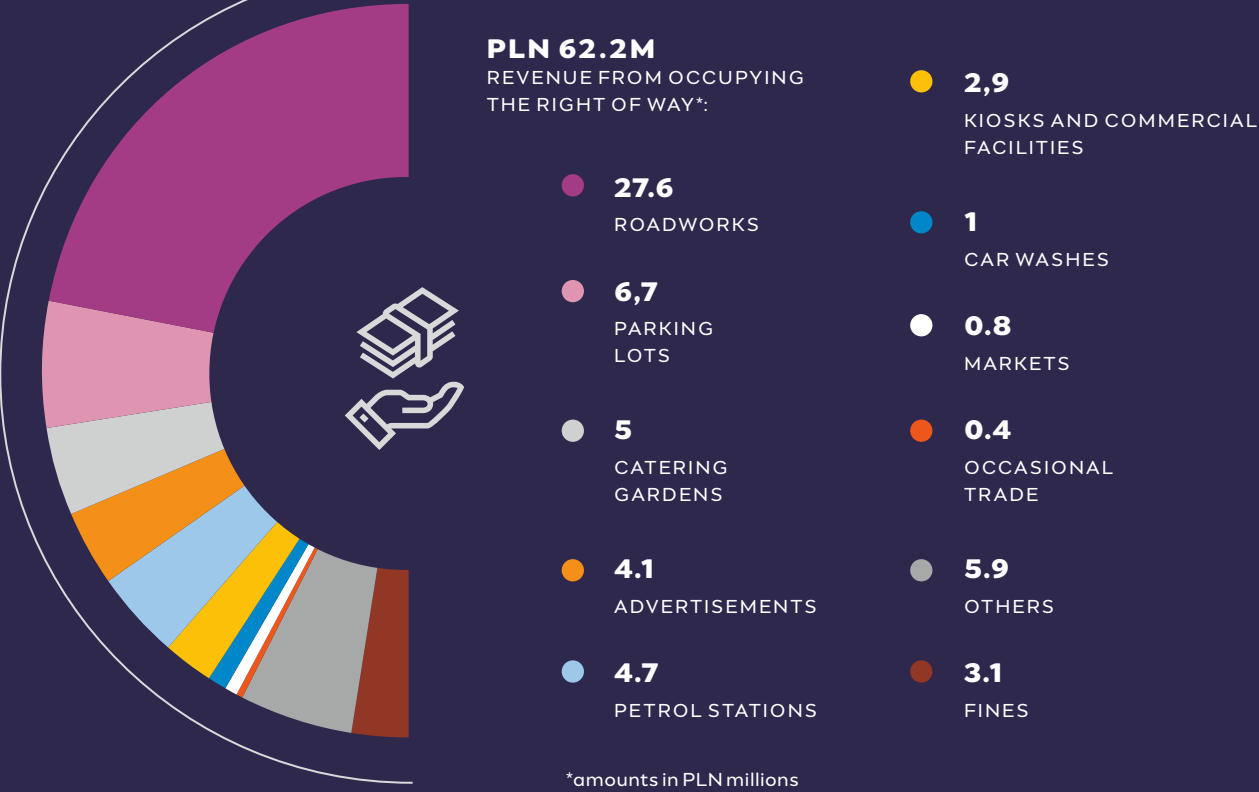
The rules for granting consent for the use the road lane are precisely defined and apply to everyone equally. We want to ensure that additional infrastructure elements do not adversely affect safety, user comfort or the aesthetics of urban space.

In order to obtain permission to set up a garden, advertisement or kiosk, one must meet the conditions specified in the regulations. In 2024, we issued a total of 3451 such permits, of which 1088 were for advertisements, 577 for commercial stands, and 638 for gastronomic gardens.



## Right of way – balance sheet for 2024

**3,246 DECISIONS**  
PERMITTING THE OPERATION OF FACILITIES IN THE RIGHT OF WAY THAT ARE UNRELATED TO ITS FUNCTION, ISSUED IN 2023, INCLUDING





# 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. In 2024, we carried out 10,356 inspections that led to the removal of 875 non-compliant objects.

IN FIGURES:

**10,356**  
INSPECTIONS

**457**  
ADVERTISEMENTS  
REMOVED

**418**  
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 on display. Fees for occupying a right of way by a medium vary and depend, among others, 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 3.10. In such a situation, the fine would be **PLN 4,650**.

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 2024, we carried out 10,356 inspections, including 5,379 related to advertisements. As a result of our actions, 457 advertisements and 418 other illegal objects placed in the right of way without our consent were removed.

We also initiated 1,713 administrative proceedings (of which 989 related to advertisements) aimed at penalizing the owners of illegal objects and issued 1,434 administrative decisions (of which 751 related to advertisements) imposing fines.

Such effects are not only the results of round-the-clock monitoring by our employees as part of their day-to-day duties. Residents who inform us about illegal objects are also very helpful.

Illegal pavilions

In addition to individual advertisements or small objects, we also actively fight against illegal pavilions. Unfortunately, the procedures for removing illegal buildings from the right of way can take years. Every office is obliged to act within the limits of the law, and the law from four decades ago — which was amended and revised many times — is full of complexities that dishonest entrepreneurs are keen to take advantage of. This does not mean, however, that we will stop striving to remove all such illegal objects from the streets of the capital. In 2024, we managed to remove, among others, the kiosks that have been an eyesore for many years near the railway station Śródmieście and the WKD station Śródmieście, or the pavilion on 1920 Bitwy Warszawskiej St.





# Inspection of trucks

Overloaded trucks are not only a potential damage to infrastructure, but above all a real danger to all traffic participants. Therefore, in cooperation with the Warsaw Police and the City Guard, we carry out regular inspections of trucks — above all to ensure that they carry the right weight.



### 2024 RECORD

Besides trucks, we also inspect oversize vehicles. In 2024, we revealed a vehicle carrying an excavator that exceeded the limit by **22,750 kg**, or **57%** (the actual total weight was 62,750 kg).

The carrier also exceeded standards for the length (17.81 meters; exceeding the standard by 1.14 meters, or 7%), width (3.16 meters; exceeding the standard by 0.61 meters, or 24%) and height (4.23 m; exceeding the standard by 0.23 m or 6%) of the vehicle.



### INSPECTION POINTS

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 at: **Wóycickiego St., Becka Av., Połczyńskiej St., Łopuszańskiej St., Krakowskiej Av., Płochocińskiej St., Żołnierskiej St.** and at **the junction of Przyczółkowej St. and Vogla St.**

The inspections carried out are aimed at eliminating overloaded vehicles from Warsaw's streets. This is very 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 traffic of hundreds of thousands of passenger cars. 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, as the road manager, we may impose additional limits. During the inspection, we check whether the carrier complied with these limits. If not, we impose a fine by administrative decision. This can range from PLN 1.5K up to 15K. 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. During the inspection, we also check whether a given vehicle does not pollute the environment. Finally, we also improve the conditions for fair competition by punishing unfair carriers.

### INSPECTIONS IN FIGURES:

**1,517**  
TRUCKS  
INSPECTED

**36**  
ADMINISTRATIVE  
DECISIONS ISSUED TO  
FINE THE CARRIER

**88**  
OVERLOADED  
TRUCKS DETAINED

**PLN 310,500**  
TOTAL AMOUNT  
OF FINES IMPOSED  
BY ADMINISTRATIVE  
DECISIONS





# Selling abandoned vehicles

Abandoned cars and other vehicles not only take up parking spaces for residents, but also spoil the landscape and cause potential danger. 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 2024, we sold a total of 39 vehicles and thus made a profit of over PLN 207K.



**12,766**  
IMPROPERLY PARKED  
VEHICLES REMOVED  
(art. 130a PoRD)

- including **184** scooters

**1,643**  
WRECKS REMOVED  
(art. 50a PoRD)

including:

- 80** bikes and mopeds,
- 6** motorbikes,
- 1,553** passenger cars,
- 4** trucks



**MOST EXPENSIVE  
CARS SOLD IN 2024**

**PLN 34K**  
MAZDA 6

**PLN 23.6K**  
TOYOTA RAV4

**PLN 10.5K**  
JAGUAR XF

The first auction of towed vehicles was held in the fall of 2021. At the time, we sold seven cars, earning nearly PLN 93K. In turn, in 2022, we already sold 45 cars for nearly PLN 365K. In 2023, we sold 147 vehicles in three tenders for almost PLN 1M.

We organized more tenders in 2024, which turned out to be a very good idea. We managed to sell 39 vehicles for PLN 207,412.91. In total, 320 offers were submitted. City cars, sports cars and limousines went under the hammer. The highest price was reached by Mazda 6 — PLN 34K. Toyota RAV4 was second — PLN 23.6K, and a luxurious Jaguar XF was third — PLN 10.5K.

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, 238 cars sold in 8 tenders and over PLN 1.6M obtained in this way clearly proves 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.



Vehicle tender procedures, art. 50a

YEAR	NUMBER OF TENDERS	NUMBER OF VEHICLES	VALUE
2021	1	7	PLN 9,720
2022	2	45	PLN 364,653
2023	3	147	PLN 975,118
2024	2	39	PLN 207,413
In total:	8	238	PLN 1,639,904





# Municipal Information System

It started with distinctive plates designed in the 1990s. At first, they were placed in the very center. Today, appropriate signage throughout Warsaw makes it easier for residents and tourists to move around the city. Every year, we update, modernize and maintain over 97K elements that make up the Municipal Information System (MSI)



**766**  
NEW SIGNS INSTALLED IN 2024

**589**  
REVIEWED TRAFFIC ORGANIZATION PROJECTS (in relation to MSI elements)

**521**  
DEVELOPED AND ISSUED TECHNICAL DOCUMENTS FOR ADDRESS BOARD

**2,461**  
NUMBER OF CASES IN THE DEPARTMENT DEALING WITH MSI

Blue boards (brown in the old town area) with the street name or with the street name and building number became a permanent part of the capital's landscape. People not permanently connected to Warsaw, looking at a photograph or a TV shot, can easily recognize the city — exactly because of the distinctive MSI.

Despite the passage of almost 30 years, in terms of aesthetics the Warsaw Municipal Information System did not age at all. The most important thing, however, is that, functionally, it still fulfills its role, making it easier to get to the desired address. Blue and white boards are placed along major arteries to give drivers directions to districts, major stations, areas and important facilities. Even in times when most people use maps on smartphones, it is the blue board that ultimately confirms that you arrived at the right place.

However, MSI is not only about addresses — it also includes information boards about historic buildings and street patrons, which enrich the knowledge of the city's history. Thanks to wall-mounted modules containing texts and illustrations printed on transparent plates, you can learn more about the patrons of Warsaw's streets, squares and parks, as well as historic buildings. In addition, as part of the Municipal Information System, we install boards that present the history of the area in which they are located.

The MSI also includes boards 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.





The Warsaw Municipal Information System shows how well thought-out signage combines functionality with aesthetics. Thanks to its recognizability, it became one of the symbols of the capital. Thanks to continuous improvements, this system remains relevant and consistently useful.

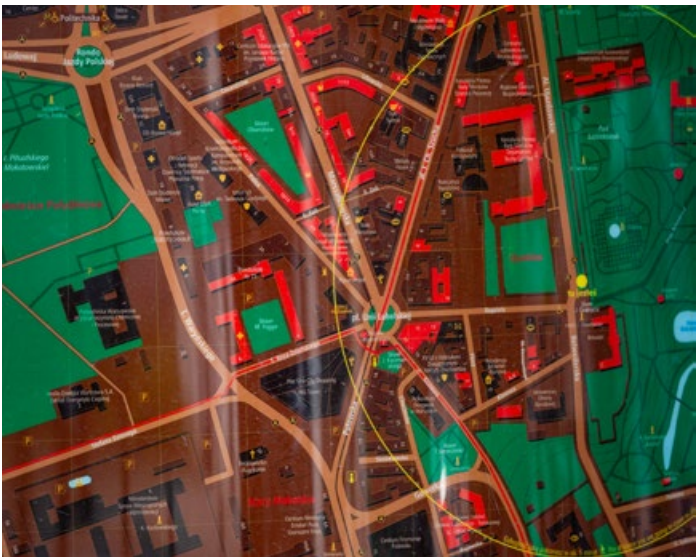


**6,981**  
repairs, maintainances, updates and replacements performed

Including those concerning:



 <b>5,871</b> STREET BOARDS AND PEDESTRIAN TRAFFIC DIRECTIONAL BOARDS	 <b>160</b> VEHICLE TRAFFIC DIRECTIONAL BOARDS
 <b>801</b> ILLUMINATED INFORMATION POINTS AND COFFERS IN UNDERGROUND PASSAGES	 <b>149</b> MODULES ABOUT STREET PATRONS AND IMPORTANT HISTORICAL SITES





# Our projects



In addition to day-to-day management of infrastructure, we carry out numerous innovative projects — from the mobile road surface scanning to the development of the city bike system.

Each of these initiatives aims to improve the comfort and quality of life in the capital.

## TABLE OF CONTENTS

92	LOW EMISSION ZONE
94	METERED PARKING ZONE
96	PARKING GUIDANCE SYSTEM
98	MOBILE ROAD SCANNING
100	VETURILO
102	WINTER ILLUMINATION
104	CYCLING MAY
106	A-GRADE ROAD
108	INTERNATIONAL PROJECTS



# Low Emission Zone

From the beginning of July 2024, Low Emission Zone ["Strefa Czystego Transportu – SCT"] is in force in Warsaw. Only vehicles that meet exhaust emission standards can enter it (with a few exceptions). This is a solution used in many European cities that yields tangible results in improving air quality.



### FOCUS ON INFORMATION

The introduction of the zone was preceded by an extensive information campaign.

An information point was also set up at our headquarters. Moreover, additional signs were placed at the borders of the zone to warn people about entering the SCT.

We also launched a website —[SprawdzSCT.zdm.waw.pl](https://sprawdzSCT.zdm.waw.pl)— where you can check whether your vehicle meets the required standards to enter the zone.

The Warsaw Low Emission Zone covers 37 square kilometers and includes most of Śródmieście, part of Wola, as well as Praga-Północ and Praga-Południe. SCT is a popular solution in Europe (it is introduced in over 300 cities, primarily in Italy and Germany) and aims to improve air quality in the inner city by limiting entry to vehicles that meet certain emission standards (Euro standards).

### Introduced in stages

The Warsaw zone is the only one in Poland. Entry restrictions are introduced in stages to give people a chance to gradually adjust to them. The first stage — valid until 2026 — covers petrol cars produced before 1997 (Euro 2 standard) and diesel cars produced before 2005 (Euro 4 standard).

### Implemented by ZDM, enforced by the Municipal Police



The zone is inspected by the City Guard. Before its introduction, we tested an advanced system for detecting vehicles that should not enter it. The cameras first read the number plates of passing vehicles. On this basis, it is checked whether the vehicle meets the required standards. If not, the guards stop it.

These restrictions apply to approx. 3% of all vehicles traveling on Warsaw's roads. In addition, half of these are cars owned by residents who can receive an exemption once they meet certain conditions. Even so, the first stage is already expected to result in a decrease of 11% in nitrogen oxides and 20% in particulate matter emissions.



### Stages of implementation of SCT

for passenger cars owned by persons residing outside Warsaw and all cars registered after 1.1.2024.

	2024	2026	2028	2030	2032
	1	2	3	4	5
 <b>Vehicles with petrol engine</b>	<b>EURO 2</b>	<b>EURO 3</b>	<b>EURO 4</b>	<b>EURO 5</b>	<b>EURO 6</b>
production year	1997	2000	2005	2009	2014
maximum age*	27 years	26 years	23 years	21 years	18 years
 <b>Vehicles with Diesel engine</b>	<b>EURO 4</b>	<b>EURO 5</b>	<b>EURO 6</b>	<b>EURO 6DT</b>	<b>EURO 6D</b>
production year	2005	2009	2014	2017	2020
maximum age*	19 years	17 years	14 years	13 years	12 years



AREA OF SCT IN WARSAW

\*maximum age of vehicle in year of SCT implementation



# Metered Parking Zone

In 2024, the Metered Parking Zone (SPPN) was expanded to include the area of Saska Kępa and Kamionka. We also made preparations to implement the zone in another area of Mokotów. In addition, new parking meters appeared on Warsaw streets.



### CASH, CARD OR BLIK?

In 1,110 new parking meters, drivers will be able to pay for their parking only by card or BLIK. This is due to the popularity of cashless payments among drivers. In 2024, only 11% of parking payments were made in cash. In the remaining 810 parking meters, drivers can still pay with coins. However, these devices are more complex, more prone to failure and more expensive to maintain. Parking meters accepting cash were installed in places where this form of payment was previously the most popular.

The Metered Parking Zone has been operating in Warsaw since 1998. It makes it easier for residents to find parking spots. The zone is an implementation of the city's current transport policy. Its effect is to increase the turnover of parked vehicles. "A side effect" of the SPPN is the revenue we allocate to infrastructure development. In 2024, over PLN 266M came into the budget under this title.

### Saska Kępa, Kamionek and Mokotów

As of November 4, 2024, the SPPN operates in the areas of Saska Kępa and Kamionka. We designated over 4K parking spots there. The zone included 64 streets in Saska Kępa and 30 streets in Kamionek.

In November 2024, the Warsaw City Council decided to extend the Metered Parking Zone to include another area in Dolny Mokotów and Górny Mokotów. As the entity responsible for implementing and running the zone, we prepared for its launch.

### Changes in subscriptions and new parking meters

Last year, the rules for resident subscriptions changed. The local area subscription now covers parking spots within a 200 meter radius of one's place of residence. However, the price did not change, the local area subscription still costs PLN 30, and the wide area subscription — PLN 600.

The process of replacing all parking meters began. The modern devices were initially erected in the new areas of the zone in Praga-Południe, and then gradually installed in all districts where the SPPN operates. The new parking meters allow parking to be prolonged using a QR code. They have a simpler interface and are easier to use. Another new feature is the possibility of paying for parking using BLIK.

In addition, parking can also be paid for through mobile apps. Currently, drivers have 6 payment operators to choose from.

## MPZ in Warsaw

**53.91 km<sup>2</sup>**  
OF AREA

**aprox. 60K**  
PARKING SPOTS

**10.42%**  
OF THE CITY'S AREA

**447.72 km**  
OF STREETS



**PLN 8.16**  
AVERAGE VALUE OF ONE PARKING TICKET



**PLN 8.16**  
AVERAGE VALUE OF MOBILE PAYMENT

**249 days**  
OF MPZ VALIDITY IN 2024

**14,773,499**  
INSPECTIONS PERFORMED

**411,784**  
ADDITIONAL FEE DOCUMENTS ISSUED  
(of which 384,789 by vehicle patrols)



**PLN 266M 645K**  
OF INCOME FROM PARKING, including:

**PLN 195M 6K**  
FOR PARKING IN SPPN

**PLN 4M 688K**  
AS A FLAT FEE FOR PARKING IN RESERVED PARKING SPOTS (so-called white envelopes)

**PLN 61M 733K**  
FROM ADDITIONAL FEES

**PLN 3M 547K**  
FROM RESIDENT SUBSCRIPTIONS

**PLN 1M 669K**  
FROM UNDERGROUND PARKING LOTS

### FEE RATES

In 2024, parking rates in Warsaw did not change.

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**.

The additional fee for non-payment of a parking fee in the MPZ is **PLN 300**. If paid within 7 days after the document is issued, the fee is PLN 200.

### RESIDENT SUBSCRIPTIONS ISSUED:

**63 576**  
LOCAL AREA SUBSCRIPTION

**2 670**  
WIDE AREA SUBSCRIPTION

## Payment methods in MPZ

amounts in PLNmillion



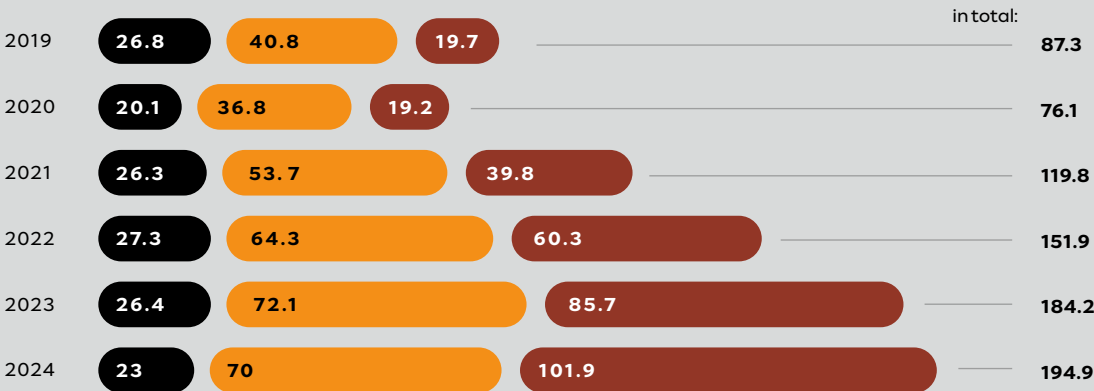
CASH



CARD



MOBILE





# Parking Guidance System

We installed boards indicating occupancy of the city's underground and multi-story parking lots. They make it easier for drivers to find nearby parking.



The pilot project of the program started a few years ago in the inner-city parking lots managed by ZDM — under Krasińskich Sq. and Waryńskiego St. Boards indicating parking spots were also installed at publicly accessible private parking lots: in the Złote Tarasy shopping center, at the parking lot at 20 Piękna St. and at the parking lot complex on the premises of Browary Warszawskie.

The system displays the number of free parking spots on the boards and in the app at [iot.warszawa.pl](https://iot.warszawa.pl).

We installed the boards at 18 parking lots belonging to the downtown Public Areas Authority, the City Transport Authority (Park & Ride) and the Palace of Culture and Science. Displays are also already installed at the parking lot under Powstańców Warszawy Sq., which is scheduled to open in 2025. In total, there are 38 of them. The boards of the Parking Guidance System are stylistically inspired by those of the Municipal Information System.

In addition to the development of the system in city parking lots, there are also plans to increase cooperation with private operators. Thus, information on available parking spots in Warsaw can be standardized throughout the city. Interested companies can register their willingness to participate in the project.

We would like parking occupancy data to be collected and made available online and used for various analyses. In addition, we plan to have the parking boards powered by streetlights through a lighting control system.

## Municipal underground and multi-level car parks — Parking Guidance System in 2024.

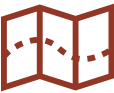
- |  |   |
|--|---|
| 1. Krasińskich Sq. (ZDM)                               | 11. Filtrowa St. (ZTP)                      |
| 2. Waryńskiego St. (ZDM)                               | 12. Myśliwiecka St. (ZTP)                   |
| 3. Złote Tarasy Shopping Center                        | 13. Ptasia St. (ZTP)                        |
| 4. Browary Warszawskie                                 | 14. Wilanowska metro station P+R            |
| 5. 20 Piękna St.                                       | 15. Krakowska Av. P+R                       |
| 6. ground parking at the Palace of Culture and Science | 16. Stokłosy metro station P+R              |
| 7. Żelaznej Bramy Sq. (ZTP)                            | 17. Ursynów metro station P+R               |
| 8. 3 Maja Av. (ZTP)                                    | 18. Młociny I, II and III metro station P+R |
| 9. Bednarska St. (ZTP)                                 | 19. Połczyńska St. P+R                      |
| 10. Bugaj St. (ZTP)                                    | 20. Żerań railway station P+R               |
|  | 21. Powstańców Warszawy Sq.                 |





# Mobile road scanning

In 2024, we once again used mobile road scanning services. Like last time, it was a pilot project. Both resulted in a tender to produce an orthophotomap of Warsaw — the urban and more advanced equivalent of "Street View". The new map will significantly improve our work.



## WHAT WILL WE GAIN?

In the future, the orthophotomap may also be helpful for, for example, owners of food establishments who would like to set up a garden in the right of way. They will be able to take all the required measurements right on the future map.



## 800 KM OF ZDM STREETS

will be photographed and scanned for the orthophotomap of Warsaw.

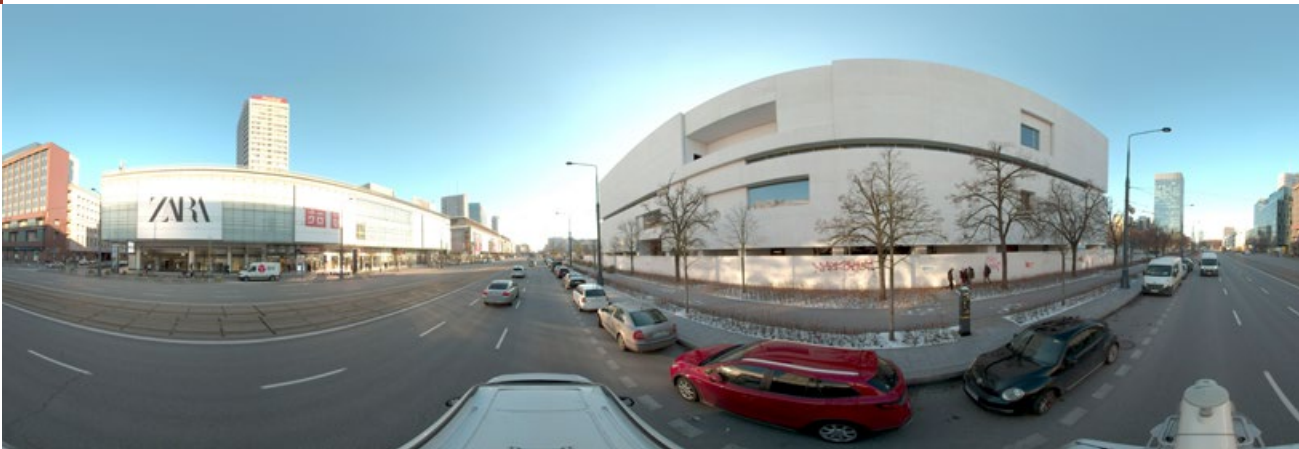
We carried out mobile road scanning for the first time to detect failures in the right of way in 2022. We continued scanning in 2023 as well. Conclusions? During one such scan, we were able to detect 10 times more failures than during a traditional car patrol.

In 2024, we returned to street scanning. This time, we wanted to test this tool from a different angle — right of way inspection. Thus, we were able to see whether scanning could help us to organize the city's road and spatial infrastructure.

Both scans were pilot projects. We wanted to experience the possibilities of new technologies and how they can be of use to us. The knowledge and experience gathered in the course of the pilot projects resulted in a tender for preparing an orthophotomap of Warsaw. The contractor will be tasked with photographing and scanning 800 kilometers of streets we manage and the adjacent area (up to 21 meters). From the photos and scans, our urban "Street View" will be created.

The whole thing will allow us to inventory the streets we manage. The map will include, e.g., street signs, traffic lights, roadside poles, and more over time. We will be able to detect if one of these objects failed. We will also see if there is an object in the right of way that should not be there. During the analysis of scans and images, advertisements will also be detected, allowing us to locate illegal ones as well.

The new map will also be useful in designing traffic organization. We will be able to overlay the prepared projects on it and see if everything fits together. If there are any errors or clashes, we will notice them immediately and be able to improve the project.





# Veturilo

How many kilometers did Warsaw residents travel in 2024 using Veturilo bikes? It turns out that the total number is over 17 million! This is a distance equal to 426 laps around the Earth along the equator. Every kilometer represents not only lower carbon dioxide emissions, but also more active residents of the capital.



**3,330**  
OF VETURILO BIKES  
IN 2024.



In the 13th season of the Veturilo system, almost 400K users rented bikes almost 4.8M times, which gives an average of 5.59 rentals per bike per day. The average time for a single rental was 24 minutes and 15 seconds, and the distance traveled was around 3.5 kilometers — ideal for a quick commute to work, university or a meeting in the city.

The Veturilo fleet of 3330 bikes, including electric and tandem bikes, in 2024, allowed everyone to choose the right bike for themselves. It is interesting to note that users of electric bikes spent on average over 3.5 minutes less on them than on traditional bikes. Tandems, however, were used on longer routes, with a rental time longer than the average by nearly 12 minutes.

The system was most popular in Śródmieście, where almost 1.15M rentals were registered, accounting for nearly 24% of all rides. It is also worth noting that Veturilo is compatible with bike systems in towns near Warsaw, such as Marki, Otwock, Piaseczno, Pruszków and Józefów, which allows unrestricted use of bikes within the agglomeration.

The 2024 season ended on November 30, and Veturilo bikes return to Warsaw's streets on March 1, 2025.

### IMPORTANT FIGURES

**17M km**  
TRAVELED BY WARSAW  
RESIDENTS ON VETURILO  
BIKES IN 2024

**24%**  
OF VETURILO RENTALS  
WERE REGISTERED IN  
ŚRÓDMIEŚCIE



### Most popular in 2024:



**routes**  
number of round trips

- 1. **15,297**  
URSYNÓW METRO STATION  
— JASTRZĘBOWSKIEGO ST. — SGGW
- 2. **10,827**  
KSIĄŻĄT MAZOWIECKICH ST./HEROLDÓW ST.  
— MŁOCINY METRO STATION
- 3. **9,854**  
TROCKA METRO STATION  
— REMBRANDTA ST./MIEDZA ST.

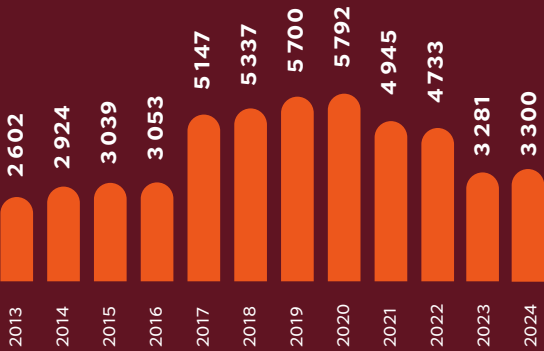


**stations**  
total rentals and returns

- 1. **152,382**  
COPERNICUS SCIENCE CENTER  
METRO STATION
- 2. **104,500**  
ARKADIA SHOPPING MALL
- 3. **80,085**  
RONDO DASZYŃSKIEGO METRO STATION

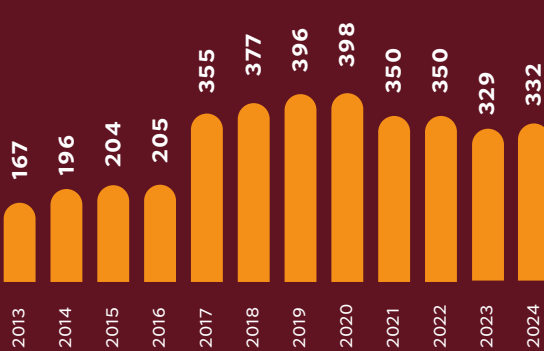
### Number of bikes

in 2013–2024



### Number of stations

in 2013–2024





# Winter illumination

How could you spend a winter weekend in Warsaw? By walking along the Royal Route and admiring the Christmas illumination! In 2024, from December 7 until Epiphany, we turned the Royal Route into a promenade illuminated with fabulous decorations.



## CREATIVE ILLUMINATION

Christmas decorations, garlands and shiny ornaments are a traditional attraction in Warsaw at Christmas time.

In previous years, an illuminated balloon vendor, an illuminated Warsaw barrel organ, chess and a chessboard and even a horse-drawn tram could be seen on the Royal Route.

The Christmas illumination is an important part of Warsaw's winter landscape. On December 5, 2024, a 27-meter-high multimedia Christmas tree was lit up. Over 40K energy-saving lights were placed on it. Our Christmas tree glowed with various colors and delighted with light animations. The tree was ceremoniously lit by the mayor, Rafał Trzaskowski. Together with the Christmas tree, the Christmas illumination along the Royal Route was also lit up. As in the previous season, it evoked the Warsaw of the 1950s and 1960s.

Nowy Świat St. and Krakowskie Przedmieście St. are among the most representative streets and a showpiece of Warsaw. They are also a popular walking route among locals and tourists. Especially in winter, when they also charm with Christmas decorations and lights. A sentimental journey back to the 1950s and 1960s was guaranteed with retro decorations in the shape of paper chains, toadstool baubles and an old shop scale. You could see figures in the shape of the iconic Syrena car and the unforgettable Ryś motorbike. The decorations 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 over 500 light bulbs, inspired by those from the 20th century, were hung on the streetlights.

We do not forget about the environment and reduce costs. The decorations lit on the streets of Warsaw are energy-efficient — they consume less energy per day than it takes to fully charge three electric cars. The Christmas illumination not only decorated the city, but also lit up Warsaw's streets during the long winter nights, improving safety. For businesses whose premises are close to the illumination, this is an opportunity for additional profits through increased tourist traffic. That is why every year, merchants and shopkeepers co-finance the decorations on Nowy Świat St.





# Cycling May

Last year's edition of Warsaw's Cycling May campaign involved 501 primary schools and kindergartens — 60 more establishments than in 2023. The largest cycling campaign for children took place in the capital for the seventh time, which confirms that it is gaining more and more supporters and participants.



### CYCLING YEAR

Although the campaign lasts only a month, we prepare for it all year long. We establish partnerships, develop promotional materials, provide training for teachers, help develop cycling infrastructure near schools, organize cycling services and workshops.



### OVER 4.7K INVERTED "U" STANDS

were donated to schools and kindergartens from 2016 to 2024, as part of the Cycling May and other activities.

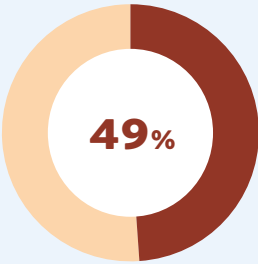
They help establishments to manage their bike parking not only during the peak of the campaign, but throughout the year. The stands are given to the participants of the Cycling May, and also to all those who are interested — our aim is to inspire the widest possible number of people to become more active through cycling.

The aim of the initiative is to encourage as many schoolchildren, kindergarten pupils, their parents and teachers as possible to use bikes, scooters, roller-skates or skateboards and to get to class actively — which is often more pleasant than driving or using public transport. The campaign aims to motivate people to change their habits and choose more ecological means of transport every day.

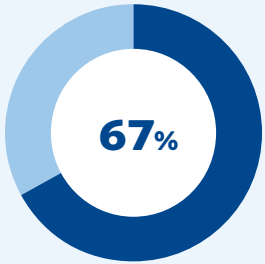
The principles of the campaign remain the same — for each active journey to school or kindergarten, a child receives two stickers: one for the group poster, the other for the individual bike diary. Once a sufficient number of stickers is collected, the participant can exchange them for prizes funded by campaign partners. In addition, in each establishment one group or class with the highest cycling attendance is rewarded — the prize is a joint trip to the theater, playroom, participation in workshops or a visit to a place of interest.

In 2024, we continued to survey the transport preferences of young campaign participants. The results of the three rounds of surveys — in the spring, summer and autumn — are very optimistic. More and more students choose active commuting even before the start of the campaign, and 83% declare that they would like to commute to school actively (3 percentage points more than a year earlier).

The Cycling May campaign is primarily about activity and good fun, but also additional events, such as School Bike Services or cycling training workshops, which have become a permanent element of the campaign. We are constantly enriching the campaign with new initiatives — in 2024, in cooperation with the City Guard, we organized a meeting on the rules for safe cycling and scooter riding, where participants could ask questions about traffic regulations.



**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



**441**  
INSTITUTIONS

**200**  
ELEMENTARY SCHOOLS

**241**  
KINDERGARTENS



**2,287,206**  
ACTIVE COMMUTES  
to schools  
and kindergartens



**111,771**  
ACTIVE PARTICIPANTS,  
i.e. people who actively arrived at least once during the campaign



### FINALE OF THE CAMPAIGN

Cycling May doesn't end in May — June is traditionally the time for summing up. On June 16, in Bródno Park in Targówek, in perfect weather, we celebrated the finale of the campaign. The outdoor picnic, organized together with partners, was attended by many participants of the campaign and residents of Targówek. Around **700** people made it to the picnic in a bike and roller-skate ride. The cups were ceremoniously awarded to the winning schools and kindergartens, and then the fun began — with performances, dances and competitions. The Cycling May stall made its debut, where active participants could get an extra sticker for their diary.





# A-Grade Road

Increasing safety on the streets around schools and promoting cycling, scooter riding and walking among children are the aims of the "A-Grade Road" ["Droga na Szóstkę"] program.

THE A-GRADE ROAD IS:



A TRANSFORMATION  
OF SPACE



A CO-DECISION  
PROCESS



THE RESULT OF ANALYSIS  
AND OBSERVATION



A MUNICIPAL INNOVATION



AN ADAPTATION  
OF THE ENVIRONMENT TO  
THE NEEDS OF USERS



A RECOGNITION  
OF CHILDREN'S PERSPECTIVE

"A-Grade Road" is one of the forms of cooperation between the City of Warsaw and the Public Roads Authority and the residents of the capital. Improving the road situation near primary schools is the starting point for other positive changes in the surrounding area. These include less pollution, noise and stress, and more greenery and integration between schoolmates, parents or neighbors.

So far, "A-grade roads" were built on six streets next to eight educational establishments (three of which are kindergartens). In 2024, the first implementation appeared in Bielany and the second in Ochota.

Improving traffic safety on the nearest streets leading to schools is being implemented with the participation of children and adults. For joint work to be successful, at least the following five parties need to act in unison: ZDM, District Office corresponding to the school in question, the school management, the Parents' Council and a group of parents ready to work together to bring about change around the school. The workshop serves to obtain information from these people about their expectations concerning the space surrounding the establishment. The role of ZDM is to collect traffic data from measurements and observations and to suggest solutions to improve the safety of Warsaw's youngest residents.

Depending on the needs in a given location, various changes can be the result of cooperation between municipal units and the school community. Sometimes, a minor traffic reorganization is enough to significantly improve the situation, and other times, a street needs to be reconstructed. We take into account the uniqueness of each establishment and apply best practices to improve safety.

THE PROGRAM COVERED SO FAR:

6  
STREETS

8  
ESTABLISHMENTS



INSTEAD  
OF BOLLARDS...

flower pots were placed  
in front of the school. The greenery  
was planted — and will be cared  
for — by the school's pupils.





# International projects

The international projects in which the Public Roads Authority participates, representing the City of Warsaw, are aimed at developing innovative solutions, exchanging good practices and building long-term partnerships. In 2024, ZDM continued its participation in three projects.



PROJECT IN FIGURES:



**3**  
INTERNATIONAL  
PROJECTS IN WHICH  
ZDM PARTICIPATES

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

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

## GreenScape

The first one — **GreenScape** — concerns nature-based solutions and aims to shape urban spaces based on green and blue infrastructure. In April 2024, a study visit to Vienna took place as part of the project. The organizer was the Austrian innovation laboratory GrünStattGrau, which deals with the greening of buildings. Building facades covered with vegetation are a common sight in the Austrian capital. Green walls purify the air, lower the ambient temperature and enrich species diversity in the city.

International projects provide an opportunity for unconventional activities, such as Warsaw's first hackathon of urban innovators under the slogan "small retention in the right of way areas". The competition took place in November 2024. During the event, the finalists presented their works, which dealt with the use of right of way areas for rainwater retention, engaging the community in rainwater retention activities and taking care of greenery in right-of-way areas, as well as the use of mobile devices and apps to increase rainwater retention. First place was taken by the work involving the creation of capillary panels integrated into an underground rainwater retention system. Second place went to the developers of the demo version of the RETENO application supporting the planning of small-scale retention in the right of way. Third place was taken by the project entitled "Warsaw umbrellas", which is a concept for modular retention umbrellas that can be implemented point-by-point, e.g. in rights of way, parks or city squares.

The Greenscape project is being implemented as part of the Interreg Central Europe program.

## REALLOCATE

The **REALLOCATE** project is based on issues such as sustainable urban mobility, climate-neutral solutions, optimal public space management or innovative urban design that meets the needs of different groups and communities.

In 2024, ZDM representatives made two study visits, to Lyon in April and Barcelona in October. The visits served not only to plan and present the measures that the individual cities implement as part of the pilot projects, but also to exchange knowledge and experience. Participants had the opportunity to learn about solutions to improve the transformation of urban spaces such as school streets, cycling networks or "superblocks", i.e. city quarters transformed into spaces that support active mobility, where car traffic was calmed down as much as possible, and benches and additional greenery appeared in the streets.

As part of the REALLOCATE project, Warsaw will carry out measures to improve traffic safety and the quality of public spaces in the area of selected elementary schools.

## SMART EPC

The third international project in which ZDM participates is the **SMART EPC** – Next Generation of Energy Performance Contracting project. The project aims to develop smart solutions for upgrading the lighting in public spaces in European cities, bringing together entities from the public and private sectors.

In 2024, as part of the implementation work, ZDM carried out an audit of the condition of the lighting infrastructure in the selected areas. On this basis, 19 parks and squares in Warsaw were selected where luminaires will be replaced in 2025. Upgrading street lighting in cities to LED technology is now one of the key elements in reducing high energy costs, which translates directly into a reduction in carbon dioxide emissions.

The SMART EPC project is implemented under the Horizon 2020 program.





# We are here for you



Warsaw residents are at the center of our activities. We engage in public consultations and implement residents' ideas submitted as part of the civic budget. We respond to reports on an ongoing basis via the Warsaw 19115 City Contact Center and social media.

There is also a Resident Contact Center at the Public Roads Authority, always open to your suggestions and needs.

## TABLE OF CONTENTS

112	CIVIC BUDGET
114	EFFICIENT SERVICE FOR RESIDENTS
116	BEHIND THE SCENES



# Civic budget

Thanks to the civic budget, residents decide how to spend part of Warsaw's budget. The changes they propose help to improve their immediate neighbourhood, but also Warsaw as a whole.



**PLN 9,613,758**

COST OF PROJECTS  
COMPLETED IN 2023

**28**

NUMBER OF PROJECTS  
COMPLETED IN 2023



**12**

ROAD  
INFRASTRUCTURE



**8**

IMPROVING  
SAFETY



**6**

SIDEWALKS/  
PEDESTRIAN  
INFRASTRUCTURE



**2**

URBAN GREENERY

Every year, Warsaw's residents come up with and submit projects and then vote to select those that will be implemented. In this way, they collectively decide what will be built in their immediate neighborhood, in several districts or in Warsaw as a whole. Over the course of eleven years, Varsovians submitted several thousand ideas to be realized with funds from the city budget.

So far, ZDM carried out 318 projects under the civic budget. In 2024, we carried out, fully or partially, 28 tasks selected by residents. The implementation applied to both the current and previous editions. Among the investments carried out under the civic budget, those related to bike infrastructure dominated. Bike paths were built on Kasprowicz St., Marymoncka St., Wólczyńska St. and Domaniewska St.

## Comfort and safety

There were also projects focused on safety and improving pedestrian comfort. We renovated the sidewalks along Wrocławska St. and on Górczewska St. in the area of School No. 82. Pedestrians gained a new sidewalk at 3 Belgradzka St. The bike path and sidewalk on Fieldorfa St. were renovated.

Thanks to the implementation of two projects in the Ursus district, we improved safety through the construction of refuge islands on Gierdziejewskiego St. and speed bumps on Regulska St. A refuge island with a crossing additional lighting was built on Dzieci Warszawy St. in the area of Baranowska St. A crossing with a refuge island was also created on Odyńca St.



BIKE ROUTE ON WÓLCZYŃSKA ST.



REFUGE ISLAND ON CROSSING  
ON DZIECI WARSZAWY ST.



BIKE ROUTE  
ON MARYMONCKA ST.



## MORE GREENERY

As part of the implementation of two projects, we also improved the space in Wilsona Sq. with more greenery instead of unnecessary concrete.

There are still 104 projects to be implemented, selected by Warsaw residents. These include construction or renovation of sidewalks, additional lighting for more crossings and new bike routes.



# Efficient service for residents

The 19115 City Contact Center is a platform through which residents can report failures, requests or inquiries in any area of city life. A lot of them end up in our unit. There is a Resident Contact Center (CKM) at the Public Roads Authority. This is a team responsible for responding to applications, requests, complaints or petitions received.



**4,874**  
LETTERS FROM RESIDENTS  
RECEIVED IN 2024, INCLUDING:

- 3,542**  
QUERIES
- 670**  
REQUESTS FOR PUBLIC  
INFORMATION
- 634**  
COMPLAINTS  
AND APPLICATIONS
- 28**  
PETITIONS

The thematic scope of residents' reports is wide and covers almost every area of ZDM's operations. In preparing the responses, the CKM team cooperates with approx. 200 employees from 23 substantive departments. Cases are received by ZDM in the "traditional" way, i.e. through the office, where all requests are registered and given a number, after which they are dealt with in accordance with the Code of Administrative Procedure and the Acts on Access to Public Information or on Petitions. By appointing a team to handle them, answers are provided in clear language, in a uniform manner and on time.

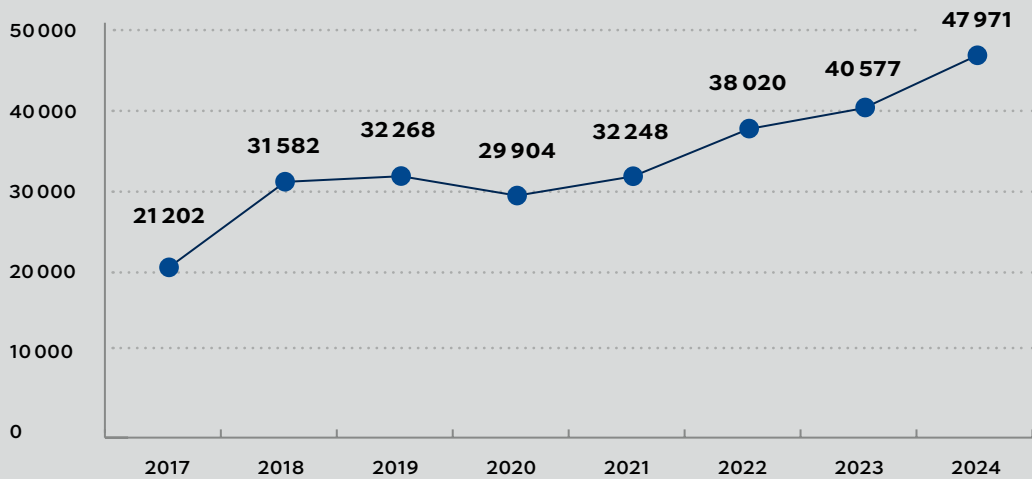
The most popular form of contact is the 19115 City Contact Center platform. By this means, ZDM receives almost 10 times more reports than in the traditional way. The primary purpose of its operation is to make it easier for residents to report failures without having to search for the relevant office, and to relieve city units of the obligation to respond in writing, for example, in the case of replacing the proverbial light bulb in a streetlight.

In 2024, we received 13,809 reports of damaged streetlights. Next, residents most often indicated problems related to the poor condition of sidewalks, bike paths and roads (8,009 reports) and problems with traffic lights (7,023 reports).

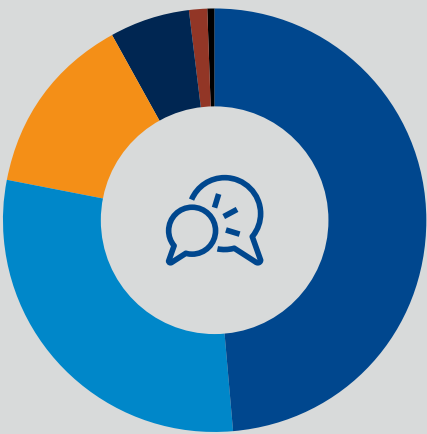
The 19115 can be used in a number of ways. For many years, the most popular channel has been the 19115 smartphone app (over 49 percent of requests) and the telephone hotline (29 percent). Fewer people use the warszawa19115.pl portal (approx. 14%).



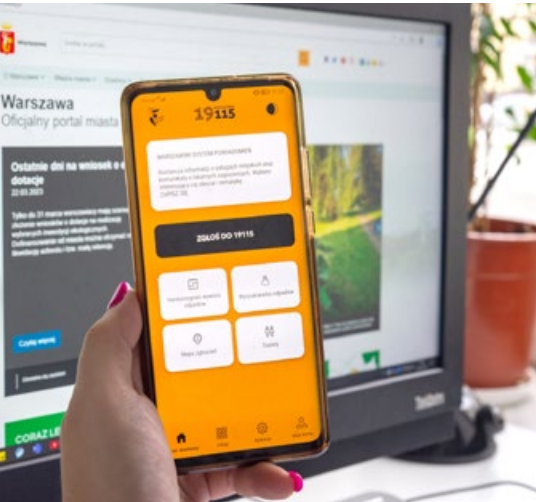
Number of reports



How reports get to ZDM?



- |                        |   |
|------------------------|---|
| <b>49.1%</b><br>APP    | <b>5.8%</b><br>E-MAIL                     |
| <b>29.4%</b><br>PHONE  | <b>1.4%</b><br>RESIDENT<br>CONTACT CENTER |
| <b>13.9%</b><br>PORTAL | <b>0.4%</b><br>CHAT                       |





# Behind the scenes

The Public Roads Authority has 676 employees in 7 divisions and 30 departments. In 2024, we hired 96 new employees, and 66 people finished working with us. During 12 anniversary meetings, we celebrated the 20th, 25th, 30th, 35th, 40th and 45th anniversaries of professional work of 61 people.



As we do every year, we played with the Great Orchestra of Christmas Charity. As part of the 32nd Finale of the GOCC, we auctioned a walk on the pedestrian and bike bridge before its official opening.

However, our charity activities are not limited to the GOCC. ZDM employees donate blood regularly. We support animal shelters by donating used advertising canvas. We also take care of our ZDM cat, Adi.

We promote reading among employees. Our ZDM library, with over 70 titles on urban issues, Warsaw and mobility, is thriving, providing the opportunity to broaden your knowledge and horizons.



From March to December, we hosted children from 10 Warsaw kindergartens. During the visits, we talked about our activities, presented the Emergency Breakdown Services and SPPN e-inspection vehicles and explained the operation of the traffic control system. The visits attracted great interest.

Employees of ZDM are actively involved in sports. We have a football team, we take part in city runs organized by Active Warsaw and the Warsaw Marathon Foundation, and we participate in the Bike Games organized by the Warsaw City Hall. We also compete in the Lotto Poland Bike Marathon races.







# ANNUAL REPORT PUBLIC ROADS AUTHORITY 2024

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