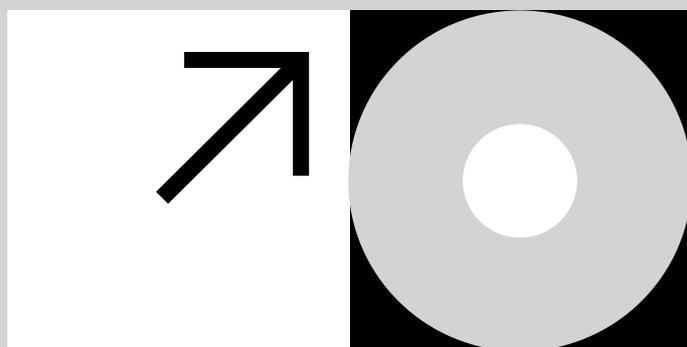
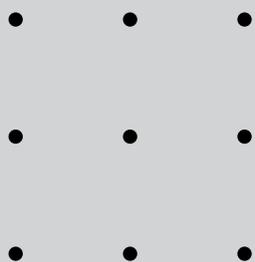
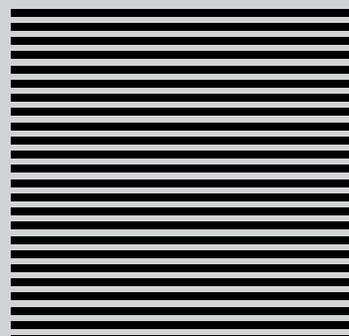
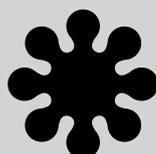


Public  
Roads  
Authority

**ANNUAL REPORT  
PUBLIC ROADS AUTHORITY  
IN WARSAW**

**20  
25**

# Annual Report Public Roads Authority in Warsaw



**20  
25**

# Prefaces

Dear All,

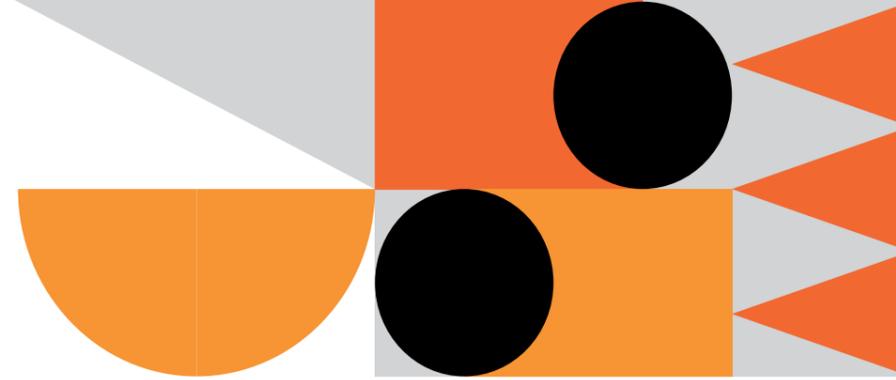
the year 2025 was another important stage in the consistent transformation of Warsaw. The focus of our activities remained on improving the quality of public spaces and creating a more accessible, green, and resident-friendly city. One of the most important areas undergoing these changes is the New Center of Warsaw, which has been steadily gaining a new character in recent years.

In 2025, we opened **Central Square**, a new public space in the heart of the capital. This place was designed for meetings, events, and everyday use, organizing the central part of the city and restoring its representative character. Central Square has become another element of a coherent vision for the center of Warsaw, where pedestrians, greenery, and high-quality architecture are the priority.

At the same time, we continued the **reconstruction of the quarter between Złota St. and Zgoda St.** These works will help to organize the space in the city center, improve accessibility, and create better conditions for moving around and spending time in the city center. Marszałkowska St. is becoming greener step by step – it is one of the most important streets in Warsaw, and we are transforming it into a more friendly and functional urban space.

The changes made in the center of Warsaw are part of a broader strategy for the city's development. We want Warsaw to be a modern, safe city that is resilient to climate challenges and responsive to the needs of its residents. I would like to thank all employees of municipal units, including the Public Roads Authority, for their professionalism and commitment. I would also like to thank the residents of Warsaw for their patience, trust, and active participation in the process of transformation.

**Rafał Trzaskowski**  
Mayor of Warsaw



Dear All,

for the Public Roads Authority, 2025 was another year of intensive work to improve the quality of road infrastructure and safety on Warsaw's streets. Our activities included both large investments and smaller, specific changes that have a direct impact on day-to-day life in the city.

Last year, we **renovated around 46 kilometers of roadway**. The renovation works included streets in various parts of Warsaw and improved the condition of the road surface, driving comfort, and safety for all road users. At the same time, we carried out sidewalk repairs, lighting modernization and space organizing works.

Particular attention was paid to **road safety**, especially pedestrian safety. In 2025, we completed work on more than half of the crossings previously considered the most dangerous. **Changes are currently being implemented at another 127 crossings**. These included, among others, additional lighting, refuge islands, shortening of crossings, and adjustments to traffic organization. These measures, often relatively minor, have a real impact on reducing the number of traffic accidents on a city-wide scale.

We want the solutions we implement to be clear, predictable, and responsive to the needs of different street users. For this reason, we conducted a series of analyses and listened to the opinions of residents. I would like to thank the employees of the Public Roads Authority for their commitment and the high quality of the projects implemented. I would also like to thank the residents of Warsaw for their patience and all the comments they submitted, which help us improve our work.

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





# Public Roads Authority in figures



**918**  
SIGNALISED INTERSECTIONS  
AND PEDESTRIAN CROSSINGS



**111,720**  
STREET  
LIGHTS



**127,133**  
LUMINAIRES



**870 km**  
BICYCLE  
ROUTES



**65,900**  
PARKING SPACES IN THE  
UNATTENDED METERED  
PARKING ZONE



**1,039**  
BRIDGE AND ENGINEERING  
FACILITIES



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



**1M**  
ENERGY-EFFICIENT  
ECO-LED LIGHTS IN THE  
WINTER ILLUMINATION



**709**  
EMPLOYEES



Did you know that...  
**Public Roads Authority**  
manages over 800 km  
of roads in Warsaw?

## IMPORTANT:

These are not all the 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 2025 WE INCLUDED UNDER OUR MANAGEMENT:

- **Człuchowska St. between Szeligowska St. and Lazurowa St.**  
– about 0,5 km



# 2025 in figures



**487,889 m<sup>2</sup>**  
OF RENOVATED ROADWAYS



**17**  
INTERSECTIONS ADDED TO THE INTEGRATED TRAFFIC MANAGEMENT SYSTEM



**761**  
REMOVED FAILURES DIRECTLY THREATENING THE TRAFFIC SAFETY



**427**  
REMOVED ILLEGAL ADVERTISEMENTS



**41,075 m<sup>2</sup>**  
OF NEW OR RENOVATED SIDEWALKS



**3,082**  
NEW STREETLIGHTS



**541**  
PLANTED TREES



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



**11,413**  
REPLACED LUMINERS – ON STREETS, ROAD INTERCHANGES, TUNNELS, AND UNDERPASSES



**4.6 M**  
VETURILO CITY BIKE RENTALS



**27**  
NEW OR RENOVATED TRAFFIC LIGHTS



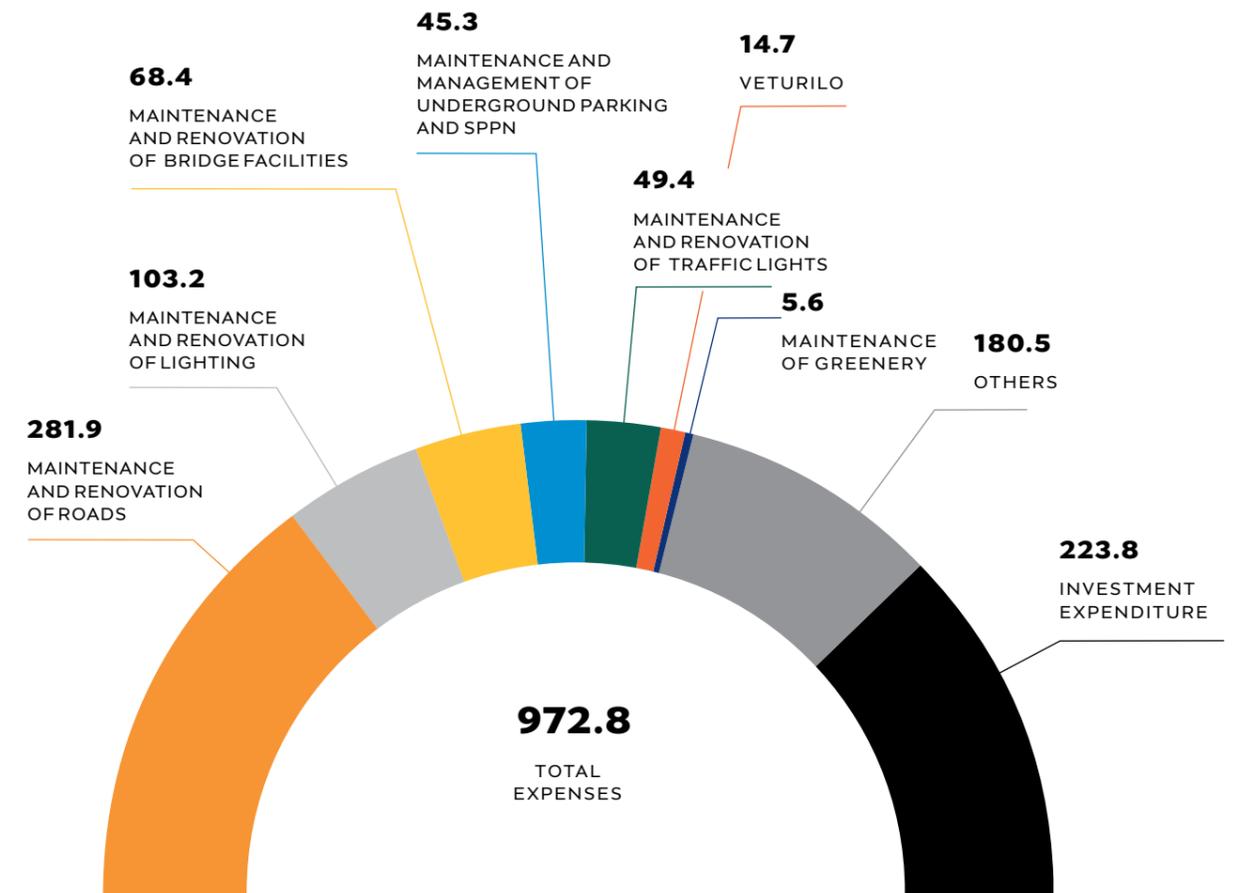
**8,656**  
INSPECTIONS OF THE RIGHT OF WAY



**1,252**  
INTERPELLATIONS FROM COUNCILLORS

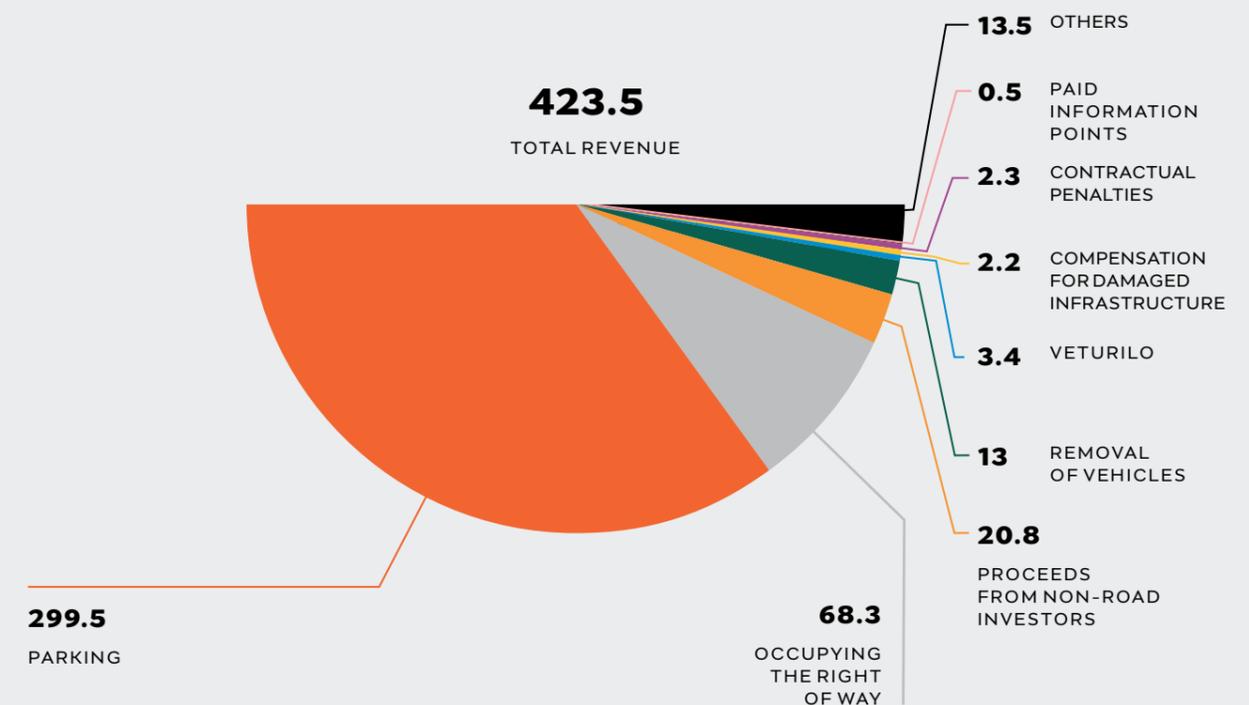
## Total expenses in 2025

amounts in PLN millions



## Total revenue in 2025

amounts in PLN millions





## 2.

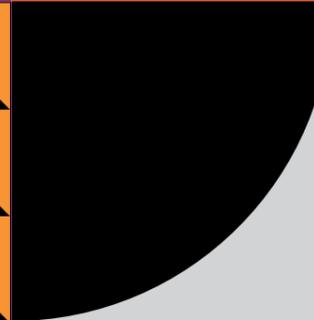
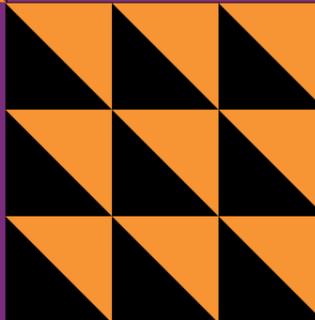
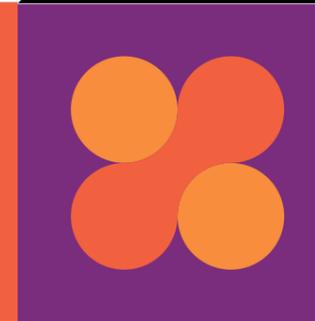
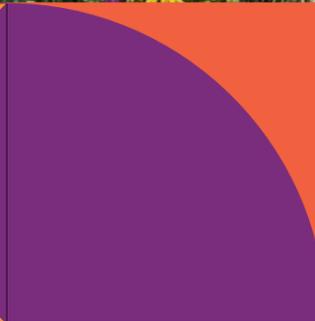
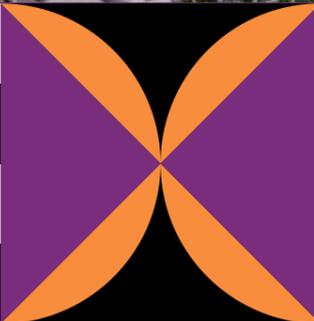
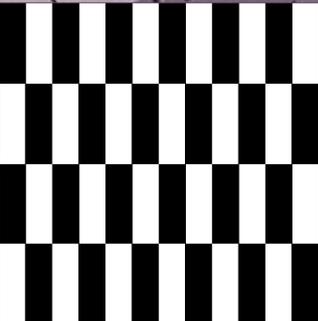
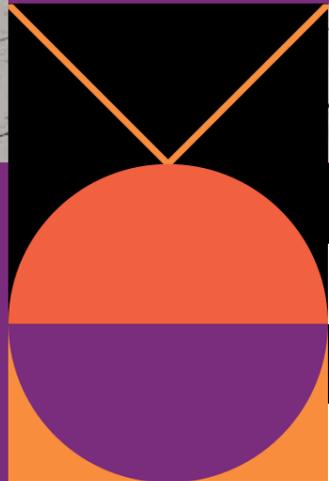
# The New Center of Warsaw

We continue to transform the heart of the capital into a modern, aesthetic space that is comfortable in everyday use.

The New Center of Warsaw program is a comprehensive set of measures in the city center that organize space, strengthen representative functions, and improve conditions for pedestrians, cyclists, and public transport passengers. In 2025, we implemented further stages of this long-term vision – some of the investments were completed, others entered into the implementation phase, and yet others were prepared for launch.

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<b>16</b>	Marszałkowska St.
<b>18</b>	Plac Bankowy Square
<b>20</b>	Three Crosses Square
<b>22</b>	Okrzei St.
<b>24</b>	Plans for the coming years



# Central Square

Warsaw was missing a place like this. Today, trees, shrubs, and perennials grow on Central Square, and you can relax comfortably among the greenery thanks to the numerous benches and seats. We created a friendly space for relaxation and meetings. We recreated the outline of pre-war streets in the floor: Wielka St., Zienna St., and Złota St., restoring the memory of the capital's former urban layout.



## THE THREE TOTEMS

Three totems with information boards were placed in Central Sq.

Each wall of the totem includes a description of the history and dates that were important to the creation of the square's floor: 1939, 1940, 1955 i 2025.

## RICH AND DIVERSE VEGETATION



**102**  
NEW TREES



**1,000 m<sup>2</sup>**  
OF FLOWER BEDS



**3,500 m<sup>2</sup>**  
OF LAWNS

The square was built on the site of a degraded part of Defilad Sq. The aim of the investment was to create a green, intimate space in the very center of the city. The project was developed by a team of architects from the A-A Collective studio in cooperation with the Office of Architecture and Spatial Planning, and implemented by the Public Roads Authority. The work took almost two years.

The new square became one of the most attractive places in the center of Warsaw. We planted over 100 trees and thousands of bulbous plants and shrubs. The trees were placed in special anti-compression cages, resembling large boxes filled with fertile soil. Greenery is supported by retention systems that collect rainwater and keep plants properly hydrated.

Five types of stone were used to lay the floor, including reclaimed granite cubes from Defilad Sq. The layout of pavements and greenery reflects the pre-war street grid and the outline of former tenement houses and their courtyards.

The honorary tribune – which had not served its original function for years – was incorporated into the new layout. It was populated with plants, and its upper level now serves as an observation deck. Part of the square between the tribune and Marszałkowska St. was adapted to host outdoor events. After dark, the space is illuminated by new streetlights and restored, historic candelabras with granite columns and milky lampshades.

Central Sq. was opened in June 2025 and quickly became a vibrant meeting place. In the summer, numerous concerts, theater performances and open-air exhibitions took place here. The investment is an important step towards the transformation of Warsaw's central streets and squares, carried out as part of the New Center of Warsaw program.



# Złota St. and Zgoda St.

One of the largest investments in the New Center of Warsaw project is currently underway. The appearance of the reconstructed quarter of Złota St., Zgoda St., Jasna St., and Sienkiewicza St. is getting closer to its final form with each passing week. The work is scheduled for completion in 2026.



## GETTING RID OF THE URBAN "HEAT ISLAND"

Together with scientists, we conducted local climate research in the area of Złota St. and Zgoda St. It turned out that the area overheats during the day and does not cool down at night.

Solution? Greenery and retention.

### IMPORTANT FIGURES:

 **2**  
FOUNTAINS

 **167**  
TREES

 **3,500 m<sup>2</sup>**  
OF GREENERY

Until recently, this part of Warsaw resembled a forgotten hinterland rather than the very center of the capital. Uneven sidewalks, cracked asphalt, randomly planted trees, and cars occupying every free inch of space made the place simply ugly. This is changing.

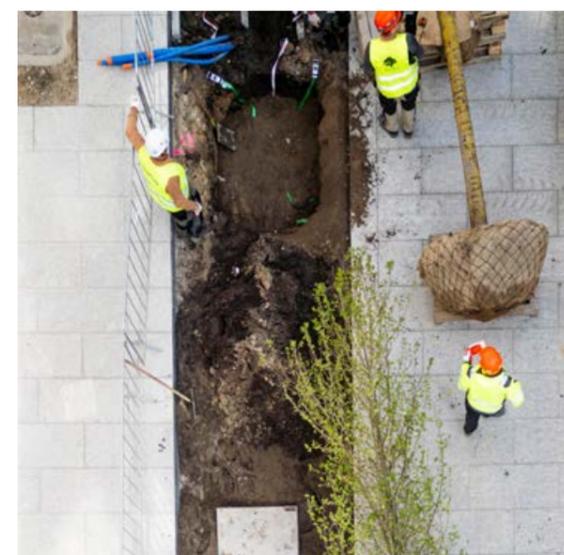
The new space will be very green and pedestrian-friendly. We are transforming the spaces that previously served as parking lots into three new squares. In addition to 167 new trees and 3,000 m<sup>2</sup> of greenery with perennials and shrubs, high-quality small architecture will appear in the quarter. Space for gastronomic gardens is also planned.

The reconstruction will enable the connection of inner-city activity areas: Central Sq., Five Corners Sq., and Powstańców Warszawy Sq., as well as Chmielna St. and Bracka St. Before, they were islands, but now they're merging into one high-quality public space.

In November 2025, we opened a new pedestrian crossing across Marszałkowska St. at the height of Złota St. The new pedestrian and bike axis allows you to quickly and safely reach the Museum of Modern Art, the Palace of Culture and Science and Central Sq. from Złota St. This is not the end of the changes – another crossing is being built, this time at the height of Sienkiewicza St.

One of the key objectives of the New Center of Warsaw project is climate protection. Greenery is to play not only an aesthetic role, but also an ecological one. Biologically active areas are being created that will allow rainwater to soak into the ground instead of flowing into the sewage system. Plants were carefully selected to attract pollinating insects and birds, while not requiring intensive care. The plants will be watered with rainwater collected in retention reservoirs built on Złota St. There will also be fountains there – which will help moderate the climate while enhancing the the environment.

As part of the New Center of Warsaw project, we are creating a city that copes better with heat waves, offers rest areas in the shade of trees, cleaner air, and greater comfort for residents and visitors.



# Marszałkowska St.

Marszałkowska St. is Warsaw's showpiece. Renovating such a showpiece is like renovating an apartment – it is better to do it in stages so that you can still live there during the work. For this reason, we are reconstructing Marszałkowska St. section by section. This is all part of the New Center of Warsaw program.



## NEW GREENERY

**115**  
COLUMNAR ELMS IN THE CENTRAL STRIP – GREEN ROWS BETWEEN TRAM TRACKS

**44**  
SILVER LINDEN TREES ON THE SECTION BETWEEN KRÓLEWSKA ST. AND ŚWIĘTOKRZYSKA ST.

This time, we focused on the section from Królewska St. to Świętokrzyska St. The task was carried out in cooperation with Warsaw Trams, the company that reconstructed the tram tracks. As part of their investment, they also prepared separation strips along the tracks, intended for planting tall and low greenery.

We were responsible for planting the greenery. New trees appeared in the central strip of Marszałkowska St. – from Central Sq. to Królewska St. We planted 115 narrow, columnar elms. They form green rows between which trams run. The trees will be planted with shiny cotoneaster and perennials in subdued colors. We are also supplementing the existing greenery by planting as many as 44 silver linden trees along the Królewska St.–Świętokrzyska St. section.

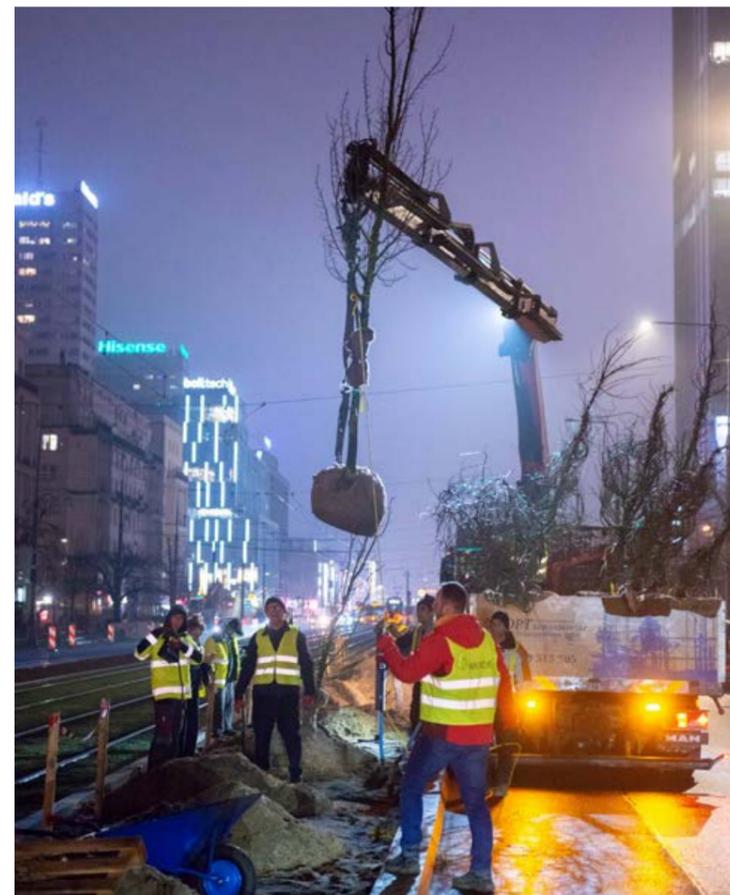
That's not all. A missing section of bike path is being built along the eastern side of Marszałkowska St., between Świętokrzyska St. and Królewska St. As part of the reconstruction of the Złota St. and Zgoda St. quarter, a section of bike path is also being built from Świętokrzyska St. to Złota St. These are further milestones towards creating a coherent, convenient network of bicycle routes in the very center of Warsaw. **It is going to be safer – an elevated pedestrian crossing and bike crossing are being built at the intersection with Rysia St.**

We are already preparing to reconstruct another part of Marszałkowska St. – this time its southern section, from Nowogrodzka St. to Piękna St. For more information, see page 24, section **Plans for the coming years.**



## NIGHT GARDENERS

The trees along the tracks were planted at night, thanks to cooperation with Warsaw Trams.



# Bankowy Square

Bankowy Sq. gained a new look in 2025. On its western side, residents can relax surrounded by new greenery and enjoy the reconstructed sidewalks and bike paths. On the eastern side, we also renovated the sidewalks and, as on the city hall side, replaced concrete with trees and low vegetation.



## GREENING IN STAGES

2023	20 NEW TREES
2024	17 NEW TREES
2025	29 NEW TREES

The transformation of Bankowy Sq. is carried out in stages. It began in 2023, when we renovated the surface of the eastern roadway of the square, built a bike path, and planted two new rows of trees.

In the spring of 2024, we planted more trees on Elektoralna St., and in the summer we renovated the surface of the western roadway. New plantings also appeared in the median strip.

In 2025, we completed the greening of the area in front of the city hall and the Province Governor's Office. The Juliusz Słowacki Monument is now surrounded by numerous perennials and – above all – new trees, of which we planted 17 there.

You can admire the green square while relaxing on one of the many benches arranged throughout the space. People in a hurry will certainly find it more pleasant to walk across the square surrounded by plants, especially on the smooth, elegant sidewalk. New surface was also laid on the bike path.

Thanks to an agreement with the Public Transport Authority, two bus stops were merged into one, serving all lines. We removed concrete from areas closed to traffic and from the islands surrounding the parking lot. The new greenery layout is consistent with the concept of changes to Bankowy Sq., developed during public consultations.

Changes were also made on the eastern side. More greenery, including new trees, appeared around the Stefan Starzyński Monument.

The transformation also included the square in front of the building at 4 Bankowy Sq. We renovated the sidewalks – the old cobblestones were replaced with new slabs, maintained to the standard found on the western side of the square. Now there are pergolas that will be covered with climbing plants, and new small architecture.



# Three Crosses Square

More trees, shrubs, and flowers replaced concrete and asphalt in the center of Warsaw. The works included the parking lot on the western side of Three Crosses Sq., between Hoża St. and Żurawia St. This would not be possible without cooperation with the Ministry of Development and Technology, to whom this area belongs.

## FIGURES AND RESULTS:



**28**  
TREES PLANTED IN THE  
FIRST STAGE (LINDEN TREES,  
HAWTHORNS, PEAR TREES)



**10**  
NEW LINDEN TREES PLANTED  
NOW ON THE WESTERN SIDE



**HALF**  
OF THE MINISTRY OF  
ECONOMIC DEVELOPMENT  
AND TECHNOLOGY  
PARKING LOT TURNED  
INTO GREEN SPACE

Three years ago, Three Crosses Sq. underwent the first stage of its transformation. Following consultations with the Mazovian Provincial Conservator of Monuments and the National Heritage Institute, 28 beautiful trees – linden trees, hawthorns, and pear trees – were planted in this historic square. These are tall and resistant trees, some of which waited in nurseries for their time for up to several years or even decades.

Children from inner-city kindergartens and primary schools became patrons of the trees. Together with the mayor Rafał Trzaskowski, the youngest classes and kindergarten groups symbolically helped to finish planting the greenery. To this day, commemorative plaques remain in place, and the trees themselves become more and more green with each season, growing together with the children.

The first stage of work sparked a discussion about the role of greenery in the city and the scale of actions that should be taken. Questions often concerned the western frontage of the square, which is occupied by the Ministry of Economic Development and Technology (MRiT) building with a large parking lot adjoining it at the front. However, this area does not belong to the city, so it could not be immediately covered with greenery. Nevertheless, once the work was completed, we began talks with the MRiT. Results?

Half of the parking lot was replaced with greenery. We dismantled the semicircular “teardrop” on the sidewalk side. Ten linden trees were planted there, the same species as the largest trees planted on the eastern side of the square, in the area of Książęca St. In addition, new lawns were created, along with an ornamental flower bed composed of various species of perennials, and a cotoneaster hedge. Magnolias were planted closer to the building's facade.

The sidewalk was also extended – at the height of the existing pedestrian crossing. This made it easier for pedestrians to reach the MRiT building without having to take a detour.



# Okrzei St.

After the completion of the pedestrian and bike bridge, the New Center of Warsaw crossed the Vistula and reached its right bank. In the summer of 2025, we began a comprehensive modernization of Okrzei St. – a natural extension of the pedestrian route leading from the left bank of the Vistula boulevards to Stara Praga.



## ANTI-COMPRESSION MODULES

The new trees on Okrzei St. will be placed in so-called anti-compression cages, resembling large boxes. Cages increase space for root development and prevent them from being compressed. We fill them with soil rich in nutrients.

### IMPORTANT FIGURES:

**20 MILLION PLN**  
THE COST OF THE RECONSTRUCTION

**17**  
MONTHS OF PLANNED WORK

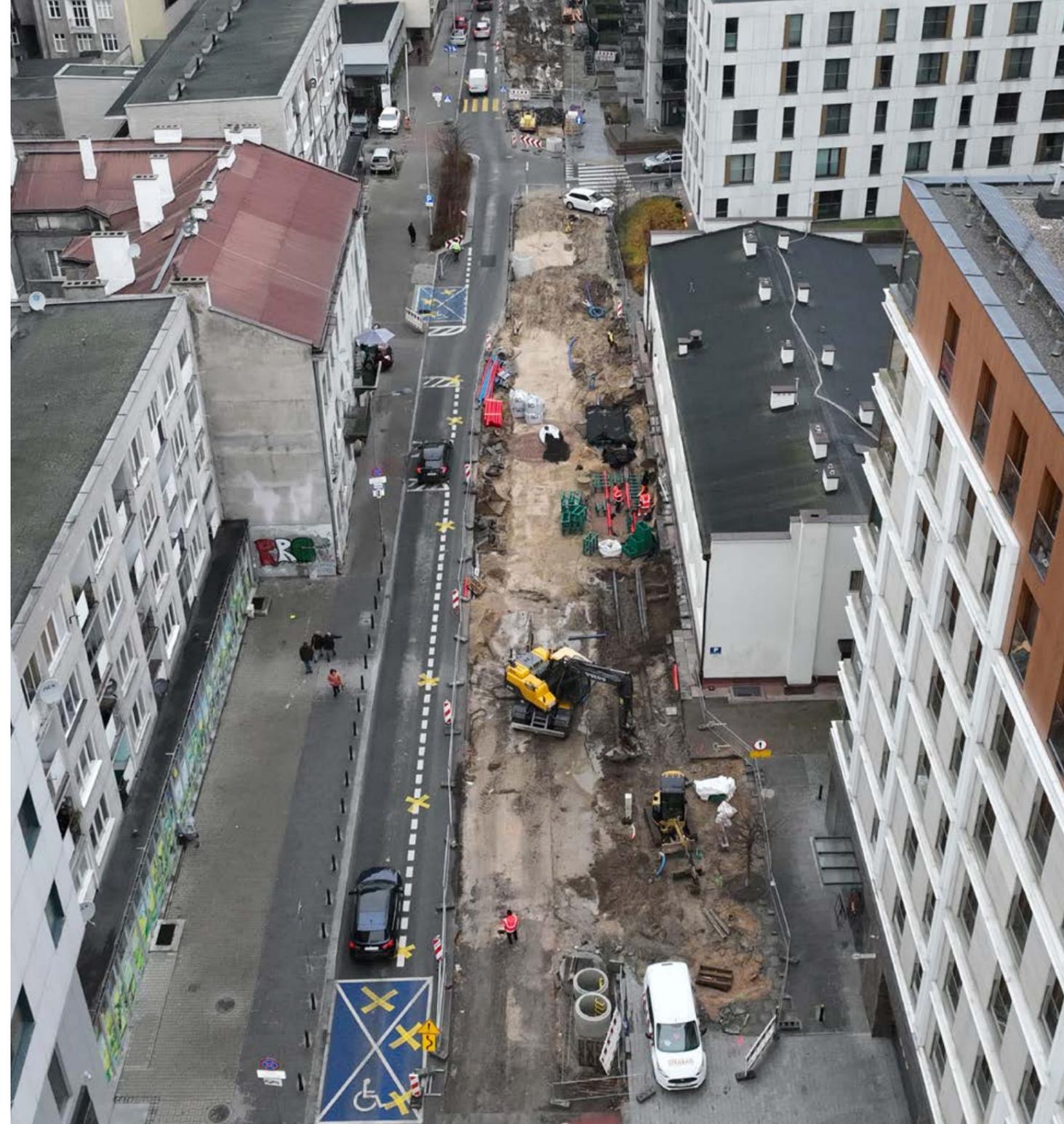
The modernization covers the section from Wybrzeże Szczecińskie St. to Jagiellońska St. Once completed, the street will be transformed into a green space that is friendly to pedestrians and cyclists. As with the investments already completed as part of the New Center of Warsaw, modern solutions and high-quality materials will be used in the reconstruction of Okrzei St. Greenery and aesthetic small architecture will appear. The cost of the reconstruction is just over PLN 20 M. The work is carried out by Strabag.

Okrzei St. will become a green promenade – a space giving priority to pedestrians and cyclists. Instead of asphalt, there will be an attractive stone surface and rows of trees. There will be one lane for cars and buses – traffic will flow one-way, as before. A two-way bike path will be built on the north side of Okrzei St., with wide sidewalks on both sides and space for gastronomic gardens.

As part of the reconstruction, 74 new trees will be planted to form rows. We also plan to add new flower beds, shrubs, and small architecture. The main green belt will be divided crosswise by rest areas.

The selected vegetation will be suitable for urban conditions. In Okrzei St., there will be, among others, a small-fruited pear and a red maple. Trees will be planted in anti-compression modules. This solution already proved successful at Five Corners Sq. and the new Central Sq., among other places.

The reconstruction will also include modernization of the water and sewage, energy and lighting networks. The work will take 17 months.



# Plans for the coming years

It is getting clearer how individual investments within the New Center of Warsaw project fit together into a coherent whole. Comfortable sidewalks, bike paths, and pedestrian crossings are starting to connect squares and plazas in the center of Warsaw. We are not stopping – here are our plans for the coming years.



## WE WILL CONNECT THE ROYAL ROUTE WITH STARA PRAGA

Thanks to the reconstruction of Karowa St., another convenient pedestrian route will be created – from Krakowskie Przedmieście St., it will be possible to take a walk along Karowa St., across the pedestrian and bike bridge, to Okrzei St., which is currently undergoing reconstruction, and to Stara Praga, the streets of which are also awaiting a comprehensive metamorphosis.



At the end of 2025, we received the project documentation for the reconstruction of Krucza St. The most important objective is to transform the center of the roadway into a pedestrian walkway lined with trees and small architecture. Traffic will calm down, and elevated pedestrian crossings will also increase safety. A new “central” investment square will also be created between Wspólna St. and Hoża St.

After reconstructing Krucza St., we are going to make changes to the next part of Marszałkowska St. – from Nowogrodzka St. to Piękna St. A bike path will be built on the eastern side of the roadway. New vegetation will appear, among other places, in the strip separating the two-lane roadway from the tram tracks. Parking will be better organized. Additional pedestrian crossings will be built at Żurawia St. and Wilcza St.

Okrzei St. is undergoing reconstruction, but that’s not the end of the changes on the right bank of the Vistula. Last year, in an architectural competition, an award-winning concept for the redevelopment of streets and squares in the center of Stara Praga was selected. An area of almost three hectares will undergo a metamorphosis! A new city square will be created at the intersection of Okrzei St. and Jagiellońska St. The modernization will also include Weteranów 1863 Sq., Floriańska St., and parts of Kłopotowskiego St., Okrzei St. and Jagiellońska St. Among other things, a rose garden with a pergola will be created in front of the entrance to the Praga Hospital, the entrance to St. Florian’s Cathedral with rest areas will be clearly marked, and a recreation zone will be created in the vicinity of the “Rusałka” milk bar.

The architectural concept for the reconstruction of Karowa St. was also chosen. The designers proposed gentle, wide stairs with an elevator, which will allow visitors to comfortably overcome the considerable difference in height created by the Warsaw escarpment. The authors of the winning concept, RS Architektura studio, will be responsible for preparing the reconstruction project. Once the changes are designed, we will announce a tender for the reconstruction.



Krucza St. – visualization



Karowa St. – visualization



# Renovation program

Our main task is to maintain Warsaw's roads. Every year, we replace surface of dozens of kilometers of roads, sidewalks, and bike paths. We often use the opportunity to introduce changes during renovation so that the street best meets the needs of residents.

## IMPORTANT FIGURES:



**46 km**  
OF NEW ROAD SURFACING  
WAS COMPLETED ON  
ROADS MANAGED BY THE  
ZDM



**approx. 40,000 m<sup>2</sup>**  
OF NEW SIDEWALK  
SURFACES WERE  
INSTALLED



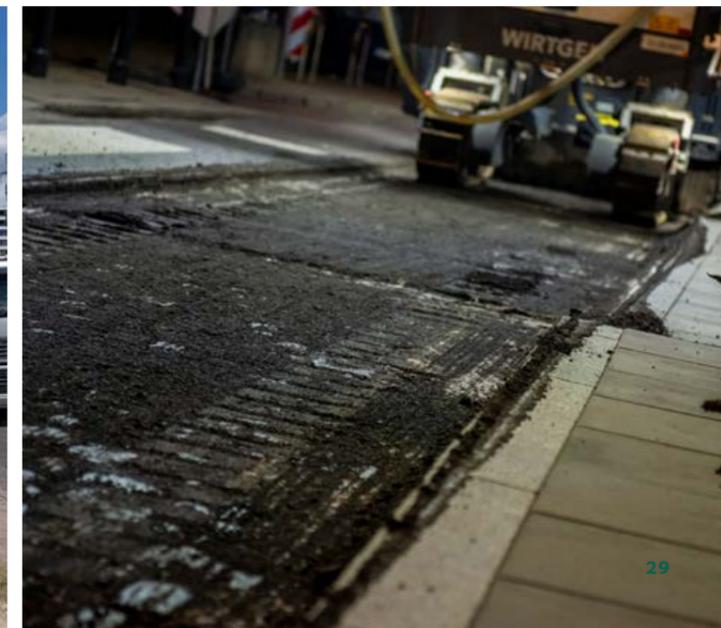
**20.7 km**  
OF RENOVATED BIKE PATHS

2025 was a record year for us in terms of renovations. New surface was laid on approx. 45 km of roads that we manage. We carried out the work almost throughout the entire year – from spring to late fall. We commissioned them to companies selected in tenders – thanks to favorable bids, among other things, we were able to renovate significantly more streets than we had originally planned – and to the municipal Road Repair and Maintenance Department. In many cases, in addition to replacing the surface, we implemented changes in traffic organization on the renovated streets. Their primary purpose was to improve the safety and functionality of the street. You can read more about this in the chapter “Changes in traffic organization”.

We strive to ensure that the work causes as little inconvenience as possible to residents. That is why we often carry them out on weekends, when there is less traffic on the streets. However, many renovations – especially those covering longer sections or requiring additional work – took more time, e.g., Modlińska St. However, the work is always carried out in such a way as to maintain traffic flow, and detours are also designated.

Last year, we also ensured that approx. 40,000 m<sup>2</sup> of sidewalks had even surfaces. We replace old paving stones and asphalt with new slabs both as part of larger investments, e.g., Ciszewskiego St., and as completely separate projects. Pedestrians can see this for themselves by using the renovated sidewalks along Armii Ludowej Av. and Mickiewicza St. In addition to renovations, we also build completely new sidewalks. Last year, they were built, among others, along Wólczyńska St.

We also cannot forget about bike paths. As much as 20.7 km of routes underwent renovation last year. The oldest sections were used by cyclists for several decades. As with roads and sidewalks, their surface also wears out over time. In many cases, it is still built from paving stones. We replaced it with asphalt, taking the opportunity to make improvements, including along Jana Pawła II Av. and Ciszewskiego St.



# Andersa St.

In 2025, we completed one of the key cycling investments in northern Śródmieście – the construction of the longest section of the north-south bike route along Andersa St., together with a system of connections on the adjacent streets – Bonifraterska St. and Muranowska St.

## RECONSTRUCTION IN FIGURES:



**over 1,5 km**  
OF NEW BIKE PATHS, INCLUDING  
12 NEW BIKE CROSSINGS

**over 0,5 km**  
OF NEW TWO-WAY BIKE LANES

**0,3 km**  
OF RENOVATED BIKE PATHS



**3,860 m<sup>2</sup>**  
OF NEW ROADWAY SURFACE



**57**  
NEW TREES

**2,444**  
NEW SHRUBS

These works are the next stage in the development of the city center's cycling "backbone". The investment improved conditions for everyday cycling, increased safety for all road users, and contributed to improving the quality of public space. In previous years, we built a bike path along Marszałkowska St. and at Bankowy Sq.

We built a two-way bike path on the western side of Andersa St., on the section from "Alka" Dawidowskiego St. to Nowolipki St. The route was supplemented with a set of bike crossings at the intersections with Stawki St. and Anielewicz St., which ensured a coherent and convenient cycling infrastructure. In addition, we made a bike crossing at the level of Edelman Sq. A two-way bike path was built on the northern side of Muranowska St. The system was supplemented by two-way bike lanes on Bonifraterska St. between Międzyparkowa St. and Sapieżyńska St., which integrated the new route into a wider network of connections. An advanced stop line was created to enable turning onto Konwiktorska St..

We also renovated the old stone-paved bike path on Świętojerska St. and Anielewicz St. At the same time, the intersections with Stawki St. and with Świętojerska St. and Anielewicz St. were also reconstructed, making them safer for all road users.

The project was implemented with great attention to the existing greenery and the quality of space. The bike route on Andersa St. was partially separated from the roadway and designed to bypass the rows of Muranów trees. We also removed some of the paving slabs, which allowed for the introduction of additional greenery. These activities covered not only Andersa St., but also the entire length of Świętojerska St.

At the same time, design work is underway on further sections of the north-south corridor: on Andersa St. between Nowolipki St. and Bankowy Sq., and along Mickiewicza St. to Wilsona Sq. After completing all the above-mentioned stages, the bike corridor running along Mickiewicza St., Andersa St., Marszałkowska St. and Waryńskiego St. will be nearly 8 kilometers long.



# Solidarności Av. and Leszno St.

In the spring of 2025, work began on the reconstruction of Solidarności Av. and Leszno St. A key element of the changes being introduced is the construction of another section of the east-west bike route. Of course, new trees and shrubs had to be planted.

## INVESTMENT IN FIGURES:



**4,125 m<sup>2</sup>**  
OF RENOVATED SIDEWALKS



**over 1 km**  
OF NEW BIKE PATH

**25**  
NEW BIKE RACKS

We planned the bike route on the northern side, from Okopowa St. to Jana Pawła II Av. At the intersection with Żelazna St., in the immediate vicinity of the Wola District Office, bike crossings are being built to serve all routes. The entire project will create a continuous cycling corridor from Bemowo through Wola to Śródmieście, where the route will connect with the north-south line along Jana Pawła II Av.

The northern roadway of Solidarności Av. (towards Bemowo) is also undergoing a transformation. Two lanes remain out of the previous three – parking will be moved from the sidewalks to the previous third lane. In turn, on the one-way section of Leszno St., car traffic will take place on the previously unused area excluded from traffic, and the bike path will follow the current lane. This will preserve greenery, including valuable trees. Pedestrian comfort will be ensured by renovated sidewalks along the entire length of the investment.

The transformation of Solidarity Av. is complemented by new trees and shrubs, which enrich the existing greenery along the roadway. The project envisages several species of trees: elms, alders, cherry trees, and chestnut trees, as well as low greenery – shrubs and perennials. The selected shrub species include purple gromwell, euonymus, spiraea, cotoneaster, and groundcover roses. Perennials included asters, false spirea, echinacea, sage, and tulips.

## GREENERY IN NUMBERS:

**59**  
TREES  
PLANTED

**14,000 m<sup>2</sup>**  
OF NEW SHRUBS  
AND PERENNIALS



# Jana Pawła II Av.

A new bike path, three pocket parks, nearly 100 new trees and a redesigned space for pedestrians and drivers – these are the changes coming to the eastern side of Jana Pawła II Av. On the section from the UN Roundabout to Solidarności Av.

RECONSTRUCTION IN FIGURES:



**1 km**  
OF NEW BIKE PATH

**85**  
NEW BIKE RACKS



**approx. 10,000 m<sup>2</sup>**  
OF RENOVATED SIDEWALKS



**3**  
POCKET PARKS

**99**  
TREES PLANTED

The investment began in 2025 and will continue in 2026. The aim of the reconstruction is to make this degraded street greener, safer, and more friendly.

A key element of the investment is the construction of a new bike path. A section of nearly one kilometer on the eastern side of the street will create a coherent and convenient connection between the United Nations Roundabout and Solidarności Av. A short section of a contraflow bike lane will also be created along Elektoralna St., providing access to Bankowy Sq.

At the intersection with Twarda St., a raised pedestrian crossing and a bike crossing will be constructed, emphasizing priority for vulnerable road users. Twarda St. itself will become one-way for cars.

The space will be enriched by three new pocket parks – intimate, green enclaves designed for the relaxation and everyday comfort of residents. They will be equipped with modern urban furniture: benches with dynamic, wavy shapes and distinctive, round metal seats. The whole will be complemented by carefully selected decorative greenery – compositions of flowers, perennials, grasses, and low shrubs, including roses, hydrangeas, tulips, geraniums, and daylilies.

The scope of the investment will be complemented by a comprehensive renovation of the sidewalks. The unsightly combination of concrete, paving stones, and worn slabs will be replaced with elegant granite slabs. Shopping pavilions trees planted will return to the area of Mier Halls area in a modern and elegant form.



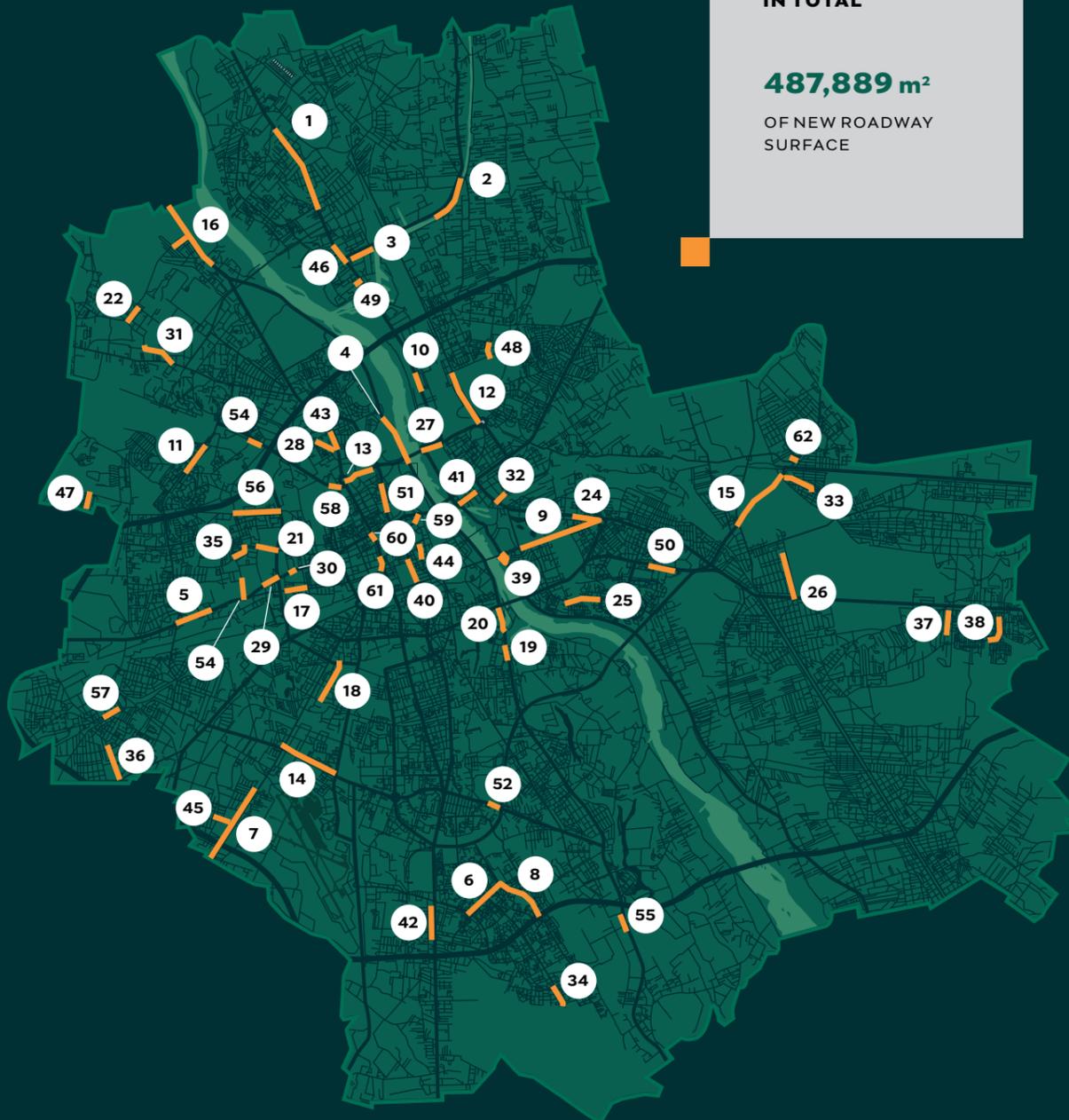
# Roadway renovations

We are responsible for over 800 km of Warsaw's roads. Every year, as part of tenders or orders for the municipal Road Repair and Maintenance Department, they undergo repairs and reconstruction. In this respect, 2025 was a record year. We worked on nearly 60 streets, and new surface was laid on roadways covering a total length of approx. 46 km.

**IN TOTAL**

**487,889 m<sup>2</sup>**

OF NEW ROADWAY SURFACE

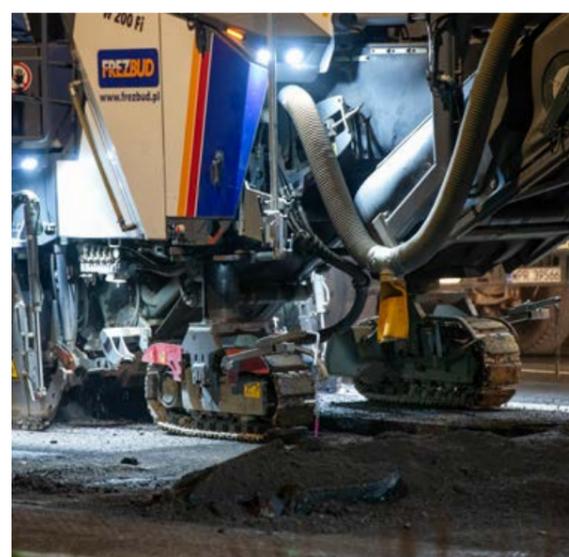


	STREET	SECTION	SURFACE
1	<b>MODLIŃSKA</b>	from Ćwiklińskiej St. to Światowida St. (western roadway)	<b>36,208 m<sup>2</sup></b>
2	<b>PŁOCHOCIŃSKA</b>	from Huczna St. to the intersection of Krzyżówki St. and Spedycyjna St.	<b>29,110 m<sup>2</sup></b>
3	<b>PŁOCHOCIŃSKA</b>	from the "Zaplecze" bus stop to Cieślewskich St.	
4	<b>WYBRZEŻE GDYŃSKIE</b>	From Wenedów St. to Krasińskiego St.	<b>23,419 m<sup>2</sup></b>
5	<b>POŁCZYŃSKA</b>	from Fort Wola to the railway tracks (northern roadway), from the railway tracks to the intersection of Powstańców Śląskich St. and Dźwigowa St.	<b>22,741 m<sup>2</sup></b>
6	<b>CISZEWSKIEGO</b>	from the intersection of Rodowicza "Anody" Av. and Rosoła St. to Pileckiego St.	<b>20,753 m<sup>2</sup></b>
7	<b>KRAKOWSKA AV.</b>	from Cyprysowa St. to Szyszkowa St. (western roadway, right lane), from Szyszkowa St. to route S2 (western roadway), from route S2 to the city border)	<b>19,857 m<sup>2</sup></b>
8	<b>ROSOŁA</b>	from Płaskowickiej St. to the intersection with Panoramiczna St. and Wesoła St., from the intersection with Panoramiczna St. and Wesoła St. to Ciszewskiego St. (eastern roadway)	<b>15,450 m<sup>2</sup></b>
9	<b>WASZYNGTONA AV.</b>	from the Waszyngtona Roundabout to Kinowa St. (right lanes), from Kinowa St. to the Wiatraczna Roundabout	<b>15,337 m<sup>2</sup></b>
10	<b>JAGIELLOŃSKA *</b>	from Kotsisa St. to Budzińskiej-Tylickiej St.	<b>14,166 m<sup>2</sup></b>
11	<b>POWSTAŃCÓW ŚLĄSKICH</b>	from Piastów Śląskich St. to Morcinka St., from Morcinka St. to Wrocławska St. (northern roadway)	<b>13,700 m<sup>2</sup></b>
12	<b>ŚW. J. ODROWĄŻA</b>	from the intersection with Matki Teresy z Kalkuty St. and Budowlana St. to the Żaba Roundabout (western roadway)	<b>13,330 m<sup>2</sup></b>
13	<b>SŁOMIŃSKIEGO</b>	from the Zgrupowania AK "Radosław" Roundabout to the Warszawa Gdańska railway station (southern roadway)	<b>12,933 m<sup>2</sup></b>
14	<b>HYNKA</b>	from Żwirki i Wigury St. to Krakowska Av.	<b>12,775 m<sup>2</sup></b>
15	<b>MARSA</b>	from Żołnierska St. to Ilskiego St.	<b>12,632 m<sup>2</sup></b>
16	<b>PUŁKOWA</b>	from the city border to Heroldów St. (western roadway, right lane)	<b>12,431 m<sup>2</sup></b>
17	<b>KASPRZAKA</b>	from Płocka St. to Bema St.	<b>11,709 m<sup>2</sup></b>
18	<b>PAWIŃSKIEGO</b>	from Banacha St. to Korotyńskiego St.	<b>11,208 m<sup>2</sup></b>
19	<b>CZERNIAKOWSKA</b>	from Bartycka St. to Mikkego St. (eastern roadway)	<b>11,187 m<sup>2</sup></b>
20	<b>CZERNIAKOWSKA</b>	from Zaruskiego St. to the Łazienki Bridge (eastern roadway)	
21	<b>GÓRCZEWSKA</b>	from Prymasa Tysiąclecia Av. to the intersection with Deotymy St. and Elekcyjna St.	<b>11,000 m<sup>2</sup></b>
22	<b>WÓYCICKIEGO</b>	from Wólczyńska St. do Palisadowa St.	<b>10,944 m<sup>2</sup></b>
23	<b>WÓYCICKIEGO</b>	from Żubrowa St. to Pułkowa St.	
24	<b>GROCHOWSKA</b>	from the intersection with Międzyborska St. and Podskarbińska St. to the Wiatraczna Roundabout	<b>9,516 m<sup>2</sup></b>

\* private developer

	ULICA	ODCINEK	POWIERZCHNIA
25	<b>BORA-KOMOROWSKIEGO</b>	from Afrykańska to Abrahama St.	9,418 m <sup>2</sup>
26	<b>KOŚCIUSZKOWCÓW</b>	from Czecha St. do 85 Kościuszkowców St.	7,386 m <sup>2</sup>
27	<b>STARZYŃSKIEGO</b>	from the Gdańsk Bridge to the Starzyńskiego Roundabout (exit and viaduct)	6,888 m <sup>2</sup>
28	<b>BRONIEWSKIEGO</b>	from Grunwaldzki Sq. to Krasiński St.	6,616 m <sup>2</sup>
29	<b>WOLSKA</b>	from Prymasa Tysiąclecia Av. to Elekcyjna St. (northern roadway)	6,514 m <sup>2</sup>
30	<b>WOLSKA</b>	from Syreny St. to Sokołowska St. (northern roadway, right lane)	6,387 m <sup>2</sup>
31	<b>WÓLCZYŃSKA</b>	from Arkuszowa St. to the railway tracks	6,281 m <sup>2</sup>
32	<b>KIJOWSKA</b>	from Targowa St. to Markowska St.	6,150 m <sup>2</sup>
33	<b>ILSKIEGO – KOMANDOSÓW AV.</b>	from the railway siding to the intersection of Niedziałkowskiego St. and Gembarzewskiego St.	6,150 m <sup>2</sup>
34	<b>KOMISJI EDUKACJI NARODOWEJ AV.</b>	from Wąwozowa St. to Kabacka St.	5,813 m <sup>2</sup>
35	<b>JANA OLBRACHTA</b>	from Redutowa St. to Górczewska St.	5,638 m <sup>2</sup>
36	<b>SOSNKOWSKIEGO</b>	from Bodycha St. to the intersection with Pużaka St. and Kompanii AK "Kordian" St.	5,537 m <sup>2</sup>
37	<b>JANA PAWŁA II (Wesoła)</b>	from Gościniec St. to Graniczna St.	5,488 m <sup>2</sup>
38	<b>JANA PAWŁA II (Wesoła)</b>	from Pogodna St. to Ułańska St.	5,300 m <sup>2</sup>
39	<b>WAŁ MIEDZESZYŃSKI</b>	exit from the Poniatowski Bridge and the intersection area	4,649 m <sup>2</sup>
40	<b>MARSZAŁKOWSKA</b>	from Świętokrzyska St. to Widok St. (western roadway)	4,628 m <sup>2</sup>
41	<b>KŁOPOTOWSKIEGO</b>	from Jagiellońska St. to Pańska St.	4,614 m <sup>2</sup>
42	<b>PUŁAWSKA</b>	from 280 Puławska St. to Płaskowicka St. (western roadway, right lane)	4,309 m <sup>2</sup>
43	<b>POPIEŁUSZKI</b>	from Grunwald Sq. to Krasińskiego St. (eastern roadway)	4,074 m <sup>2</sup>
44	<b>MAZOWIECKA</b>	from Małachowski Sq. to Świętokrzyska St.	4,000 m <sup>2</sup>
45	<b>SZYSZKOWA</b>	from Działkowa St. to the roundabout towards Krakowska Av.	3,953 m <sup>2</sup>
46	<b>MODLIŃSKA</b>	from Przaśna St. to Płochocińska St. (western roadway)	3,750 m <sup>2</sup>
47	<b>BOLIMOWSKA</b>	from Kocjana St. to Dobrzańskiego "Hubala" St.	3,706 m <sup>2</sup>
48	<b>CHODECKA</b>	from Balkonowa St. to Matki Teresy z Kalkuty St., including Matki Teresy z Kalkuty St. in the area of the intersection	3,273 m <sup>2</sup>
49	<b>ŻERAŃSKA</b>	from Modlińska St. to Klembowska St.	3,050 m <sup>2</sup>
50	<b>OSTROBRAMSKA</b>	from 77 Ostrobramska St. to Rodziewiczówny St. (southern roadway, right lane)	2,860 m <sup>2</sup>
51	<b>ANDERSA</b>	from Stawki St. to Nowolipki St.	2,567 m <sup>2</sup>
52	<b>WILANOWSKA AV.</b>	from 257 Wilanowska Av. to Służewiecka Valley	2,461 m <sup>2</sup>
53	<b>OBOZOWA</b>	from the intersection with Magistracka St. and Długomiła St. to Prymasa Tysiąclecia Av. (southern roadway), from the intersection with Długomiła St. and Magistracka St. to the intersection with Dahlberga St. and Deotymy St. (northern roadway), from Księcia Janusza St. to the intersection with Deotymy St. and Dahlberga St. (southern roadway)	2,377 m <sup>2</sup>
54	<b>REDUTOWA*</b>	from Nakielska St. to Wolska St.	2,074 m <sup>2</sup>
55	<b>PRZYCZÓŁKOWA</b>	in the area of the intersection with Pałacowa St.	1,697 m <sup>2</sup>
56	<b>POWĄZKOWSKA</b>	from Obrońców Tobruku St. to the exit to Maczka St.	1,601 m <sup>2</sup>
57	<b>TRAKTORZYSTÓW</b>	from Dyrekcyjna St. to Warszawa Ursus railway station	1,424 m <sup>2</sup>
58	<b>POWĄZKOWSKA</b>	from the St. Honorata Gate to Okopowa St. (southern side, right lane)	1,336 m <sup>2</sup>
59	<b>SENATORSKA</b>	from Moliera St. to Miodowa St.	1,324 m <sup>2</sup>
60	<b>JANA PAWŁA II AV.</b>	from Solidarności Av. to Ogrodowa St. (western roadway, right lane)	340 m <sup>2</sup>
61	<b>JANA PAWŁA II AV.</b>	from Grzybowska St. to the UN Roundabout (western roadway, right lane)	
62	<b>PADEREWSKIEGO</b>	from Katuszy St. to Chruściela "Montera" St.	

\* private developer

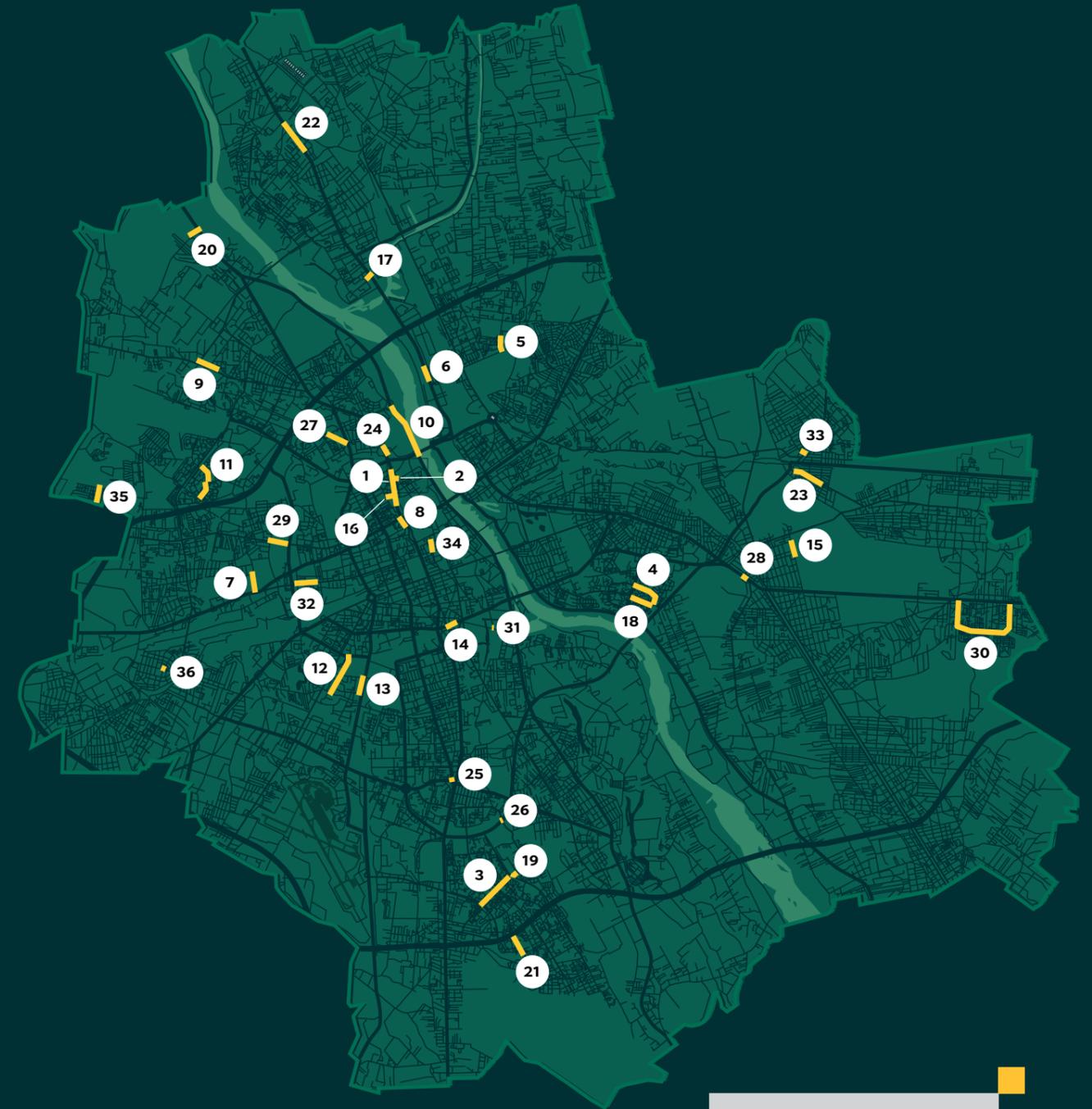


# Sidewalk renovations

To make Warsaw a friendly and comfortable place for pedestrians, we care about the quality of sidewalk surfaces. Every year, we renovate and reconstruct more sidewalks, replacing old paving stones – and sometimes even asphalt – with new slabs. We also construct completely new sidewalks, providing pedestrians with safe and convenient infrastructure.

	STREET	SECTION	SURFACE
1	<b>ANDERSA</b>	from Nowolipki St. to Dawidowskiego St.	5,987 m <sup>2</sup>
2	<b>MURANOWSKA</b>	from Andersa St. to Bonifraterska St.	
3	<b>CISZEWSKIEGO</b>	from the intersection with Rodowicza "Anody" Av. and Rosoła St. to Pileckiego St. (selected parts)	4,747 m <sup>2</sup>
4	<b>UMIŃSKIEGO</b>	from Fieldorfa St. to Bora-Komorowskiego St.	3,690 m <sup>2</sup>
5	<b>CHODECKA</b>	from Balkonowa St. to Matki Teresy z Kalkuty St.	3,227 m <sup>2</sup>
6	<b>JAGIELLOŃSKA*</b>	from Kotsisa St. to Budzińskiej-Tylickiej St. (western side)	2,200 m <sup>2</sup>
7	<b>REDUTOWA*</b>	from Nakielska to Wolska	1,782 m <sup>2</sup>
8	<b>BANKOWY SQ.</b>	western side	1,675 m <sup>2</sup>
9	<b>WÓLCZYŃSKA</b>	from Horacego St. to Nocznickiego St. (northern side)	1,422 m <sup>2</sup>
10	<b>WYBRZEŻE GDYŃSKIE</b>	from Wenedów St. to Krasińskiego St. (selected parts)	1,217 m <sup>2</sup>
11	<b>WROCŁAWSKA</b>	from Blatona St. to Widawska (eastern side), from Widawska St. to Radiowa St. (western side)	1,020 m <sup>2</sup>
12	<b>PAWIŃSKIEGO</b>	from Banacha St. to Korotyńskiego St. (selected parts)	1,015 m <sup>2</sup>
13	<b>ŻWIRKII WIGURY</b>	from Księcia Trojdena St. to Pruszkowska St. (western side)	986 m <sup>2</sup>
14	<b>ARMII LUDOWEJ AV.</b>	from Marszałkowska St. to 3/5 Armii Ludowej Av. (southern side)	982 m <sup>2</sup>
15	<b>KOŚCIUSZKOWCÓW</b>	from Bychowska St. to Karpacka St.	955 m <sup>2</sup>
16	<b>ANIELEWICZA</b>	from Zamenhoffa St. to Andersa St. (northern side)	947 m <sup>2</sup>
17	<b>ŻERAŃSKA</b>	from Modlińska St. to Klembowska St.	934 m <sup>2</sup>
18	<b>BORA-KOMOROWSKIEGO</b>	from Fieldorfa "Nila" St. to the intersection of Jugosłowiańska St. and Umińskiego St. (southern side)	920 m <sup>2</sup>
19	<b>CISZEWSKIEGO*</b>	from the intersection of Rodowicza "Anody" Av. and Rosoła St. to Gutta St. (southern side)	900 m <sup>2</sup>
20	<b>WÓYCICKIEGO</b>	from UKSW to Pułkowa St.	896 m <sup>2</sup>
21	<b>STRYJEŃSKICH</b>	from 28 Na Uboczu St. to Belgradzka St.	856 m <sup>2</sup>
22	<b>MODLIŃSKA</b>	from Ćwiklińskiej St. to Mehoffera St. (western side, selected parts)	755 m <sup>2</sup>
23	<b>ILSKIEGO-KOMANDOSÓW AV.</b>	from the railway siding to the intersection of Niedziałkowskiego St. and Gembarzewskiego St.	621 m <sup>2</sup>
24	<b>MICKIEWICZA</b>	from Zajązdzka St. to Dymińska St. (below the embankment)	601 m <sup>2</sup>
25	<b>NIEPODLEGŁOŚCI AV.</b>	in the area of Puławska St.	314 m <sup>2</sup>
26	<b>DOLINA SŁUŻEWIECKA</b>	in the area of Nowoursynowska St.	307 m <sup>2</sup>
27	<b>BRONIEWSKIEGO</b>	from Grunwald Sq. to Krasińskiego St.	301 m <sup>2</sup>
28	<b>PŁOWIECKA</b>	from Edisona St. to 83 Płowiecka St.	269 m <sup>2</sup>
29	<b>GÓRCZEWSKA</b>	from Prymasa Tysiąclecia Av. to the intersection of Deotymy St. and Elekcyjna St. (selected parts)	265 m <sup>2</sup>
30	<b>JANAPAWŁA II (Wesoła)</b>	selected parts	246 m <sup>2</sup>
31	<b>MYŚLIWIECKA</b>	In the area of "Agrykola" 02 bus stop	223 m <sup>2</sup>
32	<b>KASPRZAKA</b>	from Bema St. to Płocka St.	200 m <sup>2</sup>
33	<b>PADEREWSKIEGO</b>	from Chruściela "Montera" St. to Katuszy St. (selected parts)	170 m <sup>2</sup>
34	<b>MAZOWIECKA</b>	from Małachowski Sq. to Świętokrzyska St. (selected parts)	169 m <sup>2</sup>
35	<b>BOLIMOWSKA</b>	from Kocjana St. to Dobrzańskiego "Hubala" St. (selected parts)	150 m <sup>2</sup>
36	<b>CHROŚCICKIEGO</b>	in the area of 16th September 1944 Sq.	126 m <sup>2</sup>

\* inwestor prywatny



**IN TOTAL**

**41,075 m<sup>2</sup>**

OF NEW OR RENOVATED SIDEWALKS



# New bike routes

In 2025, Warsaw greatly accelerated the construction of its cycling infrastructure. As many as 57 kilometers of new routes were put into service, the most in history.



**873 km**  
OF BIKE ROUTES, INCLUDING:

- **574.1 km**  
OF BIKE PATHS
- **81.3 km**  
OF PEDESTRIAN AND BIKE SHARED ROUTES
- **52.7 km**  
OF BIKE LANES
- **165.3 km**  
OF CONTRAFLOW STREETS, INCLUDING 5.1 KM OF CONTRAFLOW LANES



**THE LARGEST RENOVATIONS IN 2025 WERE CARRIED OUT ON THE FOLLOWING ROUTES:**

along Belwederska St. and Sobieskiego St. (as part of the construction of the tram route), Ciszewskiego St., Płowiecka St., Chodecka St., Światowida St., Jana Pawła II Av., Broniewskiego St. and Stanów Zjednoczonych Av.

Among other things, new sections of cycling corridors were built along Andersa St. and Bonifraterska St. in Śródmieście and along Mrówcza St. in Wawer. Rembertów, in turn, gained a bike connection with Żołnierska St. along Strażacka St. As a result, by the end of 2025, Warsaw cyclists will have over 873 km of cycling infrastructure at their disposal. In addition, as much as 20 km of cycling infrastructure was renovated and reconstructed, improving riding comfort and safety.

Warsaw constantly strives for sustainable mobility. We design, construct and modernize cycling infrastructure throughout the city. The priority is to connect existing bike paths into a coherent network. These are often very short sections of routes, and sometimes even single places, but their reconstruction brings an effect that is incomparably greater than would be expected from their length.

A key project in 2025 was the construction of a bike path along Andersa St., along with a set of new bike crossings at intersections and at Edelman Sq. This is another milestone in the creation of an inter-district north-south route through the very center of the city. At the same time, we managed to extend the two-way bike lanes on Bonifraterska St. from Sapieżyńska St. to Międzyparkowa St. In order to provide cross connections with Andersa St. and Bonifraterska St., we built a bike path along Muranowska St., and the old stone-paved routes on Anielewicza St. and Świętojerska St. were resurfaced with comfortable asphalt. We are working on the next stages of this corridor on Mickiewicza St. and Andersa St.

Another section of the north-south bike route was built in Wawer along Mrówcza St., along with a section along Panny Wodnej St. It was connected to the existing bike paths along Skalnicowa St. and Mozaikowa St. In total, this amounts to over two kilometers of bike paths. This is another important step in the creation of a system of bike routes in this district. There are plans for a route along Lucerny St. and Patriotów St.

In turn, the residents of Rembertów gained a bike route this year along Strażacka St. between Żołnierska St. and Zesłańców Polskich St. This is a key connection between Rembertów and the rest of the city via a bike path along Żołnierska St.



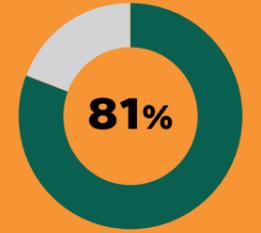
**RECORD:**

**over 20 km**  
OF CYCLING INFRASTRUCTURE WAS MODERNIZED IN 2025

**over 110 km**  
OF ROUTES HAVE BEEN RENOVATED SINCE 2013

**THE CONSTRUCTION OF NEW ROUTES IS A KEY OBJECTIVE**

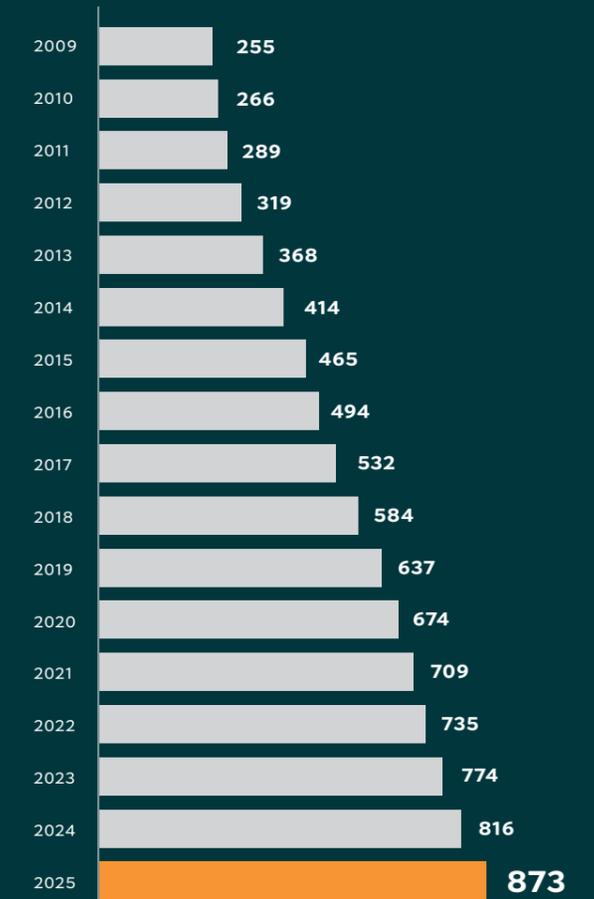
...because this is the only way to effectively increase the availability of bikes as a means of transport for the widest possible group of residents



OF CYCLING INFRASTRUCTURE WITH ASPHALT SURFACE

## Cycling infrastructure in Warsaw

in kilometers



\* routes classified as "other" (e.g. unmarked tourist routes, service roads) are not included in the statistics

# Greening the streets

Greenery is an integral part of a modern city. We make sure that there is more and more of it along Warsaw's streets every year. We plant new rows of trees and arrange flower beds with various species of shrubs and perennials in unique patterns. In this way, we relieve the environment and improve the aesthetics of the capital's streets.

## GREENERY IN FIGURES:



**541**  
TREES



**501,430**  
SHRUBS AND PERENNIALS



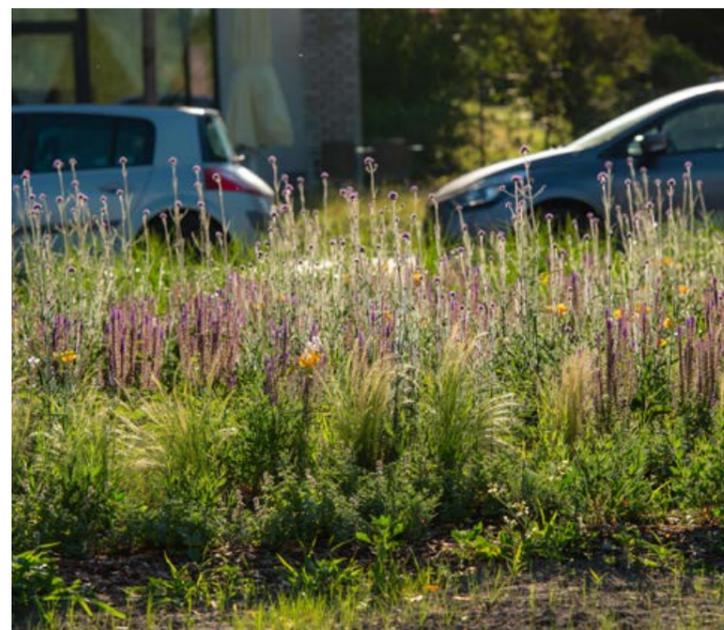
**PLN 5,482,183**  
WE SPENT IN 2025 FOR  
THE MAINTENANCE  
OF ROADSIDE GREENERY

The reconstruction of the capital's streets is an excellent opportunity to make them greener. We plan appropriate space for greenery already at the design stage. This is exactly what happened on Ordona St. After the road reconstruction, we announced a tender for planting vegetation on the previously prepared land. We planted 61 new trees – maples, chestnuts, and lindens – as well as 3,500 m<sup>2</sup> of shrubs and perennials. The latter were planted so that different species of plants – including roses, cotoneasters, reed grasses, feather grasses, and catnips – were connected to each other in ribbons. Thanks to this, the flowerbeds are arranged in interesting shapes.

More greenery also appeared on św. Wincentego St. In 2024, we reconstructed the street to designate a new bus lane on it (and on Głębocka St). Last year, we returned there to build a “green wall” along it. On the western side of the street, between Kondratowicza St. and the intersection with Malborska St. and Przy Grodzisku St., we planted 43 trees – lindens, poplars, and saskatoons – as well as approx. 1,000 m<sup>2</sup> of shrubs and perennials.

We also added greenery to our other investments. New vegetation appeared at the intersections of Krasińskiego St. and Przasnyska St., Augustówki St. and Zawodzie St., as well as Powstańców Śląskich St. and Wrocławska St. (north). Last year, we also carried out green projects from the civic budget, including on Saska St., Zwycięzców St., and Bora-Komorowskiego St.

The removal of slabs plays a special role in greening the city. Thanks to it, greenery appears in unnecessarily concreted spaces, which has a positive impact on the environment and the aesthetics of the city. Last year, we removed the most slabs as part of the New Center of Warsaw project. We also carried out similar work on a slightly smaller scale in several other locations, e.g., on Deotymy St. and Wolska St. The goal is always the same: more greenery, at the expense of unnecessary concrete.



## "Green investments"

1. **MARSZAŁKOWSKA ST.**  
*Królewska St. to Widok St.*  
145 trees  
96,496 shrubs and perennials
2. **CENTRAL SQ.**  
85 trees  
74,568 shrubs and perennials
3. **CHODECKA ST.**  
*Matki Teresy z Kalkuty St. to Balkonowa St.*  
77 trees  
34,217 shrubs and perennials
4. **ORDONA ST.**  
*5B Ordona St. to Stańczyka St.*  
61 trees  
362,946 shrubs and perennials
5. **ZŁOTA ST. AND ZGODA ST.**  
46 trees
6. **ŚW. WINCENTEGO ST.**  
*Kondratowicza St. to Malborska St. x Przy Grodzisku St.*  
43 trees  
12,033 shrubs and perennials
7. **BANKOWY SQ.**  
28 trees  
23,244 shrubs and perennials  
11 solitary shrubs
8. **SOLIDARNOŚCI AV. AND LESZNO ST.**  
*Okopowa St. to Jana Pawła II St.*  
19 trees  
7,069 shrubs and perennials
9. **STRAŻACKA ST.**  
*Żołnierska St. to Zesłańców Polskich St.*  
11 trees  
1,760 shrubs and perennials
10. **THREE CROSSES SQ.**  
10 trees  
2,960 shrubs and perennials
11. **AFRYKAŃSKA ST.**  
**X BORA-KOMOROWSKIEGO ST.**  
10 trees  
1,434 shrubs and perennials  
2 solitary shrubs
12. **MAZOWIECKA ST.**  
6 trees  
150 shrubs and perennials
13. **SASKA ST.**  
*Zwycięzców St. to Stanów Zjednoczonych St.*  
5,371 shrubs and perennials  
2 solitary shrubs

# Private developments

Warsaw's streets are also transformed by private investors. At the Public Roads Authority, we make sure that they do this well, with the greatest possible benefit for Warsaw and its residents.



**62**  
CONTRACTS SIGNED  
WITH DEVELOPERS

**nearly PLN 100 M**  
TOTAL AMOUNT OF PRIVATE  
DEVELOPMENTS

In accordance with Article 16 of the Public Roads Act, private investors are obliged to reconstruct the road system in order to adapt it to the increased traffic caused by new development. Thanks to this, new sections of roads, intersections, pedestrian crossings, but also sidewalks, bike paths, and green areas are created.

In 2025, we signed as many as 62 contracts with developers for a total amount of nearly PLN 100 M. In 18 cases, these are contracts involving financial participation in municipal investments, thanks to which the developer contributes to the reconstruction planned by the city.

## Removal of the footbridge over Wołoska St.

A private investor reconstructed a section of Wołoska St., including its intersections with Domaniewska St. and Konstruktorska St. The footbridge leading to the shopping mall was dismantled. A new ground crossing was built in its place. A linear park was also created along Wołoska St.

## Bike path along Komitetu Obrony Robotników St.

Developers built a bike path on the northern side of Komitetu Obrony Robotników St. Along with the work on the M. Tarnowskiej Roundabout, bike crossings were created and safety was improved by raising the pedestrian crossing and bike crossing.

## Improving safety on Polska St.

On Polska St., the sidewalk was reconstructed and a new pedestrian crossing with a refuge island was constructed, improving pedestrian safety.



### A new surface on Jagiellońska St.

A private investor laid a new surface on Jagiellońska St. This is one of the stages of work planned there by the developer. In addition, separate turning lanes, pedestrian crossings, and traffic lights at tram track crossings will be built.



### New pedestrian crossings at the intersection of Wolska St. and Młynarska St.

In 2025, a private developer began work at the intersection of Wolska St. and Młynarska St. The dark and difficult to access underground passage was filled in. In its place, there will be ground pedestrian crossings, with a bike path and bike crossings. The investment will be completed in 2026.



# 4.

# Lighting

Modern and energy-efficient lighting is one of the pillars of safe road infrastructure.

In 2025, we continued our extensive replacement of luminaires with modern LED sources as part of Poland's largest street lighting modernization program.

At the same time, we carried out projects to provide additional lighting for pedestrian crossings and high-risk areas, increasing visibility and the sense of safety after dark



## TABLE OF CONTENTS

- 50** SAVA luminaires
- 52** Historical luminaires
- 54** Additional lighting at crossings
- 56** Lighting control system

# SAVA luminaires

The luminaire replacement program will soon be completed. By the end of 2025, over 80,000 modern LED luminaires were installed on roads managed by us and district offices.



## SAVA FROM DIFFERENT ANGLES

Situations in which luminaires shine into apartment windows are unacceptable. It is important that streetlights actually illuminate what they are intended to illuminate. SAVA luminaires can be adjusted to the desired angle of illumination. It can be changed using just an Allen key.

However, it is not enough to be able to easily adjust the lighting angle of the luminaire. It is also important to know the exact angle at which to set them. Before installing lighting, a photometric project is always carried out to adjust the lighting parameters to the characteristics of the road.



## SAVA AWARDED

throughout the country and around the world! SAVA received several awards, including the title of "Best Lighting Investment" in a competition organized by the Polish Lighting Industry Association and a "Highly Commended" distinction in the DALI Lighting Awards.

The first SAVA luminaires appeared in 2022. The replacement began with the main roads (under the management of ZDM). As the results were very good, we were also entrusted with replacing the luminaires on local streets managed by district offices.

Modernizing lighting brings real savings in money and energy. In addition, the modernization made Warsaw's street lighting more standardized. Failure rates are also lower, and the appropriate construction of the lamp allows for quick and easy repairs.

### SAVA W LICZBACH

**8,590**  
LUMINAIRES  
INSTALLED IN 2025

**over 38,000 MWh**  
OF ENERGY SAVED

**31,084 tons of CO<sub>2</sub>**  
EMISSIONS REDUCED BY  
REPLACING LUMINAIRES  
BY THE END OF 2025

**81,932**  
LUMINAIRES INSTALLED  
IN TOTAL

**PLN 49 M**  
IN SAVINGS FOR  
THE CITY BUDGET

**4.5 M trees**  
WOULD NEED TO BE PLANTED  
TO ACHIEVE THE EQUIVALENT  
CO<sub>2</sub> REDUCTION.

## SAVA lamps on ZDM and communal roads

The number of the listed frames as of 2025.



# Historical luminaires

We started replacing the luminaires on Warsaw's croziers with new LED luminaires. Like the croziers themselves, they will refer to the past in their appearance, but – with the future in mind – consume less electricity.



## SKARYSZEW PARK WITH ENERGY-SAVING CROZIERS

We installed historical LED luminaires in Skaryszew Park already in 2024, on the occasion of its modernization. They adjust the color temperature and intensity of the light to the time of day and the intensity of traffic in the park, thereby reducing light pollution. This provides a more favorable living conditions for the park's fauna and flora.

Warsaw's croziers, i.e., decorative poles resembling pre-war street lamps, are installed along selected streets to faithfully recreate their historical atmosphere. Some of them – approx. 800 units – already have factory-installed modern LED luminaires. The remaining 3,000 croziers are equipped with sodium or metal halide luminaires, which we are replacing out of concern for the environment and the city budget.

The ordered luminaires will resemble those from the A. Marciniak S.A. Electric Chandelier Factory catalog from 1933. In this way, they will refer to the luminaires mounted on the capital's street lamps before 1939. The luminaires meet stringent standards and allow tool-free access to the interior, which facilitates their maintenance. We combined historical appearance with modern solutions – the luminaires will be equipped with a controller that will enable, among other things, remote fault detection.

In 2025, we concluded a tender for the supply of luminaires with a historical appearance. The winning bid was PLN 1,492,974. The fixtures will be hung on 51 selected streets in Żoliborz, Ochota, Mokotów, Śródmieście and Praga-Północ in 2026.

### NUMBER OF NEW HISTORICAL LUMINAIRES:

<b>286</b> IN ŻOLIBORZ	<b>185</b> IN MOKOTÓW	<b>67</b> IN ŚRÓDMIEŚCIE
<b>34</b> IN OCHOTA	<b>15</b> IN PRAGA-PÓŁNOC	



A. MARCINIAK S. A.

**OPRAWY ZEWNĘTRZNE z cylindrycznymi szklami opalowymi**

Krzywe światłości dla strumienia świetlnego 1000 lumenów  
 — — — — — gołej żarówki.  
 — — — — — żarówki w oprawie.

Światło pada głównie w dół, bezpośrednio, stożkiem o rozwarciu około 120° do 140°, zależnie od ustawienia żarówki. Światło promieniuje w bok w mniejszej ilości, rozproszony przez cylindryczne szkło opalowe. Światło wypromieniowane w górę odbite jest w dół przez odpowiednie reflektory.

Szkło opalowe, o wymiarach przystosowanych do mocy żarówki, zmniejsza jasność źródła światła do granicy dopuszczalnej.

10141 10142 10144

10143 10144

10155 10154 10152 10151 10150

10153

**Zastosowanie:**  
 Oprawy z cylindrycznymi szklami opalowymi zapewniają oświetlenie ekonomiczne i nierażące. Są one stosowane do oświetlenia ulic, placów, ogrodów, parków, miejsc rozrywkowych pod gołym niebem, torów wyścigowych, podwórz fabrycznych, składów, terenów wystawowych, fabryk, hal montażowych, hal targowych i t. d.

A-5

# Additional lighting at crossings

Providing additional lighting at pedestrian crossings is one of our ways of improving safety on the capital's roads. In 2025, we illuminated 120 zebra crossings.



## DISTRICT AND CIVIC ADDITIONAL LIGHTING

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

Providing additional lighting involves installing additional light sources in the pedestrian 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 and those approaching it. This is the best way to improve the visibility of pedestrians crossing the roadway, much more effective than, for example, reflective elements on road signs or clothing.

We have been implementing the crossing additional lighting program for almost a decade. Every year, we illuminate more zebra crossings. In 2025, we announced another tender for additional lighting. The first effects are already visible in the city – crossings in Śródmieście, Bielany, and Rembertów, among others, now have additional lighting. Zebra crossings in other districts are waiting for additional lighting to be installed, as the tender covers 16 districts of Warsaw.



## Total pedestrian crossings illuminated in 2016-2025 by district



LEGEND:

- 100** TOTAL NUMBER OF ADDITIONAL LIGHTING 2016-2025
- +10** ADDITIONAL LIGHTING IN 2025

# Lighting control system

Faster response, millions in savings, new opportunities – this is how we can briefly describe the lighting control system for which we announced a tender in 2025. Special controllers mounted on the capital's streetlight luminaires are a decisive step towards modern street lighting management.



## SYSTEM DEVELOPMENT

The system offers even more possibilities, thanks in part to its constant connection to electricity. In the future, it will be possible to connect streetlights with other systems, such as traffic measurement systems. They will also be able to serve as charging points for small electric vehicles.

Over time, there will be even more possibilities for developing the system, but this will require more advanced equipment. After eight, and even more so after thirteen years, the devices installed on streetlights today will be obsolete. There is no point having them become our property. Once the contract ends, the contractor will take them back, allowing us to reduce system maintenance costs.

Today, Warsaw's streets are illuminated by over 80,000 SAVA luminaires. Designed specifically for the capital, they became an integral part of its landscape. They also brought significant savings – both financial and environmental. However, the large-scale replacement of luminaires was only the first stage of the modernization of street lighting in Warsaw.

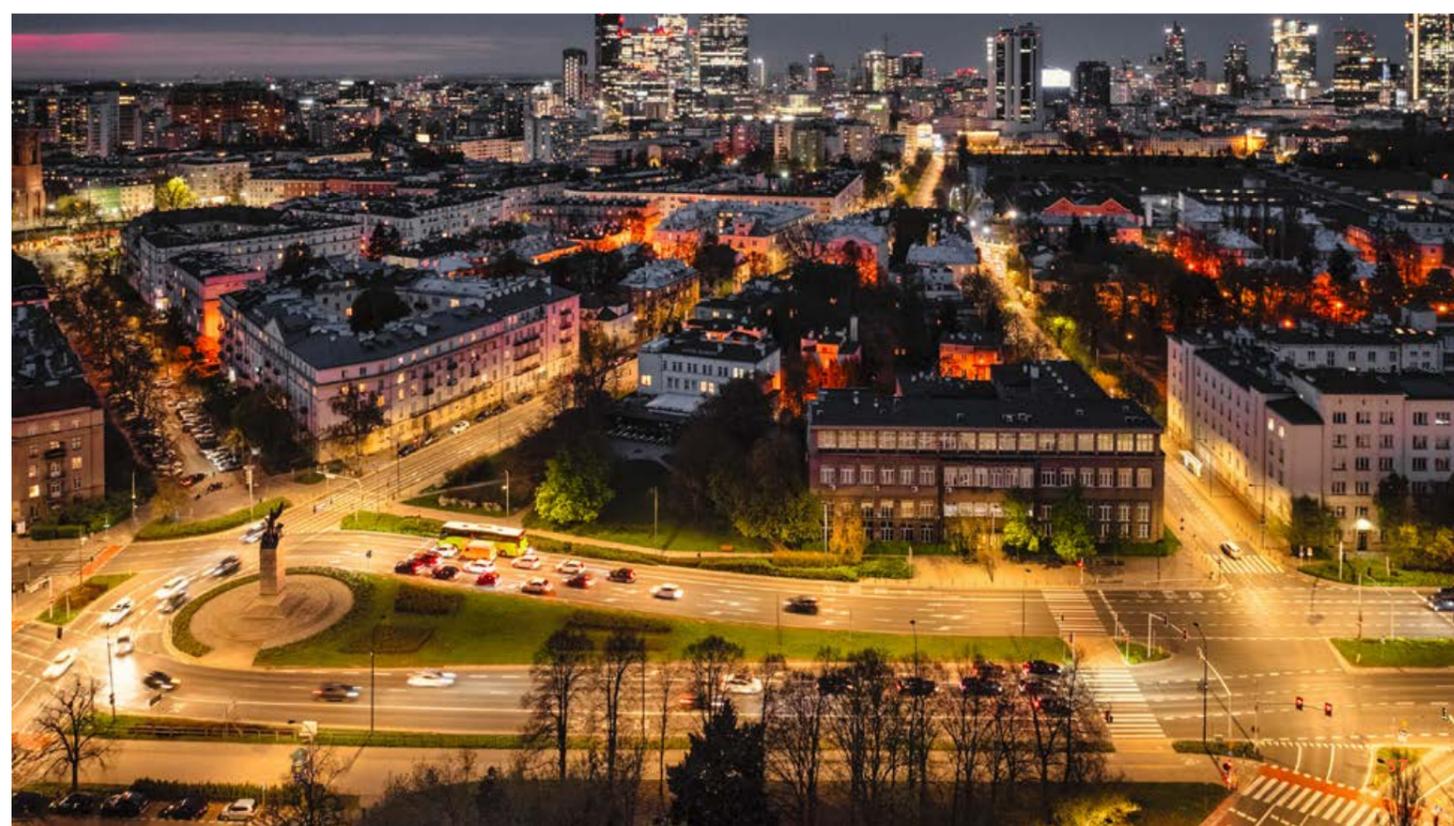
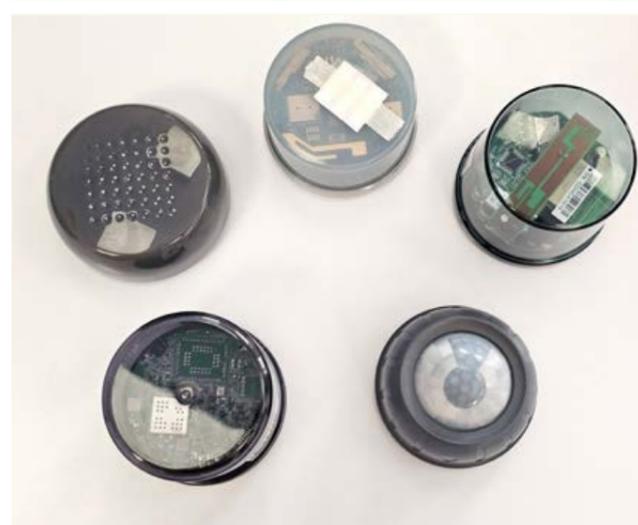
The second one is the lighting control system. The tender for its implementation was the first such procedure in Europe. We preceded it with market consultations in order to obtain a product that meets our stringent requirements.

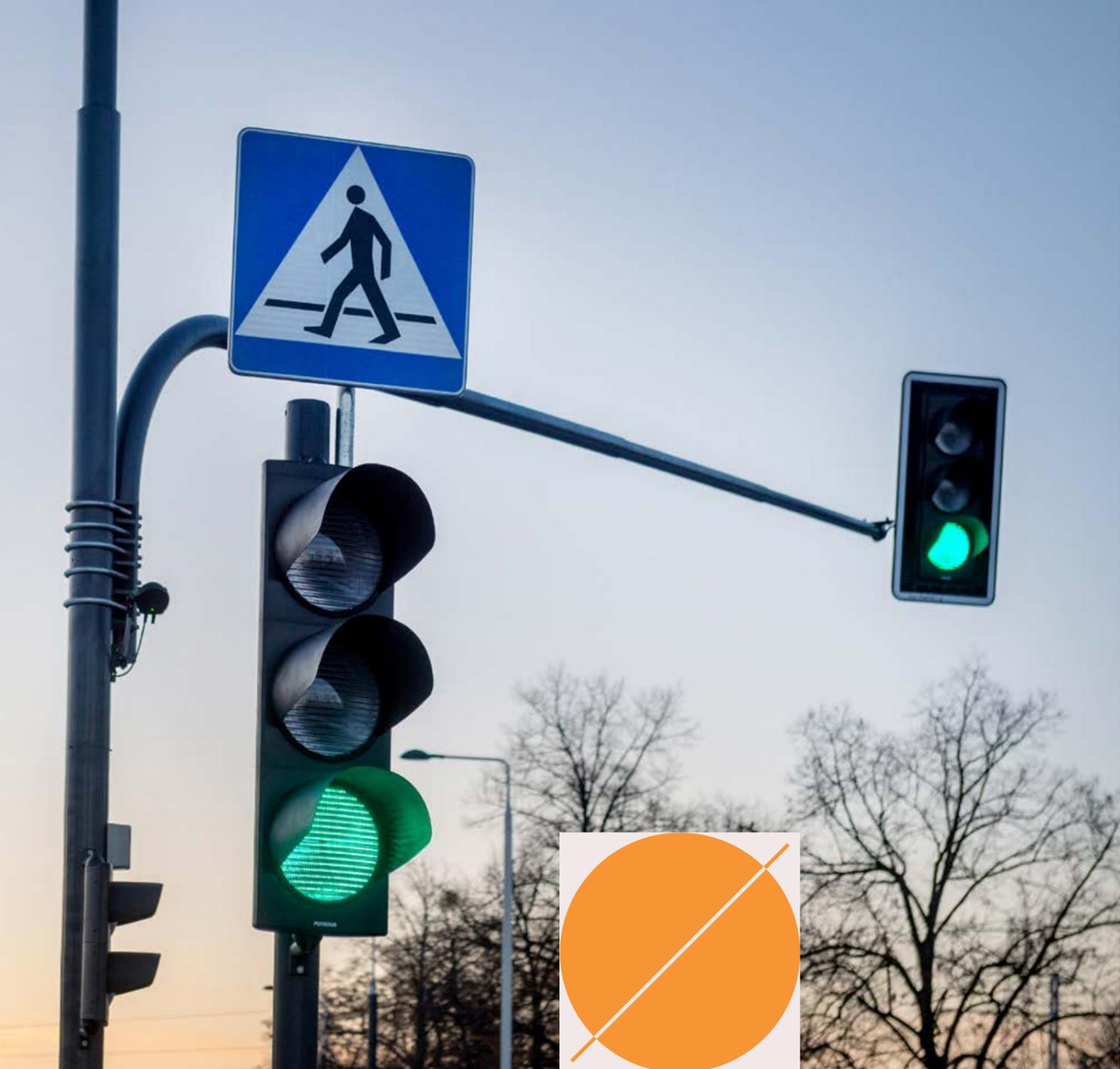
## Brighter or darker – depending on the needs

The basic function of the system is the ability to dynamically adjust the light intensity to the current conditions. If less light is needed, the luminaires shine with less power – and similarly in the other direction. By adjusting the light intensity alone, we will save – according to our estimates – over PLN 33 M in eight years. However, if we extend the contract for another five years – the so-called option right – the savings, according to our calculations, should exceed PLN 54 million.

The system also allows for dynamic switching of streetlights on and off. Before, they switched on and off at predetermined times, depending on sunrise and sunset. We couldn't adjust their operating times on an ongoing basis to weather conditions, which have a significant impact on whether it is light or dark on the streets. We will soon have this opportunity, which will bring further savings of up to approx. PLN 8 M per year.

The system also makes it much easier to maintain the capital's streetlights. It will be possible to detect and even predict failures. There will be no need to open the damaged luminaire or travel to the site to find out why it is not working. This means further reductions in the costs of maintaining street lighting in Warsaw.



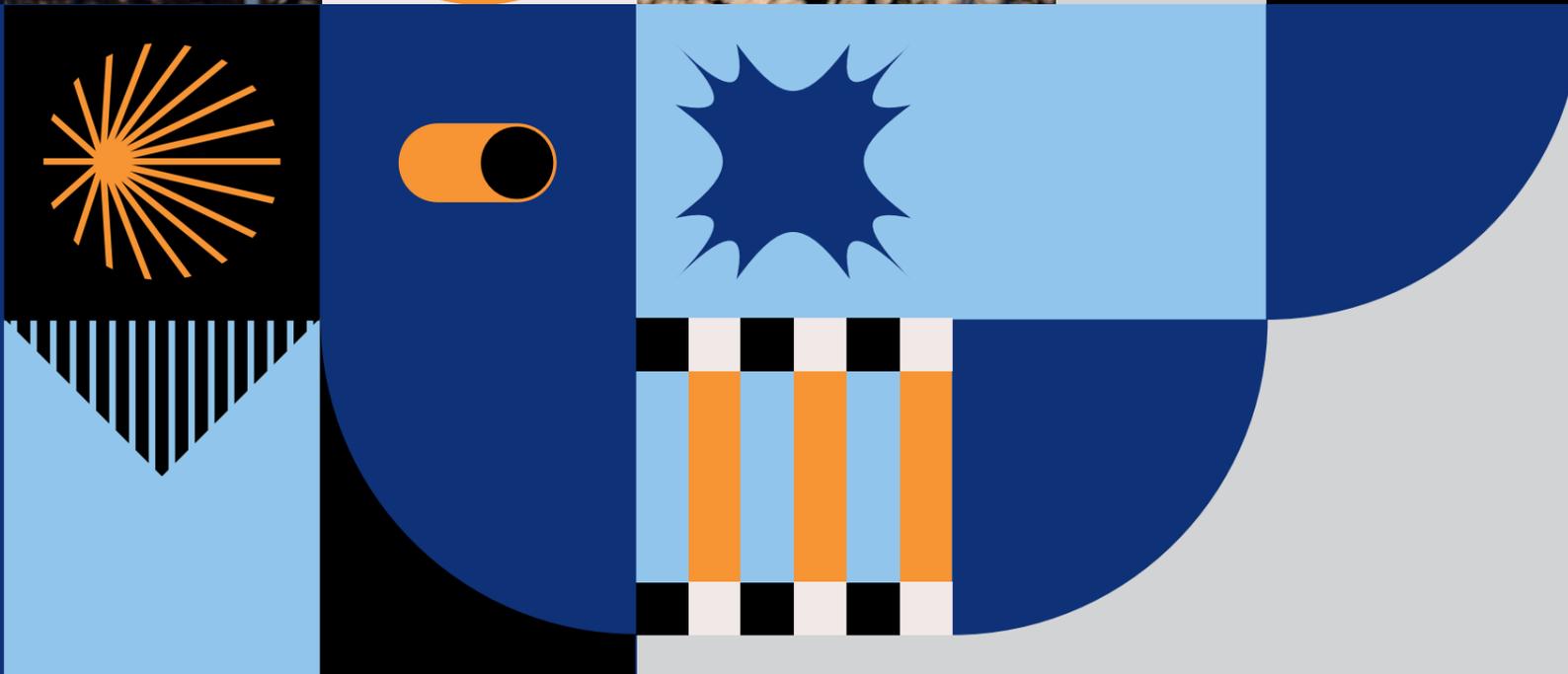
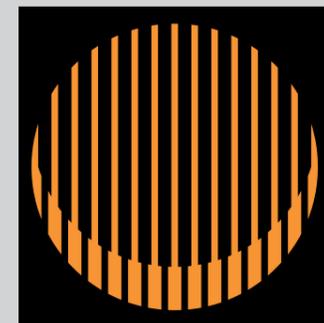
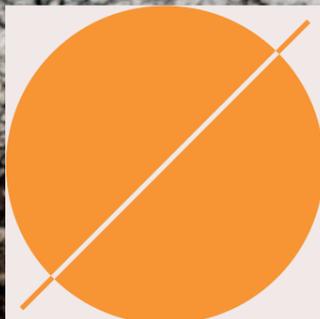


# 5.

## Safety

The safety of all road users remains our top priority.

In 2025, we implemented both spot solutions, such as changes in signage and additional lighting at crossings, as well as comprehensive reconstruction of intersections and adjustments to traffic organization. We precede every action with data analysis, measurements, and field observations to ensure that the decisions we make are effective and respond to the real needs of residents.



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<b>62</b>	Road traffic analyses
<b>64</b>	Changes in traffic organization
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<b>68</b>	New pedestrian crossings
<b>70</b>	Traffic lights
<b>72</b>	Integrated Traffic Management System

# Safety improvement program

The first year with an increased budget for improving safety on the capital's roads is behind us. As part of our road safety improvement program, we made changes to 110 pedestrian crossings and prepared nearly 150 more projects that'll help us reach our goal – Vision Zero.

## ROAD SAFETY IN FIGURES:



### PLN 60 M

SPENT ON IMPROVING ROAD SAFETY IN 2025

### PLN 100 M

ALLOCATED FOR FURTHER PLANNED TASKS



### 119

IMPROVED PEDESTRIAN CROSSINGS

### 123

IMPLEMENTED PROJECTS FOR CHANGES IN TRAFFIC ORGANIZATION

### 148

PREPARED PROJECTS IMPROVING SAFETY

### 226

PRIORITY LOCATIONS FOR WHICH WE ESTABLISHED SOLUTIONS

The safety improvement program consists of specific actions in specific locations. In 2024, we received an additional PLN 164 M for the safety improvement program for 2025–2028. In 2025 alone, this allowed for a doubling of expenditure for this goal – improvement-related tasks will cost a total of PLN 60 M.

Thanks to this, we made changes at 119 pedestrian crossings. We also prepared 148 further traffic organization projects, including 46 concerning the most dangerous pedestrian crossings.

The implemented solutions included, among others, traffic lights. We built roundabouts and refuge islands, and installed speed bumps. Each change is adjusted to the needs of a given place. Sometimes we used temporary solutions – e.g., on Niepodległości Av. or Popiełuszki St. – until the final solutions were implemented.

The starting point for changes in safety on Warsaw's streets was a safety audit of pedestrian crossings without traffic lights, conducted between 2016 and 2020. In 2025, we re-examined 88 crossings where we had already implemented changes. The average rating increased from only 0.9 points to 3.02 points (on a scale of 0–5). Many crossings that were previously rated very low, after the reconstruction deserved a "five". This proves that our actions are effective.

We pay particular attention to zebra crossings identified in the audit as priority cases, i.e., the most dangerous crossings on the capital's roads. In 2025, we implemented changes in 39 locations with several dozen such crossings. This means we are already halfway there – every second crossing is already secured. For the rest, design work is underway with the aim of completing the reconstruction of all such points within the next two years.



## 119

PEDESTRIAN CROSSINGS WHERE WE IMPROVED SAFETY IN 2025:

- 20 rated 0
- 14 rated 1
- 33 rated 2
- 38 rated 3
- 13 rated 4
- 1 rated 5

The crossings were assessed using a six-point scale (0–5), where 0 indicates "the most dangerous."

## ADDITIONAL LIGHTING AT CROSSINGS

A separate issue affecting road safety is additional lighting at crossings. Thanks to this, pedestrians are much more visible in the evening and at night, giving drivers more time to react. Last year, we provided additional lighting on further crossings, as described in the chapter entitled "Additional lighting at crosswalks".

→ more on pages 54–55

## A-GRADE ROAD

As part of the A-Grade Road program, we are improving student safety on their way to school. Last year, we worked on solutions for 29 establishments in nine districts.

→ more on pages 102–103

# Road traffic analyses

How do drivers drive in Warsaw? We know this thanks to detailed traffic analysis, during which we examine traffic volume and speed. The collected data helps in making decisions regarding changes on the capital's roads.

**126**  
ROAD TRAFFIC MEASUREMENT POINTS

**1,017,431**  
AVERAGE NUMBER OF VEHICLES ENTERING AND LEAVING THE CITY CENTER PER DAY

**715,754**  
AVERAGE NUMBER OF VEHICLES CROSSING THE VISTULA RIVER PER DAY

**66**  
BIKE TRAFFIC MEASUREMENT POINTS

**83,053**  
AVERAGE NUMBER OF CYCLISTS ENTERING AND LEAVING THE CITY CENTER PER DAY

## MOST POPULAR BRIDGES

As in previous years, the Grot-Rowecki Bridge turned out to be the most frequently used crossing in Warsaw. In addition, the average number of vehicles passing through it per day increased to over 193,000. This accounts for 27% of all traffic across the Vistula River. The most popular bridges among cyclists are the Łazienkowski Bridge and the Świętokrzyski Bridge, with an average of 11,000 crossings, followed closely by the pedestrian and bike bridge.

We have been conducting traffic studies on Warsaw's roads for over 30 years. We constantly monitor traffic volume on the most important roads in Warsaw using the APR (Automatic Traffic Measurement) system, which underwent a thorough modernization in recent years, allowing us to continuously monitor traffic in 126 locations.

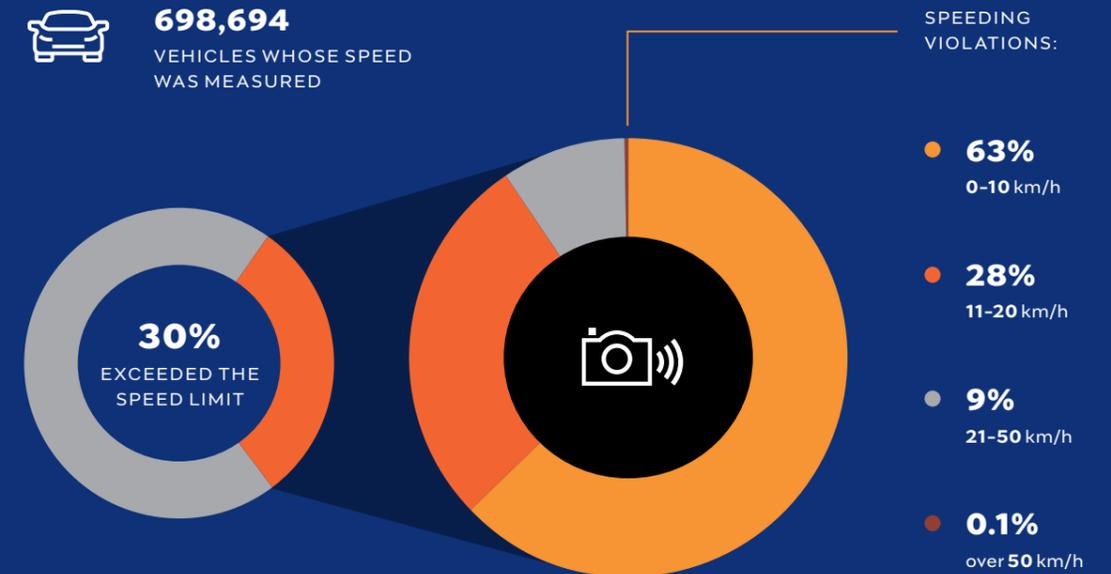
The measurement points are arranged in such a way as to form, e.g., cordons. This allows us to monitor incoming and outgoing traffic on selected roads for specific areas. One such area is the cordon of Śródmieście – the very center of Warsaw. In addition to cordons, points can also form screens. One example is a bridge screen. The points that make it up collect data on traffic on bridges.

In addition to continuous measurement using the APR system, we also conduct short-term studies of the volume and speed of vehicles traveling in Warsaw. Last year's studies indicate a higher percentage of drivers exceeding the speed limit – as many as 30% of registered vehicles. Unfortunately, we also see an increase in the number of drivers grossly exceeding the speed limit – by 50 km/h or more.

The data we collect helps us make key decisions regarding roads in Warsaw. Thanks to them, we know whether and what changes are needed to ensure an acceptable level of safety for road users. In the coming years, we will increase the role of the APR system. The measurements collected by the system will feed the Integrated Traffic Management System. This will allow for even better adjustment of traffic lights to the situation on the capital's roads. This also means the development of the system and further modernization.

We also study bike traffic. In May and June 2025, we conducted monitoring at 66 locations, which we supplemented with data from the APR system. We recorded the highest traffic on General Patton Boulevard – approx. 141,000 passes. Thanks to measurements, we also know that e-scooters accounted for approximately 7.5% of two-wheeled traffic. We also conduct pedestrian traffic measurements. This is how we learned about the use of, among others, the new zebra crossing on Marszałkowska St. During 14 hours of measurements, we recorded nearly 10,000 passers-by.

## Surveys of instantaneous speed and traffic volume 2025



**AVERAGE SPEED OF VEHICLES**

**17.2 km/h**

AT THE "SLOWEST" POINT: KAROLINKI ST.



**67.9 km/h**

AT THE "FASTEST" POINT: ŁAZIENKOWSKA ROUTE

### HOW DID WE MEASURE TRAFFIC?



**68**  
MEASUREMENT DAYS



**43**  
MEASUREMENT



**82**  
ANALYZED TRAFFIC LANES

## Natężenie ruchu rowerowego 2025



**BIKE TRAFFIC VOLUME**

entering/leaving the city center:



**THE HIGHEST VOLUME**  
TOWAROWA ST. NEAR JEROZOLIMSKIE AV.

**9,264**  
VEHICLES PER DAY



**THE LOWEST VOLUME**  
RADZYMIŃSKA ST. NEAR OTWOCKA ST.

**510**  
VEHICLES PER DAY

# Changes in traffic organization

Proper road signage facilitates safe and convenient use of roads for all users. Every year, we introduce hundreds of changes, adapting the capital's streets to the new reality.



## WE ARE INTRODUCING A NUMBER OF CHANGES TO TRAFFIC ORGANIZATION WHILE IMPLEMENTING THE METERED PARKING ZONE

We are introducing a number of changes to traffic organization while implementing the Metered Parking Zone. Previously consulted with residents, they aim to organize the streets included in the zone and designate legal parking spots. It is also an opportunity to improve safety. When expanding the zone to include another area in Mokotów, we prepared approx. 200 changes in the field of road safety. This includes introducing one-way traffic, eliminating parking in the vicinity of crossings and intersections, and moving it to the roadway go na jezdnię.



## CHANGES IN TRAFFIC ORGANIZATION REQUIRE CHANGES IN SIGNAGE

This includes road markings, which also affect road safety. Using specialized tools, we test its visibility during the day and at night, its color, slip resistance, and subject it to a general assessment, during which we check the amount of chipped material and its geometry. If the signage does not meet the standards, we call on the contractor to repair it under warranty.

The priority for any change in traffic organization is, of course, safety. That is why both punctual and sectional changes focus precisely on making the roads safer. This was the case, for example, on Jana Pawła II St. in Wesoła, where we comprehensively calmed traffic by introducing refuge islands at crossings, curved lanes, speed bumps, and designated parking spots on the roadway. Several other streets underwent similar changes.

Changes in traffic organization also helped to improve traffic flow at the Kercelak Roundabout. It is a large intersection and one of the most accident-prone in Warsaw. We designated separate lanes for turning left on two entrances. We also eliminated the most dangerous and difficult connections, redirecting this traffic to the intersection of Okopowa St. and Leszno St.

Many minor changes concern sidewalks – primarily by protecting them from illegal parking. Unfortunately, in many places drivers still park on sidewalks illegally, blocking the passage. In many places, such parking also poses a threat to pedestrians, as cars obstruct visibility at pedestrian crossings.

We want to comprehensively take care of order in the signage. Therefore, in 2025, we commissioned projects to organize signage on over 200 streets with a total length of almost 400 km. Once approved, we will implement these adjustments on the streets step by step. On this occasion, we will implement over 700 requests for changes submitted to us by residents. At the same time, we also prepared a plan for new signposts on the streets of Warsaw.



Kercelak Rbt.



Przyczółkowa St. / Pałacowa St.



Jana Pawła II St. in Wesoła



Bolimowska St.

# New roundabouts

Roundabouts are primarily about improving safety, but also smoothing traffic flow. In 2025, we reconstructed four intersections into circular intersections, and designated temporary roundabouts at another two.



## OTHERS ARE BUILDING TOO

Last year, a roundabout was built on Przewodowa St., which we manage. It is located at the intersection of Strzygłowska St. and Mrągowska St. The investment was carried out by the Wawer District Office. In addition to the roundabout, three new pedestrian crossings equipped with refuge islands were also built.



## MORE IS COMING

There will be more roundabouts in the capital. In 2025, we announced a tender for the preparation of industry projects and the construction of a new roundabout at the intersection of Płaskowickiej St. and Lanciego St. We are also planning to reconstruct more intersections into circular ones

The construction of two roundabouts completed last year – co-financed by the Government Fund under the “Polish Deal”: Strategic Investments Program – was started already in 2024. These are the intersections of Krasińskiego St. and Przasnyska St., and Augustówka St. and Zawodzie St.

We made the decision to build both roundabouts based on the conclusions of an audit of pedestrian crossings without traffic lights – the zebra crossings located at these intersections received low rating. In the case of the first intersection, we also moved the crossing on Krasińskiego St. closer to the roundabout at the level of the “Przasnyska” bus stops, and in the case of the second one, we added two missing zebra crossings.

Due to low ratings in the audit, we also built a roundabout at the intersection of Obrońców Tobruku St. and Powązkowska St. The traffic organization with “broken” right of way also proved ineffective. Today, drivers drive circularly, and pedestrians are much safer.

A new roundabout was also built at the intersection of Chodecka St. and Matki Teresy z Kalkuty St. Earlier – during the construction of the metro in Targówek – a temporary roundabout was in operation there. This traffic organization had a positive impact on pedestrian safety at three pedestrian crossings in the area (also rated poorly by auditors). Last year, we made it permanent.

However, we not only build roundabouts, we also designate them. This is what we did in two locations – the intersection of św. Wincentego St. with the entrance to the Zielone Zacisze housing estate, and the intersection of Bohaterów St., Czołowa St. and L. Messal St. This is a temporary solution that can be implemented quickly while improving road safety until the final changes are developed.



# New pedestrian crossings

Ground pedestrian crossings gradually replace tunnels and footbridges. The goal is clear – the ability to cross the road comfortably and safely. In 2025, we will provide it in more places.



**14**  
NEW PEDESTRIAN CROSSINGS  
WERE ADDED IN 2025

**1,289 peoples/hour**  
USES THE PEDESTRIAN  
CROSSING ON  
MARSZAŁKOWSKA ST.  
AT ŻŁOTA ST.



**80 people**  
WITH LIMITED MOBILITY  
AND BABY STROLLERS  
USED THIS CROSSING  
DURING THE SURVEY DAY  
(14 HOURS PERIOD)

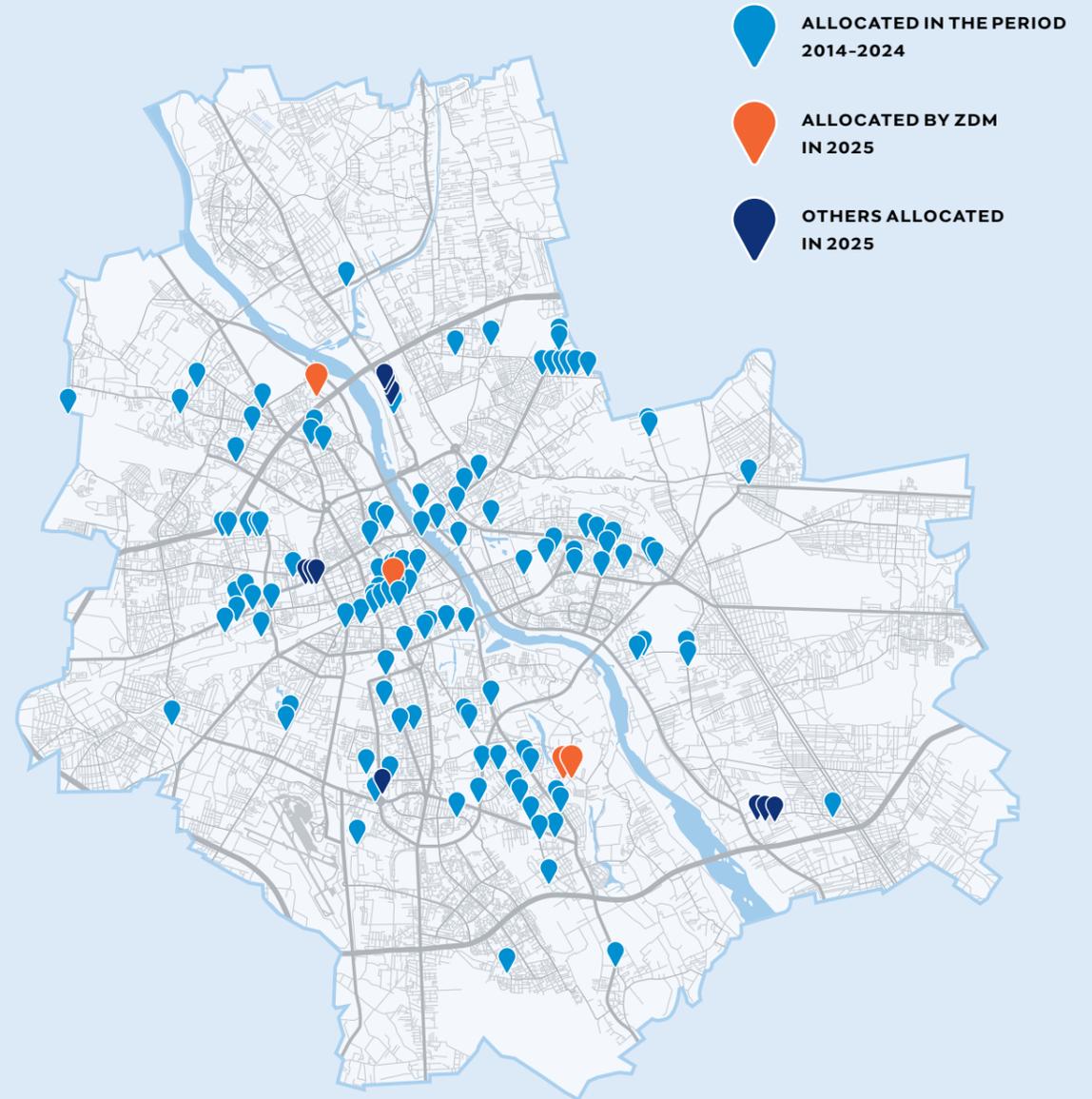
Every year, the Warsaw "herd" of zebras grows larger. In 2025, as many as 14 new pedestrian crossings were added. Among them is the one through Marszałkowska St. The new zebra crossing connected the Central Sq., opened last year, with the reconstructed quarter of Żłota St. and Zgoda St.. Both reconstructions are investments carried out as part of the New Center of Warsaw program.

The crossing through Marszałkowska St. at the level of Żłota St. immediately proved to be a much needed addition. During measurements taken in December 2025, 1,289 people used it during rush hour (almost four times more than the number of vehicles using the tunnel according to measurements taken in June 2024), and a total of 9,957 people used it over a 14-hour period. This includes nearly 80 people with limited mobility and baby strollers, for whom it was difficult or even impossible to use the existing underground passage.

We also place emphasis on improving accessibility when negotiating the scope of work carried out by private developers, pursuant to Article 16 of the Public Roads Act. Developers are required to adapt the streets near their investments at their own expense. This resulted in the disappearance of the underground passages at the intersection of Wolska St. and Młynarska St, which were replaced by ground crossings. This is a very important transport hub, which until now did not have convenient access to stops and to the crossing.

Changes were also made on Wołoska St. at the level of Uniechowskiego St. A private investor was responsible for demolishing the footbridge there and designating a new zebra crossing. Last year, new zebra crossings were also created across Jagiellońska St. – also pursuant to the aforementioned Article 16 of the Public Roads Act and as part of a major reconstruction of the street. Pedestrians can now cross the roadway at the level of 77 Jagiellońska St. (one crossing) and at the intersection with Budzińskiej-Tylickiej St. (two crossings). A series of new crossings across Jana III Sobieskiego St. were also built by Warsaw Trams as part of the construction of a tram line to Wilanów, which involved dismantling four old footbridges.

## New ground crossings



# Traffic lights

Traffic lights organize traffic, which improves safety on the capital's roads. Every year, we build new traffic lights in Warsaw and modernize those that have been serving us for years.



**925**  
INTERSECTIONS  
AND CROSSINGS WITH  
TRAFFIC LIGHTS



**775**  
INTERSECTIONS  
AND CROSSINGS WITH  
ACCOMMODATIVE TRAFFIC  
LIGHTS, THAT ADJUST  
THE LENGTH OF TRAFFIC  
SIGNALS BASED ON  
TRAFFIC INTENSITY



**PLN 49.4 M**  
THE AMOUNT WE HAVE  
COMMITTED TO TRAFFIC  
LIGHTS 2025

There are 925 traffic lights in Warsaw, both at intersections and at pedestrian crossings. Almost all (775) are adaptive traffic lights, where the length of the green light depends on traffic volume. This is a convenience for all road users, helping to ease traffic congestion and shorten the waiting time for the green light.

In 2025, we built six new traffic lights. They appeared, among others, at the intersection of Wólczyńska St. and Nocznickiego St., Woronicza St. and Spartańska St., Przechyłkowa St. and Pałacowa St., and at the pedestrian crossings across Słomińskiego St. and Św. Wincentego St.

Several important intersections were reconstructed. This was the case, e.g., at the intersection of Świętokrzyska St. and Powstańców Warszawy Sq., and Dolina Służewiecka St. and Wilanowska Av. After the reconstruction, it is safer at the intersection of Andersa St. with Anielewicza St. and Świętojerska St. – accommodative traffic lights for drivers turning left were installed. In addition, existing traffic signals were renovated in 13 locations. Among other things, the traffic lights at the Kercelak Roundabout were modernized, significantly improving safety. We implemented new traffic signal programs there, which adapted to changes in traffic organization.

As part of its investments, Warsaw Trams is also reconstructing traffic lights, at the Wojnar Roundabout and as part of the construction of the tram line to Wilanów. These are also constructed and reconstructed by developers and other municipal units. In 2025, they made changes in 28 locations: at pedestrian crossings on Głębocka St. and Jagiellońska St., at the intersections of Jagiellońska St. with Budzyńskiej-Tylickiej St., and Bora-Komorowskiego St. with Jugosławiańska St. and Umińskiego St., and at intersections along Sobieskiego St.

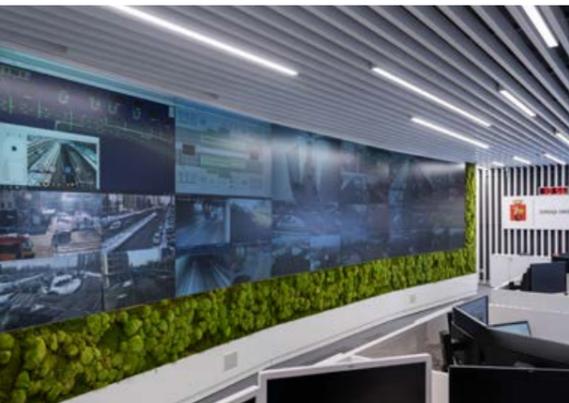
We also started the construction of traffic lights at the intersection of Powstańców Śląskich St. and Sternicza St., Puławska St. and Jagielska St., as well as the reconstruction of existing traffic lights at the intersection of Krakowska Av. with Bakalarska St. and Lechicka St.

## Traffic lights – investments in 2025



# Integrated Traffic Management System

The Integrated Traffic Management System (ZSZR) allows for dynamic traffic control on Warsaw's major arteries. Last year, we added 17 new intersections to it. Furthermore, we signed a new contract for operating it, which will give us new and enormous opportunities for developing the system.



For years, the Integrated Traffic Management System has been helping to improve traffic flow in the capital by adjusting traffic light cycles to traffic volume. Last year, 17 more intersections were added, and by the end of the year, the system had 459 locations. The biggest change at ZSZR was a new six-year contract for operating it. This contract, worth over PLN 220 million, is not only about maintaining the current standard, but above all about new features and capabilities.

Under the new system, we will switch to controlling entire corridors rather than individual intersections. The algorithm will not only respond to traffic volume, but also to unusual events on the roads. In addition, it will be fed with data from the Automatic Traffic Measurement System, which will be integrated with the ZSZR. "Manual" intervention will also be possible. To this end, we will expand the Control Center, which will be manned by operators around the clock. Dynamic management of the National Stadium surroundings during mass events and an emergency scenario for the Wisłostrada tunnel in case of failure are planned.

Every year, the system will be expanded by approx. 20 traffic lights. The operator will also be responsible for modernizing the oldest equipment. They will also be responsible for maintaining traffic signals within the new maintenance area covering the main entry corridors to the capital, as well as most of the intersections included in the ZSZR. Thanks to this, we will be able to respond much faster to any malfunctions.

The new contract brings new possibilities for the system. The operator is to prepare development strategy that will include improvements and new features. One such feature is the "digital twin." This is a virtual equivalent of Warsaw, which can be used to design changes in traffic organization and visualize their effects. Furthermore, it is a self-learning platform that will also use artificial intelligence. The more events it analyzes, the better projections it will prepare.

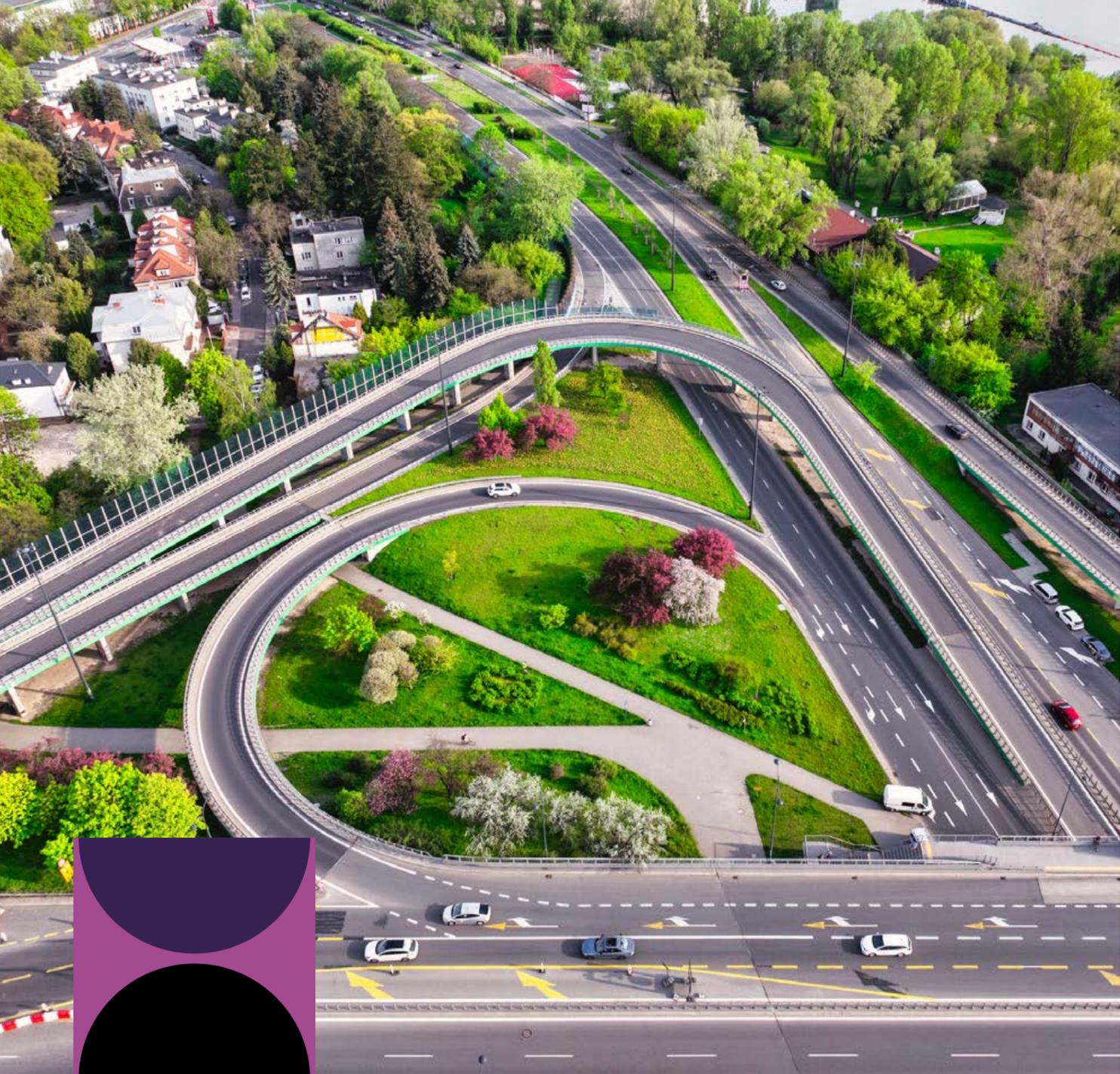
## Intersections covered by Integrated Traffic Management System



**17**

NEW INTERSECTIONS COVERED BY THE ITMS IN 2025:

- Jagiellońska St. – Budzińskiej St. – Tylickiej St.
- Jagiellońska St. – internal road
- Sobieskiego St. – Portofino St.
- Bonifacego St. – Batumi St. (crossing)
- Bonifacego St. – Kapijska St. (crossing)
- Bonifacego St. – entrance near the tram loop
- Bonifacego St. – exit near the tram loop
- Słomińskiego St. – Pamiętające o Ogrodach St.
- Branickiego St. – Gięsztor St.
- Wołoska St. – Uniechowskiego St.
- Wołoska St. – Konstruktorska St.
- Bonifraterska St. – Muranowska St. – Konwiktorska St.
- Andersa St. – Dubois St. (crossing)
- Anderska St. – Stawki St. – Muranowska St.
- Annapol St. – Inowłodzka St.
- Wioślarska St. – Poniatowski Bridge
- Okrzei St. – Sierakowskiego St.

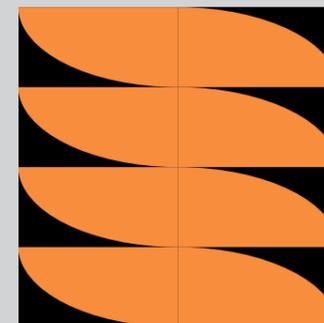


## 6.

# Routine maintenance

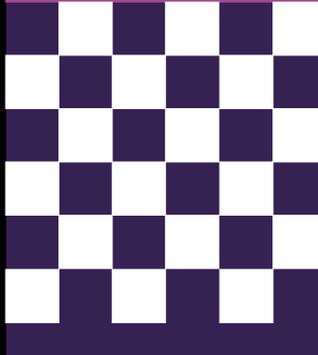
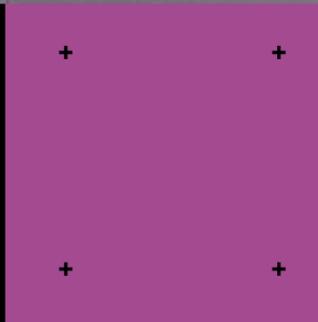
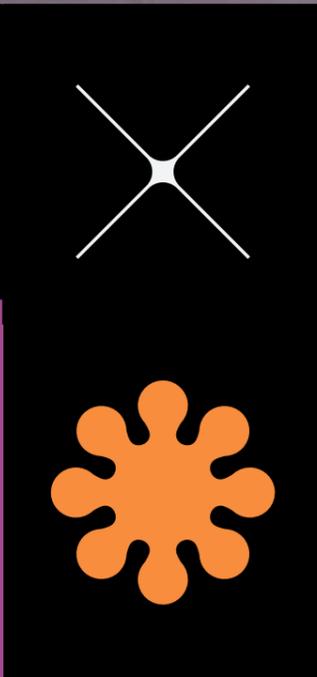
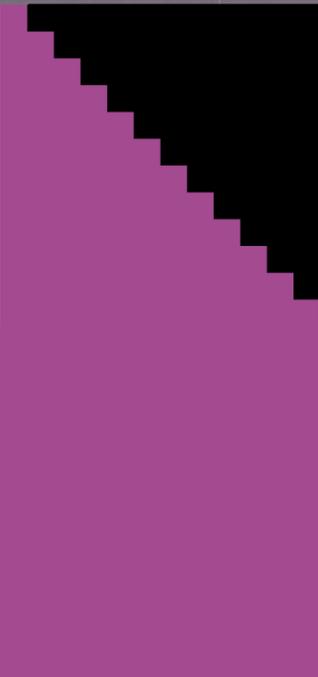
Daily care for the condition of road infrastructure is the foundation of a well-functioning city.

In 2025, we conducted continuous monitoring of roadways, sidewalks, engineering facilities and roadside equipment, responding to ongoing repair needs. We also carried out cleanup and preventive measures to ensure that Warsaw's roads meet high standards of quality and safety throughout the year.



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# Emergency Breakdown Services

Around the clock, seven days a week – ZDM Emergency Breakdown Services reacts wherever a road breakdown occurs. It is this team that continuously ensures the safety and good condition of Warsaw's infrastructure. In 2025, our employees intervened as many as 761 times, removing breakdowns that could have endangered road users.



**9,222 kg**  
OF COLD MIX, USED TO PROTECT AGAINST SPALLING



## MOST FREQUENT INTERVENTIONS

**37.9%**  
LIGHTING DEFECTS

**13.6%**  
DEFICIENCIES IN VERTICAL ROAD SIGNS

**11.7%**  
TRAFFIC LIGHT FAULTS

Every day, the city streets are patrolled by two-person Emergency Breakdown Services teams. Each of them has an assigned area that they systematically monitor. Fallen road signs, road defects, damaged bollards or illegal advertisements – all such cases are meticulously recorded in the surveillance card. After identifying the situation, employees intervene on-site or refer the matter to the appropriate services.

Reports come not only from patrols – we also react to information from residents and other municipal units.

In 2025, as in previous years, we most often repaired lighting-related defects – they accounted for almost 37.9% of all interventions. The second most common issue was deficiencies in vertical road signs (13.6%), followed closely by traffic light faults (11.7%).

To quickly protect against spalling, we used 9,222 kg of cold mix – that's as many as 369 bags of 25 kg each. While these repairs are temporary, they help maintain safety until permanent repairs using mastic asphalt can be made.

In 2025, for the first time on a large scale, we performed 3D scanning and spherical photography of the capital's streets. Photographs and scans will enable us to make a complete inventory of the roads and the right of way. They were also used to create an orthophotomap with an accuracy of 10 cm, which helps to improve the work of the entire ZDM. This is a pioneering solution not only in our country, but probably also in Europe. It will allow us, among other things, to detect breakdowns on the capital's roads.

More information about the mobile road scanning can be found on pages 92-93.



**52,224**  
REPORTS  
REGISTERED  
IN 2025,  
INCLUDING,  
AMONG OTHERS:



**19,814**  
STREET  
LIGHTING



**7,100**  
DEFICIENCIES  
IN ROAD SIGNS



**6,094**  
TRAFFIC  
LIGHTS



**4,635**  
DAMAGED  
ROADWAY



**2,074**  
DAMAGED  
SIDEWALK



**2,033**  
DAMAGED  
POST



**1,208**  
DAMAGED BOLLARD  
on islands and refuges



**917**  
OCCUPATION OF THE  
RIGHT OF WAY



**822**  
GRAFFITI



**767**  
ADVERTISEMENT  
IN THE RIGHT OF WAY

# Bridge and engineering facilities

We ensure the good technical condition of bridges, viaducts, footbridges, underground passages and noise barriers. We regularly inspect them to ensure residents can use them safely, and at the same time we consistently work to improve their accessibility.

BRIDGE AND ENGINEERING FACILITIES IN FIGURES:



**308**  
TRANSTAINERS

**53**  
WALLS

**161**  
VIADUCTS

**43**  
UNDERGROUND  
PASSAGES

**123**  
LIFTING  
DEVICES

**39**  
FLYOVERS

**124**  
CULVERTS

**34**  
TUNNELS

**71**  
FOOTBRIDGES

**16**  
OUTDOOR  
STAIRS

**67**  
BRIDGES

In Warsaw, we manage a total of 1,039 bridge and engineering facilities. To ensure that they are safe and user-friendly for all users, we carry out regular maintenance work. We replace bituminous surfaces, repair concrete span elements, protect structures against corrosion, and clean noise barriers, cornices, balustrades and bridge facades.

In 2025, we took another important step towards improving accessibility – we rebuilt the elevators connecting the viaduct along Marsa St. with the Gocławek railway station. The bus stops are connected to the station by four elevators, all of which have undergone a complete renovation – from the shaft bottom, through the shaft, to the elevator itself. As a result, it is now a convenient transfer hub.

Another important investment for the accessibility of bridge facilities is the construction of a ramp at Przyczółek Grochowski, which will provide a barrier-free connection between Stanów Zjednoczonych Av. and Kinowa St., and Ostrobramska St. This work will be completed in the first half of 2026.

In 2026, a major modernization of the pedestrian and bike routes on the Siekierkowski Bridge will take place, as they are now heavily worn after a quarter of a century of use. We are also planning to reconstruct the bridge on Cieślowskich St. The old bridge will be dismantled and a new structure will be built in its place. The rebuilt bridge will have a new road surface, and we will also improve pedestrian and bike traffic.

We also managed to sign a new maintenance contract worth PLN 72 M. The term “maintenance” covers a wide range of different tasks. This includes, among other things, repairs of structural elements – such as piers, supports, abutments, and fittings – for example, energy-absorbing barriers, noise barriers, and expansion joints. It also covers road surface repairs, waterproofing, and culverts. These also include emergency work, such as securing facilities in the event of a breakdown. In addition to standard maintenance, some facilities require additional work. We have also planned such work on selected facilities as part of the signed contracts.



**> PLN 3.7 M**

SPENT ON CLEANING  
BRIDGES AND  
ENGINEERING  
FACILITIES



**47,977.78 m<sup>2</sup>**

OF ENGINEERING  
FACILITIES AND  
BARRIERS FROM WHICH  
WE REMOVED GRAFFITI



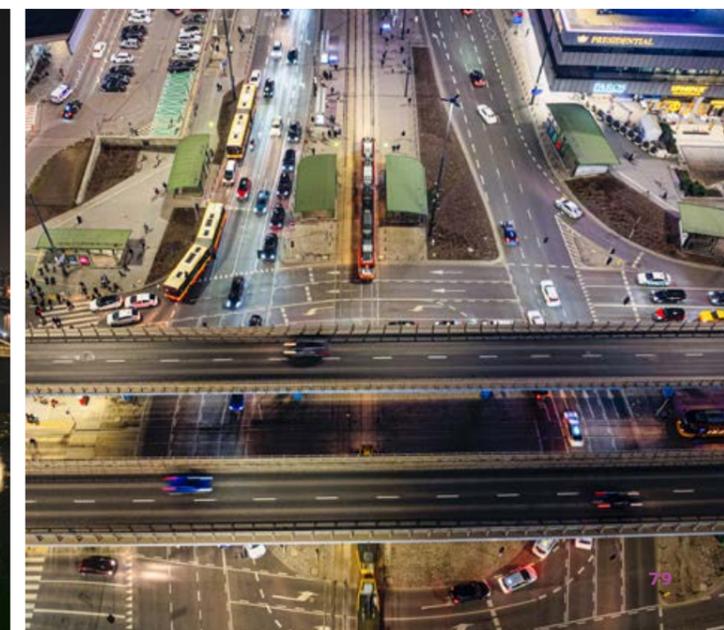
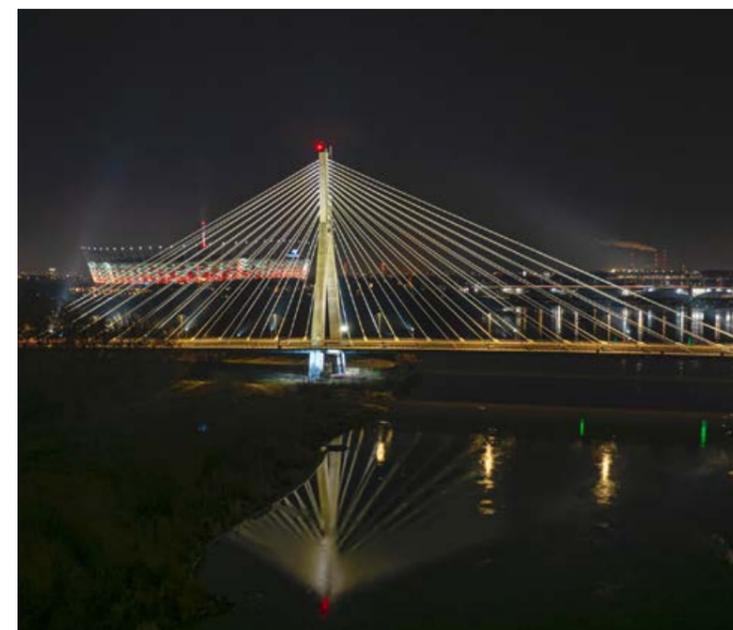
**448,803.49 m<sup>2</sup>**

OF CLEANED SURFACE  
OF BRIDGES AND  
ENGINEERING FACILITIES



**349,98 m<sup>2</sup>**

OF REMOVED  
STICKERS, SLAPS  
AND POSTERS



# Right of way

Many elements enriching the urban space appear on the streets of Warsaw – from market stalls to seasonal gastronomic gardens. These are places that bring life and color to the city. It is our job, however, to ensure that all these activities are carried out in accordance with the regulations. This ensures that public spaces remain safe, friendly, and aesthetically pleasing for residents and visitors alike.



## over PLN 68 M

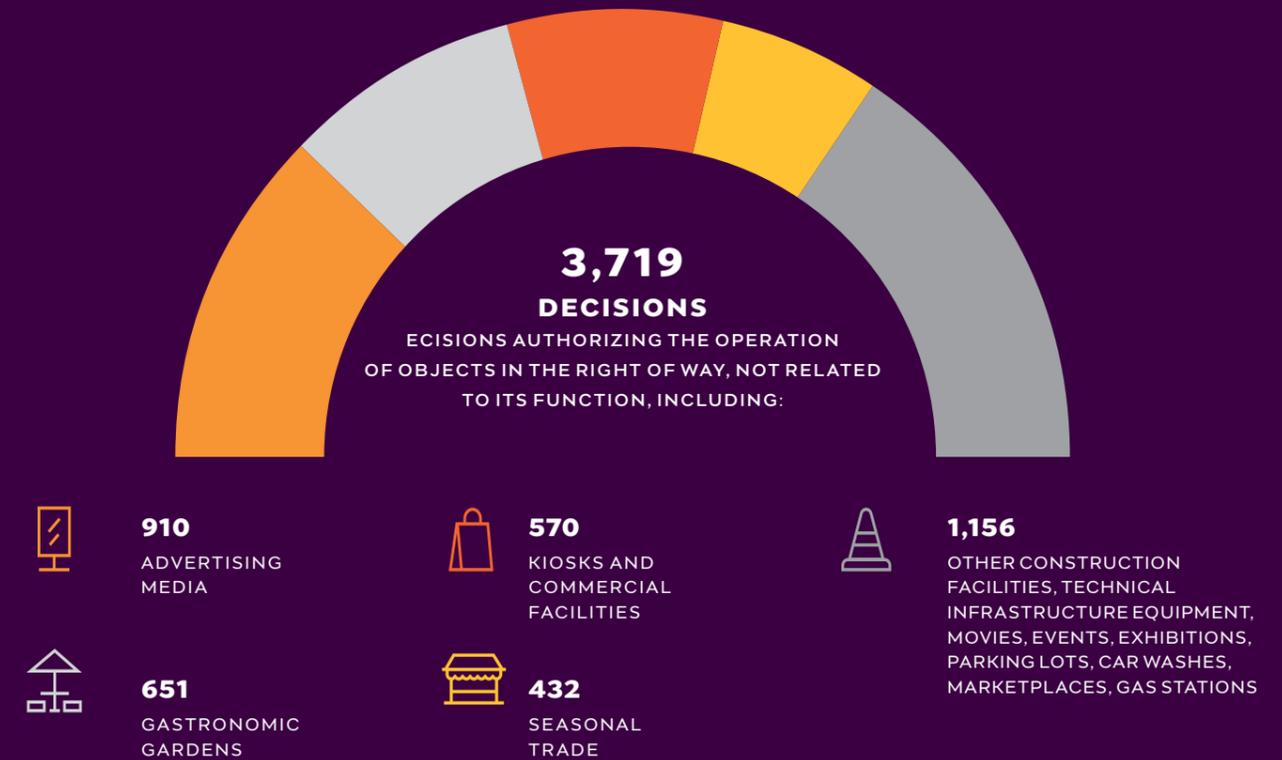
REVENUES FROM LEGAL OCCUPATION OF THE RIGHT OF WAY IN 2025

The rules for using the right of way are clearly defined and apply equally to everyone. We make sure that any additional objects appearing within its boundaries harmoniously blend in with the surroundings, do not hinder traffic flow, and do not negatively impact safety. Together we create urban space that is functional and attractive to everyone.

In order to obtain permission to set up a garden, advertisement or kiosk, one must meet the conditions specified in the regulations. In 2025, we issued a total of 3,719 such permits, including 910 for advertisements, 651 for gastronomic gardens, and 570 for commercial stands.

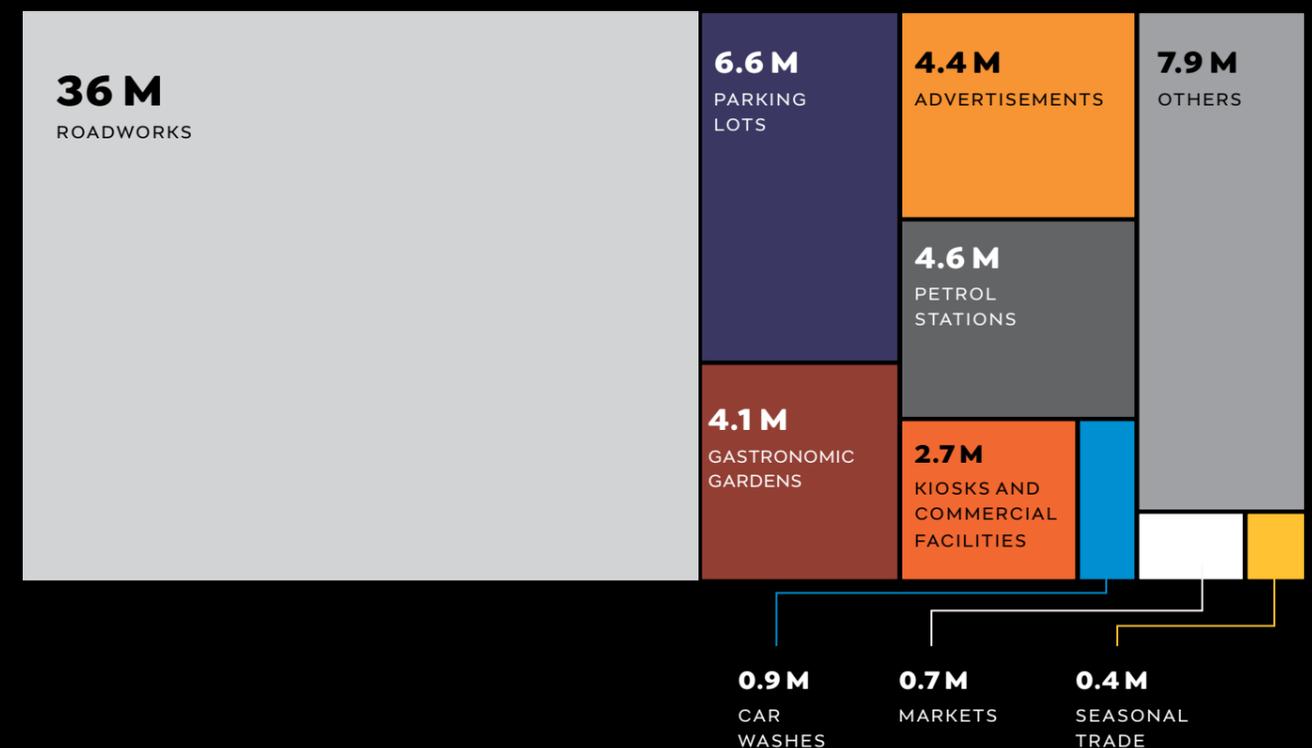


## Right of way – balance sheet for 2025



## PLN 68.3 M

REVENUE FROM RIGHT OF WAY OCCUPATION IN 2025, INCLUDING:



# Removal of illegal objects and advertisements

Illegal objects – including advertisements that do not comply with regulations – can disrupt the aesthetics of a space and sometimes even pose a safety hazard by limiting visibility. This is a real problem on Polish roads. In 2025, we conducted as many as 8,656 inspections, which resulted in the removal of 517 illegal objects.

## IN FIGURES:

**8,656**  
INSPECTIONS

**427**  
ADVERTISEMENTS  
REMOVED

**90**  
OTHER OBJECTS  
REMOVED



## DID YOU KNOW THAT...

Pursuant to the Public Roads Act, a penalty 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, i.a., on the size of advertisement, the time it was displayed and the road category. For example, a poviat right of way was occupied for 30 days by an advertisement with an area of 5 m<sup>2</sup>, and the rate for occupying the right of way was PLN 3.10. In such a situation, the penalty would be PLN 4 650.

We regularly monitor the right of way, paying attention to whether the elements placed there – especially advertisements – are positioned in a way that does not pose a hazard. We also check whether they have the required permits. This allows us to effectively maintain a safe and orderly urban space.

In 2025, we conducted 8,656 inspections, including 3,541 concerning advertisements. As a result of our actions, 427 advertisements and 90 other objects placed in the right of way without our consent were removed.

We also initiated 1,144 administrative proceedings (including 670 concerning advertisements) aimed at penalizing the owners of illegal objects and issued 1,951 administrative decisions (including 1,169 concerning advertisements) imposing penalties.

These results are not only the effect of our employees' round-the-clock monitoring as part of their day-to-day duties. Residents are also very helpful in informing us about illegal objects.

## Illegal pavilions

In addition to individual advertisements or small objects, we also actively fight against illegal pavilions. Unfortunately, procedures for removing illegal buildings from the right of way can take years. Every institution is obliged to operate within the limits of the law, and the act from four decades ago – repeatedly amended and improved – is full of complexities that dishonest businesses are eager to exploit. However, this does not mean that we will stop striving to remove all such illegal objects from the streets of the capital. In 2025, we managed to remove, among other things, the old kiosk at the Kruszyński Roundabout in Ursus.



# Inspection of trucks

Overloaded trucks are a serious problem – they damage roads, generate repair costs, and, above all, pose a real threat to the safety of road users. Therefore, in cooperation with the Warsaw Police and the City Guard, we carry out regular inspections of trucks, with particular emphasis on their weight and compliance with regulations.



## 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 St.
- Połczyńska St.
- Łopuszańska St.
- Krakowska Av.
- Płochocińska St.
- Żołnierska St.
- the junction of Przyczółkowa St. and Vogla St.

Our goal is to effectively eliminate vehicles that exceed the permissible parameters from the streets of Warsaw. This is extremely important because overloading is not only an unfair practice – it poses a real risk of losses that may be incurred by city residents. One vehicle that is too heavy can cause more damage to the road structure than hundreds of thousands of passenger cars. An overloaded truck also consumes more fuel, wears out faster, and emits more pollutants, which affects air quality.

The regulations clearly specify the permissible load – for trucks, it is 11.5 tons per axle. As the road manager, we may impose additional limits and during inspections we check whether drivers comply with them. In the event of violations, we impose administrative penalties ranging from PLN 1,500 to PLN 15,000, depending on the scale of the violation. Thanks to the presence of the Police and Municipal Guard, we also prevent overloaded vehicles from continuing to drive, ensuring road safety.

Regular inspections bring real benefits to residents: they reduce the rate of road surface deterioration, support environmental protection, and help maintain fair competition in the transport market by eliminating unfair practices by carriers.

## INSPECTIONS IN FIGURES:

**723**  
INSPECTED TRUCKS

**21**  
ADMINISTRATIVE  
DECISIONS ISSUED TO FINE  
THE CARRIER

**19**  
OVERLOADED TRUCKS  
DETAINED

**PLN 185,000**  
TOTAL AMOUNT OF FINES  
IMPOSED BY ADMINISTRATIVE  
DECISIONS

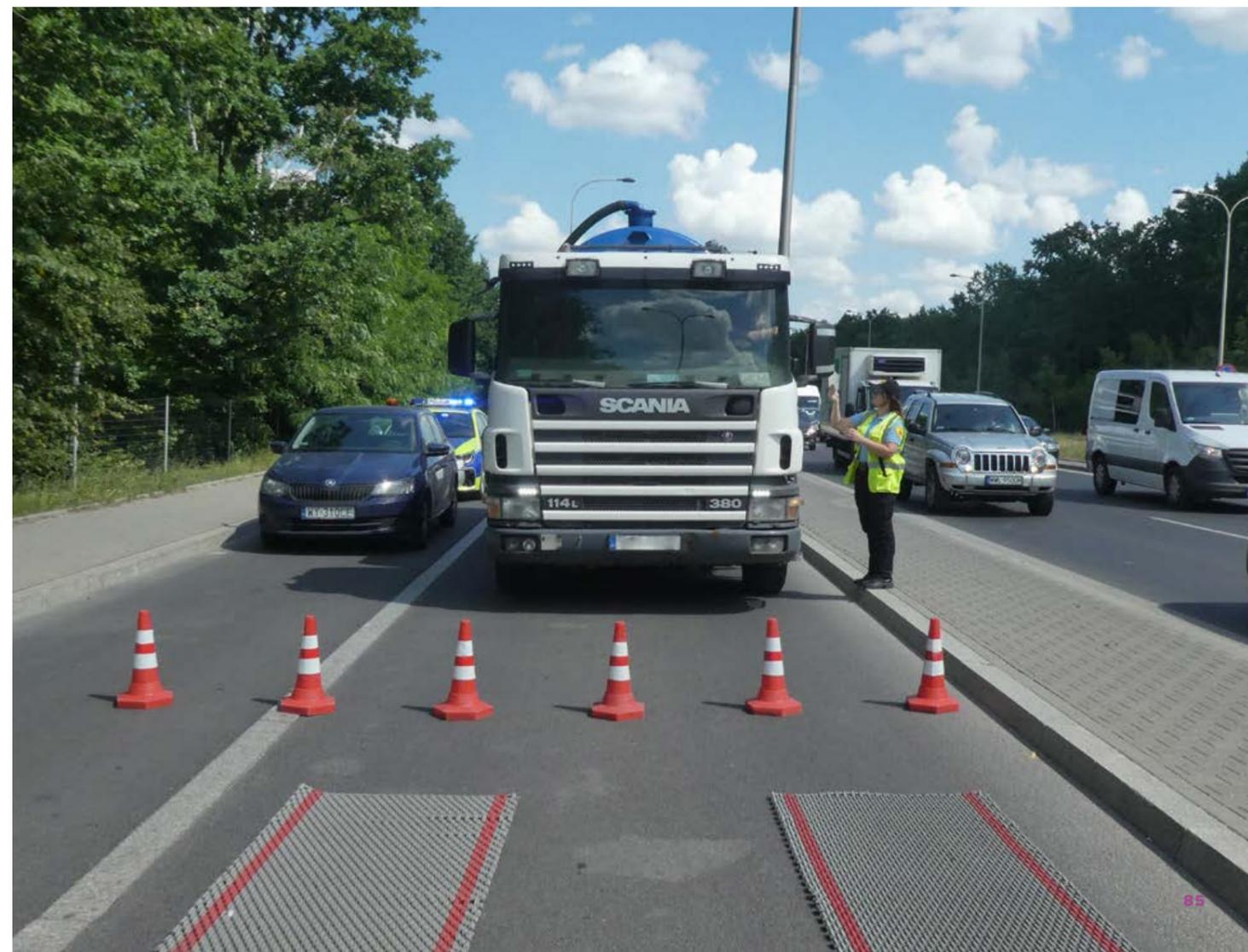


## 2025 RECORD

Besides trucks, we also inspect oversize vehicles.

In 2025, we inspected a dump truck whose load exceeded the limit by 12,450 kg, i.e., 38.9% (the actual total weight was 44,450 kg). In addition, the double axle load was exceeded by 12,150 kg, i.e., 67.5%.

We also had some very dangerous situations involving exceeding the length, height, and width standards. One of the carriers placed various types of plates and pipes on the vehicle – although the exceedances may seem insignificant at first glance (width 16.08%, height 1.72%, length 5.6%), such a vehicle moving on the roads posed a huge threat.



# Municipal Information System

The Warsaw Municipal Information System (MSI), introduced in the 1990s, was created as a coherent set of signs to facilitate orientation in the city. It started with marking the city center, and today it covers the entire capital. Every year, over 97,000 elements of the system are updated, modernized, and maintained.



**674**  
NEW ELEMENTS  
INSTALLED IN 2025

**604**  
TRAFFIC PROJECTS  
REVIEWED

**475**  
TECHNICAL DOCUMENTATIONS  
OF ADDRESS BOARDS  
DEVELOPED AND PUBLISHED

**1,850**  
CASES IN THE MSI  
DEPARTMENT

From the very beginning, MSI has been based on deliberate typography, color schemes, and readability principles, created with the participation of designers and urban planners. As a result, the plates became both a practical navigation tool and an example of good design.

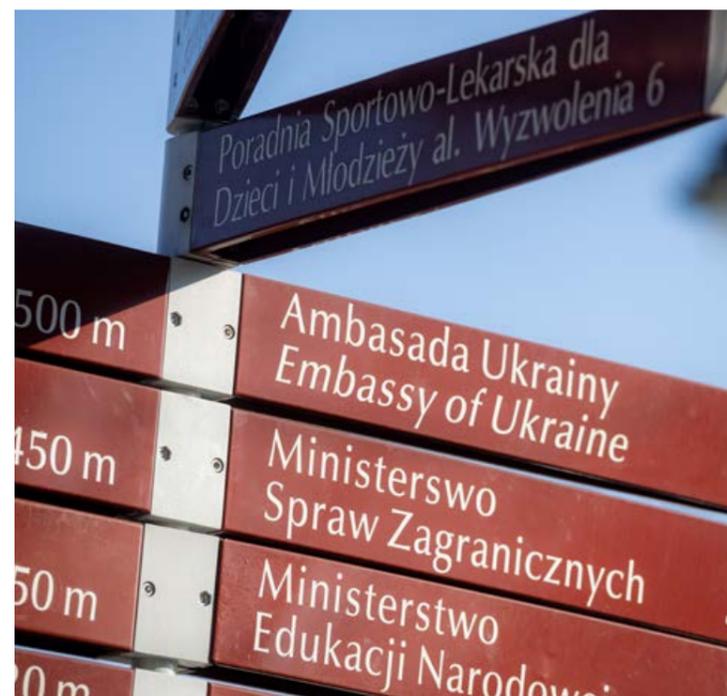
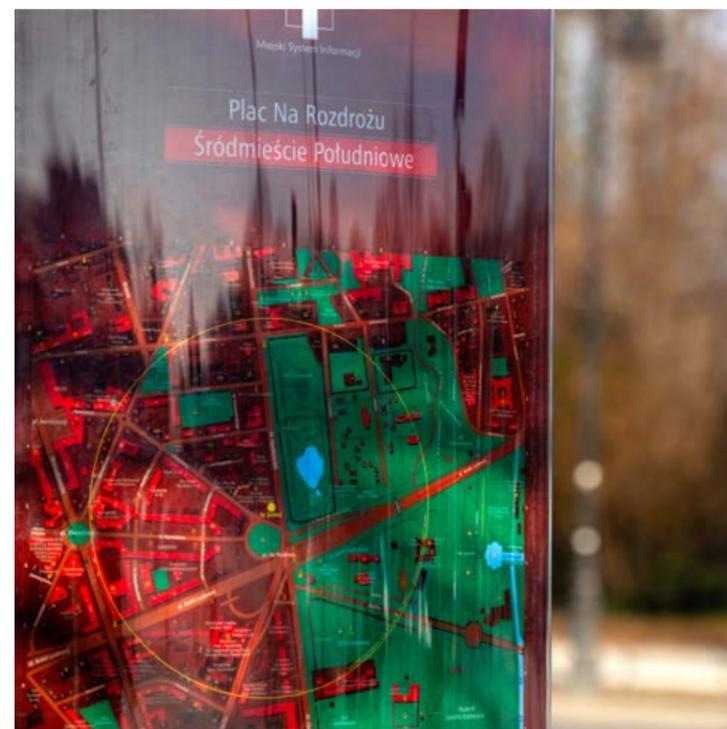
Blue, and brown in the old town area, boards with street names and building numbers are today one of the symbols of Warsaw. They can be seen in photographs and movies. Over the years, MSI became not only a tool for organizing space, but also a part of the capital's visual identity.

Although the system is almost 30 years old, it remains up-to-date and functional. There are directional boards on the main streets guiding drivers to districts, train stations, and important facilities. Despite the development of mobile applications, urban signage plays a key role in the final stage of orientation in the field. Users usually verify smartphone directions using boards placed on buildings or intersections.

The system also includes boards describing monuments and street patrons, as well as modules with illustrations that provide an insight into the history of Warsaw's landmarks. Thanks to them, an ordinary walk can turn into a short history lesson.

The MSI also includes markings for metered parking zones, monitored areas, distances to the Vistula, and signs directing to nearby services.

The Municipal Information System has become an integral part of Warsaw's visual identity. Thanks to continuous improvements, it remains both up-to-date and useful.



**6,201**  
repairs, maintenances,  
updates and  
replacements  
performed

including those concernig:



**4,486**  
STREET BOARDS AND  
PEDESTRIAN TRAFFIC  
DIRECTIONAL BOARDS



**248**  
VEHICLE TRAFFIC  
DIRECTIONAL  
BOARDS



**856**  
ILLUMINATED  
INFORMATION  
POINTS AND COFFERS  
IN UNDERGROUND  
PASSAGES



**611**  
MODULES ABOUT  
STREET PATRONS  
AND IMPORTANT  
HISTORICAL SITES





## 7.

# Our projects

In addition to maintenance and investment tasks, we develop projects that support modern management of urban infrastructure.

In 2025, we continued our activities related to the digitization of processes, mobile scanning of road surfaces, and the development of systems supporting mobility, including city bikes. Innovative solutions allow us to diagnose needs faster and plan future investments more effectively.

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# Metered Parking Zone

In 2025, the Metered Parking Zone (SPPN) was expanded by another area. We also conducted public consultations regarding the expansion of the zone to include part of Włochy and further areas of Mokotów.



The Metered Parking Zone has been operating in Warsaw since 1998. Thanks to it, residents can park their cars more easily near their homes. The SPPN also aims to increase the turnover of parking spaces. A “side effect” of the SPPN is the revenue we allocate to infrastructure development. In 2025, the budget will receive over PLN 230 M from this source.

In 2025, the SPPN area was expanded to include areas in the Mokotów district. Since February, the new boundaries have been defined by Woronicza St., Domaniewska St. and Idzikowskiego St. From the west, the area reached Żwirki i Wigury St., and from the east – Czerniakowska St. In the new area, we installed 314 modern parking meters and designated around 7,000 parking spaces. In total, there are nearly 66,000 spaces across the entire zone.

New parking meters were also installed in all districts where SPPN already operates. We began the entire process in 2024. Modern machines allow you to extend your parking time using a QR code. They have a simpler interface and are easier to use. A new feature is the option to pay for parking using BLIK.

At the end of the year, we launched public consultations on extending the SPPN to include parts of the Włochy and Służewiec districts. The consultations were preceded by analyses and research of the parking situation. We discussed the issue with residents during an online meeting, four in-person meetings, and a walk around the Astronauts’ Estate.

## SPPN in Warsaw

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

**65,971**  
PARKING SPOTS

**11.93%**  
OF THE CITY'S AREA

**513.49 km**  
OF STREETS



**PLN 8.63**  
AVERAGE VALUE OF ONE PARKING TICKET



**PLN 8.07**  
AVERAGE VALUE OF MOBILE PAYMENT

**249 days**  
OF THE ZONE BEING IN FORCE IN 2025

**14,157.511**  
INSPECTIONS CARRIED OUT

**460,877**  
ADDITIONAL FEE DOCUMENTS ISSUED



**PLN 299,511,657.21**  
OF INCOME FROM PARKING

including:

**PLN 221,550,473.21**  
FOR PARKING IN SPP

**PLN 6,621,576.42**  
FROM FLAT-RATE FEES FOR PARKING IN RESERVED PARKING SPOTS (so-called white envelopes)

**PLN 4,776,037.11**  
FROM RESIDENT SUBSCRIPTION

**PLN 63,614,858.85**  
FROM ADDITIONAL FEES

**PLN 1,663,611.00**  
FROM UNDERGROUND PARKING LOTS

**PLN 1,285,100.62**  
OTHERS

### FEE RATES

Parking fee rates in Warsaw have not changed.

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 failure to pay the parking fee in SPPN is **PLN 300**. If paid within seven days from the date of issue of the document, the fee is **PLN 200**.

RESIDENT SUBSCRIPTIONS ISSUED:

**82,599**  
DISTRICT-WIDE

**4,922**  
AREA-WIDE

## Payment methods in SPPN

amounts in PLN M



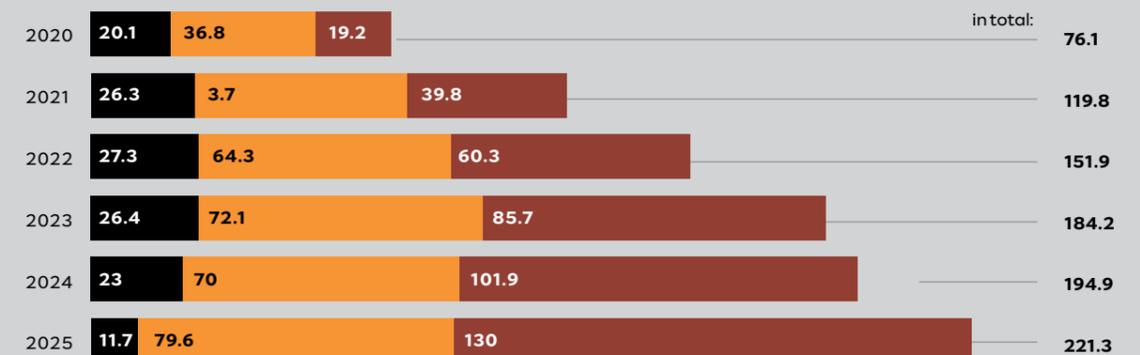
CASH



CARD



MOBILE



# Mobile road scanning

High-quality photos and precise scans – in short, ZDM View. Last year, we photographed and scanned hundreds of kilometers of roads we manage. Based on photographs and scans, we created our own equivalent of popular maps and three-dimensional models of the capital's streets, which greatly help us in our everyday work.



**800 km**  
OF ROADS PHOTOGRAPHED  
AND SCANNED IN 2025



## WE KNOW WHAT WE ARE BUYING

Before announcing the tender for taking photos and scans of the roads we manage, we conducted several pilot projects. We wanted to check whether they could actually be useful in our everyday work. We looked at, for example, the identification of advertisements and damage to the road surface. We realized then that there were many more possibilities.

It started with pilot projects, and today we have a fully operational "ZDM View." Last year, we photographed 800 km of roads we manage and the adjacent areas. The resulting orthophotomap of the capital's streets allows you to view them from the level of the roadway. Of course, it resembles the one from the American technology giant. However, our equivalent allows for much more.

Using our map, we can take a closer look at selected road sections. The photos are of much higher quality, though. They allow fonts with a height of 5 cm to be read from a distance of up to 15 meters. Moreover, they are made at equal intervals. So there are no lengthy gaps in the continuous image, which happens when viewing the popular equivalent.

However, photos are only half of ZDM View. Roads were also scanned. Based on the scans, so-called point clouds were created, which make it possible to reproduce streets, roadways, and other objects with an accuracy of up to 2 cm. We can therefore measure very precisely the length, height and depth of all road elements. It is a priceless tool that we can use in our work.

Road models prepared on the basis of these clouds reduce the time needed to inventory them. The models enable quick verification of the road cross-section, including curb height, slope and direction of water drainage, and surface irregularities. All this makes it much easier to plan changes to the capital's streets.

During the rides, objects located within the right of way were also scanned. A special algorithm recognizes what we are interested in: road signs and markings, poles, traffic lights, utility boxes, but also advertisements. This makes it much easier to check which ones are legal.



## RECOGNIZED OBJECTS:

- 4,636**  
FIRE HYDRANTS
- 1,589.81 km**  
ROAD EDGE
- 41,603**  
STREETLIGHTS (LUMINAIRES)
- 32,851**  
STREETLIGHTS (POLES)
- 2,159**  
BENCHES
- 23,129**  
STORM DRAIN/GRATES
- 86,935**  
ROAD SIGNS
- 1,623.15 km**  
ROAD MARKINGS (LINES)
- 0.762 km<sup>2</sup>**  
ROAD MARKINGS (POLYGONS)
- 50,605 (0.220 km<sup>2</sup>)**  
ADVERTISEMENTS
- 8,089**  
TELECOMMUNICATIONS BOXES
- 7,726**  
POLES
- 945**  
BUS STOP POSTS
- 33,417**  
MANHOLES
- 18,139**  
TRAFFIC LIGHTS
- 1,792**  
BUS SHELTERS
- 9,439**  
UTILITY COVERS

Kampania Społeczna

# Cycling May

Cycling May in Warsaw is not slowing down! 547 establishments – 234 schools and 313 kindergartens – took part in the eighth edition of the campaign. This is 46 more establishments than in the 2024 edition. Since 2016, the campaign has involved schoolchildren from Warsaw's elementary schools, and since 2019, preschoolers have also joined in the cycling fun. More and more young Warsaw residents are choosing an active way to get to school.

CAMPAIGN FIGURES:



**547**  
ESTABLISHMENTS, INCLUDING:

- **234**  
ELEMENTARY SCHOOLS
- **313**  
KINDERGARTENS



**121,181**  
ACTIVE PARTICIPANTS



**49%**  
CYCLING ATTENDANCE



**2,995,420**  
RIDES

Almost 3 million active rides! Despite the cool and cloudy May weather, the participants in the cycling campaign did not disappoint. As many as 121,000 campaign participants – preschoolers, students, and teachers – actively traveled to schools and kindergartens.

For each active trip to school or kindergarten, the child receives two stickers – one of which they put in their diary. Stickers can be exchanged for rewards at selected campaign partners. In addition, each establishment rewards the class or group that has the highest cycling attendance. Group rewards include unique attractions such as visits to playrooms, museums and theaters, as well as participation in workshops and sports activities.

As every year, the campaign was accompanied by additional elements, such as free School Bike Services, which appeared in 12 schools over a period of six weeks and serviced over 520 bikes belonging to campaign participants. Following last year's success of the educational meeting with the municipal guard, we repeated it in 2025. Nearly 200 people joined the online meeting, including children, parents and teachers.

Cycling May would not be possible without the support of school coordinators. To thank them for their commitment, we invited them to a meeting at the POLIN Museum, where we gave them small gifts and formally celebrated the end of the campaign with the participation of Renata Kaznowska, Deputy Mayor of Warsaw. The meeting was livened up by a quiz about Cycling May, which the coordinators handled brilliantly.

A traditional element of the campaign is its closing picnic. In 2025, it took place in Moczydło Park in Wola, accompanied by favorable, sunny weather. The program included numerous attractions, such as ecological and culinary workshops, cycling tracks, sports activities, dance shows, and even a bit of magic during a performance by an illusionist. The event brought together campaign participants and residents of nearby neighborhoods.



**CYCLING MAY IS SUPPORTING ESTABLISHMENTS IN ORGANIZING BIKE PARKING SPACES**

In previous years, it provided temporary parking spaces in the form of barriers and also supported establishments in the installation of permanent racks, providing guidance on their correct positioning. In 2025, we prepared a practical guide for schools and kindergartens entitled **“The ABCs of parking for bikes and scooters.”** It is a compendium of knowledge on the creation, location, and proper installation of parking infrastructure for bikes and scooters. The guide was sent to all district offices in Warsaw so that they could provide support to their establishments.



Social Campaign

# Rediscover Cycling

The “Rediscover Cycling” campaign promotes cycling as a practical and environmentally friendly form of transport, as well as a cheap, healthy, and effective alternative to cars and public transport.



115

BIKES WERE SERVICED – ADJUSTMENTS, REPAIRS AND BASIC CLEANING



450

HOT DRINKS – WERE GIVEN TO PEOPLE - WHO CAME TO THE UNIVERSITY BY BIKE ON THE DAY OF THE EVENT



THE SERVICES TOOK PLACE ON:

**October 8, 2025**  
at the University of Warsaw  
Ochota Campus,  
93 Żwirki i Wigury St.

**October 9, 2025**  
at the Main Library  
of the Warsaw University  
of Life Science  
161 Nowoursynowska St.

The campaign aims to convince Warsaw residents to change their daily habits and choose means of transport that reduce exhaust emissions, do not cause traffic jams, and improve the quality of life in the city.

The campaign is aimed, among others, at the academic community. In 2025, as part of our cooperation with the University of Warsaw and the Warsaw University of Life Sciences, we organized another edition of Mobile Bike Services – a free campaign aimed at students and employees of Warsaw universities.

Services are a form of motivation to choose a bike more often when traveling to classes or work, and at the same time provide practical support for cyclists and encourage them to keep their bikes in good technical condition.

As part of the Mobile Bike Services, participants could have their bikes checked and minor repairs done for free. The services were provided by qualified service technicians, who also gave advice on the correct equipment for bikes and how to maintain them. Participants could leave their bikes at the service center and pick them up after their classes.

For those who came to the university by bike on the day of the event, a symbolic thank-you gift was prepared in the form of coffee, chocolate, or tea, as well as vouchers for two hours of free riding on a Veturilo city bike. The campaign also promotes solutions that support the development and popularization of bike transport and the use of cargo bikes in the daily operations of Warsaw companies, pointing to the potential of cargo bikes as an alternative to delivery vehicles in urban transport.

To show how such solutions work in practice, since 2021, during European Mobility Week, videos have been published showing good practices and bike-friendly companies operating in the capital.



Social Campaign

# Move Your City

From 16 to 22 September 2025, we celebrated European Mobility Week with the Move Your City campaign. We thus promoted various ways of getting around Warsaw.

CAMPAIGN FIGURES:



**1,200**  
BREAKFASTS  
FOR CYCLISTS



**almost 800**  
SERVICED BICYCLES WERE  
DISTRIBUTED TO INDIVIDUALS  
WHO CAME TO THE UNIVERSITY  
BY BICYCLE ON THE DAY  
OF THE EVENT



**about 200**  
PARTICIPANTS OF THE  
URBAN FIELD GAME

We started with breakfast for cyclists. We handed out 1,200 packages at three locations in the capital, thanking people for choosing to ride their bikes to get to work and school.

At the same time, residents received maps with points for an urban field game, which lasted for the next seven days. Residents traveled around the city together by bike, on foot, or by public transport in search of nine QR codes. The codes referred to riddles, the answers to which formed the digits of a telephone number. After collecting them all and dialing the number, you could hear the voice of the mayor, Rafał Trzaskowski, who revealed the password to collect the prize. It was "Mobility for all" – the same as the official theme of European Mobility Week 2025.

Throughout the week, mobile bike services offered inspections and minor repairs, each day at a different location. When you brought your bike in for repair, you could receive a voucher for two hours of free riding on Veturilo, so you didn't have to give up cycling. Throughout Mobility Week, service technicians took care of nearly 800 bikes, and when they were fully booked, they shared practical tips on how to care for equipment on a daily basis.

The campaign culminated with Car-Free Day at Central Square on September 22. In the ZDM tent, some people received prizes for participating in the game, while others handed in T-shirts to be printed with the slogan "I move the city." During the event, residents also shared their opinions on mobility, pointing out barriers and transport needs, and their voices were later heard in the debate among experts. There was also a walk around Central Square, Warsaw's first Quiz Square, and an evening screening of the movie "The Engine Inside" as part of the Bike Days movie festival. Despite the cold weather, the documentary attracted on deck chairs a full audience.

It was a week full of activities, conversations, and inspiration. We got the city moving – we encouraged people to try out different ways of getting around the city and showed them how easy it is to travel around in an eco-friendly and comfortable way.



# Veturilo

In the 14th season of operation, the number of users of the Warsaw Public Bike exceeded half a million. The distinctive bikes were rented more than 4.6 M times.



**3,460**  
NUMBER OF BICYCLES  
IN 2025

**300**  
ELECTRIC BIKES

**30**  
TANDEM

The average duration of a single rental was 22 minutes and 48 seconds, which was almost 1.5 minutes shorter than in 2024. The average distance traveled was approximately 3.66 kilometers.

The Veturilo fleet grew to 3,460 bikes in 2025, including 300 electric bikes and 30 tandems. Classic bikes enjoyed continued popularity, accounting for almost 85% of all rentals. Electric bike rentals accounted for around 15% of all rentals.

As every year, Veturilo bikes were most popular in Śródmieście, where almost 1.1 M rentals were registered, accounting for over 23.2% of all rentals. Next came the Wola and Mokotów districts, accounting for 12.8% and 11.5% of all rentals in 2025, respectively.

The Veturilo system is compatible with bike systems in towns near Warsaw: Otwock, Piaseczno, Pruszków and Józefów, which allows for free use of bikes within the agglomeration.

The 2025 season ended on November 30. Bikes return to the streets of Warsaw as usual on March 1, 2026.



## Most popular in 2025:



**routes**  
number of round trips

- 13,643**  
URSYNÓW METRO STATION – JASTRZĘBOWSKIEGO ST. – SGGW
- 12,727**  
TROCKA METRO STATION – REMBRANDTA ST. – MIEDZA ST.
- 9,706**  
NIEPODLEGŁOŚCI AV. – BATOREGO ST. – STEFANA BANACHA ST. – UW

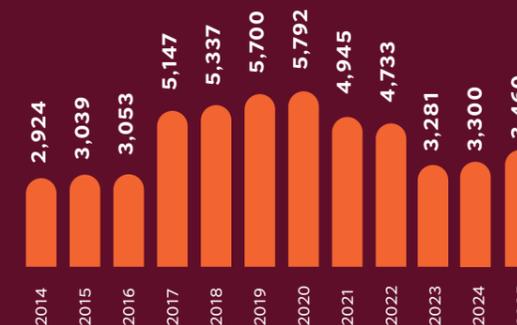


**stations**  
rentals and returns in total

- 141,119**  
COPERNICUS SCIENCE CENTER METRO STATION
- 101,880**  
ARKADIA SHOPPING MALL
- 99,884**  
DWORZEC WILEŃSKI METRO STATION – TARGOWA ST.

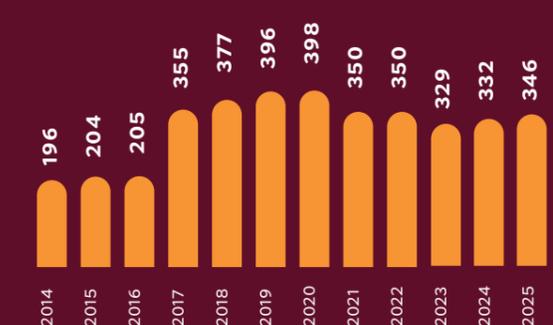
## Number of bikes

in 2014-2025



## Number of stations

in 2014-2025



# A-Grade Road

The aim of the A-Grade Road program is to improve road safety in the vicinity of elementary schools and to promote active mobility among the youngest.



It is based on cooperation between municipal units and participation of the school community. The starting point for implementing changes are discussions, observations, measurements, and analyses. This allows for the uniqueness of each institution to be taken into account in order to apply modern solutions and best practices to improve pupil safety.

In 2025, as part of the A-Grade Road program, various types of activities were carried out in 110 locations (106 establishments, of which four involved work in two nearby locations).

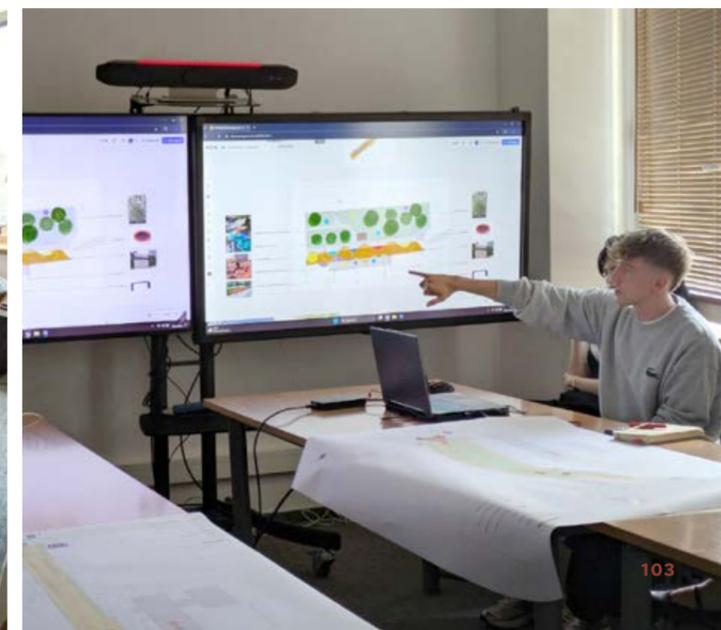
We also studied the transportation habits of children and adolescents, and their parents. An analysis of 4,574 surveys shows that, on average, 18.4% of pupils in elementary schools in Warsaw are driven to school by car: in the case of schools located in densely built-up urban areas – 10.4%, and in scattered areas – 26%. 45% of children who are driven to school return home by other means than by car.

The vast majority, i.e. 81.3%, of the children and adolescents surveyed prefer active mobility. 37.6% would like to ride a bike to school, 19.8% would like to ride a scooter, and 23.8% would like to walk there. However, only 26.4% of pupils decide on their means of transport independently. It seems that independence is not scary for children, and parents could rethink their family morning routines.

## Working together

Five schools participated in the process of jointly designing safe streets around the school in the form of a series of workshops with pupils, parents, school management and staff, as well as officials and residents. In the case of three of these schools, we collaborated with the Academy of Fine Arts in Warsaw.

As part of the “Participatory Design” course, students used our data and road concept to design the urban interiors of the entrance areas to the establishments. They based their work on information obtained during meetings with children, parents, neighbors, officials, and teachers. They also created visualizations – a reference point for road designers in further stages of the investment.



# Winter illumination

For over two winter months, residents of Warsaw and tourists from around the world could admire the festive illuminations along the Royal Route. On weekends and during the holiday season, the section from de the Gaulle Roundabout to Castle Sq. became a promenade for strollers.



## NEW ILLUMINATION IN 2026

The previous holiday season was the last one with decorations reminiscent of communist Poland. The current contract provided for the installation of illuminations for three seasons. Once the tender is resolved and a new contract is signed, we will see the winter illumination in a different theme, with completely new decorations!

The Christmas illuminations once again took us back to the 1950s and 1960s. The streets of Warsaw were decorated with illuminated, communist-era Christmas tree lights, and colorful paper chains, which we remember from our grandmothers' Christmas trees.

The festive atmosphere on the streets of the capital was inaugurated by Mayor Rafał Trzaskowski, who ceremoniously lit up a 27-meter Christmas tree in Castle Square. The youngest could learn about the lives of their parents in their youth and see a shop scale with weights, soda fountains and the popular spinning top in impressive sizes. There was also something for automotive enthusiasts – the iconic Syrenka car and the Ryś moped were waiting for them. Green garlands decorated with over 500 light bulbs were also hung on streetlights.

Warsaw residents appreciate the illumination: as many as 93 percent of pedestrians surveyed found it attractive. We want Warsaw to be even more beautiful in winter and delight residents and visitors with its festive charm. Therefore, in the 2025/2026 season, we are decorating an even larger part of the city, including the New Town Market Square, Podwale St. and the Barbican. All this, of course, with care for the environment and the city's budget – the Christmas decorations are energy-efficient, consuming less energy per day than is needed to fully charge three electric cars.



# Specialist conferences

Last year, we organized two conferences for local governments. Events entitled “Metered Parking Zone: A to Z” and “Lighting in Public Spaces” attracted visitors from all over Poland.



**April 3–4, 2025**

Palace of Culture and Science

**1ST PARKING CONFERENCE**  
“METERED PARKING ZONE: A TO Z”

**October 2–3, 2025**

Targowa Creativity Center

**III LIGHTING CONFERENCE**  
“LIGHT IN PUBLIC SPACES”



**COOPERATION IS IMPORTANT**

Both conferences provided an opportunity to exchange experiences and ideas with other local government officials.

Thanks to them, we are strengthening our cooperation with other Polish cities and gaining new knowledge necessary for further development.

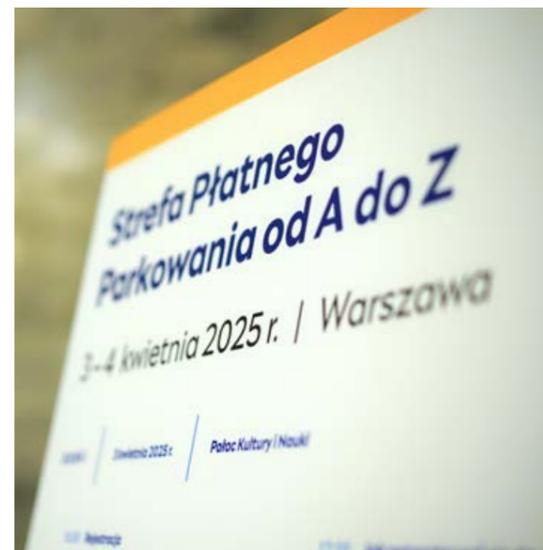
## All about Metered Parking Zone (SPPN)

On April 3–4, at the Palace of Culture and Science, we organized the 1st Parking Conference under the slogan “Metered Parking Zone: A to Z”. We shared our knowledge and solutions regarding parking management in the city. The audience had the opportunity to learn about new technologies in the field of paying for parking, mobile road scanning, and enforcing additional parking fees. We also addressed the topics of preparations to introduce a metered parking zones, parking survey methodologies and public consultations. Representatives of the Parking Department spoke about the signage of Warsaw’s parking zone, its enforcement, and the methods for issuing resident permits.

On the second day of the conference, we invited participants to our headquarters at 120 Chmielna St. They had the opportunity to take a short ride in an e-inspection vehicle around the SPPN area. We also conducted workshops on mapping and inventorying the zone.

## How light changes the city

During the III Lighting Conference, held on October 2 and 3 at the Targowa Creativity Center, we discussed “Light in Public Spaces” with local government officials and representatives of the lighting industry. Over 100 people attended the meeting, which provided an opportunity to discuss challenges related to lighting. As experts, we began the event with a lecture on the modernization of street lighting. The speakers discussed the possibilities of implementing artistic projects in the city using light, including the example of Poznań. We also discussed control systems in outdoor lighting, their cybersecurity, and the use of lighting to improve safety at pedestrian crossings. Participants also took part in an evening walk around the New Center of Warsaw, where they saw how the city is illuminated.



# Civic budget

The civic budget is an opportunity for residents to decide how they want to allocate part of the city's budget. Thanks to the ideas they submit, Warsaw is constantly changing for the better.



## over PLN 21 M

THE COST OF PROJECTS COMPLETED IN 2025

## 34

NUMBER OF PROJECTS COMPLETED IN 2025:



## 21

BIKE INFRASTRUCTURE



## 7

SAFETY IMPROVEMENT



## 6

SIDEWALKS/ PEDESTRIAN INFRASTRUCTURE

So far, we have completed over 300 projects proposed by residents. In 2025, we completed 28 projects in whole or in part, concerning, among other things, new bike infrastructure, additional lighting for pedestrian crossings, and sidewalk renovations.

We built new sidewalks along Wólczyńska St., Reymonta Av., and next to the high school on Gwiaździsta St. We also renovated the sidewalk (including the bike path) along Broniewskiego St., on the section from Trasa Armii Krajowej to Romaszewskiego St.

Cyclists can now enjoy the renovated bike path on Płowiecka St. in Wawer. We also modernized the bike paths along Wał Miedzeszyński and Światowida St. Among other things, the missing section of the bike path at the intersection of Ciszewskiego St. and Pileckiego St. and at the intersection of Dolina Służewiecka St. and Nowoursynowska St. was created.

The civic budget was also used to implement other amenities for cyclists, including new bike racks throughout the city, as well as connectors and contraflow bike lanes.

Residents also take pedestrian safety into account in their projects. Among the tasks completed this year were, among others, additional lighting for crosswalks in Białołęka and protecting the sidewalk against illegal parking in Wola.



Sidewalk renovation on Broniewskiego St.



Bicycle path on Płowiecka St.



Bicycle path on Wólczyńska St.



# International projects

The international projects in which the Public Roads Authority participates are aimed at developing innovative solutions, exchanging good practices and building long-term partnerships. In 2025, ZDM continued its participation in three international projects.

## PROJECTS IN FIGURES:



**3**  
INTERNATIONAL  
PROJECTS IN WHICH  
ZDM PARTICIPATES

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

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

## GreenScape

The **GreenScape CE** project concerns nature-based solutions and the development of green and blue infrastructure in cities. In 2025, two meetings between project partners were held – in Milan and Szeged – combined with field visits presenting NBS implementations. The meetings concerned, among other things, progress in the implementation of pilot activities and the concept of rebuilding Wileńska St. in Warsaw. The project is implemented as part of the Interreg Central Europe program.

## REALLOCATE

**REALLOCATE** project focuses on issues of sustainable urban mobility, public space management and inclusive urban design. In May 2025, a meeting was held at ZDM with a delegation from Lyon, a partner in the project, to exchange experiences in transforming urban space to benefit pedestrians and cyclists. In June 2025, representatives of ZDM participated in a project consortium meeting in Gothenburg, which included field visits and an expert debate on, among other things, the equality perspective in urban planning. In September 2025, a pilot project was carried out in front of Elementary School No. 258 on Namysłowska St. in Warsaw – temporary development of pedestrian space. The project is being implemented as part of the Horizon Europe program.



Co-designing a safe school route during the picnic at Primary School No. 258, Namysłowska St.



GreenScape project consortium meeting in Milan



Field visit as part of the Reallocate project consortium meeting in Gothenburg

## SMART EPC

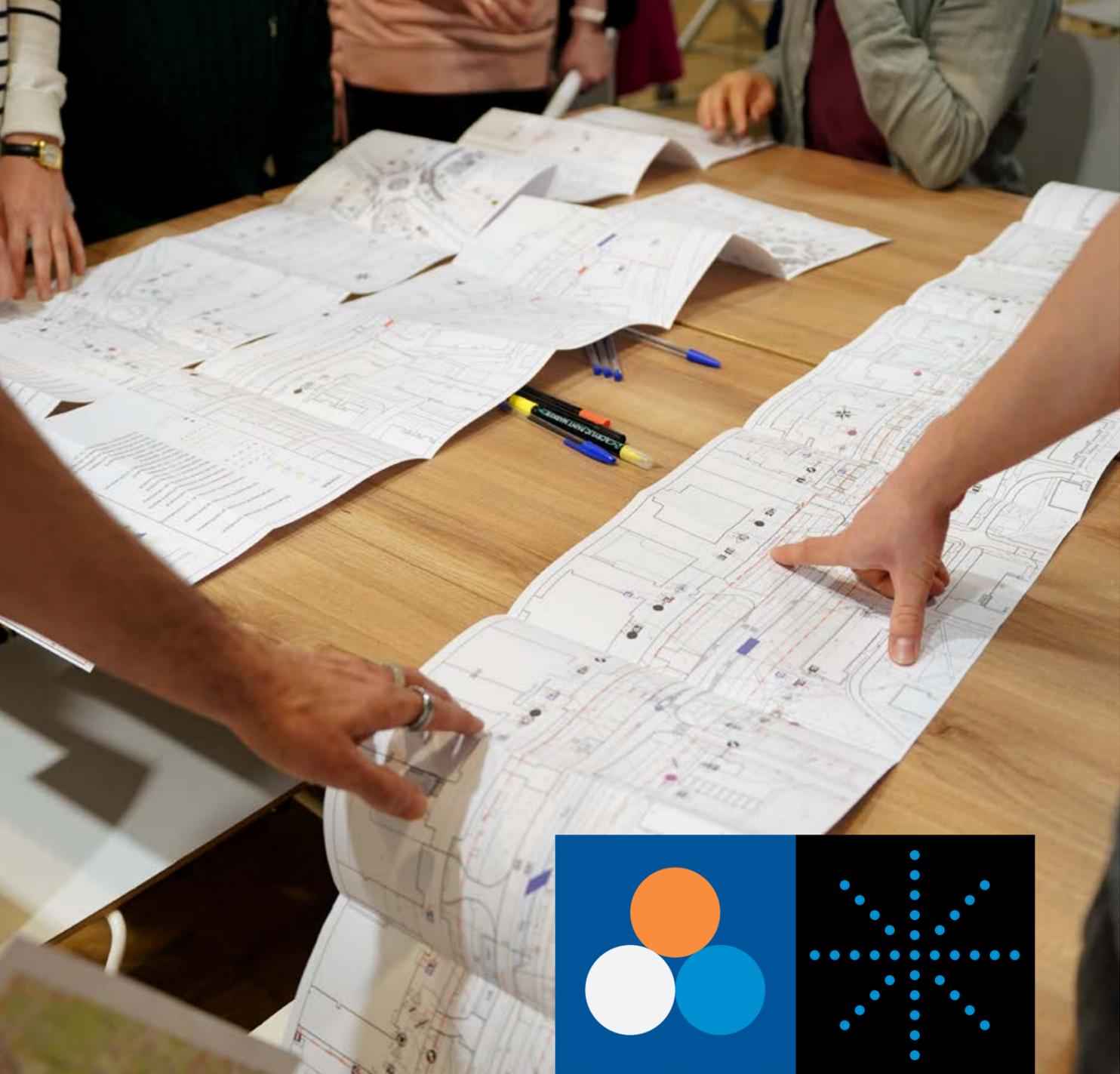
The Smart EPC project was the third international project implemented by ZDM. The project concerned the development of smart solutions to modernize lighting in public spaces in European cities. In 2025, the project was completed and an audit of the lighting infrastructure was carried out in selected areas of Warsaw. The audit results were used to identify parks and squares requiring lighting modernization in 2026. The project was carried out as part of the Horizon 2020 program..

As part of its international cooperation, ZDM also participated in shorter initiatives and cooperation networks. In 2025, the “A-Grade Road” program was presented at the Walk 21 conference in Tirana, and Warsaw’s experiences were shared as part of the TuneTo15 working group in Berlin. Warsaw was also selected as the champion city in the CIVITAS initiative, which will carry out activities related to improving the safety of children and youth in the vicinity of schools.

A plenary meeting of the ITS Nationals Network was held at the ZDM headquarters, attended by representatives from 15 countries, devoted to issues related to traffic management and intelligent transport systems.



GreenScape project consortium meeting in Szeged

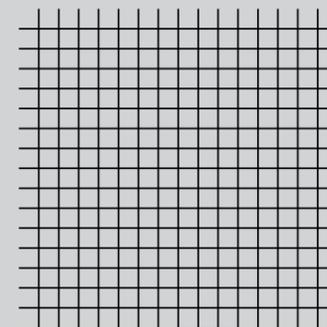


## 8.

# We are here for you

Warsaw residents are partners in shaping urban space.

In 2025, we conducted public consultations, implemented projects selected in the civic budget, and responded on an ongoing basis to reports submitted via the Warsaw 19115 City Contact Center and social media. The Resident Contact Center at ZDM remains open to dialog, suggestions, and the needs of our city's residents..



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# Efficient service for residents

There is a Resident Contact Center (CKM) at the Public Roads Authority. This is a team responsible for responding to applications, inquiries, requests, complaints or petitions received by ZDM. The 19115 City Contact Center is a platform through which residents can report malfunctions, submit requests and inquiries about issues related to the functioning of the city. Many of them relate to our unit.



## 5,903

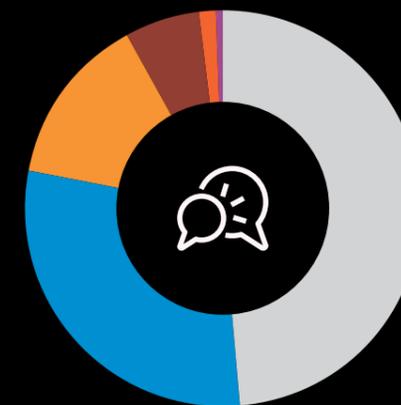
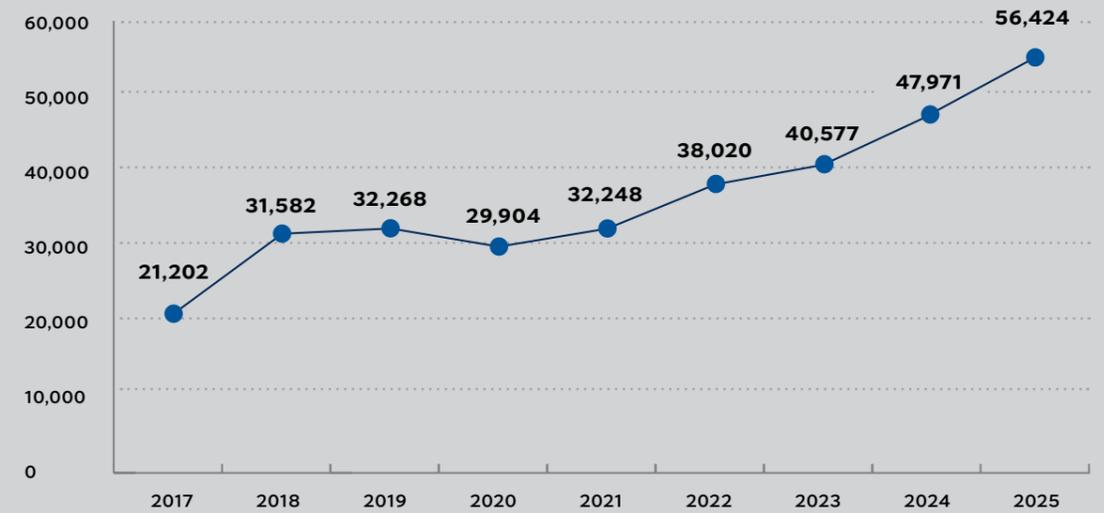
RECEIVED LETTERS FROM RESIDENTS, INCLUDING:

- **3,995** INQUIRIES
- **932** REQUESTS FOR ACCESS TO PUBLIC INFORMATION
- **955** COMPLAINTS AND REQUESTS
- **21** PETITIONS

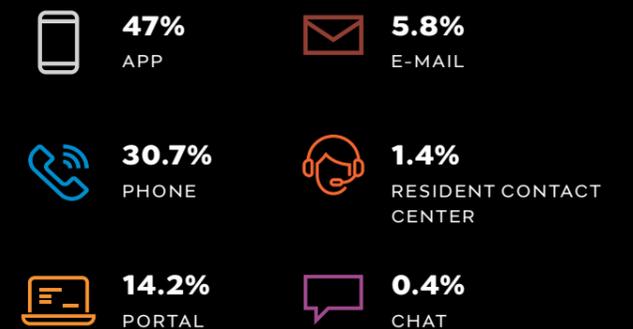
The thematic scope of residents' reports is wide and relates to almost every area of ZDM's activity. The Resident Contact Center works with approximately 200 employees from over 20 specialized departments to prepare responses. Cases are submitted to the ZDM on paper or electronically. They are then registered and assigned a number, after which they are processed in accordance with the Code of Administrative Procedure and the Acts on Access to Public Information and Petitions. Thanks to the team established to handle them, answers are provided in understandable language, in a uniform manner and on time. The most popular form of contact is the 19115 City Contact Center platform. The primary purpose of the Center is to make it easier for residents to report malfunctions without having to search for the appropriate office and to relieve municipal units of the obligation to respond in writing, e.g., in the event of a need to replace a light bulb in a streetlight.

In 2025, most of the reports we received concerned damage to streetlights (8,621), problems with traffic lights (6,525) and damage to sidewalks, bike paths and roadways (4,878). The 19115 can be used in a number of ways. For many years, the most popular channel has been the 19115 app (47% of reports) and the telephone hotline (30%). The next most popular channel is the warszawa19115.pl portal (14.2%).

## Number of reports via CCC 19115



## How reports get to ZDM?



# Consultations with residents

We value direct contact with residents. In 2025, consultation meetings concerned the possible extension of the Metered Parking Zone to another part of Mokotów and part of the Włochy district. We also met with residents of Wileńska St. in Praga-Północ to present the redevelopment concept.



## CONSULTATIONS IN FIGURES:

**3**  
CONSULTATION PROCESSES

**11**  
EVENTS

**403**  
PEOPLE PARTICIPATING IN MEETINGS

**663**  
COMMENTS RECEIVED AS PART OF THE CONSULTATIONS

Public consultations are a form of cooperation between the authorities and residents. ZDM has been organizing them for years on matters that fall within our competence and are important to the local community. Consultations are based on dialogue and are not a “for” or “against” vote, but a way to ask questions, clarify doubts, and submit comments or amendments to the topic under discussion. For several years now, we have been consulting on the shape of the Metered Parking Zone being introduced in successive districts. We also discuss street and square redevelopment projects and bike traffic issues.

Consultations on parking in Mokotów and Włochy lasted from December 1 to December 31, 2025. During this time, we organized seven events: four open meetings with residents, one online meeting, and two walks with residents – for the housing estate on Astronautów St. and for the Jadwisin housing estate. Participants were able to become familiar with the concept of changes to traffic and parking organization, as well as the results of measurements of parking spots and their turnover. Before the meetings took place, we shared our proposals for changes to traffic organization. Residents could download them and take a close look at the proposed projects. Participants discussed, among other things, the introduction of one-way traffic on selected streets and changes in parking practices. They also discussed locations where it would be worthwhile to install posts and separators to prevent illegal parking. Residents could also submit their comments electronically.

Public consultations on preliminary concepts for the reconstruction of Wileńska St. lasted from November 6 to November 30, 2025. The aim of the consultation was to gather opinions and comments on the proposed solutions so that the final concept would meet the needs of residents while emphasizing the historical character of the street. As part of the events, we met with residents at the Konopacki Palace, offered telephone support, and conducted two walks with a consultation cart.



# Behind the scenes

The Public Roads Authority has 709 employees in 7 divisions and 31 departments. In 2025, we hired 82 new employees, and 48 people finished working with us. During 12 anniversary meetings, we celebrated the 20th, 25th, 30th, 35th, 40th and 45th anniversaries of professional work of 60 people.



As we do every year, we played with the Great Orchestra of Christmas Charity. As part of the 33rd Finale of the GOCC, we auctioned the opportunity to become a patron of one of the 102 trees in Central Square. The auction ended with the amount of PLN 10,099.

However, our charitable 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 2025

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