

# ENVIRONMENTALLY SOUND PRACTICES

## SUSTAINABLE TRANSPORT – THE KEY TO CLEAN AIR



Source: Zabrze City Hall website

### Sustainable transport in the Silesian Province

Transport has a significant impact on air pollution. Every day, millions of people decide to travel using individual means of transport, thereby intensifying traffic and making cities busier. The increasing number of cars has a direct impact on air pollution, and thus the society's health.

Means of transport, such as passenger cars or trucks are one of the main sources of air pollution, including carbon dioxide (CO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM2.5, PM10). The problem affects especially big cities, where traffic is heavy and during rush hour there are often traffic jams, which cause large-scale exhaust emissions in the immediate vicinity.

**A solution to this problem may be the idea of sustainable transport, which plays a key role in minimising the adverse impact of transport on health and the environment.**

The Silesian Province is the most urbanised province in Poland, which translated into the traffic volume and the amount of exhaust fumes that enters the atmosphere. In such places, activities such as sustainable transport aim to reduce traffic jams, increase the public transport availability, and improve air quality, which positively affects public health.

Promoting means of transport that significantly curb greenhouse gas emissions, for example, public transport, electric cars, bicycles, or the increasingly popular e-scooters, which substantially contributes to reducing air pollution.

Public transport is already playing a huge role, significantly reducing the number of cars on roads. While promoting cycling or walking not only contributes to curbing CO<sub>2</sub> emissions, but also improves physical condition and health of people. Electric and hybrid cars become more and more popular thanks to the low emission of pollution compared to traditional internal combustion vehicles.

Investments in infrastructure, such as bike paths reducing air pollution and greenhouse gas emissions. Urban mobility also covers developing infrastructure that supports various forms of transport.

Sustainable transport benefits not only the environment, but also the entire society and economy. Promoting and implementing eco-friendly solutions is crucial for the future of our planet and combating environmental challenges, faced by people today.



Source: Metropolitan Transport Authority's website

### Urban mobility – comfort and ecology

**Urban mobility** is an approach that assumes people-friendly cities where moving around is easy, fast, and environmentally friendly. The key elements if the **15-minute city concept** where all necessary services are available within 15 minutes walking or cycling. This model reduces dependence on cars, cuts CO<sub>2</sub> emissions, and improves residents' quality of life. Urban mobility refers to ways in which residents move around the city using different means of transport, such us buses, trams, bikes, cars or on foot.

### Free public transport – public transport for everyone

**Free public transport** in a city is an initiative that aims to increase accessibility of public transport for all residents, regardless of their financial situation. Introducing free public transport in cities may have multiple benefits. First of all, it reduces the number of cars in roads, which leads to only for cyclists, which ensure safe and comfortable conditions to move around the city. Secondly, it increases mobility of people who cannot use paid means of transport, which improves their access to work, education, and services. Thirdly, free public transport may make streets less busy and improve the quality of life in cities.

### Sustainable transport in a nutshell

- ❖ SUSTAINABLE MOBILITY
- ❖ ZERO- AND LOW-EMISSION VEHICLES
- ❖ THE IDEA OF GREEN CITIES
- ❖ GREEN TRANSPORT INFRASTRUCTURE
- ❖ EU PERSPECTIVES
- ❖ EXAMPLES OF SUSTAINABLE MOBILITY FROM ABROAD
- ❖ PROMOTING SUSTAINABLE TRANSPORT
- ❖ MUNICIPALITIES IN THE SILESIA PROVINCE AND SUSTAINABLE TRANSPORT



Source: Plichowice Municipality

Clean air zones

Another initiative leading to sustainable transport are the so-called **Clean air zones**. They are urban spaces that can be entered only by vehicles meeting specific exhaust emission standards. The aim of the measure is to reduce air pollution and improve the health of residents by limiting the number of vehicles that emit the most pollution. Benefits of Clean air zones include air quality improvement, health protection, and an incentive to use environmentally friendly means of transport. Introducing Clean air zones promotes using electric vehicles, bicycles, or public transport. Introducing Clean air zones may be controversial, especially among owners of older vehicles, who may feel excluded from city centres. However, long-term benefits for public health and the environment are significant. Introducing Clean air zones is part of a broader strategy for sustainable development and fight against air pollution.

City bicycles and scooters

**Bike paths** are a key element of sustainable transport. They make it possible to move around the city on a bike safely and comfortably, which encourages residents to abandon cars for more environmentally friendly means of transport.

Bike paths are designated routes intended exclusively for cyclists, which provide safe and convenient conditions for getting around the city. An important initiative within cycling are **city bike systems** that make it possible for residents to easily access bikes on short distances. Thanks to mobile apps, users can quickly rent a bike and return it at any station. The systems are an integral part of public transport, making commuting easier.

Meanwhile, **e-scooters** become more and more popular as a fast and comfortable means of transport for short distance trips. They are particularly useful in busy cities where they can easily bypass traffic jams. In Poland, there are many models of the scooters which can be rented using mobile apps. The development of cycling infrastructure, city bike and e-scooter systems is crucial for the sustainable development of cities. Thanks to the solutions, residents have more eco-friendly and convenient transport options.

Minimising HGV traffic in cities

It is also worth mentioning **ringroads** that make it possible to exclude HGV transport from city centres, which significantly reduces air pollution, noise, and emissions of harmful substances, thus increasing resident's quality of life and the environment. Limiting traffic in city centres favours better air flow, which is important for reducing smog levels and protecting human life and ecosystems. **Intelligent Transport Systems (ITS)** are a modern tool to sustainable manage traffic, which not only streamlines movement of vehicles, but also minimises the adverse impact of transport on the environment.

ITS uses data from sensors, cameras and weather stations to monitor conditions on roads and inform drivers of possible threats or optimal routes, which makes it possible to reduce traffic jams, fuel use and CO<sub>2</sub> emissions.

ITS systems cover solutions such as: traffic monitoring, traffic lights management, informing about conditions on roads or fleet management, which makes traffic smoother, more predictable, and environmentally friendly. Introducing ringroads and advanced ITS systems brings multiple environmental benefits, including the reduction of greenhouse gas emissions, noise level, as well as the protection of green areas by limiting the transport pressure in cities.



Source: Bytom City Hall

Zero- and low-emission vehicles – pros and cons

Electric or hybrid car – which one is more environmentally friendly?

In recent years, more and more people have been deciding to buy an electric or hybrid car. This is not only due to concern for the environment, but also to the desire to save money on car running costs.

Both electric and hybrid cars have their pros and cons; hence the question: **which car should I choose – electric or hybrid?**

The primary difference between a hybrid and electric car is the drive source. A hybrid car uses both the internal combustion and the electric engine. Although this solution is economical, it involves the costs of maintaining the combustion engine (e.g. engine oil change, timing belt replacement, etc.). Electric cars are void of such costs because they have just the electric engine. However, both types of cars are at risk of battery degradation, which may entail a costly replacement, but the likelihood that such action will be necessary is small.

Another important difference is the increasing fuel price. In addition to electricity, hybrid cars also need require petrol and, in some cases, diesel fuel. Electric cars do not need this and can run on electricity, which is significantly cheaper than traditional fuels.

Often, the biggest obstacle to purchasing an electric car is its range. For now, there are no electric engines that would guarantee long-distance travel without the need for recharging. Hybrids, on the other hand, can always rely on their combustion engines to help them along.

An incentive for those who are undecided may be the “NaszEauto” programme launched by the National Fund for Environmental Protection and Water Management and the Ministry of Climate and Environment in February 2025, which offers support of up to PLN 40,000 for new electric cars priced at less than PLN 225,000. Additionally, electric cars are exempt from charges in paid parking zones.

The choice between a hybrid and an electric car is therefore an individual matter, depending on the user's needs. Hybrids will perform better when covering



Hydrogen refuelling station in Rybnik: source: rybnik.eu

longer distances, while electric cars will be more efficient when driving in the city. In addition, electric cars have many benefits in the form of subsidised purchase or exemption from parking fees.

Hydrogen, fuel of the future

Hydrogen cars have huge potential to play a significant role on the automotive market in the future as they are an effective and eco-friendly alternative for internal combustion vehicles.

In the 19th century, hydrogen was believed to be fuel of the future and that is when the first designs of vehicles powered by hydrogen were developed. In the 20th century, NASA developed technology that would make it possible to use hydrogen fuel cells in space missions, and in the 90s, the first hydrogen car prototypes were created.

However, it is only in the last 15 years that the development of hydrogen vehicles has gained momentum, and many experts today are promoting ideas similar to those of the 19th century, namely that hydrogen is the future of transport.

Hydrogen cars are in reality electric vehicles where electricity is obtained thanks to the reaction occurring between hydrogen and oxygen, resulting in energy, heat, and water. Such cars have zero CO<sub>2</sub> emissions, and the only by-product that escapes into the air is water vapour. Therefore, it is a beneficial solution for the environment.

Further advantage of hydrogen fuel cars is the relatively short refuelling time, similar to traditional internal combustion cars, which in comparison to electric cars, whose charging can last from few minutes to several hours, is a huge advantage.

Moreover, hydrogen cars have a relatively long range, which can be enough to travel even 600 km, which shows a potential of such vehicles.

Despite many advantages, hydrogen cars are still struggling. First and foremost, the availability of hydrogen refuelling stations is very limited. In Poland, there are now 8 such stations, of which 2 are located in the Silesian Province (in [Katowice](#) and [Rybnik](#)). On top of that, there are high costs associated with hydrogen storage.

The hydrogen production process still relies on coal, which reduces environmental benefits from using hydrogen cars. However, green hydrogen production, which does not generate CO<sub>2</sub> emissions, is becoming increasingly common.

Vehicle charging stations

With the increasing number of electric cars on Polish roads, there is a growing need to expand the charging infrastructure in convenient locations, both in cities and on motorways.

In Poland, the outlook is very promising. At the end of March 2025, there were already over 9,300 vehicle charging stations in operation, and by 2030, their number is expected to increase to over 50,000.

Charging infrastructure is developing most rapidly in large cities such as Warsaw, Kraków and Gdańsk.

Woonerf – harmony between vehicles and pedestrians

In the 1970s, the Netherlands saw a rapid increase in the number of cars near schools or residential areas. For safety reasons, there was a need to create a street that would be able to safely combine car and pedestrian traffic,

Are electric car fires more common than combustion engine car fires?

**It is a myth!** In 2024, the National Fire Brigade recorded 30 cases of electric car fires, which is just 0.31% of all vehicle fires. Internal combustion vehicles accounted for nearly 99% of such events in Poland.

Of course, there are significantly more internal combustion than electric vehicles in Poland, which also influences the results, but there are not indications to believe that electric cars are more likely to catch fire. In most cases, such accidents occur due to human negligence or deliberate action.

while also creating a place for social gatherings.

That is when a *woonerf*, which means a *street to live* in Dutch. It is a space in a city that combines transport and recreation functions. There is no distinct division into a pavement and a street in woonerfs; pedestrians and vehicles move across the entire width of the street, with pedestrians having right of way.

Woonerfs provide safety mainly because they diffuse vehicle traffic by using solutions such as speed bumps, street narrowings, and green medians.

*Woonerfs* are often pleasing to the eye, characterised by high aesthetics and lots of greenery.

In the Silesian Province, there are a few woonerfs, for example at Siemińskiego Street in [Gliwice](#).

Green bus stops and car parks

Green bus stops is an initiative that is supposed to introduce more greenery into the urban landscape, improve the microclimate, and rainwater retention.

Green bus stops are traditional bus and tram stop shelters but with green roofs and walls, that retain rainwater and produce oxygen. At the same time, they mitigate the urban heat island effect, thereby increasing comfort of waiting for a bus or tram.

Another solution that improves water retention and decreases the urban heat island effect is introduction of green car parks. Green car parks have a permeable surface and rain gardens that effectively help to retain water and decrease temperatures.

Impact of transport pollution on pedestrians

Pedestrians walking near busy roads are at risk of negative effects of air pollution generated by internal combustion vehicles. Substances contained in exhaust fumes, such as particulate matter, nitrogen oxides, carbon oxides, or heavy metals, may give rise to health problems.

Due to pollution generated by internal combustion vehicles, some people can have headaches, feel nauseous. We also have to remember about the carcinogenic properties of pollution.

Exhaust pipes are usually located at the bottom of the vehicle, which means that children are most exposed to the pollutants in exhaust fumes.



Siemińskiego Street in Gliwice, source: gliwice.eu



A green bus stop in Chorzów, source: Chorzów City Hall

The greatest risk arises near busy streets in city centres, car parks and tunnels, where air circulation is poor and there are many cars.

Rain gardens – green support for cities

Present day cities are almost entirely covered with impermeable surfaces such as concrete, asphalt, or paving stones. Instead of soaking into the ground, rainwater runs off these surfaces, flowing down roofs, streets and pavements straight into the sewer system, collecting pollutants along the way.

Rain gardens are an innovative yet simple solution to this problem. Such gardens are filled with appropriate layers of substrate and planted with plants that are resistant to periodic flooding. Their task is to retain and purify rainwater – both that which falls directly from the sky and that which runs off roofs, pavements and streets.

Thanks to rain gardens, water has a chance to soak into the ground. Natural biological and filtration processes improve its quality before it enters the environment and plants create a convenient place for insects, birds, and small animals.

What is more, rain gardens enrich the urban landscape – instead of concrete spaces, the city gets green, aesthetically pleasing areas. It is not only an environmental, but also an aesthetic element.

European Union’s 2035 perspective

European Union has been talking about achieving the climate neutrality goal until 2050. The 2035 perspective is the next step towards realising this ambitious plan.

In addition to environmental transformation, Perspective 2035 focuses also on developing digitisation and striving to deepen economic and monetary union. But the most controversial thing is the ban on selling new petrol and diesel cars, which is set to come into force in 2035.

Given that road transport in the EU accounts for a significant proportion of CO<sub>2</sub> emissions, the EU wants to reduce emissions from passenger cars by 55% and from vans by 50% by 2030, compared to 2021. It will be a huge step towards zero carbon dioxide emissions from new passenger and delivery cars until 2035.

The ban is to ensure that until 2050 the transport sector in European Union becomes neutral in terms of carbon dioxide emissions. However, it does not mean that internal combustion vehicles will disappear from roads. Cars bought before 2035 will still be allowed to be used.

The controversy stems from the fact that many people today cannot afford to buy an electric car. However, the EU reassures us, explaining that the running costs of electric cars are significantly lower than those of combustion engine cars. New regulations are supposed to support competition and encourage manufacturers of electric cars to invest in innovation, which should lower prices of EVs.

Last mile mobility

The term “last mile” in transport refers to the final stage of a passenger’s journey, e.g. the route from the bus stop to home or from the railway station to work. The last mile is easiest to cover on foot, but sometimes the distance from the bus stop or station to your destination is not short enough to walk. Very often, it is precisely the lack of transport options for the last mile that causes people to choose to drive rather than use public transport, even though this may involve traffic jams, searching for a parking space and, of course, air pollution.

Increasing availability of city bikes or e-scooters near transportation hubs can be a solution to this problem. Another good solution to this problem may be a possibility to transport bikes on public transport or creating *Park and Ride* car parks.

Biofuels

Biofuels are fuels produced using plant or organic raw materials such as rapeseed, maize or biomass.

Unlike fossil fuels, biofuels are renewable and can significantly reduce greenhouse gas emissions. Biofuels are one of the tools supporting sustainable transport. Although they are not zero-emission, they are an important step towards environmentally friendly mobility.



Rain garden at Krawczyka Street in Mikołów, source: mikołowlaklimatu.mikolow.eu



Rain garden in Żory, source: Sendzimir Foundation website



“GZM” Rain Gardens” workshops in the School Complex No. 7 in Ruda Śląska: School Complex No. 7 in Ruda Śląska website

So-called 1st generation biofuels, which are produced from plants that could be used for food, are highly controversial. Competition for arable land is increasing, and food prices may rise. For this reason, the importance of 2nd and 3rd generation biofuels is growing. The first are made from agricultural waste, wood or used oils, while 3rd generation biofuels are produced from algae and seaweed. 2nd and 3rd generation biofuels do not compete with food and have a significantly lower impact on the environment.

Sustainable transport abroad

The Netherlands is considered a paradise for cyclists. The cycling infrastructure is one of the most developed and extensive in the world. The total length of all bike paths in the Netherlands exceeds **35,000 kilometres**. Bike paths are visibly separated from the street, there are dedicated traffic lights for cyclists, huge bike parking facilities and maintenance stations. The public transport system is also cyclist-friendly, making it easy to transport your bicycle. In many Dutch cities, cyclists have right of way before other vehicles.

In Germany, you can buy affordable monthly tickets that make it possible to ride all means of public transport. In cities, electric buses are very common. The **MaaS** (Mobility as a Service) system is growing rapidly, that is, an app which makes it possible to plan and pay for a journey using various means of transport, e.g. a bus, city bike, or a train.

France has introduced a ban on short-haul flights that cannot be replaced by train journeys of up to 2.5 hours in order to minimise its carbon footprint. France’s largest cities have low-emission zones, and the concept of green streets is rapidly gaining ground, as is the revitalisation of spaces for pedestrians and cyclists.

Copenhagen is a perfect example of the *15-minute city* idea. The city residents need a 15-minute walk to reach the majority of services or recreation places. In addition, the public transport system is very extensive and also allows one to get from the centre to any corner of the Danish capital in about 15 minutes. Copenhagen is also a paradise for cyclists, who can travel around the city on almost 400 kilometres of bike paths. It is worth mentioning that all this is happening in a city comparable in size to Katowice.

In China, the electrification of urban transport

is happening on a massive scale. Proof of this is **Shenzhen**, which was the first city in the world to completely eliminate combustion engine buses and now has a **100% electric fleet**. China has also introduced very strict regulations, such as restrictions on vehicle registration to limit the number of combustion engine cars. There is a system of auctions or lotteries for licence plates.



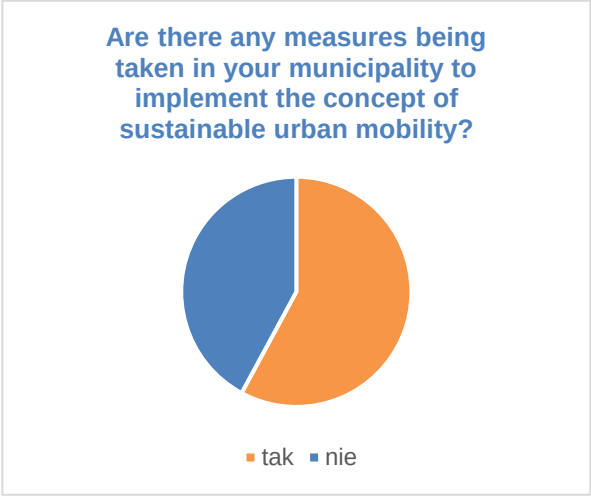
Underwater bike parking facility in the Netherlands, source: Dutch Cycling Embassy

Sustainable transport in municipalities of the Silesian Province

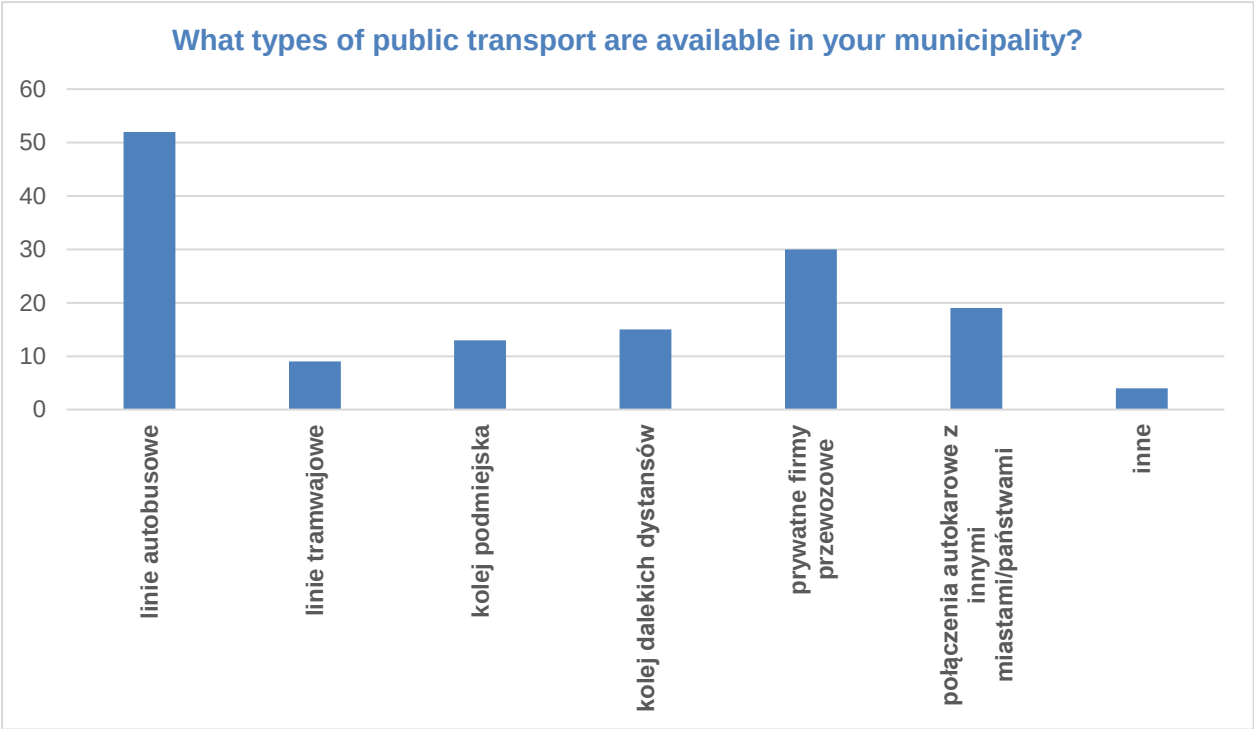
Survey and promotion of sustainable transport activities

In order to support sustainable transport activities in municipalities in the Silesian Province, a survey was prepared and sent to all 74 municipalities that are co-beneficiaries of the project “Silesia. Blue Sky Restored.” Next, data was gathered and then analysed to develop this paper.

In 33 of the 57 municipalities that responded to the survey, measures are being taken to implement the concept of sustainable urban mobility.



Various forms of public transport operate in the project’s partner municipalities. Bus lines play a dominant role, operating in almost every municipality in the Silesian Province. In over half of the municipalities that responded to the survey, there are also private transport companies operating, and often coach connections to other cities or countries. Less popular are forms such as long-distance railways and suburban railways, as well as tram lines. Buses are therefore the primary means of public transport in the municipalities of the Silesian Province, but there is noticeable potential for other forms of transport that fit in with the idea of sustainable urban mobility.



Free public transport

Free public transport has been introduced in sixteen municipalities, which is a significant step towards improving the accessibility of public transport for residents of the Silesian Province. However, this initiative is implemented only locally. The introduction of free public transport not only helps to reduce residents’ expenses, but also encourages them to give up their cars in favour of public transport, which has a positive impact on the environment by reducing exhaust emissions and traffic jams in cities.

Since 2016, free public transport has been operating in **Łaziska Górne**, organised by the Town of Łaziska Górne. Residents of **Zawiercie** also travel on public transport completely free of charge. Free ZKM buses in Zawiercie operate in the following municipalities: Zawiercie, Poręba and Siewierz.

In **Kalety**, from November 2021, free travel throughout the city can be enjoyed by paths in individual districts. In **Ruda Śląska**, 36 kilometres of paths were created during the construction and modernisation of roads throughout the city, as well as in recreational areas, e.g. as part of the Ruda Trail. In

all users, regardless of whether they live in the city or have come as tourists.

In the **Kochanowice** municipality, such measure was introduced in 2021 and covers the area of all settlements in the municipality of Kochanowice.

In the **Poręba** municipality, free public transport has been operating since 1 January 2024 and covers all public transport lines organised by the Zawiercie Municipality through Zakład Komunikacji Miejskiej in Zawiercie.

Free public transport in **Żory** (BKM) was introduced on 1 May 2014 and consisted of 7 lines at the beginning. Now, BKM consists of 8 lines with routes covering mainly Żory City, occasionally extending beyond the city borders to serve neighbouring towns. Travel on BKM buses is free of charge for all passengers.

Since 1 March 2024, also the residents of **Racibórz** can enjoy free public transport. New buses were purchased as well.

In **Cieszyn**, from 1 July to 31 August 2024, children and adolescents up to the age of 20, attending primary and secondary schools, can use public transport in Cieszyn free of charge. A regulation entitling children and adolescents up to 20 years of age to free travel on Cieszyn public transport was adopted at the request of the Cieszyn Youth City Council.

Free public transport in **Ornontowice** municipality has been operating since 2019 on school days.

**Koziegłowy** town and municipality operates 2 free transport routes. In **Świerklany**, free travel has been implemented on one route since 2016.

In **Pilchowice** municipality, children and adolescents attending school can use public transport free of charge within ZTM. Free public transport is also available for senior citizens in **Będzin**.

While in **Bytom**, free travel is for people with disabilities who attend a preschool, school or other education facility.

Bicycle infrastructure

As many as 50 of 57 municipalities in the region that responded to the survey can enjoy an extensive bicycle infrastructure that offers residents and tourists access to modern bike paths. It is an important step towards sustainable development and promotion of environmentally friendly transport that favours environmental protection.



In **Rybnik** there are 300 km of bike paths (including contraflow lanes). In the **Krzyżanowice** municipality, in terms of bike paths, investment exceeding PLN 2.1 million is underway.

In **Radlin**, as part of works on the Jordan Park, a cycling and walking path made of concrete blocks of 9,400 m<sup>2</sup> was built in 2023. The investment also includes rest areas for cyclists, equipped with benches and park tables.

As at 31.12.2023, the total length of bike paths in **Gliwice** was 127,85 km. In 2023, the city allocated a total of PLN 186,511.50 for the maintenance of bike paths and pedestrian routes outside the road.

The **Racibórz** municipality has a total of 47.681 km of bike paths. Pedestrian and bike paths maintained by the Mayor of Racibórz – 27.921 km.

**Zabrze** Bike Route is a bike path around the city. It is 57 km long, marked with blue colour and leads through the majority of Zabrze districts – mainly through green areas.

Cycling infrastructure investments were carried out throughout the city of **Katowice**, covering over 197 kilometres. **Sosnowiec** has around 52 km of bike paths, spread across the various districts.

**Chorzów**, the total length of bike paths is 34 km (without paths in the Silesian Park). **Tarnowskie Góry** offer 28.2 km of bike paths as well as bike and walking paths. In **Czeladź**, bike paths of 15.3 km are located throughout the city. In **Piekary Śląskie**, there have been investments in terms of introducing bike paths in the municipality. For now, there is a total of 15 km of bike paths. In the **Kochanowice** municipality, on the Kochanowice, Jawornica and Lubecko route, there is 9.7 km of bike paths. **Godów** is home to the 5 km Iron Cycle Trail. In **Kalety**, a total of 4.6 kilometres lead from Kalety to Drutarnia, from Kalety to Kuczków, and from Kalety to Mokrus. In **Wisła**, the bike path is in the Wisła Bike Route corridor, covering a distance of 3.189 km – from the transfer hub in Wisła to the border with Ustroń. In **Rydułtowy**, 3 km of a bike path is located in the Machnikowiec recreation area.

City bikes and e-scooters

In 22 partner municipalities that responded to the survey, residents and tourists have access to city and metropolitan bike rent systems. This practical solution supports environmentally friendly transport, contributing to sustainable development.

In 18 municipalities, it is possible to

The actions taken by local authorities to implement sustainable transport are important for several key reasons:

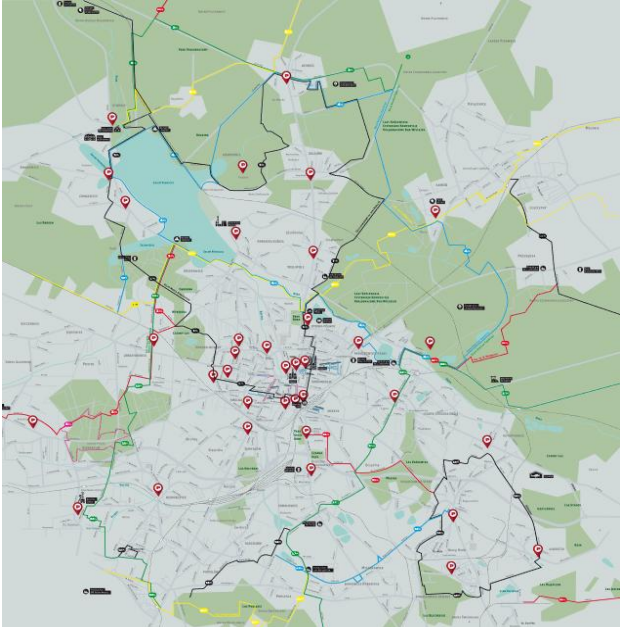
- Combating air pollution and noise**  
One of the main sources of air pollution is road transport. By introducing clean transport zones, developing public transport or bicycle infrastructure, municipalities improve air quality and the comfort of residents' lives.
- Reducing greenhouse gas emissions**  
Municipalities have real contribution to achieving climate goals by limiting card traffic, supporting electromobility, and creating green areas.
- Knowledge of local problems**  
Local authorities know local problems best, such as traffic jams, problems with access to public transport, or pedestrian safety, which makes it possible for them to implement effective, tailored solutions.
- Increasing public transport accessibility**  
Sustainable transport also mean better mobility for people without cars (children, senior citizens, people with disabilities, economically disadvantaged people).
- Shaping positive habits and education of residents**  
Local activities, such as: cycling campaigns, free public transport days, or expansion of green bus stops, have a huge impact on residents' environmental awareness.
- Improving cities' aesthetics**  
Green tracks, green car parks, or woonerfs are not just environmentally friendly, but also aesthetically pleasing solutions that increase the value of the space and the satisfaction of residents.



Source: Racibórz City Hall website



Source: Żory City Hall website



A map of Rybnik bike paths, source: Rybnik – city website



Source: Zabrze City

rent electric scooters, which is a modern solution supporting the development of micro-mobility, offering a convenient and environmentally friendly alternative to traditional means of transport, while contributing to the reduction of air pollution.

Removing HGVs from city centres

In 15 municipalities, investments were underway to remove HGV traffic from city centres, for example by introducing ringroads.

In **Ruda Śląska** the construction of the N-S route is underway. This route will connect the Drogowa Trasa Średnicowa and the A4 motorway and will relieve the provincial road No. 925 running through the city. In September 2023, a section of the N-S route was opened. The majority of construction costs was financed from European Union funds. Moreover, in previous years, three sections of the N-S road were built. They are 3.4 km long.

In the **Pyskowice** municipality, the Lokalna Street was commissioned in 2020. The street is a new connection between the provincial road No. 901 (Poznańska Street) and the district road No. 2905S (Wyzwolenia Street). The Lokalna Street is an alternative connection of the road to Brynek and, in the opposite direction, to Gliwice and the provincial road that connects Pyskowice with Wielowieś and further with Zawadzkie in the Opolskie Province. Thanks to the project, residential areas are well connected to the investment zone at Poznańska Street. The project also helped to divert traffic away from the city centre, which resulted in improved safety.

In **Cieszyn**, a bike path was constructed as part of the renovation and reconstruction of Kossak-Szatkowska Street. It is a road connecting two district roads – Bielska and Hallera; it runs through a multi-family housing estate. The works consisted in building a new subgrade, new surface, standardise the road width, and making curves wider. Two one-way bike paths, 1.5 metres wide and with a total length of 2,340 metres, were constructed, as well as pavements 2 metres and 1.5 metres wide. Zofia Kossak-Szatkowska Street is an important road in terms of transport. The main goal of the project is to improve the technical and operational parameters of the road, as well as to enhance the safety of its users.

In **Racibórz**, there was an investment project involving the construction of a ring road, located entirely in the Racibórz powiat. It is a longer section of the transport system running east-west. The transport system starts at the DK1 interchange in Pszczyna and ultimately ends in Racibórz at the junction with DK 45 in Rudnik. It covers part of the Rudnik municipality and areas of Racibórz, including the districts of Miedonia and Ostróg. The project ran from 1 January 2018 to 30 April 2022.

In **Radzionków**, a bypass (connecting Długa Street with Knośały Street) was constructed in 2020. Funding was received from the Regional Operational Programme for the Silesian Province 2014-2020. In **Żory**, construction of a ringroad took place as part of the project entitled Improvement of transit traffic in the Western Subregion – construction of ringroads in Rybnik and Żory, together with the modernisation of provincial road DW 935, as well as the construction of the northern ringroad of Żory along provincial road DW 935.

The **Krzepice** ringroad was being built from July 2008 to October 2009. The total cost of the investment amounted to PLN 66.7 million. Meanwhile, the **Sośnicowice** ringroad construction is underway. Currently, the first stage of the investment is carried out by the Katowice Road Authority. The **Poręba** municipality is also building a ringroad of Poręba and Zawiercie as part of the national road No. 78, Siewierz – Poręba – Zawiercie (Kromaków) section.

In **Gliwice**, a road section from Daszyńskiego Street to Rybnicka Street was constructed – western part of the city ringroad 2019-2020, southern part of the city ringroad, reconstruction and extension of the road system between Bojkowska Street and Pszczyńska Street with the accompanying infrastructure, as well as the construction of the western ringroad 2019-2024.

Meanwhile, in **Rybnik**, construction work was carried out on the Racibórz-Pszczyna Regional Road on the section running through the city of Rybnik. It was implemented as part of the Regional Operational Programme for the Silesian Province 2014-2020. The project was completed on 31 December 2019. In addition, seven municipalities are considering introducing ITS.



Lokalna Street in Pyskowice, source: Pyskowice – homepage



Zofii Kossak-Szatkowskiej Street in Cieszyn, source: Cieszyn.pl

Intelligent Transport System

Intelligent Transport Systems (ITS) are in operation in seven municipalities in the Silesian Province that responded to the survey. They enable effective traffic management and improved transport flow. The development of ITS still requires greater attention and investment. The expansion of such solutions could significantly contribute to improving transport efficiency and reducing its adverse impact on the environment. This is certainly an area worth developing as part of environmentally friendly activities.

In **Gliwice**, ITS systems were introduced throughout the city in 2013. In **Chorzów**, the ITS system has been operated since 2019. In **Radlin**, the ITS system is used throughout the city using: mobile apps, Google Maps, and electronic information boards. The system was introduced in 2014.

ITS was also implemented in **Katowice** (112 junctions with traffic lights have been adapted to work in the ITS system, the remaining traffic lights

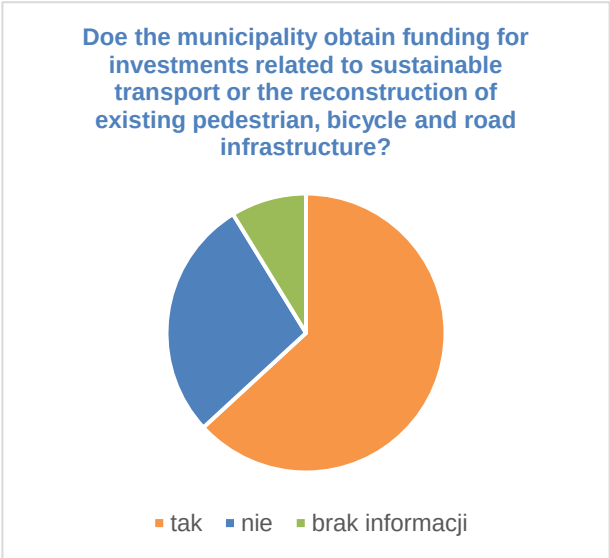
have been equipped with a tool that makes it possible to monitor their operation) – commissioned in 2023.

In **Radzionków**, ITS covers the junction of: Szymały Street, Unii Europejskiej Street, Schwallenberg Street, the junction of: Męcenników Oświęcimia Street, Kużaja Street, Schwallenberg Street, Kużaja Street at the Transfer Hub, Szymały Street at Primary School No. 2, Śródmiejska Street, Letochów Square, the junction of Norwida Street and Knośały Street as part of a task entitled: “Construction of traffic lights for the ITS system in Radzionków in 2019.” In addition, in 2024, as part of a task entitled: “Modernisation of road infrastructure in selected locations in Radzionków for public transport purposes in order to reduce low emission”, ITS was introduced at Długa Street, Knośały Street, Kużaja Street, and at the junction of Kużaja Street with Nieznanego Żołnierza Street.

While ITS within the dynamic passenger information system operating at the transfer hub has been working since 2022 in **Sośnicowice**.

Subsidies for investments related to sustainable transport

Of the municipalities that responded to the survey, 36 obtain funding for investments related to sustainable transport or the reconstruction of existing pedestrian, bicycle and road infrastructure.



In Katowice, the following investments were completed: Katowice Integrated Transfer Hub System – the “Zawodzie” hub, the “Brynów Pętla” hub, the “Ligota” hub, the “Sądowa” hub, and the Katowice Intelligent Transport Management System. The total value of funding from the ERDF and the Cohesion Fund (the “Sądowa” hub) obtained for the implementation of the above investments amounts to PLN 231,134,948.47.

The aim of these projects was primarily to develop environmentally friendly and low-carbon urban transport systems and to promote urban mobility in line with the principles of sustainable transport.

The Psary municipality is currently working on a transfer hub, involving the construction of a municipal road with a terminal for public transport vehicles and accompanying infrastructure, for which it obtained funding from the Polish Deal programme.

Bieruń had a project called “Comprehensive low-carbon strategy to combat climate change in the Bieruń municipality, including the construction of two integrated transfer hubs in the Bieruń Nowy and Bieruń Stary districts – stage II”, co-financed by the European Regional Development Fund under the Regional Operational Programme for the Silesian Province 2014-2020. The total value of the project is: PLN 3,603,054.14, including EU funding: PLN 3,062,596.02. As part of the project, a Transfer Hub was built within the bus station in Bieruń Stary, as well as bike/pedestrian and bike paths were built to supplement the existing transport network connecting residential areas with service and industrial areas, with Transfer Hubs as the main points connecting the transport system (a total of 3,430 m of bike paths were built as part of the project), connecting the Transfer Hub in Bieruń Nowy (stage I of the investment) with the Transfer Hub in Bieruń Stary, and 9 monitoring points.

In the Rydułtowy municipality, as part of the “Under the shadow of the Szarlota slag heap – how to bring out the potential of the city of Rydułtowy” project, the following task was funded: “Construction of a transfer hub at 91 Ofiar Terroru Street – construction works related to the demolition of the former railway station building and the development of the new transfer hub (external part)” – value of subsidy under the “Local Development” programme – PLN 3,512,441.77.

Since 2019, the Metropolitan Transport Authority in Katowice has been responsible for organising public transport in the Pyskowice municipality. The municipalities pay advance subsidies annually for shared transport. In November 2023, line 209 was added. It is a new line, launched specifically at the request of residents and local councillors to connect Dzierżno with the rest of the city in terms of children’s access to school. In addition, the routes of bus lines 208 and 707 have changed. Residents of Pyskowice can check the Dynamiczna Informacja Pasażerska (Dynamic Passenger Information) website to find out how many minutes it will take for their chosen bus to arrive. There are 55 bus stops in the city, 41 of which are managed by the municipality. They are renovated or replaced on an ongoing basis. In 2023, a new shelter was built at the bus stop at kard. Stefana Wyszyńskiego Street: Pyskowice – Korty Tenisowe. Damaged glass of the bus stop shelter at Mickiewicza Street was also replaced.

In April 2023, a Transfer Hub in Świerklaniec at Parkowa Street was finished. It consists of the main bus platform with a shelter for passengers and a platform with shelters for bikes and car parks for passenger cars. The installed shelters for bikes are equipped with repair kits for cyclists. Within car parks for passenger cars, there are charging stations for electric vehicles.

External LED lighting, visual information elements (dynamic passenger information system boards), a monitoring system, as well as street furniture were also installed. Information boards were installed as part of the project. The facility uses solutions for people with disabilities and other special needs. The construction work was carried out under the supervision of a building inspector. The task is completed and settled. In 2023, expenditure in the amount of PLN 3,088,347.59 was incurred. Over 99% of this investment came from external funds. The Świerklaniec municipality contributed only PLN 58,000 to its construction, which amounted to only 0.97%. The funding of the design and construction of the Transfer Hub in Świerklaniec at Parkowa Street comes from: the Polish Deal Government Fund: Strategic Investments Programme in the amount of PLN 4,250,000, European Union funds from the Regional Operational Programme for 2014-2020 under the European Regional Development Fund in the amount of PLN 1,531,938, funds from the Upper Silesian-Zagłębie Metropolis in the amount of PLN 125,460, and the budget of the Świerklaniec Municipality in the amount of PLN 58,007. The total cost of the design and construction was PLN 5,965,405.

In the Pilchowice municipality, Stanica, Żernica and Wilcza constructed 3 transfer hubs. The project was financed from the municipality’s funds, a subsidy from GZM and European Union was obtained. Czeladź built transfer hubs, integrated transfer hubs bus-train-bike/bus-bike and bike paths. The investments were financed from EU, GZM and own funds. In Piekary Śląskie, a project entitled “Construction of an integrated transfer hub with bike paths in Piekary Śląskie” was carried out as part of the Regional Operational Programme for the Silesian Province 2014-2020 – European Regional Development Fund. Wisła is implementing the investment project Cycling through the Beskids – stage I, as well as the construction of a transfer hub in the area of the railway station in Wisła Centrum – stages I and II. Funding was obtained from the Regional Operational Programme for the Silesian Province 2014-2020. Tarnowskie Góry extended its transfer hub and built cycling infrastructure in the city. Funding was obtained from the Regional Operational Programme for the Silesian Province 2014-2020.



Bieruń Nowy Transfer Hub, source: Bieruń City Hall website



Transfer hub at Parkowa Street in Świerklaniec, source: transport-publiczny.pl



Source: Local Government Website



Sądowa Transfer Hub in Katowice, source: GZM Metropolis website



Transfer hub in Wilcza, source: GZM Metropolis website



Construction of a transfer hub in Psary, source: Psary municipality

**Cieszyn** bought new electric buses. In May 2023, Zakład Gospodarki Komunalnej w Cieszynie Sp. z o.o. received the first of four 12-metre Solaris Urbino 12 electric buses purchased by Cieszyn in May 2023. The purchase was financed from National Fund for Environmental Protection and Water Management funds. In total, six new electric buses (four 12-metre and two 8-metre) joined the fleet of the Cieszyn operator – Zakład Gospodarki Komunalnej. The four bigger vehicles, which costed PLN 10.7 million, was provided by Solaris, and the two for PLN 3.02 million by Automet Group. The city received PLN 12.86 million in the form of a subsidy and loan from the National Fund for Environmental Protection and Water Management for the purchase.

**Rybnik** purchased 20 electric buses powered by hydrogen. The total value of the task was PLN 66,149,680.00. The project was financed from: the budget of the City of Rybnik (PLN 31,192,532.03) and a subsidy from the National Fund for Environmental Protection and Water Management (PLN 34,957,147.97).

**Sosnowiec** purchased electric and hybrid buses.

In the **Krzyżanowice municipality**, as part of the project: Access to the Odra and Olza rivers – Chałupki-Zabeków section: a section of approx. 833.6 m was constructed along national road No. 78. In addition, Zabeków completed works on a section of approx. 232.5 m along the national road No. 45 within Nowa Street, between Dolna Street and the cemetery in Zabeków. The total cost of the investment amounted to PLN 922,478.24, of which PLN 698,636.51 came from the European Regional Development Fund as part of the Interreg V-A Czech Republic – Poland Programme 2014-2020.

The **Krzanowice municipality**, using the Polish Deal programme funds, reconstructed municipal roads: Sikorskiego Street and Zawadzkiego Street in Krzanowice. The municipality also received funding from the Government Road Development Fund for the renovation of municipal roads: Morawska Street (671020S), Kościelna Street (671012S) and Rynek Street (671011S), also in Krzanowice.

The **Kroczyce** municipality conducted a task entitled “Construction of water and sewage infrastructure and road infrastructure in the Kroczyce municipality”, which was co-financed from the Polish Deal Governmental Fund: Strategic Investments Programme. The amount of the letter of commitment granted to the Kroczyce municipality was PLN 5,842,500.00. The scope of the contract included the construction of a main sewage system with a length of approx. 900 m in Podlesice, sewage connections (approx. 150 m), a water supply network (approx. 900 m), water supply connections with water meters (approx. 200 m), and the construction of a road section approx. 900 m long and a road with a bike path from Podlesice to Morsko with a total length of approx. 1,200 m.

**Gliwice** saw a number of investments. The detection system was extended and selected traffic lights were modernised as part of the II stage of the Regional Operational Programme of the Silesian Province 2014-2020. A road section from Daszyńskiego Street to Rybnicka Street was built, which is the western part of the city ringroad, as part of the Operational Programme Infrastructure and Environment 2014-2020. The following streets were reconstructed: Daszyńskiego, Miarki, Rodzinna and Tuwima thanks to funds from the Government Local Investment Fund. Kozłowska Street was built (a section from the existing Kozłowska Street with asphalt surface to the stream), financed from the Government Local Investment Fund and Local Roads Fund. Kozielska Street was extended, by adding a pavement and bike path along the section from the Stare Gliwice district to the border with the Brzezinka district, using funds from the Government Local Investment Fund. In the southern part of city ringroad, the road system between Bojkowska Street and Pszczyńska Street was reconstructed and extended with the accompanying infrastructure as part of the II stage using funds from the Government Local Investment Fund and Local Roads Fund.



Transfer Hub in Gliwice, source: gliwice.eu



Hydrogen buses in Rybnik, source: rybnik.eu



Source: gliwice.eu



Transfer Hub in Chorzów, source: chorzowski.pl

Gliwice also extended a section of Ziemięcicka Street with the demolition and construction of a flyover over the railway area thanks to funds from the Government Road Development Fund. As part of the Operational Programme Infrastructure and Environment 2014-2020, 10 raised pedestrian crossings were built on the streets of Gliwice to improve pedestrian safety (Safe Pedestrians in Gliwice). The western ringroad was built, covering the section from Sowińskiego Street to Daszyńskiego Street, thanks to a special grant from the Resilience Fund 2024. Portowa Street was reconstructed thanks to a subsidy from the general subsidy reserves for 2023. The Western Gate of the Silesia Metropolis – the Transfer Hub in Gliwice – was built. This project was co-financed by the European Regional Development Fund under the Regional Operational Programme for the Silesian Province 2014-2020, as part of Measure 4.5 Low-carbon urban transport and efficient lighting.

Also the **Racibórz** municipality carried out investments within sustainable transport. Racibórz obtained funding from the Government Road Development Fund for, for example, the reconstruction of Czarnieckiego Street on a section of the planned road with a length of 189 metres and the reconstruction of the road connecting Anna and Starowiejska Streets on a section of the planned road with a length of 303 metres, as well as the reconstruction of Bojanowska Street – public road No. 290 013S on a section with a length of 0.79 km and the construction of the surface of the municipal road – Chorwacka Street – stage I with a planned road length of 0.53 km. In addition, the funds were also used to reconstruct Bema Street, Bolesława Prusa Street, Słoneczna Street, as well as Cecylii Street and Marii Rodziewiczówny Street in Racibórz. Pedestrian crossings were also rebuilt at the junction of the following streets: Ogrodowa Street, J.Słowackiego Street, K.Miarki Street for the amount of PLN 642,675.00. Municipal roads in Racibórz were also renovated, safety for vulnerable road users was improved, Babicka Street and the access road with a roundabout to the investment areas located at Mikołowska Street were rebuilt (development of investment areas at Mikołowska Street).

Funds from the Government Local Investment Fund were obtained to reconstruct roads – connection of Anny and Starowiejskiej Streets, as well as the following streets: Bojanowskiej, Sempołowskiej, Cecylii, M. Rodziewiczówny and Bema Streets. Polish Deal Government Programme: Strategic Investments Programme, made it possible for the municipality to reconstruct Bosacka Street and Rybnicka Street on the section from Jana Street to the junction with Piaskowa Street.

As part of the “Safer together” Władysław Stasiak Government Programme for Limiting Crime and Antisocial Behaviour for 2018-2020, in 2020, safety measures and additional lighting were introduced at 12 pedestrian crossings within the following streets: Opawskiej, Podwale, Wojska Polskiego, Ogrodowa and Słowackiego. In 2022, safety measures and additional lighting were introduced at 8 pedestrian crossings within the following streets: Katowicka, Mariańska, Reymonta, Słowackiego, and Wojska Polskiego, and in 2023, safety measures and additional lighting were introduced at 9 pedestrian crossings within the following streets: Stalmacha, Opawskiej, Słowackiego, Rudzkiej, Wczasowa, Warszawska.

In **Skoczów**, numerous sustainable transport investments have been implemented thanks to support from the Government Road Development Fund. Podkęcie and Łęgowa Streets were reconstructed, as well as Powstańców Śląskich Street. In Podgórze and Kowale, sections of municipal roads were renovated. As part of developing road infrastructure, also the side street to Góreckiej Street, on the section from the junction with Góreckiej Street to the border with Podgórze was reconstructed. Part of municipal roads, Wiślańska Street in Skoczów and Stara Droga Street in Herbutowice, was reconstructed, with the construction of a pavement, rainwater drainage and street lighting. Polna Street and Szkola Street in Skoczów were reconstructed on the section from Mennicza Street to Ustrońska Street, as well as the municipal road – Zofii Kossak-Szatkowski Street. Also the municipal road, Żebroka Street, was renovated.

In **Chorzów**, the following investments were carried out: A transfer hub at the Chorzów Square with the accompanying infrastructure was built (project co-financed from the Integrated Territorial Investment (ZIT) funds). The task also covered the construction of a walking and cycling path at Maciejkowicka Street, from the junction of Bożogrobców-Legnicka Street to Michałkowicka Street, along with the modernisation of lighting, construction of a walking and cycling path at Michałkowicka Street on the section from Maciejkowicka Street to the border with

Steelworkers' Square. In addition, a bike path in the area of the CEZ – ITI combined heat and power plant, a bike path at Legnica Street – ITI, and bike paths in the Reden Park – ITI were built. A bike path between Kasperowicza Street and Siemianowica Street was built using ITI funds. 3 Maja Street was reconstructed using funds from the Government Road Development Fund and Government Local Investment Fund. A walking and cycling path connecting the Amelung Holiday Complex with the Pnioki - GZM housing estate as part of the Low-emission action programme was built. The S 9401 district road – Kościuszki Street, Mazurska Street on the section from Parkowa Street to Siemianowicka Street – III stage and IV stage – GZM was reconstructed, as part of the Metropolitan Fund for Just Transition, a bike path and pavement were constructed along Parkowa Street – GZM, as part of the Low-emission action programme, and DTS footbridges were renovated.

**Radlin** implemented a few important investments within walking and cycling infrastructure, contributing to the improvement of sustainable sports and recreation. A new path was built in the Jordan Park, the cost of which amounted to: PLN 5,000,000, of which PLN 3,900,00 was obtained by the city from internal funds, from the Polish Deal Governmental Funds – Polish Deal Strategic Investments Programme. A bike path connecting Napierskiego Street with kard. Kominka Street was built. **The investment cost amounted to:** PLN 3,209,942.65, of which PLN 2,700,000 came from internal funds as part of the same programme. Another initiative was a walking and cycling path connecting Wodzisław Śląski with Radlin. The investment cost amounted to: PLN 820,000, and the city obtained PLN 354,000.00 from the Regional Operational Programme of the Silesian Province 2014-2020.

**Zabrze** carried out multiple investments focusing on constructing and modernising roads and improving transport safety and quality. In 2021, a road was built along Wosia Street. In 2022, a road was built, along with drainage and street lighting, along Maksymiliana Hubera Street. Parking spaces were also built in the area of Władysława Reymonta Street. In addition, the construction of a section of Familijna Street and a section of Rodzinna Street took place in the same year. The above investments were financed from the Government Local Investment Fund: Covid-19 Response Fund. With the support of the Government Road Development Fund, a road was built in 2022 along Maria Skłodowska-Curie Street, between Franciszkańska Street and W. Tatarkiewiczza Street, including drainage and street lighting, and pedestrian safety in the Biskupice district was improved by reconstructing the pedestrian crossing on Bytomska Street near the intersection with Trębacka Street.

Thanks to a special-purpose grant from the GZM from the Resilience Fund, a road with drainage and street lighting was built along Obrońców Westerplatte Street in 2023. In 2022–2023, work was in progress on extending Korfantego Avenue between the junction with Heweliusza Street and Brygadzystów Street in Zabrze. This project was financed by the Polish Deal Government Fund: Resilience Fund – a special-purpose GZM grant from the State Budget Special Purpose Reserve. In 2023, 11 Listopada Street in Zabrze underwent renovation thanks to funds obtained from the Government Road Development Fund. From this fund, Chłopska Street in Zabrze was rebuilt in 2023.

In 2022–2023, the flyover on Korfantego Avenue over national road DK 88 and the railway tracks was rebuilt using funds from the State Budget Special Purpose Reserve. In 2024, the Government Road Development Fund financed the construction and reconstruction of local roads in Biskupice.



Roundabout at Wodzisławska Street in Żory, source: Żory City Hall



Flyover over national road DK 88 in Zabrze, source: Zabrze City Hall website



Korfantego Avenue in Zabrze, source: Zabrze City Hall website



Bike path along Czarna Przemsza in Będzin, source: slaskie.travel



Jordan Park in Radlin, source: Radlin City

Siemianowice Śląskie, as well as the construction of a bike path with lighting on the Hutników

Thanks to the GZM special-purpose grant (Resilience Fund), in 2024 and 2025 engineering facilities in Zabrze are reconstructed – a bridge within Jagiellońska Street over the Bytomka River.

In **Żory**, the following investments as part of the Government Road Development Fund were completed: the “Reconstruction of Jana Pawła II Avenue with the reconstruction of the power grid (lighting)” project and the “Renovation of Boczna Street in Żory” project. The Polish Deal Government Fund financed: the “Improving the quality of local roads in the Żory City Municipality” project, the “Reconstruction and construction of local roads for the sustainable development of the Żory City Municipality” project, the “Improving safety of vulnerable road users in the centre of Żory” project, the “Improving accessibility of investment areas in Żory” project, the “Construction and reconstruction of local roads in the Rogoźna district in Żory” project. While the “Mobile residents of Żory – systemic solutions within urban mobility” project was co-financed from the European Regional Development Fund.

In **Ornontowice**, municipal roads were modernised thanks to funds from the Polish Deal Government Fund. In addition, Spokojna and Klonowa Street were renovated thanks to funds from the Government Road Development Fund. Municipal roads were also modernised using the municipality’s own funds. **Zawiercie** completed the 1st sub-stage of the “Extension of the municipal road Podmiejska Street – Stage 1” investment as part of the “Reconstruction, renovation, and extension of Podmiejska Street with the water and sewage infrastructure – construction works” task. The investment was financed from Norwegian funds, Zawiercie local development plan for 2021-2030. **Dąbrowa Górnicza** carried out the “Construction of sewage at Strzemieszyckiej Street – from Narutowicza Street to the junction with Szklanych Domów Street, taking into account the School and Preschool Complex No. 5” task. The task was financed from the Polish Deal Government Fund: Strategic Investments Programme. The subsidy amounted to PLN 6,500,000.

In **Koszęcin**, PLN 4.5 million was spent from the Polish Deal to build a Koszęcin – Wierzbie bike path. **Będzin** built bike paths, along Czarna Przemsza River and along the Sznajdera-Śmigielskiego road. The **Wielowieś** municipality turns unpaved roads into bike paths. **Bytom** carried out investments thanks to funds obtained from the European Funds for Silesia for 2021-2027 programme. In **Radzionków**, investments were carried out using funds from the Regional Programme for the Silesian Province for 2014-2020.

In **Bobrowniki**, investments were carried out thanks to EU funds and the Government Road Development Fund. The **Koziegłowy** municipality obtained funds for public transport in the municipality and town of Koziegłowy from the Bus Transport Development Fund.

What is SUMP and why is it worth implementing it?

SUMP (**Sustainable Urban Mobility Plan**) – a strategic document that aims to create an **effective, accessible, and environmentally friendly** transport system in cities.

It is based on long-term planning of mobility, taking into account needs of all users (pedestrians, cyclists, people with disabilities, drivers, public transport, etc.) and sustainable development rules.

What are the characteristics of SUMP?

- **Focusing on people** and not just car traffic.
- **Sustainable approach** – promoting public transport, bikes, walking, electromobility.
- **Data and analysis** – decisions are based on real data on mobility.
- **Public participation** – residents, organisations and stakeholders are part of the process.
- **Integration with city’s policies** – a plan consistent with the space, climate, and social policy.

Why is it worth introducing SUMP in a city?

1. **Improving the quality of life of residents**
  - Less traffic jams, noise and pollution.
  - Better access to public transport and safer streets.
2. **Access to EU funds**
  - EU promotes SUMPs as a condition to apply for transport and climate funds.
3. **Effective traffic management**
  - Better infrastructure planning, reducing transport costs.
4. **Environmental protection**
  - Reducing CO<sub>2</sub> emissions, improving air quality, counteracting climate change.
5. **Support for the local economy**
  - Better mobility = increased access to services and workplaces.
6. **Long-term planning**
  - SUMP is a tool that makes it possible to anticipate changes and respond to future needs (e.g. development of electromobility, ageing society).

Does SUMP really work?

SUMPs have been introduced and developed mainly in Europe, but the concept is increasingly adopted all over the world. Most examples and best practices come from European Union countries, where SUMPs are strongly promoted and supported by the European Commission.

Bremen (Germany)

- One of the best known examples of the effective SUMP.
- Focusing of limiting car traffic in the city centre, developing cycling infrastructure and car-sharing.
- Effect: increase in the share of bikes in commuting, decrease in CO<sub>2</sub> emissions.

Umeå (Sweden)

- A model example of incorporating social issues into mobility.
- Intensive educational campaign and public participation.
- EU SUMP Award

Grenoble (France)

- An ambitious mobility policy: expansion of the tram network, reduction of cars in the city centre.
- Integrating transport planning with the city’s climate goals

Vitoria-Gasteiz (Spain)

- Down town transformation from car traffic to pedestrian traffic.
- Significant increase in the share of walking and cycling.

Utrecht (the Netherlands)

- SUMP as part of the city development strategy.
- Strong connection of urbanism and mobility.

Gdynia

- One of the first Polish cities with a formal SUMP (2016).
- Actions: promoting public transport, developing infrastructure for pedestrians and cyclists, ITS systems.

Kraków, Lublin, Wrocław, Białystok

- These cities have documents or strategies based on the SUMP approach.
- Often supported as part of EU projects (e.g. CIVITAS, SUMPs-Up).

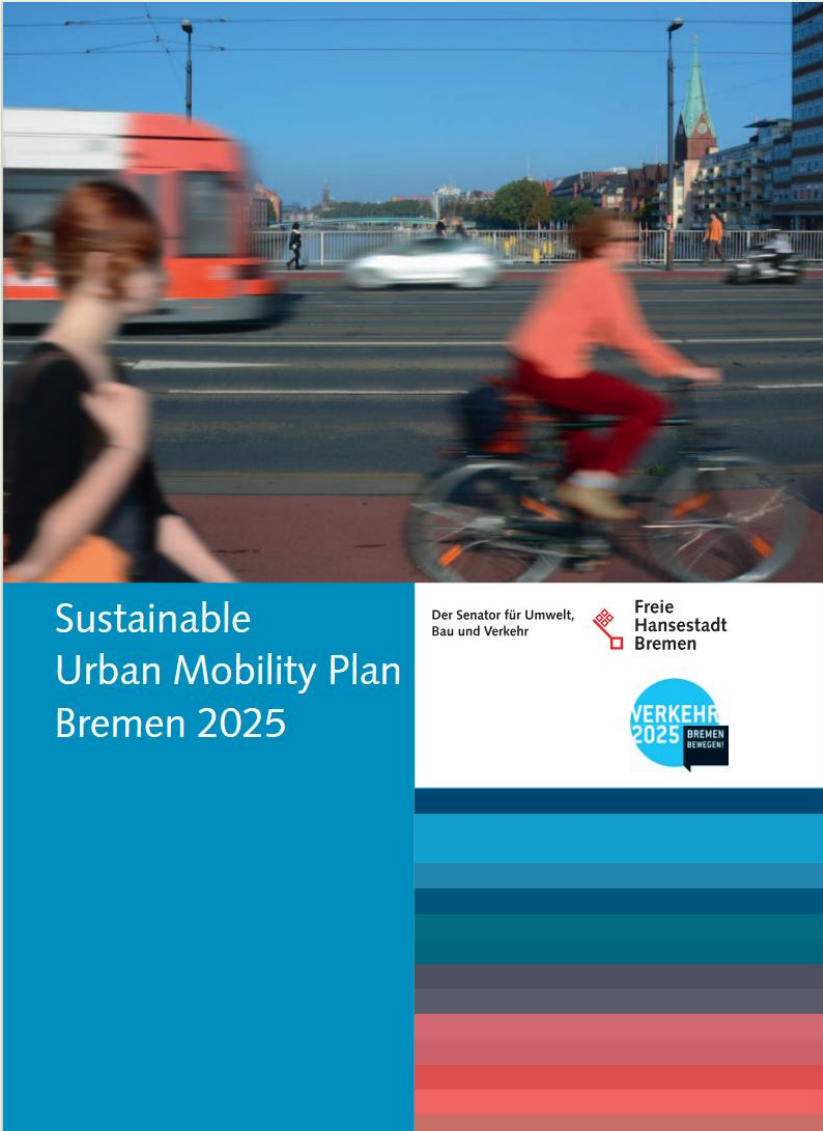
Upper Silesian-Zagłębie Metropolis

- the document is based on the theoretical experience of officials and specialists, practical experience, and discussions with residents
- striving for zero-emission transport, reducing the number of road accident victims and reducing the use of cars in everyday life

INFORMACJA

Wszystkie gminy i jednostki zainteresowane wprowadzeniem SUMP na swoich obszarach zapraszamy do kontaktu pod adresem e-mail:

helena.jadwiszczok-molencka@slaskie.pl



SUMP in Bremen, source: Bremen City Hall



Projekt zintegrowany LIFE „Śląskie. Przywracamy błękit”. Kompleksowa realizacja Programu ochrony powietrza dla województwa śląskiego.

OCHRONA JAKOŚCI POWIETRZA

- ✓ System ekodoradczy
- ✓ Zrównoważone budownictwo
- ✓ Tereny zielone
- ✓ Miejskie systemy transportowe
- ✓ Edukacja i informacja



Odwiedź naszą stronę  
[przywracamyblekit.slaskie.pl](http://przywracamyblekit.slaskie.pl)

