Mobility Policy of the City of Wrocław
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I. INTRODUCTION

One of the most important measures of quality of city life is the efficiency of movement, and the quality of connections that city has with external transport system. Social and environmental nuisance caused by road transport is at the same time the most severe factor reducing the quality of urban environment. Growing street congestion affects negatively conditions of road transport traffic, the environment, and thus the quality of life for inhabitants.

Wrocław transport junction is the most important one in the Voivodeship (Province), and one of the most important in the country. For the residents of the city and the agglomeration, this fact brings undoubted benefits, but also creates problems related to the road transport nuisance. It is therefore important that the Wrocław transport junction becomes skilfully integrated into the structure of the city, realises its communication needs, and efficiently and effectively connects the city with external transport systems.

Adopting effective methods of solving transport problems, and counteracting their negative trends is of special importance. This can be achieved through comprehensive and sustained efforts aimed at developing sustainable transport. Equally important is the active shaping of urban mobility including behaviour of residents towards transportation, and customers coming to the city, which will satisfy transport needs while minimizing negative economic, environmental and social impact of the transport itself.

*Mobility Policy of the City of Wrocław* is a key guiding document related to phenomena that is connected to the mobility, preferred methods of shaping it, and solving transportation problems. It is a part of the City's development strategy aimed at ensuring a high quality of life for its residents. Document forms a part of the key areas related to the transport space, which are defined in the *Wrocław Strategy in 2020 perspective*.

This document corresponds to the latest European trends in their respective fields - included in the EU documents - which are based on the model of the harmonious development of cities and metropolitan areas, striving to provide high quality of life for inhabitants. Such development is a time consuming process, which is why this document is a vision for the upcoming dozen or so years, with the prospect of the end of the third decade of XXI century.

**Sustainable mobility**

The last years of the twentieth century, and the first decade of the twenty-first century have shown that in order to develop a modern cities in a way that is coherent, consistent and friendly to their residents, there is a need for fresh look at the issues related to movement of people and goods. A particularly important element of this fresh look is to move away from concentration of attention on the transport infrastructure, and to take a broad look including behaviour towards transportation in the area of aforementioned infrastructure. This trend is reflected in the reduction of use of the transport concept to the benefit of the mobility concept, which reflects broader and more comprehensive view of the principles of movement shaping in the city.

Sustainable mobility is defined as being shaped by spatial and transport structure, user behaviour towards transportation, that rationalise the length of the travel route, individual motorisation does not degrade public and non-motorised forms of transport, and functioning of the transport system allows to maintain harmony with the surroundings, natural and living environment, including cultural one. Positive and modern behaviour of inhabitants towards transportation forms the basis for the creation of improved accessibility of city and metropolitan area transport and its resources.
Shaping sustainable mobility requires above all, to give priority to the development of non-car modes of transport, because mobile future of the city, and - to a large extent - the metropolitan area lies in the efficient public and bicycle transportation, as well as pedestrian traffic. This will be facilitated by the creation of a coherent public transport network, enhanced with bicycle transportation, and public spaces for pedestrian traffic, as well as supplemented by the well-functioning road system. Such approach will allow creating a new mobility culture, direction of which was indicated in the EU documents.

II. POLICY GOALS

1. General goal

The general goal of the Mobility Policy of the City of Wroclaw is the creation of optimal conditions for the efficient and safe movement of people and goods in the city and the metropolitan area, while complying with the requirement to limit the burden of transport on the environment.

The general goal should be implemented based on the development of positive behaviour of inhabitants towards transportation, and harmonious functioning and development of the city and its surroundings, particularly in the area of spatial, transport and environment structure.

Implementation of the general goal will be held under the slogan: Wroclaw - the city of sustainable mobility.

2. Main goals

Main goals were determined assuming a constant increase in the share of non-car trips in the total number of trips in the city. In the long term, the share of non-car transport - understood as public and bicycle transportation as well as pedestrian traffic - should not be less than 65%. By 2020 the share of non-car transport shall not be less than 60%, while the most important goal for the upcoming years is to overcome current negative upward trend in the share of car traffic in urban travels.

Referring to the general goal of Mobility Policy of the City of Wroclaw, the following main goals are being set:

1) improvement of transport accessibility of the city and the metropolitan area,
2) strengthening the role of public and bicycle transportation as well as pedestrian traffic as a basis for sustainable functioning of the city and the metropolitan area,
3) integration of the city and the metropolitan area transport systems as well as transport systems on the regional and country level,
4) improvement of the quality of transport,
5) increase in the level of movement safety,
6) reduction of the negative impact of transport on the living conditions of residents and natural environment.
III. POLICY IMPLEMENTATION PRINCIPLES

Measures for the implementation of the Mobility Policy of the City of Wroclaw will be implemented while observing the following principles:

1) shaping of the transport system in harmony with the surroundings,
2) shaping of the transport system, depending on the characteristics and preferred accessibility of different areas of the city,
3) influencing demand for movement, and way of satisfying it,
4) priority for the use of existing transport infrastructure in relation to its rebuilding and expansion,
5) preferences for the expansion of public and bicycle transport as well as pedestrian traffic infrastructure in relation to individual car transport infrastructure,
6) maintaining an appropriate balance between expenditures for the construction of new transport infrastructure, and expenditure on the maintenance of existing resources,
7) taking into account the needs of persons with reduced mobility, in the planning, design, and implementation of transport infrastructure,
8) cooperation with third parties for the integration of the city and the metropolitan area transport system.

Measures carried out on the basis of aforementioned principles will lead to an increase in the share of public transport and non-motorized traffic - pedestrians and cyclists - in the total number of trips in the city, thereby contributing to the development of sustainable mobility.

IV. MEASURES FOR IMPLEMENTATION OF THE MAIN GOALS

Implementation of the main goals should take place at various levels of functioning of the city. The means to achieve assumed main goals are measures taken in the following areas: spatial planning, shaping of sustainable mobility, public transport, movement safety, social dialogue, movement of pedestrians and persons with reduced mobility, bicycle transport, parking policy, transport of persons by passenger car (private), freight transportation, air transportation, organisation and management, economics and finance, environmental protection, monitoring and modelling of transport behaviour. The means to achieve assumed goals often interpenetrate, and some of them are associated with several areas of action.

1) AREA: spatial planning – is the basis for the transport policy in the city. Planning documents indicate the direction of changes in the sphere of city and the metropolitan area management, thus influencing changes in needs, forms and structures of the movement. In the area of spatial planning, the following means for successful implementation of goals are assumed to be most important:

- the coordination of Wroclaw’s spatial policy and neighbouring gminas (municipalities), including aspiration to create a metropolitan plan,
- enhancing the compactness of the city structure,
- planning of coherent housing development structures, and strengthening local centres, and other hierarchically important areas, as well as links between them,
- planning of urban structures as multi-function that enable the realisation of people's needs without having to travel long distances,
- stimulating city development in areas well served by public transport,
- stimulation of concentration of job, education and services locations in the vicinity of public transport routes,
- shaping of existing and planning of new urban structures to ensure good availability of public transport, that is friendly to pedestrians, cyclists and persons with reduced mobility,
- protection of reserves for the elements of the transport system identified in Wrocław's - Study of conditions and directions of spatial management,
- shaping of the internal part of urban streets in a way that ensures high quality of spatial composition, and protects qualities of their surrounding area,
- shaping of elements of the transport system, and adjoining land in a way that minimises the need for installation of technical elements of sound insulation,
- reserving in local spatial plans areas for the transport system, in particular streets, tram and cycling routes, junctions, Park & Ride parking places, as well as bicycle parking places and marinas,
- introduction in local spatial plans and in building permits requirements regarding car and bicycle parking spaces, taking into account the specificities of the city area,

2) **AREA: shaping of sustainable mobility** – it is an approach to the broadly understood movement management in the city. Its main objective is to influence the user behaviour towards transportation, in which the length of the trip is being rationalised, where individual motorisation does not degrade public and non-motorised transport, and the functioning of the transport system allows maintaining harmony with the surroundings - natural and living environment, including cultural one.

In the area of spatial planning, the following means for successful implementation of goals are assumed to be most important:
- creating spatial, social and economic conditions facilitating reduction in travel distance, the choice of environmentally friendly means of transport or travelling during off-peak hours,
- creation of apportionment of transportation tasks, increasing the share of pedestrian, bicycle and public transport travel in relation to travel by car,
- encouraging travel in the city by means other than a car,
- introduction of attractive forms of pre-school and school education about the right behaviour towards traffic, that is friendly in relation to humans, the city and the environment,
- promoting, especially among children and youth, traffic behaviour that is consistent with the idea of sustainable transport,
- encouraging companies with many employees, schools and universities, and public administration units to create their own mobility plans indicating optimal ways to travel to work or school, that benefit commuters themselves and the city as a whole,
- supporting companies, organisations and institutions operating in accordance with the principles of sustainable mobility,
- initiating or supporting public events designed to showcase the benefits of carrying out policy of sustainable mobility,
- informing inhabitants about the positive effects on health and quality of life of environmentally friendly means of transport,
- informing about the effects that uncontrolled development of motorisation has on the health of inhabitants, and the quality of the natural environment,
- inspiring inhabitants to exhibit friendly behaviour in the area of transportation, consistent with sustainable mobility, and which involves more conscious than forced reduction in the use of passenger car for journeys within the city.
3) AREA: public transport – jest is the basis for sustainable transport in the city. Rail transport - trams and trains form the foundation of public transport in Wroclaw and the metropolitan area.

In the area of public transport, the following means for successful implementation of goals are assumed to be most important:
- ensuring functional, spatial, information and organisational coherence of public transport system on the urban, agglomeration, regional, national and international level,
- supporting development of agglomeration and regional public transport systems,
- creation of public transport priority,
- functional and spatial integration of public transport with the bicycle and car transport system, particularly in the area of setting up Park & Ride and Park & Bike parking systems,
- ensuring a comfortable walking access to the junctions and public transport stops and convenient conditions for making connections,
- providing key city public spaces, local centres, and major traffic generators with public transport service,
- providing a uniform payment system for the use of urban and metropolitan transport,
- creation of an attractive tariff system that suits user needs,
- rising standards of public transport means for passengers,
- organisation of public transport without barriers,
- development of modern public transport management systems,
- designation of special corridors for public transport,
- rationalisation of public transport system with respect to line grid, timetables and rolling stock,
- coordination of public transport timetables, especially for the low-frequency connections,
- proper care in maintaining high quality public transport infrastructure,
- development of advanced, dynamic passenger information systems,
- enhancement of rolling stock fleet with vehicles that are green and friendly to people with reduced mobility,
- protection of interests of public transport passengers,
- introduction of customisation options of public transport services, including collective taxis and adjustment of mini buses routes to the current needs reported by passengers,
- supporting initiatives aimed at creation of international coach station, located outside the city centre, in the location that assures efficient connections with international and national road systems, as well as good public transport accessibility,
- carrying out studies and implementing new public transport systems,
- supporting the development of water transport, including identifying location for marinas, harbours and stops.

4) AREA: movement safety – safety or rather improvement thereof is recognised by the European Union as a priority in all activities related to transport. The right to freedom of movement is inherent in the right to safety of users of the transport system. It is considered by people as one of the most important criteria for assessing the quality of life. Therefore - as a guiding assumption - a vision has been adopted, called: "Zero fatalities in Wroclaw".

In the area of movement safety the following means for successful implementation of goals are assumed to be most important:
- conducting research and analysis of accidents involving road users,
- designing transport investments to ensure safety for all road users, especially pedestrians and cyclists,
- expansion of the area of city covered by the calmer traffic zones,
- expansion of car-free public spaces,
- introduction of technical solutions to improve road traffic safety,
- promotion of good driving etiquette,
- development of a system monitoring the state of personal safety of users of public and non-motorised transport.

5) AREA: social dialogue – it is an area, which relates to the most important addressee of mobility policy, i.e. inhabitant, the recipient of measures in all its forms. Traffic situation in the city on the given day depends on our daily decisions. Therefore, shaping of social responsibility by inclusion of town inhabitants, social organisations, and interest groups in the formation of sustainable urban mobility is of particular importance.

In the area of social dialogue the following means for successful implementation of goals are assumed to be most important:
- cooperation with inhabitants in the process of designing solutions - enabling submission of proposals in advance in relation to the whole investment process,
- informing inhabitants about implemented transport investments,
- creation of platform for social dialogue,
- consultations with residents of housing estates on planned transport solutions in their vicinity,
- designing transport solutions in collaboration with interest groups,
- organisation of seminars and public discussions,
- promotion through social education and information and advertising campaigns of "modern mobility culture", i.e. the use of non-motorised method of movement - by walk, bicycle and public transport.

6) AREA: pedestrian and persons with reduced mobility traffic; in particular, its functioning has a significant impact on the assessment of quality of life in the city. Good infrastructure for pedestrians is the basis of high-quality public spaces. Cities that offer friendly solutions for pedestrians and persons with reduced mobility are highly valued by their residents and guests and are indicated as worth to move into.

In the area of pedestrian and persons with reduced mobility traffic the following means for successful implementation of goals are assumed to be most important:
- development of the transport system without barriers to the pedestrian and persons with reduced mobility traffic,
- removal of barriers in existing transport system,
- provision of priority for pedestrian traffic in the city centre,
- enlargement of pedestrian zones, especially in the city centre,
- protection of areas designated for pedestrians against seizure for other purposes,
- ensuring pedestrian-friendly approaches to public transport stops and junctions integrating different modes of transport,
- ensuring sufficient width of pavements and pedestrian crossings,
- striving to provide a sense of security for pedestrians when using the space with dominant pedestrian traffic,
- caring for appropriate standard and aesthetics of sidewalk surface and pedestrian walkways, with particular emphasis on comfort and safety of movement for persons with reduced mobility.
- adjustment of traffic lights to the needs of pedestrians, including seniors and people with disabilities,
- preferences within intersections and junctions for ground level corridors.

7) AREA: bicycle transport – it is next to public transport - a base for sustainable transport in Wroclaw. The foundation of bicycle transport is infrastructure is bicycle characterized by full consistency that ensures safety when cycling to the travel destination.

In the area of bicycle transport the following means for successful implementation of goals are assumed to be most important:
- development of the transport system without barriers to bicycle traffic,
- development of high standard network of bike routes,
- ensuring consistency of cycling routes system,
- creation of a system of recreational bike trails, especially along river banks,
- creation of bike linkages between academic centres and city centre,
- creation of bike linkages with the city and the surrounding area attractions,
- development of network of bicycle parking facilities Bike & Ride, including the ones with change,
- development of bike rental system,
- introduction of requirement to include parking for bicycles in the investment,
- ensuring the continuity and consistency of bike trails on the border of the city and neighbouring gminas,
- supporting activities that create new supra-local cycling connections.

8) AREA: parking policy – is one of the most effective ways to implement mobility policy in the city. The quality of the functioning of the transport network depends on the shaping of relationship between demand and supply of parking spaces, especially for cars. Particular attention is given to the issue of parking in the city centre, where provision of full accessibility for pedestrians and cyclists, as well as public transport is superior to the accessibility by car.

In the area of parking policy the following means for successful implementation of goals are assumed to be most important:
- integration of the parking system with the road transport, city and metropolitan area systems,
- shaping parking policy in line with the policy of varying access conditions for entering the city by car,
- development of paid parking system,
- organisation of parking spaces for passenger cars as part of the Park & Ride system, within the junctions integrating different modes of transport,
- actively shaping parking requirements for new facilities, by taking into account the specificities of the given area of the city and available transport infrastructure,
- promotion of short term parking within road lane to ensure high turnover of vehicles in areas with a deficit of parking spaces,
- diversification of parking policy depending on the specificity of a given area of the city:
  a) in the city centre:
    - reduction or elimination of parking on the streets important for pedestrian traffic,
    - promotion of parking spaces in multi-level parking facilities,
    - introduction of preferential pricing for permanent residents of the paid parking zone
    - replacement of parking spaces within road lane and ground parking places with multi-level parking facilities,
controlling the number of parking spaces created by investors for new facilities,
in tourist areas, important public buildings and academic complexes:
- organising short-term parking spaces for coaches around the city's top attractions,
- supporting construction of multi-level parking facilities,

c) in new development areas outside the city centre:
- implementation and enforcement of the obligation to build parking lots by investors on their land, and at their own expense,
- priority for the introduction of parking requirements for multi-family housing areas,
- creating dependence of parking solutions for large traffic generators on the results of studies examining the impact of parking on the functioning of the adjacent road network,
- development of a system informing drivers about the availability of parking spaces in multi-level parking facilities, and Park & Ride parking lots,
- permitting long-term parking for trucks and buses only on specially designated parking places.

9) AREA: passenger car transport (individual) – is one of the main transport systems in the city. Advantages include good accessibility; main drawbacks include inefficient use of space, energy consumption, and negative impact on urban environment. Existing rich network of streets in the city, justifies the assumption that with retaining the role of road transport, its further improvement will be based to a lesser extent on the new road investments, with more focus on organisational activities aimed at more efficient use of existing infrastructure. Motorisation indicator will not constitute the basis for dimensioning and adjustment of road solutions to meet the growing needs of motorists. It is expected that the role of the passenger car will be reduced, especially in the city centre.

In the area of passenger car transport the following means for successful implementation of goals are assumed to be most important:
- ensuring functional and spatial consistency of car transport system at the municipal, metropolitan, regional, national and international level,
- optimal use of existing infrastructure potential of car transport,
- shaping variable conditions for accessibility by car, taking into account the specificities of the given area of the city,
- planning road projects with parameters that include degree of accessibility by car to the given area of the city,
- ensuring proper technical condition of infrastructure,
- realisation of repair and maintenance works on the level that ensures optimal operation of infrastructure,
- the use of effective systems of traffic management and control, taking into account the priority for public transport,
- refraining from enlarging the capacity of streets, that bring traffic into the inner city area, and the gradual reduction in the capacity of streets that bring traffic to the city centre,
- consistently converting road network structure into radial - ring road type,
- construction or expansion of the road system for the sole purpose of: improvement of the functioning of public transport, handling new investment areas, improvement in functioning and consistency of the peripheral streets, freeing of sensitive areas from transit traffic, linking the city layout with network of transit streets,
- caring for the streets as an integral part of public sphere, the space of which should be reasonably divided between different users, use of high-quality engineering solutions, introduce greenery and landscaping elements,
- creating conditions, and promoting travel in the Park & Ride system,
- promotion of innovative, technical solutions in road projects,
- promotion of carpooling system,
- creating conditions and the promotion of the use of vehicles with eco-friendly engines, including support for the construction of a system of electric city car rental, along with power supply infrastructure,
- development of system to inform road users about road network conditions, and the availability of parking spaces.

10) AREA: transportation of goods — is an essential part of the well-functioning city and surroundings, because the business activities carried out by entities operating in the city needs regular deliveries and handling of goods.

In the area of passenger car transport the following means for successful implementation of goals are assumed to be most important:
- supporting efforts to reduce transportation of goods by heavy trucks,
- reducing freight transit,
- shaping of availability zones for specific groups of freight vehicles,
- channelling of heavy traffic on the selected roads,
- protection of infrastructure from damage caused by non-standard or excessive traffic, including stepping up controls of vehicles exceeding the maximum permissible weight and preventive measures,
- promotion of intermodal transport and efficient freight management system,
- actions promoting the use of water transport to carry goods, and to strengthening the role of river ports for the transhipment,
- actions promoting the use of railway to transport goods,
- creating conditions, and promoting environmental solutions in the transportation of goods,
- development of the agglomeration logistics system.

11) AREA: air transport — completes the transport system of the city and the metropolitan area. Wroclaw Airport performs a strategic role for the development of the city and the region. Airport terminal requires good and representative links with the rest of the transport system. This, in particular applies to the airport terminal links with the city centre, including train stations, as well as elements of the supra-local transport system.

In the area of air transport the following means for successful implementation of goals are assumed to be most important:
- ensuring efficient airport road links with the system of international, national and regional roads,
- creating conditions for the expansion of the airport,
- ensuring convenient access to the airport via public transport,
- creating conditions to launch rail connection of the city centre, and the main cities of the region with the airport,
- improving the quality of airport terminals road links with the city centre,
- creating the image of air gateway to the city,
- creating conditions for the development of landing sites in the city area,
- supporting the expansion of flight route network,
- supporting the expansion of small airports for business trips.

12) AREA: organisation and management — is one of the most effective, low-cost action areas. Solutions in the field of organisation and management are focused on improving the quality and
efficiency of the transport system without incurring high costs for investment in transport infrastructure. Such solutions are particularly encouraged by the European Union, as they help to make better use of existing infrastructure, to improve the efficiency and quality of transport, safety, as well as to reduce the negative impact on the environment.

In the area of organisation and management the following means for successful implementation of goals are assumed to be most important:
- integrated management of the transport system,
- striving to create the organisation managing integrated metropolitan transport system,
- coordination of urban and metropolitan transport systems management,
- cooperation with the institutions managing rail transport for the full inclusion of the rail system to the public transport system of the city,
- comprehensive management of transport infrastructure from planning through designing, and realisation to maintenance,
- organisation of passenger transportation using public transport,
- coordination and control of passenger transportation by public transport,
- stimulating competition in transport services,
- implementation of innovative traffic management systems,
- integration of travel information distribution systems,
- conducting policy of regulated access to the roadway for purposes not related to the road function,
- realisation of the principle of separation of management functions from executive functions in entire transportation sector,
- participation in national and EU research, and demonstration projects, including workshops to exchange experiences regarding solution implementation to the benefit of sustainable mobility.

13) AREA: economy and finances – this are disciplines that relate to the financing of transport in the city, both its operations, as well as maintenance and infrastructure development. High transport costs and limited budget abilities generate the need for optimal spending of means, and require precise methods of investment planning.

In the area of economy and finances the following means for successful implementation of goals are assumed to be most important:
- preparation of long-term investment plans,
- taking into account in the decision making process the economic efficiency, and social benefits coming from transport projects,
- ensuring funding for capital replacement for transport infrastructure,
- maintaining an appropriate balance between expenditures on construction and expansion of transport infrastructure and the maintenance of existing one,
- acquiring funds for transport investments from external sources, including from the European Union funds,
- use of other than public ways to raise funds for transport investments and their maintenance, inter alia from public-private partnerships, fees for the use of infrastructure,
- carrying out measures to ensure the competitiveness of public transport fares compared to the cost of traveling by car in the city
- adopting organisational solutions helping to reduce financial and social costs of transport, including promoting competitiveness of service providers.
14) **AREA: environmental protection** – is one of the major issues surrounding the development of transport. Uncontrolled development of transport has a negative impact on the environment and human health. Therefore, the development of sustainable transport in the city shall constitute the basis for efforts to minimize its negative effects.

In the area of environmental protection the following means for successful implementation of goals are assumed to be most important:
- actions increasing the number of trips in the city realised using public transport, bicycle or on foot,
- actions lowering energy consumption in transport,
- actions lowering emissions from transport,
- introduction of highly efficient and eco-friendly public transport rolling stock in the city, 
- measures minimising the negative impacts of transport on the "green corridors"
- implementing technical solutions minimising negative impacts of transport on the acoustic climate, while limiting the use of noise barriers,
- the use of noise protection in a form adapted to the specific area of the city,
- promotion of eco-friendly vehicles, including striving to introduce restricted access zones, access to which would depend on the environmental impact of the vehicle,
- conducting environmental education,

15) **AREA: monitoring and modelling of transportation behaviours** – belong to the areas that allow observation of real traffic conditions and transportation behaviours, as well as virtual forecasting the effects of planned solutions. Modelling of transportation behaviours allows you to see what impact introduced solutions had on urban mobility, and what impact may have other proposed solutions - without the need for their prior deployment. Monitoring and modelling of transportation behaviours is a tool supporting decision-making process in the city.

In the area of monitoring and modelling of transportation behaviours the following means for successful implementation of goals are assumed to be most important:
- on-going monitoring of city traffic, including the examination of passenger flows in public transport,
- development of an automatic system testing the number of passengers in public transport vehicles,
- regular analysis of the causes of changes in traffic conditions, and changes in transportation behaviours of residents,
- conducting transportation behaviour modelling, taking into account the strategic objectives of shaping urban mobility,
- perfecting modelling methodology.

In the longer term - depending on the needs - appropriate programs and plans shall be created aimed at clarifying the tasks in a given action area.
To clarify and adapt resources aimed at achieving goals to the Wroclaw's specifics, there are plans - on the next stage of implementation of the policy - to determine city zones with distinctive features, and means attributed to them to achieve the goals. These areas will include inter alia: location on the map, land development and function of the site, as well as relationships with transport system.
V. MONITORING OF IMPLEMENTATION OF WROCLAWS’S MOBILITY POLICY

In order to achieve the goals laid down in Chapter II there has to be a consistent implementation of the findings of Wroclaw’s mobility policy in planning processes: strategic, spatial and investment and in subsequent implementation of these plans. These processes must be accompanied by a system monitoring effects of actions involving periodic analysis of selected factors, and performance indicator of goal achievement.

The subject of the analysis shall be:
1) the share of non-car trips in the total number of trips in the city broken down to different modes of transport,
2) list of investments that positively affect the functioning of the transport in the city,
3) list of actions taken by the City to promote sustainable transport,
4) the number of establishments for which the mobility plan was developed and implemented,
5) inhabitants backing restrictions on passenger car traffic,
6) inhabitants supporting the introduction of priorities in traffic for public transport vehicles at the expense of passengers cars,
7) inhabitants supporting development of cycling infrastructure,
8) level of inhabitants satisfaction from functioning of the public transport system,
9) technical condition of tram tracks,
10) the average schedule speed on bus and tram lines,
11) the number of passengers carried per year on urban public transport,
12) the length of the tram routes with dedicated corridors
13) the number of intersections with traffic lights providing priority for tram traffic,
14) the number of accident victims in various modes of transport,
15) the number of accidents on the roads,
16) the length of the streets covered by calmer traffic zone,
17) parking spaces under the Park & Ride system,
18) the length of cycle paths,
19) the number of parking spaces for bicycles in public spaces,
20) the number of parking spaces under the Bike & Ride system,
21) the number of parking spaces in the paid parking area within the public roads lane,
22) the number of parking spaces in the paid parking area in the multi – level car park facilities,
23) technical condition of the streets in the city,
24) technical condition of engineering facilities in the city,
25) the number of cars entering the city centre,
26) the share of heavy traffic in the city traffic,
27) ratio of the amount of expenses for investment in transport infrastructure to the expenditure on the maintenance thereof,
28) the share in city budget of annual expenditure on transport infrastructure,
29) the number of buses meeting the requirements of at least Euro 5 standard that governs the acceptable level of emissions of environmentally hazardous substances in the exhaust gases,
30) the number of registered electric or hybrid cars,
31) the level of pollutant emissions from transport in the city,
32) the number of people exposed to non-standard traffic noise.

The following indicators monitoring the implementation of a policy, having key nature for its assessment are assumed to be the most important:
- the share of trips by non-car mode of transport in the total number of trips broken down into individual means of transport (public transport, bicycles and pedestrians),
- the number of road accident victims in the various modes of transport, including non-motorised,
- the level of inhabitant’s satisfaction with the functioning of the transport system.

The following table summarises all the factors and measures and their characteristics.

**Table - Summary of factors and indicators for policy analysis**

<table>
<thead>
<tr>
<th>Analysed factor</th>
<th>Period/analysis cycle</th>
<th>Parameter</th>
<th>Measure (desired value or direction of the changes in value)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sustainable mobility</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The share of non-car trips in the total number of trips by each means of transport</td>
<td>Once every five years under KBR</td>
<td>% non-car travel in total number</td>
<td>Positive &gt; 65%</td>
</tr>
<tr>
<td>List of investments and measures with positive impact on the transport operations in the city</td>
<td>Once a year</td>
<td>The list of investments and measures</td>
<td>Increase in number of investments</td>
</tr>
<tr>
<td>The list of measures taken by the city to promote sustainable transport</td>
<td>Once a year</td>
<td>The list of measures</td>
<td>Increase in number of investments</td>
</tr>
<tr>
<td>Number of establishments for which the mobility plan was developed and implemented</td>
<td>Once a year</td>
<td>The number of establishments</td>
<td>Increase in number of establishments</td>
</tr>
<tr>
<td>Inhabitants supporting restrictions on car traffic, especially in the centre</td>
<td>Once a year</td>
<td>% of inhabitants supporting restrictions on the movement of passenger cars</td>
<td>Positive &gt; 70% and increase in subsequent years</td>
</tr>
<tr>
<td>Inhabitants supporting the introduction of traffic priorities for public transport vehicles at the expense of passenger cars</td>
<td>Once a year</td>
<td>% of the inhabitants supporting the introduction of traffic priorities for public transport vehicles at the expense of passenger cars</td>
<td>Positive &gt; 60% and increase in subsequent years</td>
</tr>
<tr>
<td>Inhabitants supporting the development of cycling infrastructure</td>
<td>Once a year</td>
<td>% of inhabitants supporting the development of cycling infrastructure</td>
<td>Positive &gt; 60% and increase in subsequent years</td>
</tr>
<tr>
<td><strong>Public transport</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The degree of satisfaction of the inhabitants from the functioning of the public transport system</td>
<td>Once every five years under KBR</td>
<td>% positive ratings</td>
<td>Positive &gt; 60%</td>
</tr>
<tr>
<td>Technical condition of the tram tracks</td>
<td>Once a year</td>
<td>% of the length of the tracks in good and very good condition</td>
<td>Positive - at least 90% good and very good Not more than 10% poor + growth trend in the coming years</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>-----------------------------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>The average schedule speed on bus and tram lines</strong></td>
<td>Once a year</td>
<td>▪ average schedule speed of trams,</td>
<td>Všrkt &gt; 20 km/h</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ average schedule speed of buses</td>
<td>Všrka &gt; 25 km/h</td>
</tr>
<tr>
<td><strong>Total number of passengers carried each year by city’s public transport</strong></td>
<td>Once a year</td>
<td>Number of passengers</td>
<td>Positive – increase during the year</td>
</tr>
<tr>
<td><strong>The level of use of transportation potential on the selected bus and tram lines</strong></td>
<td>In the continuous cycle</td>
<td>Percentage</td>
<td></td>
</tr>
<tr>
<td><strong>The length of tram routes with dedicated corridors</strong></td>
<td>Once a year</td>
<td>The length of routes in km (% share in the network)</td>
<td>Positive – increase in number of km during the year</td>
</tr>
<tr>
<td><strong>Number of intersections with traffic lights providing priority for tram traffic</strong></td>
<td>Once a year</td>
<td>Number of intersections</td>
<td>Positive – increase in number of intersections during the year</td>
</tr>
<tr>
<td><strong>Movement safety</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>the number of accident victims in various modes of transport</td>
<td>Once a year</td>
<td>number of victims</td>
<td>Positive – decrease in the number of victims</td>
</tr>
<tr>
<td><strong>The number of accidents on the roads</strong></td>
<td>Once a year</td>
<td>Total number of accidents</td>
<td>Positive – decrease compared to the previous year</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ % of accidents involving pedestrians in the total number,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ % of accidents involving cyclists in the total number,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ % of accidents in public transport in the total number.</td>
<td></td>
</tr>
<tr>
<td><strong>The length of streets covered by calmer traffic zone</strong></td>
<td>Once a year</td>
<td>The length of streets</td>
<td>Positive – increase during the year</td>
</tr>
<tr>
<td><strong>Bicycle transport</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The length of cycle paths</td>
<td>Once a year</td>
<td>The length of paths</td>
<td>Positive – increase during the year</td>
</tr>
<tr>
<td>The number of parking spaces for bicycles in the public spaces</td>
<td>Once a year</td>
<td>The number of parking spaces</td>
<td>Positive – increase during the year</td>
</tr>
<tr>
<td>The number of parking spaces under the Bike &amp; Ride system</td>
<td>Once a year</td>
<td>The number of parking spaces</td>
<td>Positive – increase during the year</td>
</tr>
<tr>
<td><strong>Parking policy</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>The number of paid parking spaces in the paid parking zone within the lane of public roads</th>
<th>Once a year</th>
<th>The number of paid parking spaces</th>
<th>Balance analysis of paid parking spaces within road lane with spaces in the multi-level parking facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of parking spaces within paid parking zone in the multi-level parking facilities</td>
<td>Once a year</td>
<td>The number of paid parking spaces</td>
<td>Balance analysis of paid parking spaces within road lane with spaces in the multi-level parking facilities</td>
</tr>
<tr>
<td>The number of parking spaces under the Park &amp; Ride system</td>
<td>Once a year</td>
<td>The number of paid parking spaces</td>
<td>Positive – increase during the year</td>
</tr>
</tbody>
</table>

**Car transport**

| Technical condition of the city streets | Once every five years | % share of streets in good and very good condition | Positive - an increase on previous research |
| Technical condition of engineering facilities in the city | Once every five years | % share of streets in good and very good condition | Positive - an increase on previous research |
| The number of cars entering the city centre | Once every five years | The number of cars showing up during rush hour at the city centre cordon (based on KBR) | Positive – a decrease on previous research |

**Transport of goods**

| The share of heavy trucks traffic (above 18t) in the city traffic in the selected cross-section of the inner city cordon (with the exception of handling the construction sites) | Once every five years under KBR | % of heavy trucks traffic >18t | Positive – a decrease on previous research |

**Economy and finances**

| Ratio of the amount of spending on investment in transport infrastructure to the expenditure on the maintenance of thereof. | Once a year | The value of ratio investments/maintenance | |
| The share in the city budget of investments on transport infrastructure | Once a year | % share | |

**Environmental protection**
<table>
<thead>
<tr>
<th>Number of buses meeting the requirements of at least EURO 5 standard that governs acceptable levels of emissions of environmentally harmful substances in the exhaust gases.</th>
<th>Once a year</th>
<th>The number of buses</th>
<th>Positive – an increase in the number of buses during the year</th>
</tr>
</thead>
<tbody>
<tr>
<td>The number of registered electric or hybrid cars</td>
<td>Once a year</td>
<td>The number of cars</td>
<td>Positive – an increase in the number of cars during the year</td>
</tr>
<tr>
<td>The level of pollutant emissions from the transport in the city</td>
<td>Once a year</td>
<td>Data on emissions from measuring stations</td>
<td>Positive – a decrease on previous year</td>
</tr>
<tr>
<td>The number of inhabitants exposed to non-standard traffic noise</td>
<td>Once every five years as part of acoustic map actualisation</td>
<td>The number of inhabitants</td>
<td>Positive – a decrease on previous year</td>
</tr>
</tbody>
</table>

Consistent and effective implementation of *Wrocław’s mobility policy* will be facilitated by:

1) introduction of the conformity assessment procedures of developed documents with adopted policy:
   - multi-year plans of the transport system development, constituting a basis for creating the city's budget in subsequent years,
   - local spatial development plans and investment projects,
   - area projects of traffic management,
   - projects of tariff solutions,
   - rolling stock purchases.

2) introduction of conformity assessment of urban planning decisions, i.e. decision on land development and management conditions, decision on determining the location of public investment, permits for execution of road investments and similar, with the mobility policy,

3) formulating requirements regarding preparation of investment for execution,

4) conducting periodic assessment of the implementation of policy and updates thereof, especially in situation of changing conditions.

**VI. FINAL REMARKS**

The change of the current approach to transportation issues expressed symbolically by substituting Transportation Policy with *Mobility Policy*, and that manifest itself by actually focusing on the development of good transportation behaviours of inhabitants is a prerequisite for achieving the general goal formulated in Chapter II.

We have to be aware, however, that creating new transportation behaviours is long-term and multi-threaded process, so one cannot expect immediate positive results. Changes are needed in both public awareness as well as attitudes towards the problem of movement in the city, as well as consistent decisions and actions of the city authorities in many areas, to be able years later to obtain the desired effect. The foundation of success is to convince the inhabitants to the idea of sustainable mobility, and subsequently cooperation of inhabitants and the city authorities in shaping thereof.