

R074 SUMBA

COMMUTING MASTER PLAN FOR THE OLSZTYN FUA



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Olsztyn 2020

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INTRODUCTION

The Commuting Masterplan for the Olsztyn FUA is an implementation document managing commuting issues within the FUA and identifying activities leading to the expansion of the intermodal travels.

The document was developed in the Olsztyn City Hall involving stakeholders from the whole functional area. Numerous policy and planning documents were used as well as analysis and surveys conducted in the area of the urban sustainable mobility. That is why we could make use of synergies avoiding duplication of efforts.

The CMP development works were being conducted in the period of very dynamic changes in the transport and mobility area. The upcoming new EU financial perspective together with global, European and national development processes launched many initiatives resulting in fast changes in urban mobility. It is the reason why many of the below presented activities are in the various stages of implementation now.

The CMP activities are to be implemented in particular by Olsztyn Municipality and the partner local authorities from the Olsztyn FUA. The superior document used for organising of the implementation processes will be the Sustainable Mobility Plan for the Olsztyn FUA (SUMP for Olsztyn FUA) which is being updated now. The Plan is a SUMP for the functional area and it should contain arrangements developed within the works on the CMP.

OLSZTYN URBAN FUNCTIONAL AREA

The Olsztyn Urban Functional Area (FUA) was defined according to the Rules for delimitation of Functional Urban Areas of the regional capital cities document developed for the then Ministry of Regional Development (now Ministry of Development Funds and Regional Policy). A cooperation of the municipalities from this area results from the common will to implement an integrated policy for a sustainable development.

The legal basis of this cooperation is an Agreement on cooperation for ITI implementation in the Olsztyn FUA of 11th May 2015. The FUA municipalities designated Olsztyn Municipality to be a leader and a coordinator of the ITI activities.

In 2017 a SUMP document (Mobility Plan for the Olsztyn FUA 2025) has been developed for the defined area. It is a document setting goals and objectives for a mobility policy on the area of Olsztyn and its 6 neighbouring municipalities. Travel routes – including everyday commuting to work and school – was analysed in a comprehensive study Spatial relations in public and private transport in the Olsztyn FUA in terms of urban mobility (Olsztyn, 2014).

The Olsztyn FUA covers the area of Olsztyn City and 6 neighbouring municipalities – all of them located in the Olsztyn County:

- Barczewo Municipality (Barczewo city and the surrounding rural municipality),
- Dywity Municipality (rural municipality),
- Gietrzwałd Municipality (rural municipality),
- Jonkowo Municipality (rural municipality),

- Purda Municipality (rural municipality),
- Stawiguda Municipality (rural municipality).

The whole area covers 1450 km² – less than 6% of the Warminsko-Mazurskie Voivodeship (region) area. In 2017 the FUA was populated with 234 165 people what is a little more than 16% of the region population.

MAIN ACTORS

There are two types of a passenger transport existing in the Olsztyn FUA: a public transport and a commercial collective transport. The PT is managed by the Road, Greenery and Transportation Board in Olsztyn (a local entity responsible for transport organisation in Olsztyn). The other type of transport services are provided by private companies on a commercial basis.

The PT services are provided by 2 operators (2019):

- Municipal Transport Company in Olsztyn – provides tram and bus services,
- Meteor and Irex Consortium – provides bus services.

In addition to this, 3 municipalities in the FUA have their own public transport (Dywity – 3 bus lines, Stawiguda – 5 bus lines, Jonkowo – 5 bus lines). Four of six FUA municipalities are reached also by bus lines of the Olsztyn PT (the lines are co-financed by this municipalities).

Tram lines operate in Olsztyn only and in the neighbouring municipalities the PT is supplemented with private transport services.

CURRENT STATUS OF MOBILITY AND COMMUTING IN THE OLSZTYN FUA

Overview of relevant exiting strategies and policies

For the CMP final concept the provisions relating to directions of mobility development included in following strategic and implementation documents were crucial:

European documents	National documents	Regional documents	Local documents
Green Paper: Towards A New Culture For Urban Mobility (2007)	Strategy for Responsible Development (2016)	Spatial Management Plan of Warminsko-Mazurskie Voivodeship (2018)	The Development Strategy for the City of Olsztyn 2020 (2013) Development strategies for the Olsztyn FUA municipalities

White Paper: Roadmap to a Single European Transport Area (2011)	Strategy for Sustainable Transport Development until 2030 (2019)	Warminsko-Mazurskie 2030. The Strategy of Socio-Economic Development (2020)	Development Strategy for Olsztyn Functional Urban Area (2016)
EC Communication: EUROPE ON THE MOVE. An agenda for a socially fair transition towards clean, competitive and connected mobility for all (2017)	National Strategy of Regional Development 2030 (2019)	Sustainable Public Transport Development Plan for the Warminsko-Mazurskie Voivodeship (2013)	Study of Conditions and Directions of Spatial Development of the Olsztyn City (2020) and respective studies for the FUA municipalities
Sustainable and Smart Mobility Strategy (2020)			Low-Carbon Economy Plan for Olsztyn City (2015) and respective plans for the FUA municipalities

The CMP authors tried to ensure the implementation of the provisions from the above mentioned policy and planning documents thanks to providing activities making travels more intermodal.

Roads and railway system

The road system in Olsztyn is concentric and the distance from the city borders to the centre is equal from every direction due to a regular, almost round shape of the city area. The FUA shape is similar.

Four national roads and four regional roads are supplemented by local roads and five railway lines. The crucial element of the road system is the city bypass (its southern part was opened in July 2019). The bypass improved mobility conditions in Olsztyn and the life quality of its inhabitants. It is also a significant strengthening of the transport backbone of the region: the national road No 16. It makes travelling in the Voivodeship easier and safer.

There is still a disadvantage of the Olsztyn FUA road system: a north-south transport direction. It is easy to bypass the city centre choosing the southern ring road but if one needs to go north toward the national border, they must go again through the city streets starting from the East Junction. Passing by the Main Station, every vehicle must still cross the deteriorating Hungarian Insurgents Viaduct and go further along narrow streets of densely populated Zatorze district, just in front of the windows of houses. Then all these cars pass through Dywity municipality (and the centre of Dywity village) contributing to heavy traffic, noise, air pollution and poor road safety situation. The northern part of the Olsztyn and Dywity bypass will solve most of these problems on the national road No 51. Preparatory works for this investment started in 2020.



Source: Own elaboration

Olsztyn is a core city and the main place of work, education and cultural life for the inhabitants of its functional area. What is more, migration trends show that more and more people move out to live in neighbouring municipalities. Lack of PT in this area results in growing popularity of individual car transport and consequently congestion problems on roads leading to the city. The possible solution is a better co-operation on mobility issues between Olsztyn and the municipalities, as well as development of PT outside the city borders.

Growing number of cars in the city is also a significant problem. To solve them, the city develops its public transport (PT) system with particular focus on the tram network reconstructed after 50 years.

Collective public transport

Buses and trams

There are two types of passenger transport modes in the Olsztyn FUA: public transport and commercial collective transport. The PT is managed by Road, Greenery and Transportation Board, a local body responsible for transport issues, and the other services are provided by private entrepreneurs on a commercial basis.

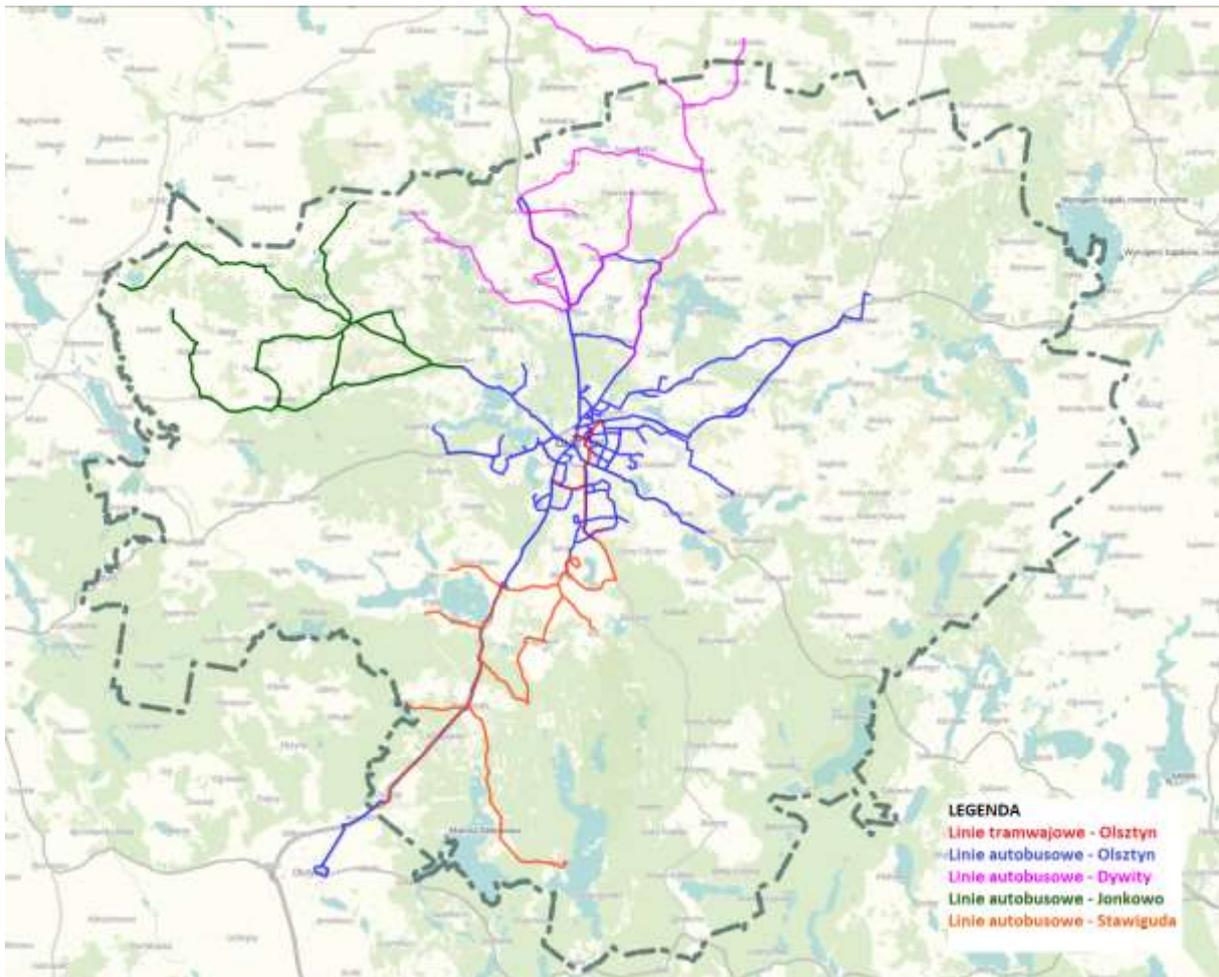
The PT services in Olsztyn are provided by 2 operators:

- Municipal Transport Company in Olsztyn (municipal company) – provides tramway and bus services,
- Meteor and Irex consortium – bus services (external service provider).

In addition to this 3 FUA municipalities have their own municipal transport system:

- Dywity (3 lines),
- Jonkowo (5 lines),
- Stawiguda (5 lines).

Moreover, 4 municipalities (Barczewo, Dywity, Purda and Stawiguda) are reached by Olsztyn city communication bus lines co-financed by local authorities.



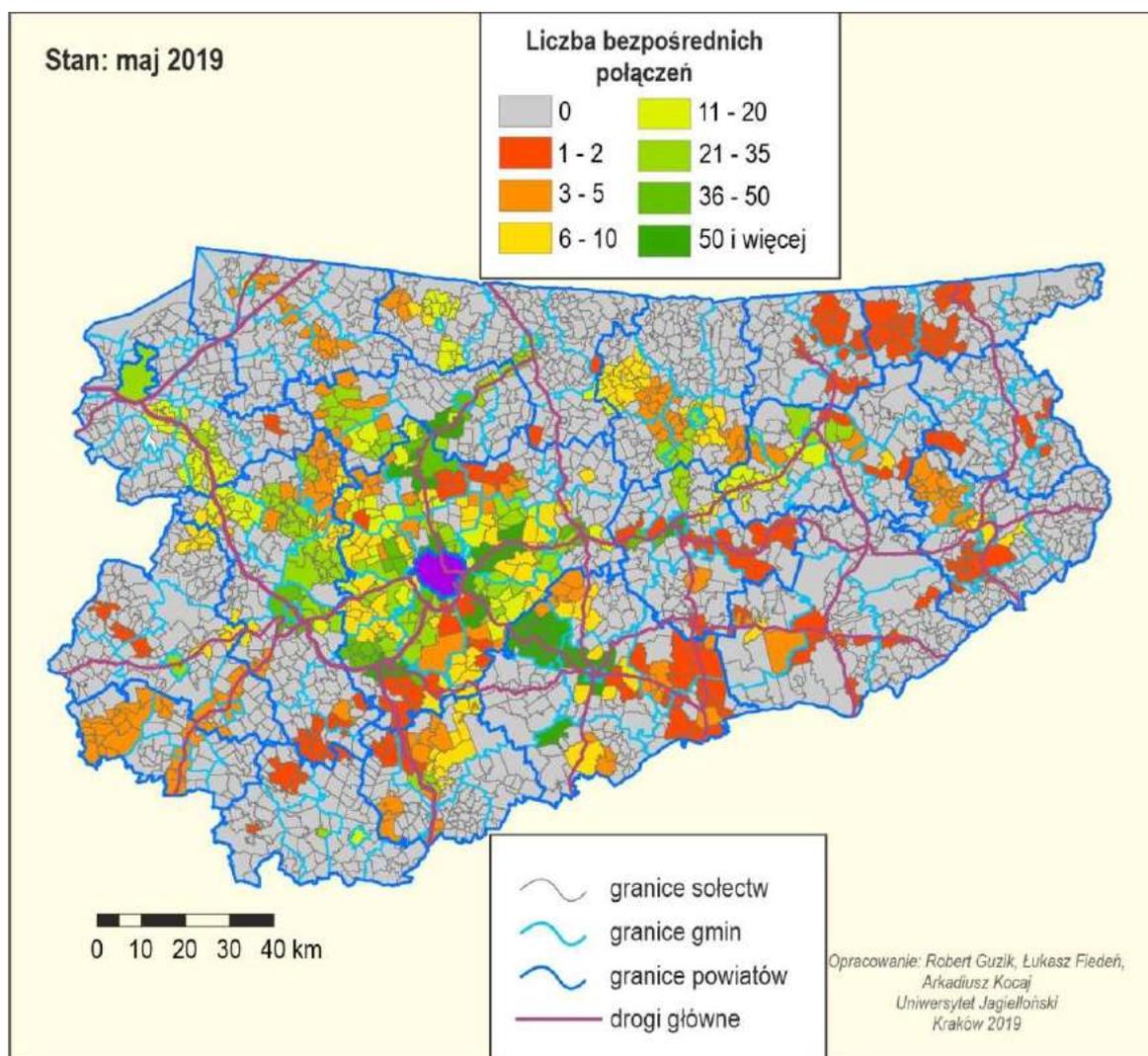
Source: Own elaboration based on data from the Olsztyn FUA municipalities

The PT organised by Olsztyn, Dywity, Jonkowo and Stawiguda covers the major part of the Olsztyn FUA now, reaching even beyond it (Olsztyn line 129 ends its route in Olsztynek municipality and Dywity D3 line runs north to Dobre Miasto municipality)¹.

The map below shows number of direct PT connections between Olsztyn and villages of the Warmia and Mazury region. It can be observed that even in the Olsztyn FUA (which is relatively easy accessible) there are still places without even one PT connection a day. One can see also significant differentiation in accessibility within municipalities: villages located far from main roads lack effective PT services even in the municipalities which are well connected with Olsztyn. Such *white spots* are mainly the results of

¹ As at June 2020.

dispersed rural settlement pattern which is specific for the whole Warmia and Mazury region. This settlement pattern in the rural areas significantly hinders organisation of the effective PT networks.



Source: Analysis of Functional and Spatial Relations Between Urban Centres and their Neighbourhoods. Interim Report, Component 3, Spatial Relations and Accessibility. Warmińsko-Mazurskie Voivodeship. Cracow 2019

PT vehicles are mostly new and comfortable. All 15 tramways are 3 years old, double-ended, with 6 doors and fully low-floor, equipped with air conditioning, monitoring facilities, passenger voice information (i.e. stops announcements) and ticket vending machines.

Buses are mostly 3- or 4-door vehicles (88% of total number), almost the half of them is no more than 5 years old and only 20% is older than 15. The bus are equipped as shows the table below:

Passenger comfort equipment	% of vehicles equipped with below mentioned facilities
Low floor	99,5%

Kneeling system	97,8%
Air conditioning	65,6%
Monitoring system	96,7%
Stop announcements	96,7%
Ticket vending machine	83,6%

Source: Own elaboration based on data from Road, Greenery and Transportation Board in Olsztyn

Ticketing system has just been simplified and there is only one tariff zone for the whole FUA:

Type of ticket		Price PLN		
I. Single ride tickets		regular	reduced	reduced
			50%	98%
1	For 1 line (without time restrictions)	3,00	1,50	-
2	For 30 minutes (without interchanging restrictions)	3,00	1,50	-
3	For 45 minutes (without interchanging restrictions)	3,60	1,80	-
4	For 90 minutes (without interchanging restrictions)	4,80	2,40	-
II. Multiple validation tickets		regular	reduced	
1	For 10 rides	29,00	14,50	-
III. Period tickets		regular	reduced	
1	For 24 hours	10,00	5,00	-
2	For 72 hours	20,00	10,00	-
IV. Season tickets		regular	reduced	reduced
			50%	98%
1	For 1 calendar month (for a named user)	80,00	40,00	1,60
2	For 30 days (for a named user)	80,00	40,00	1,60
3	For 1 calendar month (bearer ticket)	130,00	65,00	2,60
4	For 30 days (bearer ticket)	130,00	65,00	2,60
5	For 1 calendar month for a whole big family (3 or more kids)	-	120,00	-
6	For 3 months	240,00	120,00	4,80
7	For 1 year	960,00	480,00	19,20

Source: Road, Greenery and Transportation Board in Olsztyn (www.zdzit.olsztyn.eu)

Children living in Olsztyn whose parents pay taxes in the city can travel by buses and trams for free. Reduced ticket prices are available for young people (children younger than 4 years don't pay for a ride), students, senior citizens, members of big families (not only season but also single ride tickets), persons with disabilities and their caregivers. They are not the same in the whole FUA because every municipality establish its own discounts.

Tickets can be bought in on-board or stationary vending machines (in 38 places² in Olsztyn now – the number will grow with a development of the tramway network) and in 6 Customer Service Points.

Olsztyn has its electronic transport city card (OKM) to save term tickets or to pay for single-ride tickets and parking time.

The FUA municipalities have their own ticketing systems in their PT lines and passengers must buy different tickets in every of them:³

Dywyty (price in PLN)	Regular ticket	Reduced 95%	Reduced 93%	Reduced 78%	Reduced 51%	Reduced 49%	Reduced 37%
Single ride ticket	3,92	0,20	0,27	0,86	1,92	2,00	2,47
Season ticket (for 1 month)	78,43	3,92	5,49	17,25	38,42	40,00	49,40

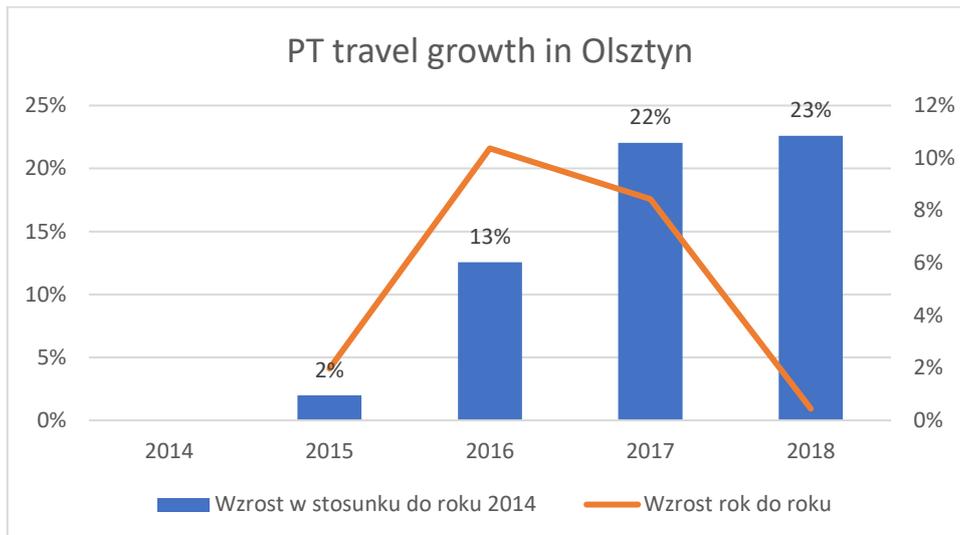
Jonkowo (price in PLN)	Regular ticket	Reduced 95%	Reduced 93%	Reduced 78%	Reduced 51%	Reduced 49%	Reduced 37%
Single ride ticket	3,92	0,20	0,27	0,86	1,92	2,00	2,47
Season ticket (for 1 month)	78,43	3,92	5,49	17,25	38,42	40,00	49,40

Stawiguda (price in PLN)	Regular ticket	Reduced ticket
Single ride ticket	3,00	1,50
Season ticket (for 1 month)	80,00	40,00

Reintroduction of the trams and other changes in the PT in Olsztyn and its FUA resulted in significant growth of the PT passengers number during last years:

² As at April 2020 (<https://www.zdzit.olsztyn.eu/pl/transport-publiczny/taryfa-bilety/biletomaty>)

³ Data based on information from the FUA municipalities as at June 2020.



Source: Own elaboration based on the data from Road, Greenery and Transportation Board in Olsztyn

Railways

On the Olsztyn Main Station operate 2 railway carriers: PKP Intercity S.A. and Przewozy Regionalne sp. z o.o. PKP Intercity provides long-distance connections and within the Olsztyn FUA their trains stops only at the Olsztyn Main Station and the Olsztyn Western Station. Therefore, they cannot be considered as a transport mode for Olsztyn FUA.

Przewozy Regionalne sp. z o.o. provides regional connections and their trains can be used by inhabitants of Olsztyn FUA to reach the destinations in the city. There are some major infrastructure modernisations being carried (railway 216, Olsztyn – Działdowo section) or planned in the nearest future (railway 221 Gutkowo – Braniewo section and railway 220 Olsztyn – Gutkowo section). Modernisation plans include also construction of new train stops in Olsztyn and its FUA what can help to a create municipal railway in the future (the new Olsztyn Śródmieście train stop was opened in December 2019).

Intermodal hubs

There is only one intermodal hub in the Olsztyn FUA – at the Olsztyn Main Station (including railway and long-distance bus transport). However, the infrastructure of this hub is insufficient. The municipal part of the hub is ready now but tram and bus transport is planned to be integrated with the Main Station infrastructure. Unfortunately, a long expected renovation of the railway station is still being delayed. Moreover, investment plans of a bus station owner are still not known. The company planned the shopping centre integrated with the bus station but is still in the realm of plans.

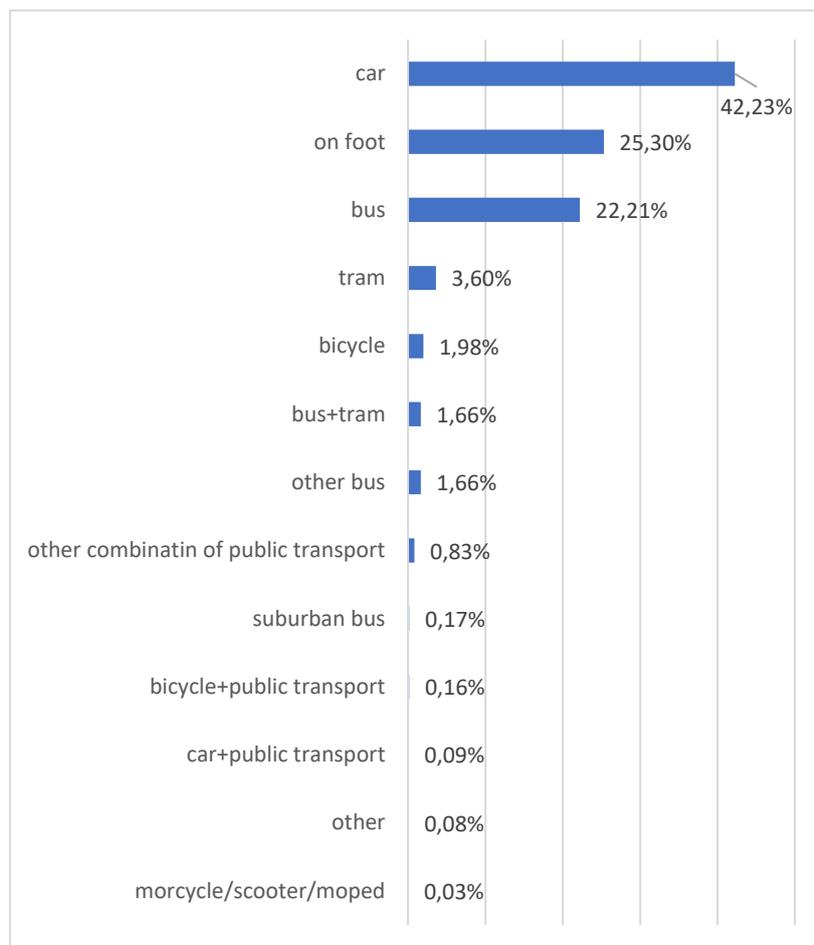
Mobility in Olsztyn FUA

Modal split

Modal split for the Olsztyn FUA⁴ shows that the inhabitants travel mostly by car – 42,2% of the journeys. Every fourth journey is done on foot and every fifth by city bus.

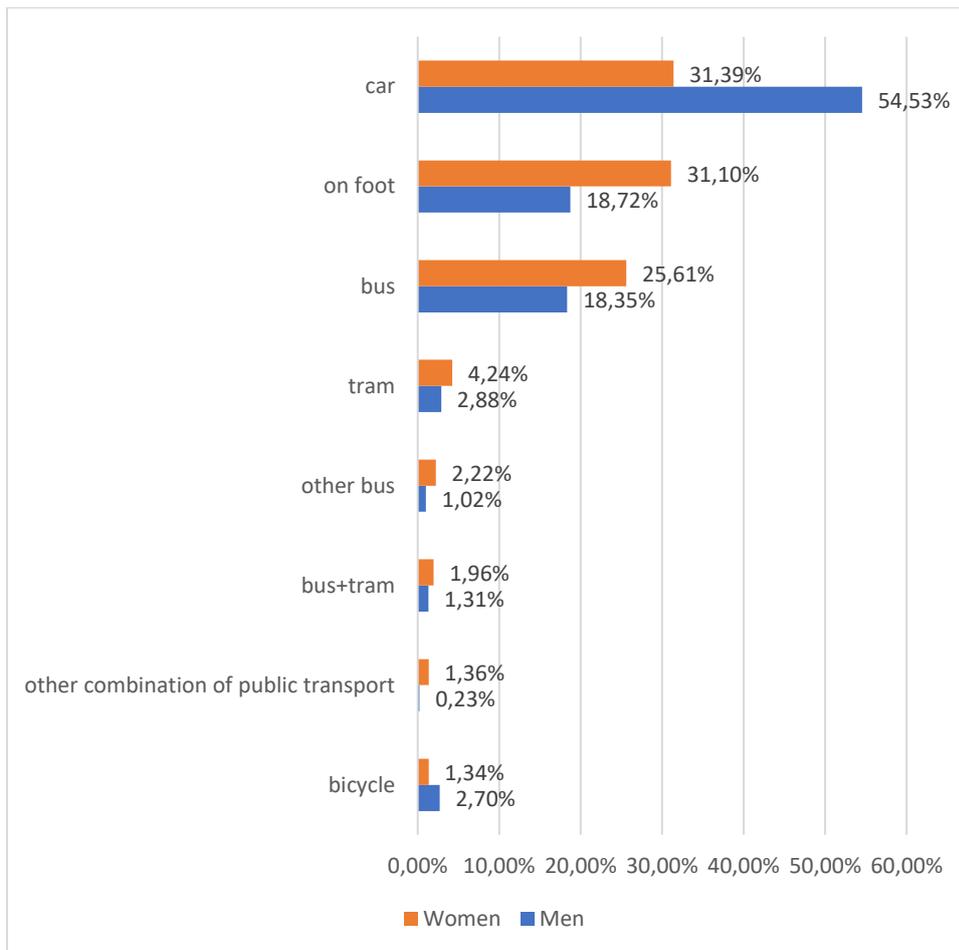
Men travel by car twice as frequent as women. Women in turn travel by bus and walk more frequently than man. Children usually travel on foot and secondary school students prefer buses.

The general modal split looks as below:

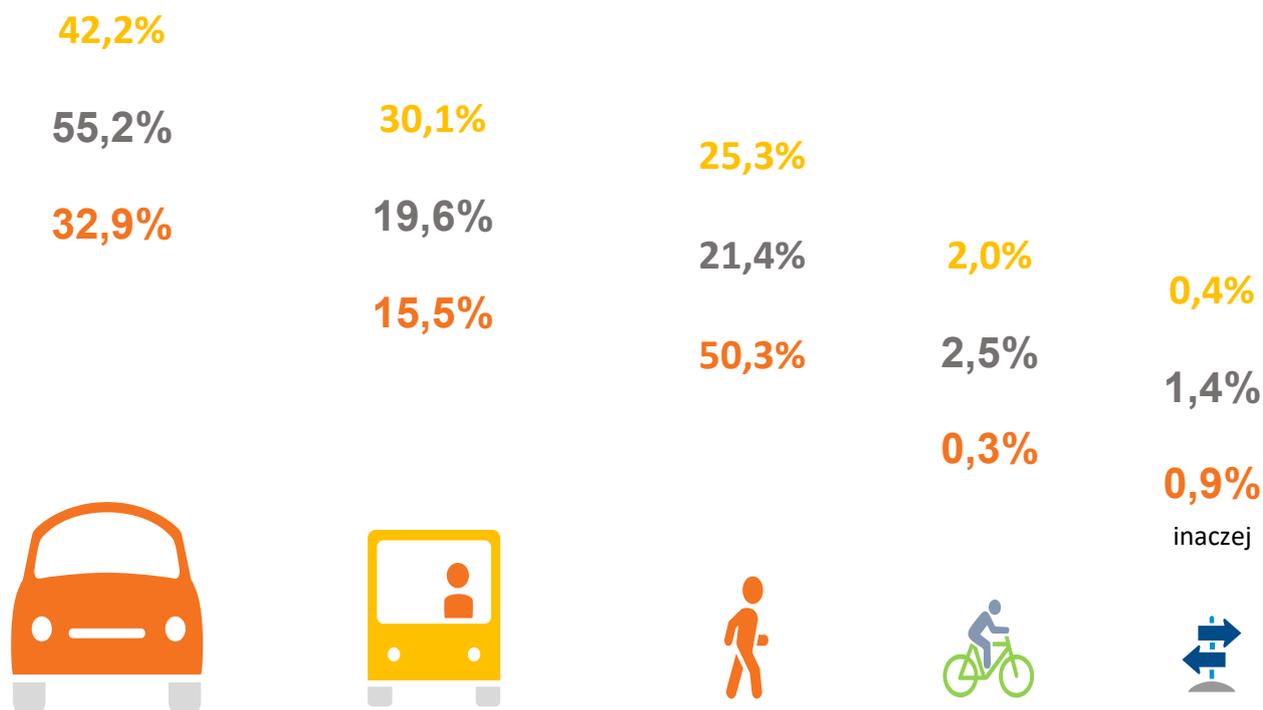


⁴ All the data for modal split part comes from the *Survey of Journeys and Transport Behaviour of the Inhabitants of Olsztyn FUA* run by PBS Sopot for Olsztyn Municipality in October and November 2018 within SUMBA project, Interreg BSR.

The modal split – gender breakdown:



The image below shows how big is a share of travels by different transport modes during the week and on weekends (**weekdays**, Saturday, **Sunday**):



Car is frequently chosen on weekdays but almost one in three travels is done by PT and one in four – on foot. This is quite a high score and reflects the fact that the distances in Olsztyn are short. On Saturdays we change transport mode from the PT to car but on Sunday dominates walking – almost a half of the travels! Still not many people travel by bike but the survey was conducted in late autumn so it could negatively affect the results in comparison to more bike-friendly seasons.

Non-motorised transport

According to the above mentioned survey one in four travels on weekdays and one in five on Saturdays is done on foot. The share of the Sunday travels amounts to 50%.

However, according to previous survey (CAWI survey run in 2016 within works on the Mobility Plan for the Olsztyn FUA 2025) 20% people travel by bike every day or several days a week. Over 9% of them use bike to get to work or school.

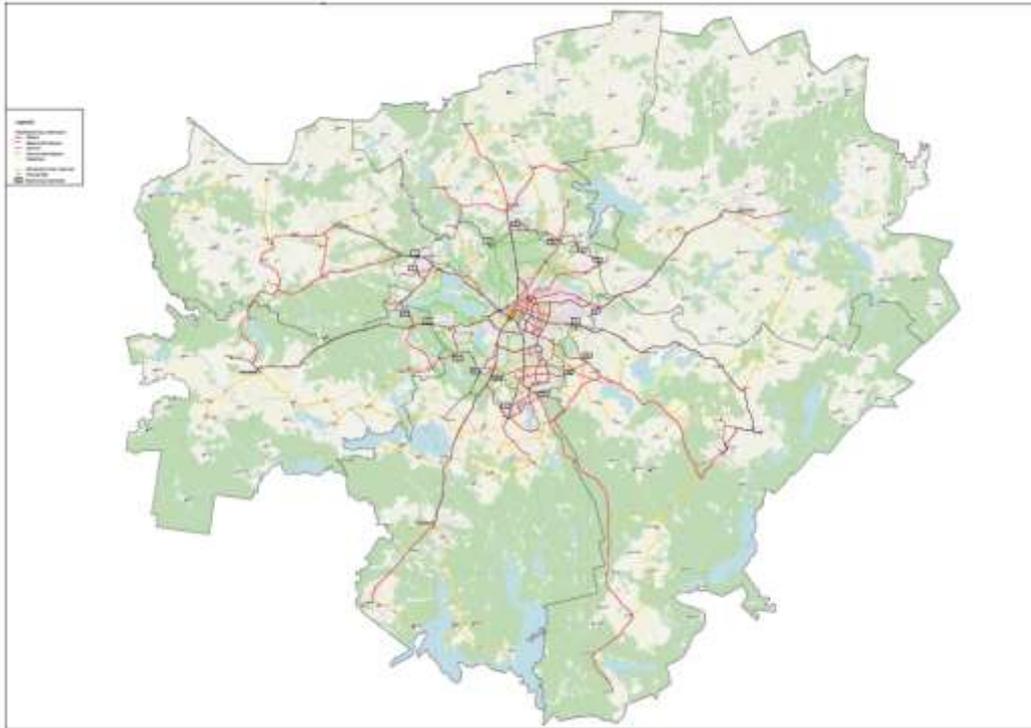
Almost 21% of respondents had less than 5 km from home to places of their everyday activities. Comparing this score with 15% of people commuting by bike or on foot one can notice that the potential of the non-motorised transport is realised quite well.

Although the infrastructure for pedestrians and cyclists is getting better and better, there are still some problems to solve, esp. gaps in walking infrastructure, mostly in the FUA municipalities outside Olsztyn. Some barriers for non-motorised travellers can also be identified: poor condition of the pavements’ and bike paths’ surface, cars parking on them, traffic lights giving priority for individual car transport etc.

Cycling routes in Olsztyn are still being improved. Now there are over 100 km of bike paths in Olsztyn. Gaps are systematically filled and new routes are under construction. Bike infrastructure is being developed in other FUA municipalities too. Moreover, Olsztyn city bike system started in July 2018 and

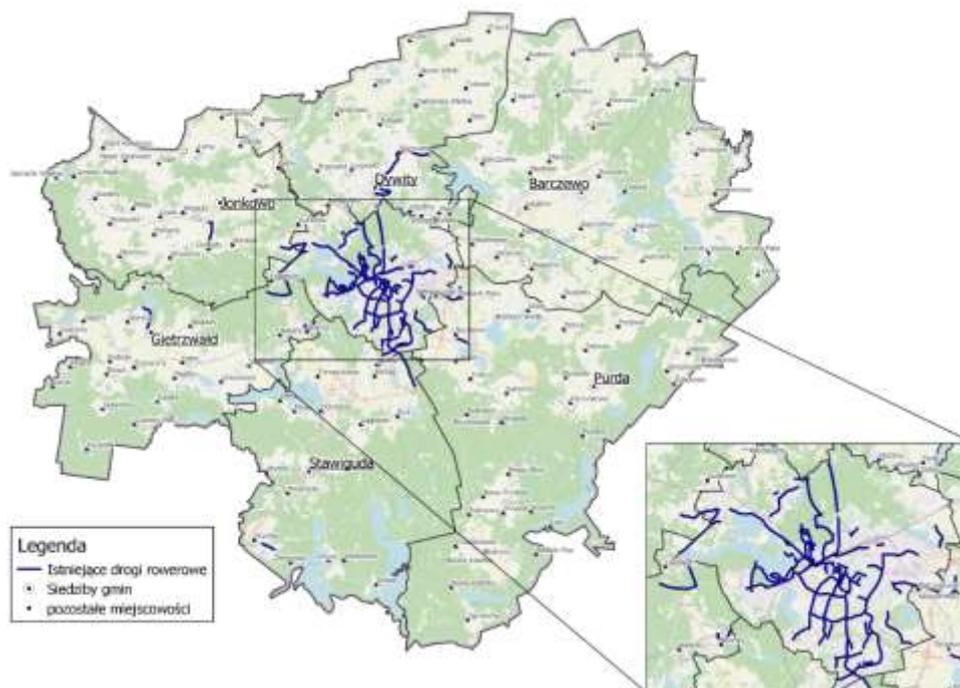
B&R facilities are planned (first B&R facility was built at Kanta tram end stop together with a new tram line in 2015).

In 2019 the *Concept of Biking Network Development in Olsztyn and its FUA in terms of communication relation in with the core city* was updated. In result a map of expected biking network was developed. The biking paths planned within that map connect Olsztyn with the neighbouring municipalities and ensure a comprehensive biking system in the city itself.



Source: *Concept of Biking Network Development in Olsztyn and its FUA in terms of communication relation in with the core city*

The current state of the biking network is presented on the map below (state for 31 October 2019). Lack of the biking infrastructure can be seen outside the Olsztyn borders and there are evident gaps in the biking network in Olsztyn itself as well as in its neighbourhood. It can be observed even in the places where adequate infrastructure is ready on both sides of administrative borders (for example between Olsztyn and Dywity). Completion of the biking investments according to the *Concept of Biking Network Development* aims to eliminate such gaps.



Source: Concept of Biking Network Development in Olsztyn and its FUA in terms of communication relation in with the core city

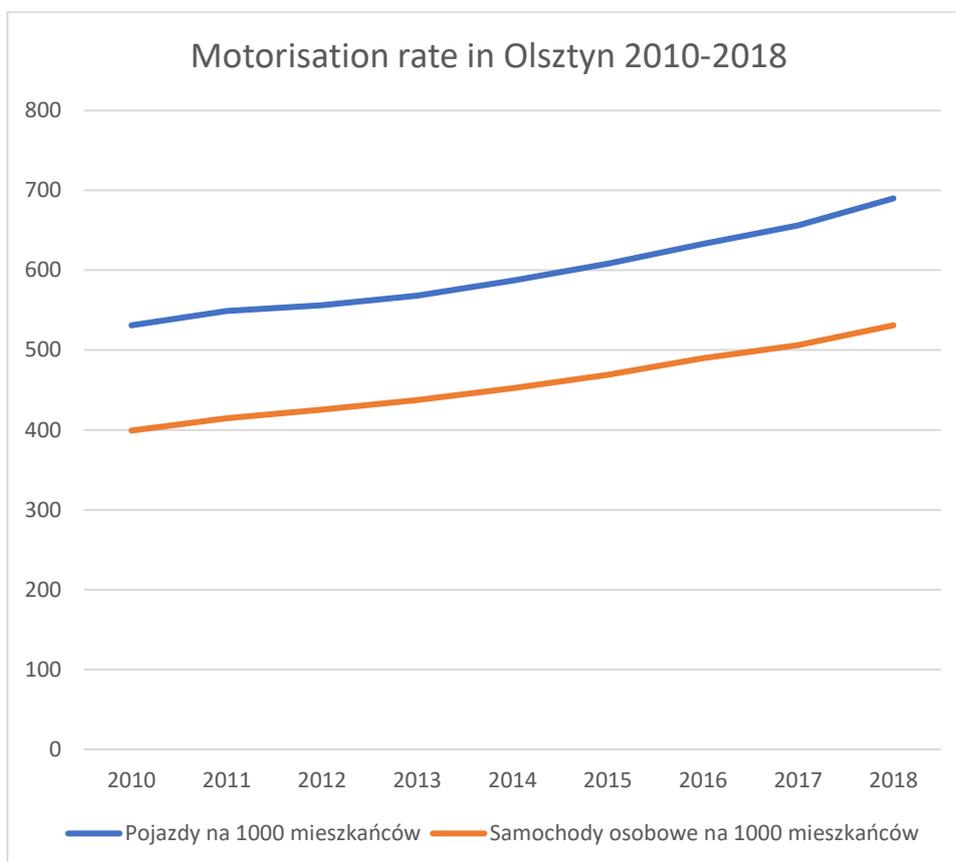
Car transport

Most people in the Olsztyn FUA use car to reach their destinations. In addition to this the motorisation rate (number of cars for 1000 inhabitants) is high and still growing what causes serious problems: spatial chaos, road congestion, air pollution, noise. To solve them the city develops the PT system including tramway network reintroduced after 50-year break.

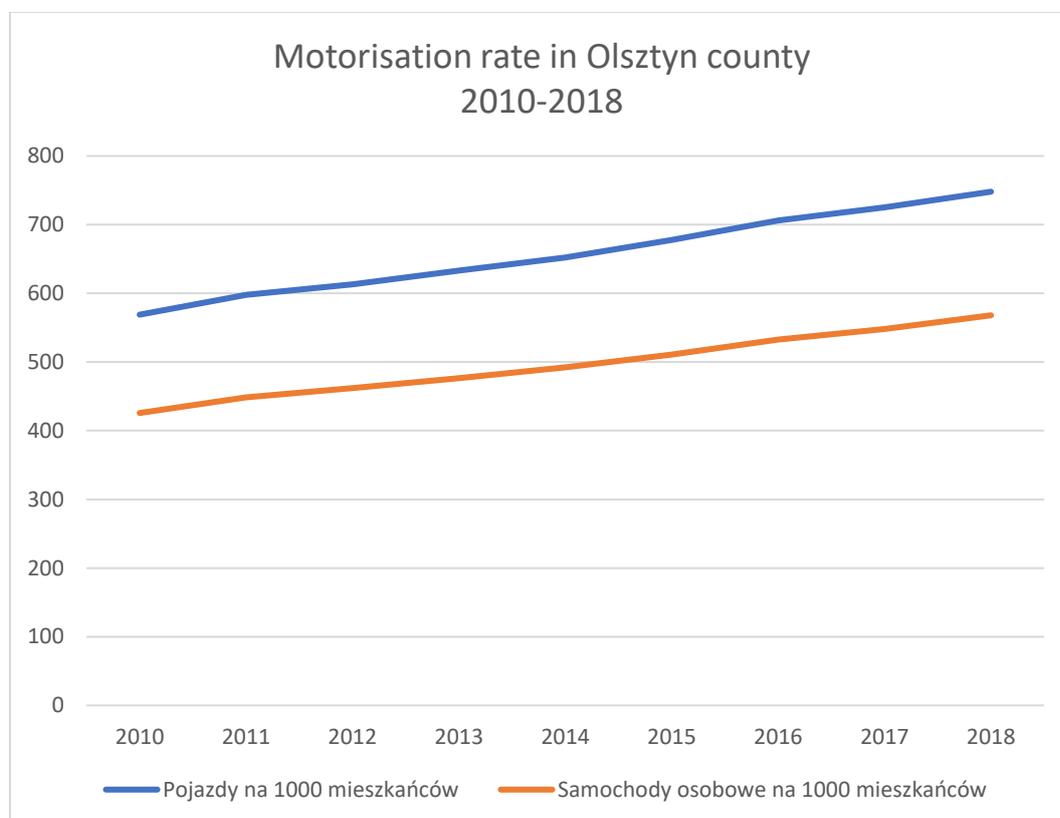
Number of cars in Olsztyn per 1000 inhabitants (2018)	532
Number of all the vehicles in Olsztyn per 1000 inhabitants (2018)	690
Number of cars in Olsztyn County ⁵ per 1000 inhabitants (2018)	568
Number of all the vehicles in Olsztyn County per 1000 inhabitants (2018)	748

Source: CSO Local Data Bank (Bank Danych Lokalnych GUS)

⁵ There are no aggregated statistical data for the Olsztyn FUA – Olsztyn County is an area bigger then the FUA (6 more municipalities)

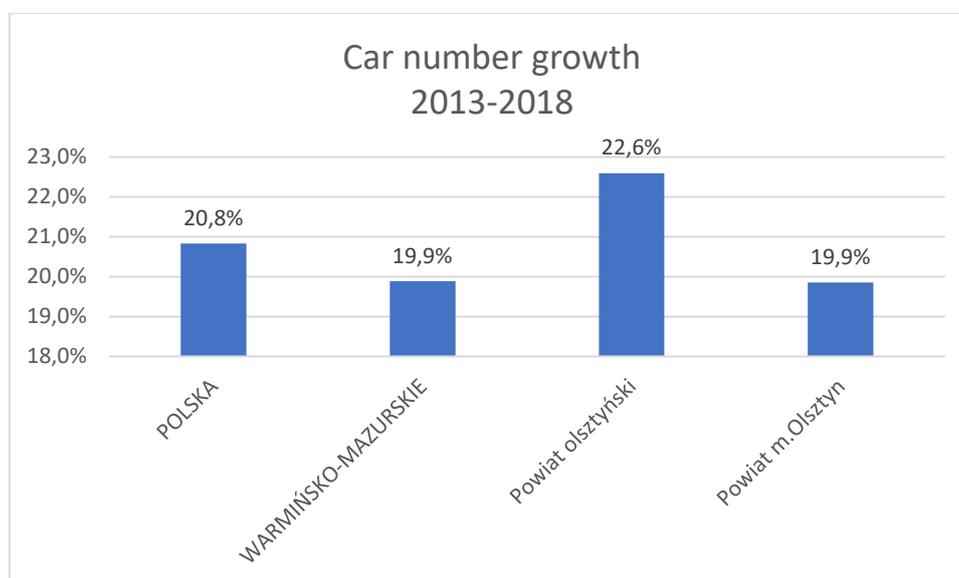


Source: Own elaboration based on data from CSO Local Data Bank



Source: Own elaboration based on data from CSO Local Data Bank

Car number growth is not considerably higher than in Poland or in the region but there is a significant difference between car number growth in Olsztyn itself and in the Olsztyn county. This is a result of the population increase in the municipalities surrounding Olsztyn but it also points out that many people living there have no other possibility to travel to the city but their own car.



Source: Own elaboration based on data from CSO Local Data Bank

Main origin-destination relations

Every travel has its beginning and ending point. This points are known as traffic generators. They may generate regular traffic mostly in weekdays – like place of works and schools. There are also places where traffic is generated according to individual needs – public institutions, hospitals and other health care centres, sports, culture and leisure facilities, shopping centres etc. The most important however is settlement pattern as it determines the beginning and the end of every travel in the city. In Olsztyn FUA such important points are all the housing estates in Olsztyn as well as town and villages in the neighbouring municipalities.

The most important traffic generators in weekdays are the biggest employers in the Olsztyn FUA. Companies and institutions employing more than 500 people are located mostly in Olsztyn (including Michelin Polska S.A., Indykpol S.A., national, regional and local public institutions, the Warmia and Mazury University) are located in Olsztyn, but at least 2 biggest employers (Wipasz S.A. and BRW Sofa Sp. z o.o.) can be found in Dywity municipality (in any case near the Olsztyn borders).

Considering regular travels to schools and other public and commercial services Olsztyn is for sure the main service centre in the FUA. Most of travels made by the FUA inhabitants take place within the Olsztyn FUA and only small percentage is made outside that area (some travels for shopping to towns in Olsztyn County or for tourism and recreation to more distant destinations in the Warmia and Mazury region).

Commuters – main figures

Commuters coming to Olsztyn on daily basis (National Census 2011)	18 300
Commuters coming to Olsztyn from the FUA municipalities (NC 2011)	4 300

Municipalities of the FUA with the biggest number of people coming to Olsztyn on daily basis (NC 2011)

Barczewo (1200 commuters), Dywity, Jonkowo

ITS

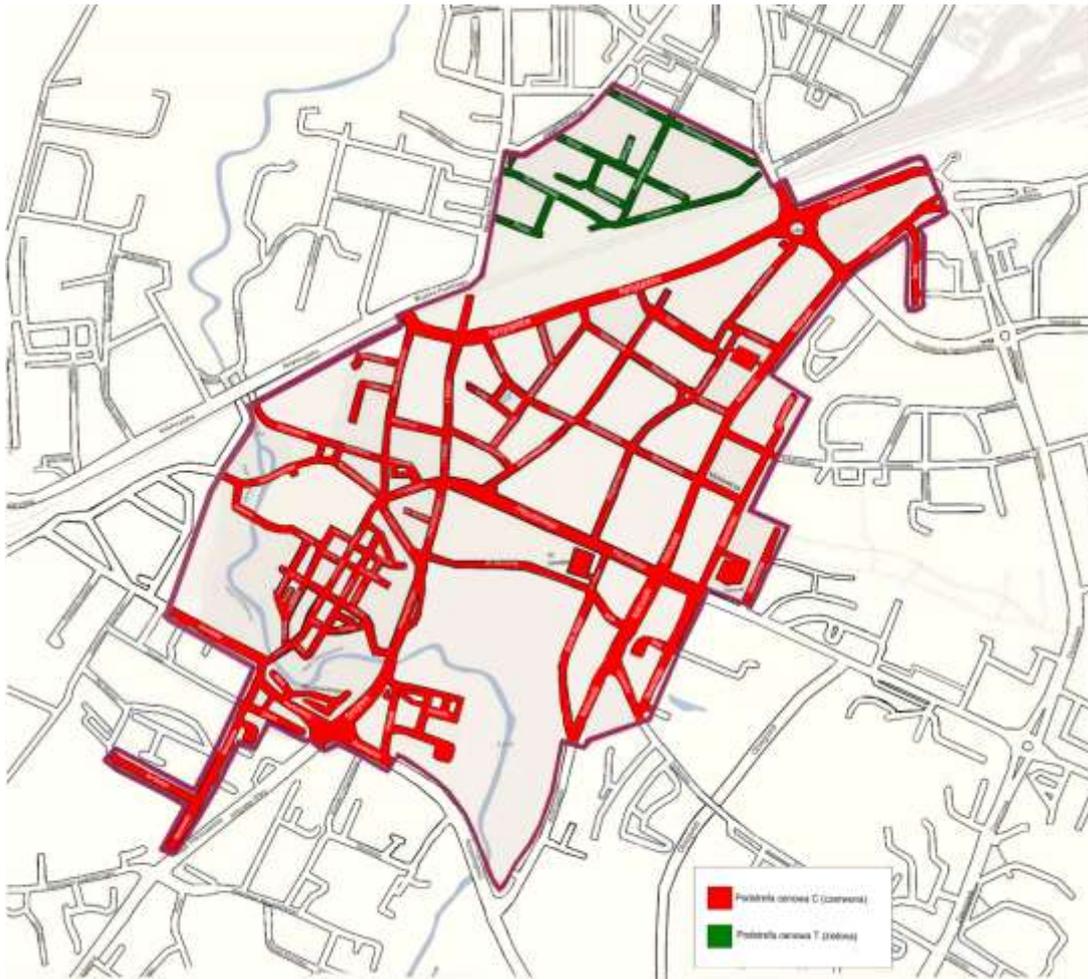
Olsztyn has implemented a system of the intelligent transport management (ITS). Its main subsystems are:

1. SCATS - intelligent transportation system that manages traffic. SCATS four main task are:
 - traffic lights steering,
 - traffic control,
 - data collecting,
 - strategic management.
2. Public Transport Management System – Municom Premium, which has such functions as:
 - real time vehicle tracking,
 - dynamic passenger information at stops, vehicles and internet,
 - priority for public transport vehicles management,
 - dynamic schedule and route changes,
 - collecting data related with vehicle tracking,
 - communication with passengers and tram/bus drivers.

Parking issues

There are ca. 22 000 parking places in Olsztyn. In 1994⁶. A Paid Parking Zone was established in Olsztyn and now there are ca. 2 600 parking places within it. The zone is divided into 2 subzones (C and T zone) and there are different parking charges depending on the zone (see a map below).

⁶ Data for parking places in Olsztyn (incl. Paid Parking Zone) come from *Development Study for the Olsztyn Transport Systems* (by Refunda, September 2017)



Source: Own elaboration based on the data from Road, Greenery and Transportation Board in Olsztyn

In 2018 the *Analysis of P&R Location in Olsztyn and the Olsztyn FUA* was prepared. It was the starting point to implement more comprehensive parking policy for the Olsztyn FUA including intermodality (using more than one transport mode during one journey) in commuting.

Parking charges scheme:

Parking charges for:	Subzone C (red)	Subzone T (green)
30 minutes	1,50 PLN	1,00 PLN
1st hour	3,00 PLN	2,00 PLN
2nd hour	3,60 PLN	2,40 PLN
3rd hour	4,30 PLN	2,80 PLN
Every next hour	3,00 PLN	2,00 PLN

Source: Road, Greenery and Transportation Board in Olsztyn

Moreover, there are parking subscriptions for different time period:

SUBSCRIPTIONS FOR:	
1 month	150,00 PLN
Half a year (for 6 following months)	600,00 PLN
Special subscription for public units, institutions, municipal companies etc.	130,00 PLN

The most parking problems in Olsztyn and its FUA regard the city centre zone and the areas around the public institutions (public offices, hospitals, schools etc.). Big housing estates also lack parking facilities as they were mostly designed before the car boom. In addition to this, for now there are no P&R facilities in the Olsztyn FUA.

STRATEGIC GOAL AND MAIN PRINCIPLES

Strategic goal: Better commuting for all the inhabitants of the Olsztyn FUA

Main principles (according to SUMP of the Olsztyn FUA):

1. INTEGRATION – the Olsztyn FUA should be integrated spatially (transport cohesion is an important element).
1. COMPETITIVENESS – the Olsztyn FUA should be competitive (thanks to the clean natural environment and high quality of life).
2. COOPERATIVENESS – the Olsztyn FUA should be co-operative (multilevel co-operation between local and regional authorities is a must).

FUTURE DEVELOPMENT SCENARIOS

1. Business as usual scenario

The before planned PT developments (as for example the tram network extension) help to prevent traffic from growing as quickly as before. Parking at the public places is still rather chaotic and not easy to control. Popularity of the alternative transport modes grows slowly but mostly in the city itself. Mobility education is carried irregularly and every municipality in the FUA do it on its own.

2. Olsztyn FUA Mobility + scenario

The Olsztyn FUA municipalities implement some activities in order to limit the commuting problems and improve the TP accessibility. They also co-operate within the crucial mobility areas, but it is not strictly institutionalised (information exchange, working agreements etc.). There are some minor infrastructural investments in the FUA transport system but not fully coordinated. Common educational programme may be launched.

Key measures/solutions:

- Working group for the PT issues – Olsztyn and its FUA as well as representatives of Olsztyn County and Warminsko-Mazurskie Voivodeship
- Concept of the PT costs-sharing scheme for the FUA municipalities
- Analysis of location possibilities for P&R facilities at the interchanging hubs
- P&R system – pilot projects
- Review of the biking and walking infrastructure system and the common concept of using biking and walking as transport modes in the Olsztyn FUA
- Sustainable urban mobility promotion campaigns – carried by NGO's on behalf of Olsztyn FUA municipalities

3. Olsztyn FUA Mobility ++ scenario

The Olsztyn FUA municipalities and other key stakeholders co-operate closely to improve overall mobility and intermodality within the commuting area. There are some major infrastructural investments in the FUA transport system, common promotion of the sustainable mobility and regular transport behaviour and journey surveys.

Key measures/solutions as before and additionally:

- More institutionalised co-ordination of the PT and other mobility issues
- Saving resources in municipality budgets for designing and implementation of P&R system (pilot projects), co-ordinated bike and walking network investments
- Establishing co-operation for joint procurement for PT vehicles
- Launching the commuter rail in the Olsztyn FUA
- Common PT standards for spatial development plans and technical infrastructure as well as common bike and walking infrastructure standards
- Common parking policy concept
- Sustainable urban mobility promotion campaigns
- Regular survey of journeys and transport behaviour of the inhabitants of the Olsztyn FUA

PRIORITY AREAS, OBJECTIVES AND MEASURES

PRIORITY AREA 1: Comprehensive public transport system

OBJECTIVE	MEASURE	RESULT	INDICATOR	PRINCIPLE
1.1. INSTITUTIONAL COOPERATION SYSTEM FOR THE PT IN THE OLSZTYN FUA	1.1.1. Common standards for the PT services	Better co-operation between municipalities in terms of the PT organisation	A document setting common standards for the PT services.	Cooperativeness
	1.1.2. Agreements on the PT services purchases	More passengers travelling with the PT in the Olsztyn FUA	Number of passengers of the PT: <ul style="list-style-type: none"> • 100% in 2018 • 104% in 2027 	Cooperativeness
	1.1.3. Agreements on launching of the commuter rail	Growing importance of the rail as a transport mode in commuting	% of the journeys in the Olsztyn FUA with use of the PT: <ul style="list-style-type: none"> • 31% in 2018 • 35% in 2027 	Cooperativeness, integration (the FUA area will be better integrated thanks to the common commuter rail system)
1.2. FINANCIAL RESOURCES REVIEW FOR THE PT IN THE OLSZTYN FUA	1.2.1. Analysis of needs in terms of purchase of buses	Higher involvement of the municipalities in the public	Increase of the municipalities' expenses for the PT:	Cooperativeness, competitiveness (the FUA is more competitive in terms

		bus transport in the Olsztyn FUA	<ul style="list-style-type: none"> • 100% in 2018 • 105% in 2027 	of possibilities of getting better purchase conditions)
	1.2.2. Analysis of needs in terms of rolling stock purchase (for the commuter rail purposes)	Municipalities participating in the commuter rail organisation	Number of municipalities participating in the commuter rail organisation: <ul style="list-style-type: none"> • 0 in 2018 • 1 in 2027 	Cooperativeness
	1.2.3. Common tender documents templates for purchase of buses	More buses bought in co-operation due to purchase cost optimisation	Number of the common purchases (tenders): <ul style="list-style-type: none"> • 1 in 2018 • 2 in 2027 	Cooperativeness, competitiveness (the FUA is more competitive in terms of possibilities of getting better purchase conditions)
1.3. SPATIAL PLANNING AND ROAD INFRASTRUCTURE PLANNING FOR THE PT IN THE OLSZTYN FUA	1.3.1. Common concept of the road system meeting the PT standards and a ranking list of investments	Better planning of the PT in the Olsztyn FUA	A ranking list of the planned road investments	Cooperativeness, integration
	1.3.2. Designing and implementation of the investments according to the ranking list	Comprehensive network of the roads meeting the PT standards	Implementation of the road investments according to the ranking list	Integration

	1.3.3. Spatial development plans including road infrastructure meeting the PT standards	The bigger area covered by the spatial development plans in the Olsztyn FUA	An area covered by the spatial development plans in the Olsztyn FUA: <ul style="list-style-type: none"> • 22,00% in 2018 • 26,20% in 2027 	Integration, competitiveness (the FUA is more competitive thanks to better spatial planning)
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PRIORITY AREA 2: Parking system against congestion

OBJECTIVE	MEASURE	RESULT	INDICATOR	PRINCIPLE
2.1. COMMON CONCEPT OF THE PARKING SYSTEM IN THE OLSZTYN FUA	2.1.1. Analysis of location possibilities for P&R facilities at the interchanging hubs	A concept of the comprehensive P&R /B&R system in the Olsztyn FUA	A document setting locations for the P&R facilities.	Integration (the FUA is better integrated in terms of a parking system)
	2.1.2. Designing and implementation of the P&R facilities in pilot locations	Evaluation of the demand for the P&R/B&R facilities in the Olsztyn FUA	4 pilot P&R/B&R facilities in the Olsztyn FUA	Integration
	2.1.3. Designing and implementation of the P&R facilities in other locations	A comprehensive P&R/B&R system in the Olsztyn FUA	Increase of the intermodal journeys in the Olsztyn FUA: <ul style="list-style-type: none"> • 0,25% in 2018 • 1,00% in 2027 	Integration

PRIORITY AREA 3: Biking and walking infrastructure

OBJECTIVE	MEASURE	RESULT	INDICATOR	PRINCIPLE
3.1. BIKING AND WALKING INFRASTRUCTURE REVIEW – THE OLSZTYN FUA	3.1.1. Review of the biking infrastructure system	Better understanding of the gaps in the biking infrastructure	Set of data for the common concept of the cycling network for the Olsztyn FUA	Cooperation
	3.1.2. Review of the walking infrastructure system	Better understanding of the gaps in the walking infrastructure	Set of data for the common concept of the cycling network for the Olsztyn FUA	Cooperation
3.2. COMMON CONCEPT OF BIKING AND WALKING TRANSPORT DEVELOPMENT IN THE OLSZTYN FUA	3.2.1. Concept of biking paths network meeting common standards including investments ranking list	A concept of the comprehensive biking paths system in the Olsztyn FUA	A document setting locations for biking infrastructure investments.	Cooperation, integration
	3.2.2. Concept of walking paths network meeting common standards including investments ranking list	A concept of the comprehensive walking paths system in the Olsztyn FUA	A document setting locations for walking infrastructure investments.	Cooperation, integration
	3.2.3. Designing and implementation of investments from the ranking lists	Biking and walking as an alternative transport mode in the Olsztyn FUA	Increase of the biking share in the modal split of the Olsztyn FUA: <ul style="list-style-type: none"> • 2% in 2018 • 4% in 2027 	Integration, competitiveness

PRIORITY AREA 4: Mobility education

OBJECTIVE	MEASURE	RESULT	INDICATOR	PRINCIPLE
4.1. COORDINATION OF THE MOBILITY INFORMATION AND EDUCATION IN THE OLSZTYN FUA	4.1.1. Development of a common system of sustainable mobility education programmes	Better co-ordination of the mobility education in the Olsztyn FUA	Set of promotional activities using the synergy effect	Cooperation
	4.1.2. Implementation of the education programmes	Higher interest in the PT services and biking as a transport mode among the students and other FUA inhabitants	<p>Increase in the PT and biking share in the modal split of the Olsztyn FUA:</p> <ul style="list-style-type: none"> • 36% of journeys by working people and 42% by students (incl. 2% and 3% by bike) in 2018 • 40% of journeys by working people and 46% by students (incl. 4% and 5% by bike) in 2027 	Cooperation
4.2. GATHERING AND DISSEMINATION OF INFORMATION ON TRANSPORT BEHAVIOURS OF	4.2.1. Survey of journeys and transport behaviours of inhabitants of the Olsztyn FUA	Better understanding of people's transport choices for the FUA authorities	Set of data for the transport planning and modelling	Cooperation, competitiveness (the FUA may be more competitive thanks to better transport management)

<p>INHABITANTS OF THE OLSZTYN FUA</p>	<p>4.2.2. Development and implementation of a promotion plan for the information about transport behaviours of the Olsztyn FUA inhabitants</p>	<p>Better communication with the Olsztyn FUA inhabitants in terms of the sustainable mobility</p>	<p>Number of publications/media issues/events promoting sustainable mobility in the Olsztyn FUA:</p> <ul style="list-style-type: none"> • 1 in 2018 • 3 in 2027 	<p>Cooperation, competitiveness</p>
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ACTION PLAN

N ^o	Measure (activity)	Involved institutions/ departments	Time frame	Description	Results & Impacts	Indicators	Potential Synergies/ Conflicts	Indicative sources & amount of funding	Policy integration
	<i>Please name the measure (activity)</i>	<i>Please indicate institutions, authorities, departments responsible/involved in realisation of the measure</i>	<i>Please indicate the timeframe for realisation of the measure</i>	<i>Please give a short description of the measure</i>	<i>Please indicate the planned results and impacts of the measure</i>	<i>Please point out the indicators (qualitative/ quantitative) to monitor the success of implementation of the measure e.g., number of cars reduced, reduced CO2 emissions, increased use of public transport</i>	<i>Please indicate potential synergies and/or conflicts with other measures and/or policy documents</i>	<i>Please indicate the potential funding source(s) and the amount of funding required for implementation of the measure</i>	<i>Please indicate how the measure (is) will be integrated into the policy documents</i>
Regional level									
1.1.3.	Agreements on launching of the commuter rail	Warminsko-Mazurskie Voivodeship (Region) – Marshall's Office	2019-2021	Regional and local authorities will negotiate conditions of the commuter rail functioning.	Growing importance of the rail as a transport mode in commuting	% of the journeys in the Olsztyn FUA with use of the PT: - 31% in 2018 - 35% in 2027	PKP SA (main railway operator) development strategy and other documents may prefer other organisation of the railway transport	Regional/local authorities' budgets	SUMP for the Olsztyn FUA and the Olsztyn FUA development strategy (approved by the regional authorities)
1.2.2.	Analysis of needs in terms of rolling stock purchase (for the commuter rail purposes)	Warminsko-Mazurskie Voivodeship (Region) – Marshall's Office	2019-2020	Regional and local authorities will analyse together how many rolling stock pieces are necessary to launch a commuter rail meeting common needs.	Municipalities participating in the commuter rail organisation	Number of municipalities participating in the commuter rail organisation: - 0 in 2018 - 1 in 2027	Regional authorities may prefer other investments	Regional/local authorities' budgets/Regional Operational Programme 2021-2027	SUMP for the Olsztyn FUA and the Olsztyn FUA development strategy (approved by the regional authorities)

4.2.2.	Development and implementation of a promotion plan for the information about transport behaviours of the Olsztyn FUA inhabitants	Warminsko-Mazurskie Voivodeship (Region) – Marshall's Office	2020-2027	Regional and local authorities will develop and start to implement a set of activities to inform public opinion about mobility behaviours of people in the Olsztyn FUA.	Common system of the everyday mobility monitoring	Number of publications/media issues/events promoting sustainable mobility in the Olsztyn FUA: - 1 in 2018 - 3 in 2027	Regional authorities may prefer other measures to promote the PT.	URBACT/INTERREG funds	SUMP for the Olsztyn FUA and the Olsztyn FUA development strategy (approved by the regional authorities)
Local level									
1.1.1.	Common standards for the PT services	Road, Greenery and Transportation Board in Olsztyn	2019	Common standards will be agreed for the PT services in the Olsztyn FUA.	Better co-operation between municipalities in terms of the PT organisation	A document setting common standards for the PT services.	-	Local authorities' budgets	SUMP for the Olsztyn FUA
1.1.2.	Agreements on the PT services purchases	Road, Greenery and Transportation Board in Olsztyn	2019-2020	Agreements between the PT authority (Olsztyn Municipality) and the FUA municipalities will be concluded to extend the area covered by the city PT services.	More passengers travelling with the PT in the Olsztyn FUA	Number of passengers of the PT: - 100% in 2018 - 104% in 2027	Municipalities may prefer other PT solutions (due to the costs for example).	Local authorities' budgets	SUMP for the Olsztyn FUA
1.2.1.	Analysis of needs in terms of purchase of buses	Municipalities of the Olsztyn FUA	2019	Common analysis of the number of buses for the PT will be done to make common tenders possible.	Higher involvement of the municipalities in the public bus transport in the Olsztyn FUA	Increase of the municipalities' expenses for the PT: - 100% in 2018 - 105% in 2027	-	Local authorities' budgets	SUMP for the Olsztyn FUA
1.2.3.	Common tender documents templates for purchase of buses	Municipalities of the Olsztyn FUA	2020	Common purchases of the buses for the PT will be prepared to make it more cost effective.	More buses bought in co-operation due to purchase cost optimisation	Number of the common purchases (tenders): - 1 in 2018 - 2 in 2027	-	Local authorities' budgets	SUMP for the Olsztyn FUA

1.3.1.	Common concept of the road system meeting the PT standards and a ranking list of investments	Municipalities of the Olsztyn FUA, Olsztyn Poviát (county)	2019-2020	The concept of the network of roads necessary for the PT will be elaborated (the roads meeting the basic standards for the PT purposes).	Better planning of the PT in the Olsztyn FUA	A ranking list of the planned road investments	-	Local authorities' budgets	SUMP for the Olsztyn FUA
1.3.2.	Designing and implementation of the investments according to the ranking list	Municipalities of the Olsztyn FUA, Olsztyn Poviát (county)	2020-2027	Implementation of the road investments in the Olsztyn FUA according to the ranking list.	Comprehensive network of the roads meeting the PT standards	Implementation of the road investments according to the ranking list	-	Regional Operational Programme 2021-2027, Operational Programme for Eastern Poland 2021-2027, Programme for Rural Areas Development 2021-2027, national programme for local road investments	SUMP for the Olsztyn FUA
1.3.3.	Spatial development plans including road infrastructure meeting the PT standards	Municipalities of the Olsztyn FUA	2020-2027	The objective is to include the roads meeting the PT standards within the spatial development plans of every municipality in the Olsztyn FUA.	The bigger area covered by the spatial development plans in the Olsztyn FUA	An area covered by the spatial development plans in the Olsztyn FUA: - 22% in 2018 - 26,2 in 2027	National law in this area is just being changed.	URBACT funds	SUMP for the Olsztyn FUA
2.1.1.	Analysis of location possibilities for P&R facilities at the interchanging hubs	Municipalities of the Olsztyn FUA	2018-2019	The list of possible P&R/B&R locations in the Olsztyn FUA will be developed (with pilot locations, basic standards, cost estimations etc.).	A concept of the comprehensive P&R /B&R system in the Olsztyn FUA	A document setting locations for the P&R facilities.	-	Operational Programme for Technical Assistance 2014-2020	SUMP for the Olsztyn FUA
2.1.2.	Designing and implementation of the P&R facilities in pilot locations	Municipalities of the Olsztyn FUA	2020-2023	Pilot P&R/B&R facilities in the Olsztyn FUA will be constructed.	Evaluation of the demand for the P&R/B&R facilities in the Olsztyn FUA	4 pilot P&R/B&R facilities in the Olsztyn FUA	Municipalities may prefer other investments.	Regional Operational Programme 2021-2020, Operational Programme for Eastern Poland 2021-2027	SUMP for the Olsztyn FUA

2.1.3.	Designing and implementation of the P&R facilities in other locations	Municipalities of the Olsztyn FUA, Olsztyn Poviát (county)	2025-2027	All the necessary P&R/B&R facilities in the Olsztyn FUA will be constructed.	A comprehensive P&R/B&R system in the Olsztyn FUA	Increase of the intermodal journeys in the Olsztyn FUA: - 0,25% in 2018 - 1% in 2027	Municipalities may prefer other investments.	Regional Operational Programme 2021-2020, Operational Programme for Eastern Poland 2021-2027	SUMP for the Olsztyn FUA
3.1.1.	Review of the biking infrastructure system	Municipalities of the Olsztyn FUA, Olsztyn Poviát (county)	2019	The analysis of the existing and planned biking infrastructure will be done.	Better understanding of the gaps in the biking infrastructure	Set of data for the common concept of the cycling network for the Olsztyn FUA	-	Operational Programme for Technical Assistance 2014-2020	SUMP for the Olsztyn FUA
3.1.2.	Review of the walking infrastructure system	Municipalities of the Olsztyn FUA, Olsztyn Poviát (county)	2020	The analysis of the existing and planned walking infrastructure will be done.	Better understanding of the gaps in the walking infrastructure	Set of data for the common concept of the cycling network for the Olsztyn FUA	-	INTERREG funds	SUMP for the Olsztyn FUA
3.2.1.	Concept of biking paths network meeting common standards including investments ranking list	Municipalities of the Olsztyn FUA, Olsztyn Poviát (county)	2019-2020	Common concept of the cycling network for the Olsztyn FUA will be developed to connect every FUA municipality with the core city.	A concept of the comprehensive biking paths system in the Olsztyn FUA	A document setting locations for biking infrastructure investments.	-	Operational Programme for Technical Assistance 2014-2020	SUMP for the Olsztyn FUA
3.2.2.	Concept of walking paths network meeting common standards including investments ranking list	Municipalities of the Olsztyn FUA, Olsztyn Poviát (county)	2020-2021	Common concept of the walking network for the Olsztyn FUA will be developed to let people in the municipalities to reach their interchanging hubs in safe and comfortable way.	A concept of the comprehensive walking paths system in the Olsztyn FUA	A document setting locations for walking infrastructure investments.	-	Local authorities' budgets	SUMP for the Olsztyn FUA

3.2.3.	Designing and implementation of investments from the ranking lists	Municipalities of the Olsztyn FUA, Olsztyn Poviats (county)	2022-2027	Implementation of the biking and walking investments in the Olsztyn FUA according to the ranking list.	Biking and walking as an alternative transport mode in the Olsztyn FUA	Increase of the biking share in the modal split of the Olsztyn FUA: - 2% in 2018 - 4% in 2027	Municipalities may prefer other investments.	Regional Operational Programme 2021-2027, Operational Programme for Eastern Poland 2021-2027, Programme for Rural Areas Development 2021-2027, national programme for local road investments	SUMP for the Olsztyn FUA
4.1.1.	Development of a common system of sustainable mobility education programmes	Municipalities of the Olsztyn FUA, Olsztyn Poviats (county)	2020	Common plan for education in the whole Olsztyn FUA will be prepared to use the common experience and resources.	Better co-ordination of the mobility education in the Olsztyn FUA	Set of promotional activities using the synergy effect	-	Local authorities' budgets	SUMP for the Olsztyn FUA
4.1.2.	Implementation of the education programmes	Municipalities of the Olsztyn FUA, Olsztyn Poviats (county)	2021-2027	Education programmes (for school children and other participants) will be implemented in the whole Olsztyn FUA.	Higher interest in the PT services and biking as a transport mode among the students and other FUA inhabitants	Increase in the PT and biking share in the modal split of the Olsztyn FUA: - 36% of journeys by working people and 42% by students (incl. 2% and 3% by bike) in 2018 - 40% of journeys by working people and 46% by students (incl. 4% and 5% by bike) in 2027	-	URBACT/INTERREG funds	SUMP for the Olsztyn FUA

4.2.1.	Survey of journeys and transport behaviours of the inhabitants of the Olsztyn FUA	Olsztyn Municipality	2022, 2026	Regular surveys of transport behaviours in the Olsztyn FUA will be done (every 2 years is an optimum frequency).	Better understanding of people's transport choices for the FUA authorities	Set of data for the transport planning and modelling	-	INTERREG/URBACT/ELE NA funds	SUMP for the Olsztyn FUA
4.2.2.	Development and implementation of a promotion plan for the information about transport behaviours of the Olsztyn FUA inhabitants	Municipalities of the Olsztyn FUA, Olsztyn Powiat (county), Warminsko-Mazurskie Voivodeship (Region) – Marshall's Office	2020-2027	The public opinion will be informed about the results of the surveys of transport behaviours in the Olsztyn FUA and their consequences for people's everyday activities.	Better communication with the Olsztyn FUA inhabitants in terms of the sustainable mobility	Number of publications/media issues/events promoting sustainable mobility in the Olsztyn FUA: - 1 in 2018 - 3 in 2027	-	URBACT/INTERREG funds	SUMP for the Olsztyn FUA

UPTAKE OF THE CMP INTO STRATEGIC PLANS AND POLICY

The CMP activities are to be implemented in particular by Olsztyn Municipality and the partner local authorities from the Olsztyn FUA. The superior document used for organising of the implementation processes will be the Sustainable Mobility Plan for the Olsztyn FUA (SMP for Olsztyn FUA) which is being updated now. The Plan is a SUMP for the functional area and it should contain arrangements developed within the works on the CMP.

MONITORING AND UPDATING

Activities included in the CMP are delegated to different units and departments in the Olsztyn City Hall and to the municipality offices in the Olsztyn FUA: Barczewo City Hall, Dywity Municipality Office, Gietrzwałd Municipality Office, Jonkowo Municipality Office, Purda Municipality Office, Stawiguda Municipality Office and to some extent (in territorial terms) also to Olsztyn County Office and Warminsko-Mazurskie Voivodeship Marshall's Office.

Implementation of the CMP provisions will be monitored inter alia through regular checking of state of progress of activities ("soft" measures and investments) – interim reports – completed by a final report at the end of the EU financial perspective 2021-2027.

The reports will provide an overall assessment of the CMP implementation. The assessment will be based on the indicators included in the Action Plan. Reports will present both quantitative and qualitative aspects of the CMP implementation. Problems arising during this process will be identified to help finding causes and solutions.

Within the on-going check of state of progress the interim reports will be prepared basing on the data provided by the Olsztyn FUA municipalities according to the same time schedule as reports for the Sustainable Mobility Plan for the Olsztyn FUA. The CMP interim reports and the final report should contain:

- interim evaluation of the CMP drawn up on the basis of the indicators,
- conclusions for the further implementation of the CMP,
- information on the potential changes and adjustments to the CMP.

Regular reporting will let to follow the changes in the mobility patterns to enable necessary improvements and amendments. During the monitoring process some new problematic areas may also appear. They may be a basis for the document update: diagnosis of the area, figures, planned activities. The regular monitoring will let identify the activities which should be extended and the activities which should be limited or even abandoned as their goal has been already reached thanks to other measures.

OVERVIEW OF STAKEHOLDERS INVOLVEMENT

Working on the CMP were multidirectional and involved several groups of internal and external stakeholders.

The first group of stakeholders includes:

- associated organisations of the SUMBA project,
- internal units of the Olsztyn City Hall.

The second group includes:

- the Olsztyn FUA municipalities,
- other actors from the urban mobility area.

Calendar of events being a part of the CMP elaboration process:

- 14 December 2017 – meeting with project associated organisations (AO) from Olsztyn: project ideas, co-operation range, plans for future (AO25: Road, Greenery and Transportation Board in Olsztyn; AO28: Osiedle Generalow District Council),
- 28 March 2018 – project presentation for Olsztyn City Council,
- 27 April 2018 – meeting with AO (discussions on their role in the project),
- 12 May 2018 – Cities’ Partner Initiative Network (PIM) local workshop on the urban mobility issues (co-ordination with a project activities),
- 21 May 2018 – Olsztyn FUA ITI Steering Committee (project presentation to representatives of the Olsztyn FUA municipalities),
- 24 May 2018 – SWOT analysis workshop with external stakeholders group: municipality office departments, municipal units, non-governmental organisations, municipalities of the Olsztyn FUA, city advisory bodies, estate councils; goal: SWOT analysis regarding transport, intermodality and commuting issues (based on existing SWOT analysis developed for the Olsztyn FUA SUMP in 2017),
- June – August 2018 – SWOT analysis for Olsztyn: co-operation with AO, document development and translation,
- 28 September 2018, Olsztyn – meeting with AO (discussions on the SWOT analysis results and on demand survey starting in October 2018),
- 6 November 2018 - 11 December 2018 – series of meetings with the Olsztyn FUA inhabitants and representatives of the FUA municipalities as well as different groups of stakeholders to discuss and develop a document describing locations of the future P&R in Olsztyn, but mostly in the neighbouring municipalities, to make commuting easier and more sustainable (information on project and on how the P&R analysis will contribute to the project's results).
- 29 March 2019 - CMP goals workshop with internal stakeholders (discussions on project progress and the results of the household survey on travels and transport behaviours in the Olsztyn FUA).
- 2-3 April 2019 – co-operation in organisation of the SUMBA partners' meeting in Olsztyn, including study tour 3 April 2019 organised with AO: ZDZiT and MPK,
- October 2019 – consultations of the development of the concept of cycling paths for the Olsztyn FUA: biking significance for the intermodality and for SUMBA project goals,
- 10-11 March 2020 – strategic workshop with stakeholders from the Olsztyn FUA: talks on the Olsztyn FUA challenges including intermodality issues in relation to the development scenarios;

STUDIES, ANALYSIS AND SURVEYS USED

While working on the CMP numerous studies, analysis, local documents and elaborations related to transport, mobility, spatial planning and sustainable development were used:

- Concept of the Optimisation of the Public Transport Offer of the Olsztyn City Transport after Implementation of the Next Stage of the Tramway Network Extension in Olsztyn (2016)
<https://www.zdit.olsztyn.eu/pliki/Koncepcja%20optymalizacji%20oferty%20przewozowej%20olszty%C5%84skiej%20km/Koncepcja%20optymalizacji%20oferty%20przewozowej%20olszty%C5%84skiej%20km.pdf>
- Strategy of the Collective Public Transport Development in Olsztyn 2027
<https://www.zdit.olsztyn.eu/pl/transport-publiczny/strategia-rozwoju-transportu>
- Technical Standards for the Biking Infrastructure (2016)
https://www.zdit.olsztyn.eu/pliki/STANDARDY_TECHNICZNE_INFRASTRUKTURY_ROWEROWE_J_DLA_SIECI_DR%C3%93G_ROWEROWYCH_OLSZTYNA.pdf
- 30 km/h Zone for Olsztyn City Centre (2017)
<https://olsztyn.eu/gospodarka/dokumenty-strategiczne/dokumenty-strategiczne/tempo-30.html>
- Development Study for the Olsztyn Transport Systems (2017)
<https://olsztyn.eu/gospodarka/dokumenty-strategiczne.html>
- Analysis of P&R Location in Olsztyn and the Olsztyn FUA (2018)
<https://zit.olsztyn.eu/zit/aktualnosci/article/gdzie-potrzebne-sa-parkingi-pr.html>
- Survey of Journeys and Transport Behaviour of the Inhabitants of Olsztyn FUA: SUMBA project study, Interreg BSR (2018)
<https://zit.olsztyn.eu/iii-filar/sumba.html>
- SWOT Analysis – transport, intermodality, commuting in the Olsztyn FUA
<https://zit.olsztyn.eu/iii-filar/sumba.html>
- Cost-Benefit Analysis for Zero Emission Buses including Analysis of Clean Transport Zones Implementation (2018)
- Concept of Biking Network Development in Olsztyn and its FUA in terms of communication relation in with the core city (2019)
<https://zit.olsztyn.eu/zit/aktualnosci/article/rozwoj-drog-rowerowych-w-olsztynie-i-sasiednich-gminach-szersze-spojrzenie.html>
- Plan for the Sustainable Public Transport Development in Olsztyn for 2021-2027 – update (2019)
https://www.zdit.olsztyn.eu/pliki/KP/NO_2012_-_plan_transportowy_-_aktualizacja_2019.pdf
- Update of the Assumption for the Traffic Forecast and Analysis for the project: Collective Transport Development in Olsztyn – Tramway Network, POPW.02.01.00-28-0002/16-00 (2019)
- Plan for Deployment of Public Electric Vehicles Charging Stations in Olsztyn

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- Plan for Adaptation to Climate Change for Olsztyn until 2030
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- Strategic Diagnosis for the Olsztyn FUA – New Challenges
- Conclusions of the Scoping Workshop for Sustainable Mobility Plan for the Olsztyn FUA and its Strategic Area
- Low-Carbon Economy Plan for Olsztyn City – Update
- Olsztyn Environmental Programme 2024 with 2030 Perspective