

ACTION PLAN

2025

The new face of Niepolomice city centre

Designing an inclusive centre with
the participation of all its users.



**CITIES
@HEART**

TOWARDS A BALANCED CITY CENTRE

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1. Some words from our political leadership

Dear residents, partners, and friends,

It is with great pleasure and pride that I introduce you to this Action Plan. This document is the culmination of a dedicated effort to shape the future of our beloved town, ensuring it remains a vibrant, inclusive, and sustainable place for all. Our participation as a partner in the European Cities@Heart project has been invaluable, allowing us to learn from and exchange ideas with other cities facing similar challenges in revitalizing their urban centers.

This Action Plan is our response to the settlement pressure and demographic growth that Niepolomice and other municipalities in the Krakow Metropolitan Area are experiencing. We are committed to preserving the unique atmosphere of our small town while adapting to the needs of our growing community, including residents, tourists, social organizations, and entrepreneurs. Our core vision is to create public spaces that are not only beautiful but also accessible, friendly, green, and attractive to every user.

The plan is built upon a foundation of key principles: data-driven decision-making, an integrated and participatory approach, and a focus on long-term sustainability. We have drawn on existing strategies, such as the Development Strategy of the Niepolomice Municipality, to ensure our actions are consistent and impactful. The knowledge gained from the Cities@Heart network, including insights into open data platforms and mobility observatories, has been instrumental in shaping our approach.

Our Action Plan is a forward-looking document that outlines the specific steps we will take to build an inclusive city center. We recognize that the challenges we face—related to transportation, mobility, and traffic—require a coherent and collaborative effort. This is not just a plan for the municipality; it is a plan for our entire community. We are focused on fostering a shared sense of responsibility among residents for our common spaces. We have a clear path forward, and we intend to use available financial resources from regional and national operational programs to bring these actions to life. I am confident that by working together, we can implement the solutions described in this plan, making Niepolomice a model of good practice for other municipalities in the region.

Thank you for your commitment to our town. I look forward to building this new face of Niepolomice with you.

Michał Hebda
Mayor of Niepolomice Municipality



2. Cities@Heart Network

Cities@Heart brings together ten European urban areas with diverse profiles but with one common goal: achieving a balanced and inclusive city centre for all users. By gathering relevant indicators and using a common methodology, this network aims to create a holistic policy framework for lasting and meaningful change in the heart of the city. Working hand in hand with local stakeholders and users.

Cities@Heart is here to develop tools that foster happy, healthy and harmonious places.

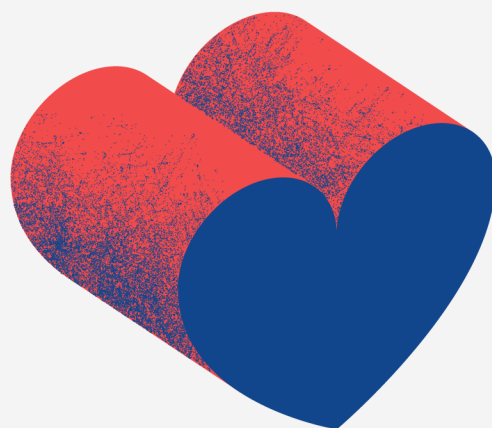
It is led by the Métropole du Grand Paris and is composed of 9 project partners:

- Kraków Metropolis Association - Poland,
- Granada - Spain,
- Osijek - Croatia,
- Associação de Municípios de Fins Específicos Quadrilátero Urbano - Portugal,
- Celje - Slovenia,
- Sligo - Ireland,
- Cesena - Italy,
- Fleurus - Belgium,
- Amfiktyonies - Greece.

The Krakow Metropolis has become involved in the project to exchange experiences in several main thematic areas.

Firstly, as a partnership of municipalities, we wanted to develop the concept of the Metropolis Development Observatory in the context of revitalising city centres and towns. In the project, we were focused on learning from all project partners. We were particularly interested in the experiences of the open data platform implemented in the Métropole du Grand Paris and the mobility observatory in the Association Quadrilatero Urbano. One of the most interesting good practices that we want to transfer and develop in the cities of the Krakow Metropolis is the topic of urban markets.

Our role as a project partner was to bring the metropolitan dimension and share our challenges and ideas on topics such as revitalization, smart city strategy, and overtourism.

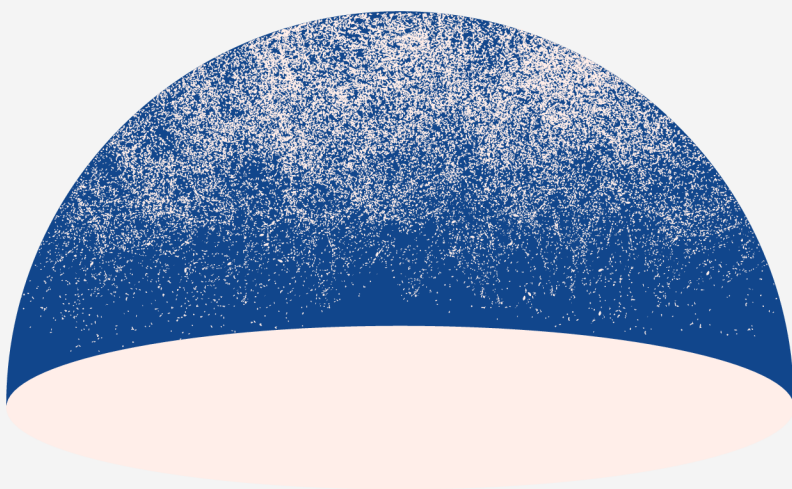


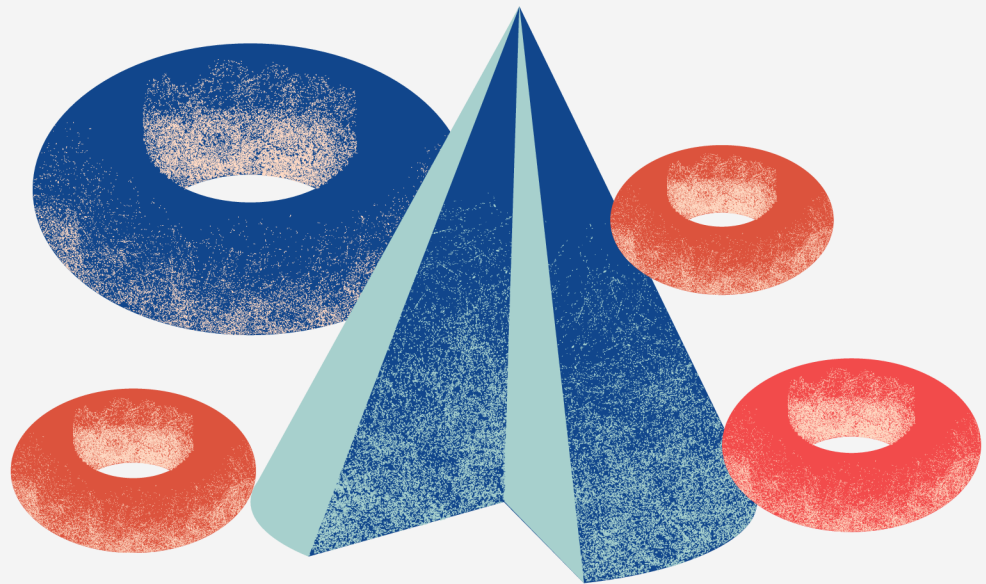
3. Why an Integrated Action Plan?

An URBACT Integrated Action Plan (IAP) is a key element of the URBACT methodology. It is a city-level output that defines actions to be implemented within the city in order to respond to a specific urban policy challenge - reflecting the lessons learned from local stakeholders, transnational partners and the testing of actions at local level.

IAPs thus provide both a focal point and end goal of the action planning journey that cities undertake within their URBACT Action Planning Network (APN). IAPs help to ensure that both local-level discussions (within the URBACT Local Group) and transnational exchange (between the network partners) have a practical focus on planning a coherent set of actions to address the local policy challenge in each participating city, embedding an integrated and participative approach.

IAPs are future oriented – setting out the actions that cities will implement beyond the life cycle of the URBACT network. For this reason, each IAP not only sets out what the city intends to do on its specific topic, but also has a strong implementation focus, for example through the identification of specific funding opportunities, governance structures and timelines for how the actions will be implemented and monitored.





The Krakow Metropolitan Area built this IAP on its previous experience - in 2022, as part of the RiConnect network (URBACT III), an IAP was created for the municipality of Skawina: "The compact city story – development of the Skawina Mobility Hub with its surroundings." We drew on the experience of developing this IAP to build a simple but effective action plan for Niepołomice.

The Integrated Action Plan, developed as part of the Cities@Heart project, applies specifically to the municipality of Niepołomice. However, we want the solutions described in it to serve as good practice to be adapted in other municipalities of the Krakow Metropolis.

This metropolitan area, with over one million residents, is experiencing significant demographic growth—from a 4% increase within Kraków itself to as much as 33% in certain surrounding municipalities. Its population is highly diverse, comprising long-term residents as well as a substantial number of immigrants.

The challenges forming the basis of the Action Plan are shared by Niepołomice and other municipalities within the Metropolis. Rapid suburban population growth creates pressure on public services, particularly in ensuring the availability of safe, inclusive public spaces and maintaining a high level of resident safety. Equally vital is the need to conduct broad participatory processes, enabling residents to co-design solutions and take part in decision-making. Modern governance also requires a strong reliance on evidence-based policies and data-driven decisions.

Niepołomice has already developed a comprehensive vision for its city center, outlined in the Development Strategy. The municipality has carried out several studies on the issues addressed in this Action Plan. Concrete project ideas have emerged through knowledge-sharing and collaboration within the Cities@Heart partnership.

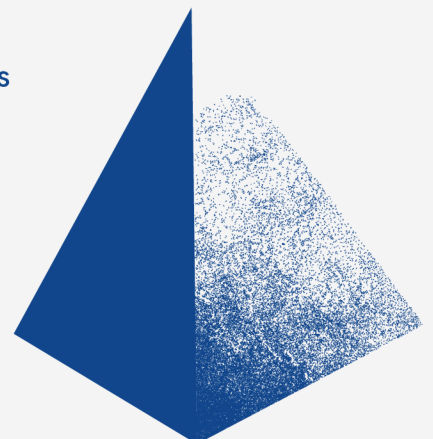
4. Context, needs and vision

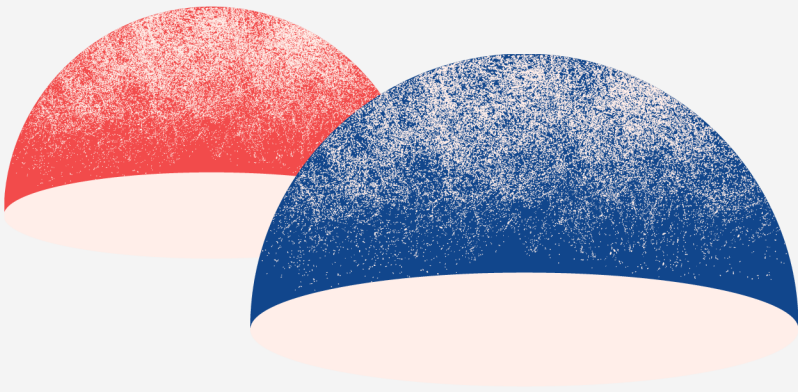
4.1 Context



The Krakow metropolitan area, located in the southern part of Poland and traversed by the Vistula River, is the second largest and oldest urban area in Poland. Krakow was once the capital of Poland and its historic center has been designated a UNESCO World Heritage Site since 1978, making it an important destination for both local and national tourism. The Krakow metropolitan area comprises 15 municipalities, with Krakow serving as the primary center and service nucleus. Currently, this area with more than 1 million inhabitants is undergoing notable demographic growth, ranging from a 4% increase within Krakow itself to 33% in specific municipalities. Notably, the population segmentation shows a similar percentage of seniors (21.13% over 65) and young people (18.08% under 17). The metropolitan area is home to a diverse population, including both local residents and a significant number of immigrants. Krakow's universities attract students from different parts of the country and the world, contributing to the city's cultural diversity.

In terms of economic indicators, the region boasts an average income that is higher than the national average. It contributes significantly to the Polish GDP, accounting for 8.2% of the nation's total economic output. It is also a center for education and research, with several renowned universities and academic institutions as well as knowledge industry companies (outsourcing and IT), which have helped boost the local economy.





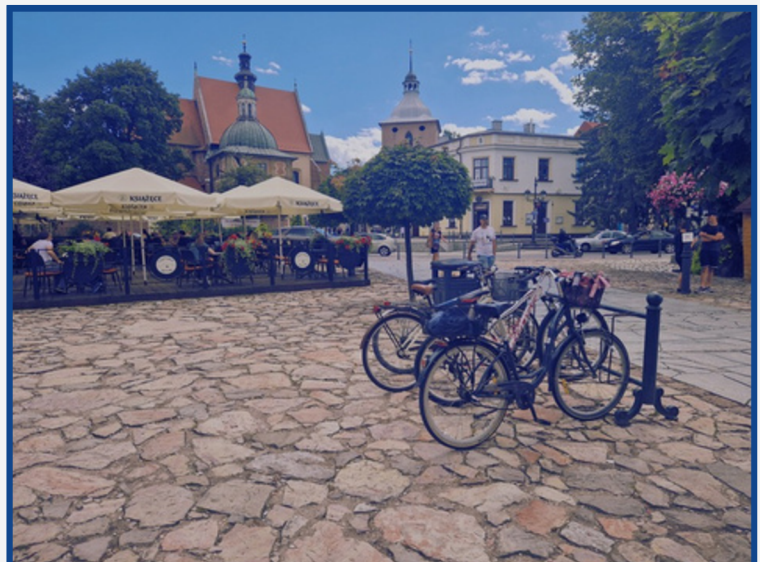
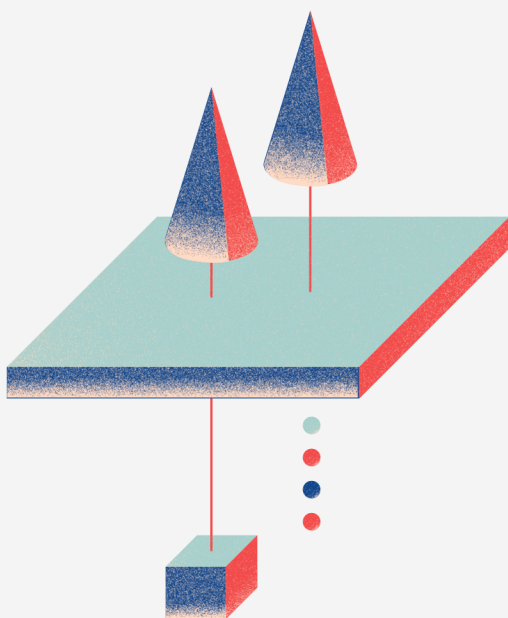
The focus area for this action plan is one of the smaller cities in the metropolitan area – Niepolomice. It is a town inhabited by approximately 33,173 residents. Nearly 60% of them are between the ages of 18-59/64, and 23% are under the age of 18. The town primarily consists of single-family housing, mainly clustered around two major neighborhoods, "Boryczow" and "Jazy". City centre is located between them. Niepolomice enjoys a good reputation as a business-friendly city, thanks to the location of an industrial zone on the western side of the town with a diversified profile. The key sectors within the industrial zone include automotive, the food industry, logistics, and machinery manufacturing. Additionally, Niepolomice exhibits high rates of population growth.

The center of Niepolomice has a well-developed service area. Due to historical factors related to urban planning and development, the issue in the central area refers to transportation, mobility, and traffic jams. This problem intensifies during peak hours and on weekends when tourists and residents spending their leisure time in the city center area.

Niepołomice municipality has a comprehensive plan for the development of its town center, which is described in its Development Strategy. The municipality has already conducted a number of studies on the topics covered in this Action Plan. Ideas for specific projects have been shaped by the opportunities for knowledge and experience exchange provided by the Cities@Heart project partnership.

They represent, as a municipality, other municipalities in the metropolitan area that face the same challenges. It should also be noted that the Cities@Heart project and this Action Plan are part of the long-term strategy and approach of the Niepołomice municipality, which places great emphasis on involving residents in decision-making processes. In addition, financial resources are currently available to municipalities under regional and national operational programs. The municipality of Niepołomice plans to use them to implement the actions described in the plan.

The Action Plan focuses on building an inclusive city center, focusing on data to make the best possible decisions, and building residents' shared responsibility for the common space.



4.2 Relevant existing strategies

In the context of this IAP, there are several strategies and planning documents that are consistent with its objectives. These documents operate at various levels. Particular attention should be paid to documents operating at the supra-local level, such as:

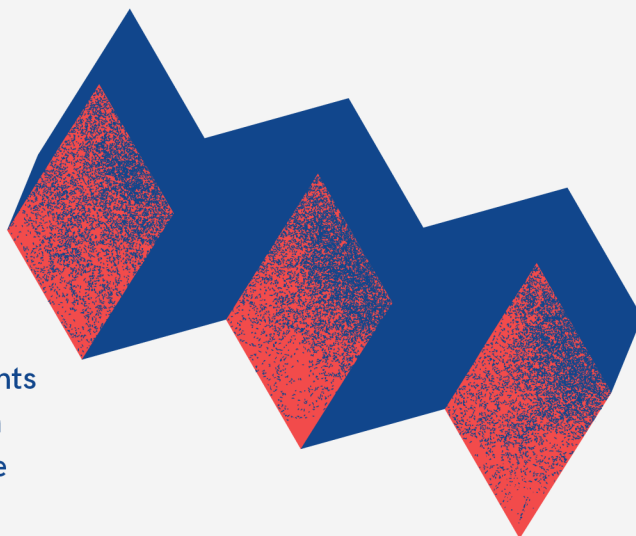
- Kraków Metropolitan Area 2030 Strategy,
- Krakow Metropolitan Area Integrated Territorial Investment Strategy for 2021-2027,
- Sustainable Urban Mobility Plan for the Krakow Metropolitan Area and its Functional Area.

At the local level, the following documents are key for the IAP:

- Development Strategy of the Niepołomice Municipality for 2024-2035,
- Niepolomice Mobility plan.

At the supra-local level, the Kraków Metropolitan Area 2030 Strategy is being implemented. The goals set at the metropolitan level include, among others, high quality strategic management that strengthens internal relations, part of which is to be the provision of high availability of reliable and up-to-date data, including spatial data. Other AP-relevant goals at the metropolitan level are an efficient land use system that takes into account the pursuit of climate neutrality, as well as high availability of sustainable mobility infrastructure and integration of various forms of transport.

SUPRA-LOCAL STRATEGY: KRAKOW METROPOLITAN AREA 2030



STRATEGY FOR INTEGRATED TERRITORIAL INVESTMENTS OF THE KRAKOW METROPOLIS FOR 2021-2027

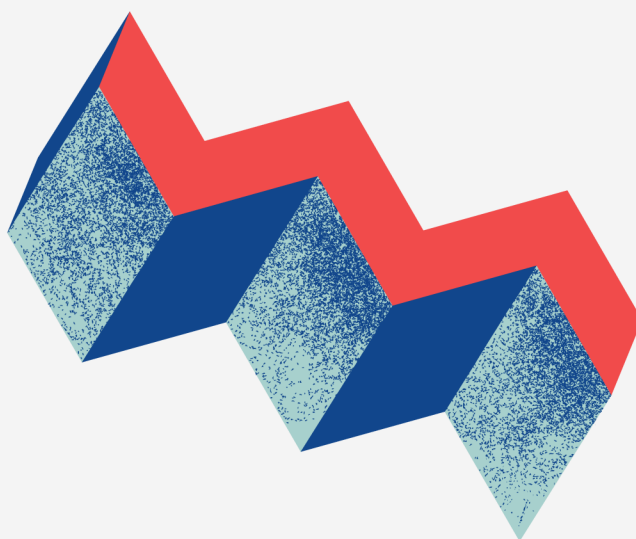
The implementing document for the supra-local Strategy is the Strategy for Integrated Territorial Investments of the Krakow Metropolis for 2021-2027. The strategy allows the use of a dedicated pool of European funds for integrated projects implemented in the metropolitan area. One of them is a project on the development of sustainable mobility in the City of Niepołomice. It assumes the creation of interchanges and safe last mile solutions for access to public services and hubs. The strategy also provides funding for the development of blue-green infrastructure in Niepołomice, which will complement infrastructure investments. Implemented projects come together in integrated bundles at the metropolitan level.



SUMP is a strategic document that forms the basis for cooperation in the field of transport and sustainable mobility between many entities, ensuring a consistent direction for actions and investments in the field of sustainable mobility, striving to achieve the main objective, of ensuring a sustainable and passenger-friendly transport system that takes into account the sustainable development of all forms of mobility. It also organizes issues related to sustainable mobility in the local government units covered by the Plan.

SUSTAINABLE URBAN MOBILITY PLAN FOR THE KRAKOW METROPOLITAN AREA AND ITS FUNCTIONAL AREA

THE DEVELOPMENT STRATEGY OF THE NIEPOŁOMICE MUNICIPALITY FOR 2024-2035

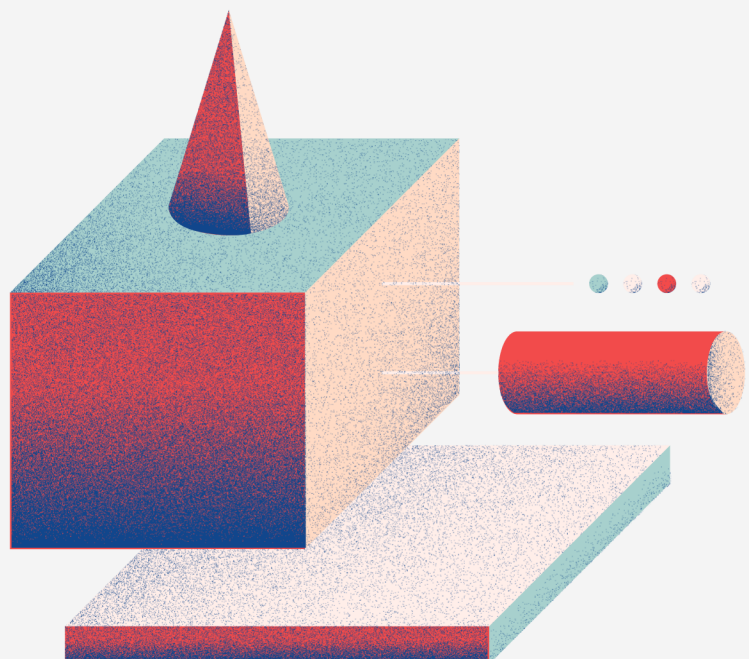


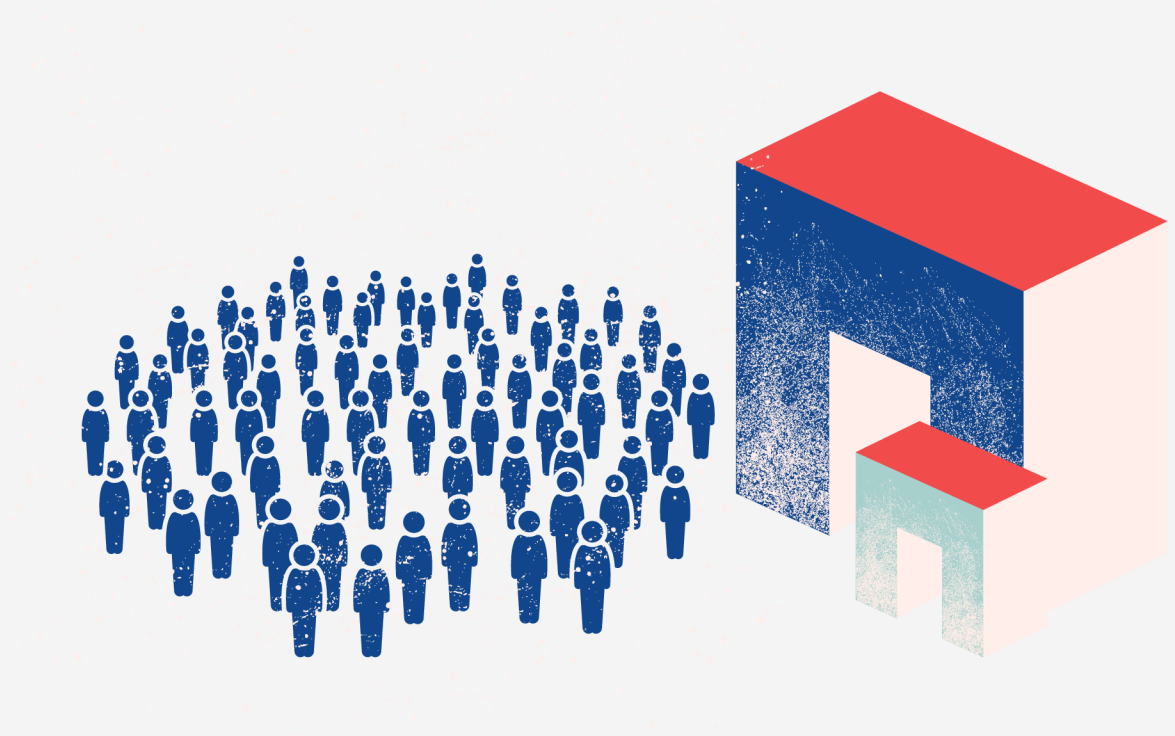
The Development Strategy of the Niepołomice Municipality for 2024-2035 sets out several areas of strategic development of the municipality. Among them is listed the spatial-environmental area which is focused on four main issues, including: raising the quality of life of residents through good planning and arrangement of the municipality's space and ensuring accessibility of services and public spaces for people with special needs. Within the framework of the planned directions of activities in the Niepołomice municipality, the main ones envisaged are those related to maintaining a high comfort of living in the municipality at various levels.

These include the creation of friendly public spaces - aesthetically pleasing, but also functional - adapted to the needs and implemented (planned, arranged) together with the residents (village centers, neighborhood meeting places, spaces dedicated to young people). Also key in this context is the adaptation of public spaces and facilities for people with special needs. The development of green spaces for recreation and relaxation of residents was also considered important. The activities envisaged in this area also include raising the efficiency of the municipality's transportation system and transport accessibility.

Within the framework of the indicated operational goals, the following actions were planned in the Strategy:

- **Revitalizing the central space in Niepołomice** - including generating a plan taking into account the results of the diagnosis of the Cities@Heart project, introducing rules for conducting business in the market, introducing cyclical events in the central space, with special emphasis placed on the market, establishing the function of a center manager.
- **Creating urban space that responds to the needs of the city's young residents** - open spaces arranged as meeting places, meeting the needs of young people and supporting the building of pro-environmental attitudes.
- **Neighborhood meeting places** - rearrangement of street/ neighborhood spaces with small architecture and greenery into places conducive to meeting neighbors, building local ties.
- **"Green buffers"** - separation of functions with the help of isolating greenery, greenery as an effective cover for places, objects of low aesthetic value.
- **Development of new green zones**, pocket parks, rain gardens, taking into account current trends in landscape architecture and ensuring biodiversity.





4.3 Local challenge

The municipality of Niepołomice has seen an upward trend in population growth – between 2017 and 2021, the number of residents increased by over 7,000 (15%). This growth is due to both positive natural balance and high migration balance.

In the Niepołomice municipality from 2017-2021 there was a dynamic increase in the number of completed housing units. Residents express concern about further intensive residential development - due to the inconvenience generated by overcrowding relating mainly to difficulties in movement (traffic jams) and insufficient accessibility to infrastructure. Residents also report inconveniences in getting around the municipality related to inadequate infrastructure and public transportation options.

At the moment, one of the main local challenges is congestion, safety, and quality of public space in the city center. The city's historical development, coupled with the current demands of transportation, has led to significant transportation and mobility problems in the city centre. This translates into a reduced sense of security and low quality of use of public spaces.

With regard to the characteristics of downtown Niepołomice, the key potentials and challenges of the area are dissected below.

The center of Niepołomice consists of elements built in different periods, which results in uneven adaptation to the communication needs of residents. There is a lack of continuity in transportation in the very center, and numerous barriers make it difficult to get around on foot or by bike, encouraging the use of cars. The growing number of cars poses a threat to pedestrians and cyclists, leading to conflicts that are particularly burdensome for the elderly, children, and people with disabilities.

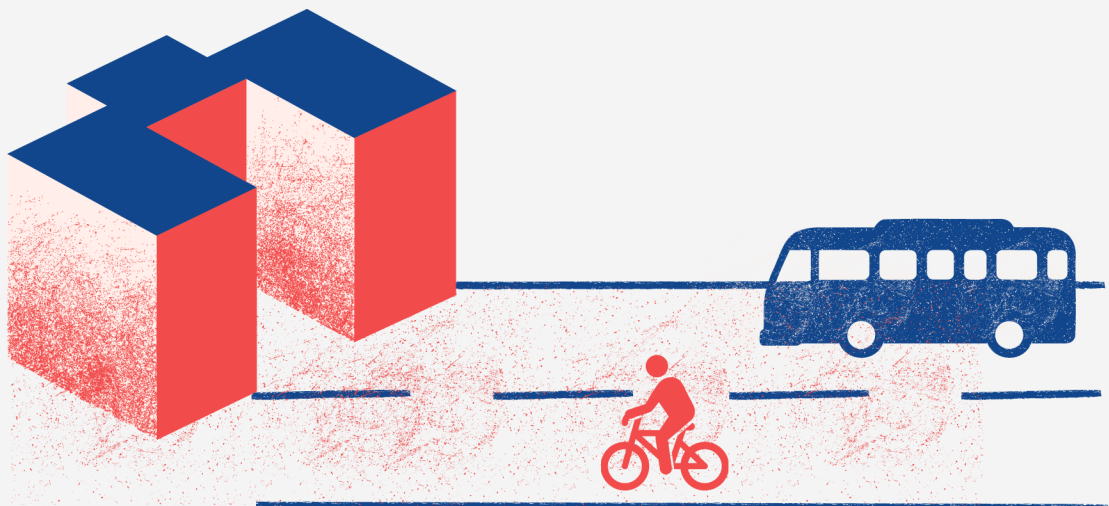
The center does not have sufficient safe pedestrian and bicycle connections. The lack of a pedestrian and bicycle bridge at the Małopolska Astronomical Observatory makes it difficult to reach the center from the planned transport hub at Kusocińskiego Street. There is also no direct bicycle connection to the main tourist trail in the Niepołomice Forest, which forces people to use less safe routes, discouraging them from choosing bicycles as a means of transport.

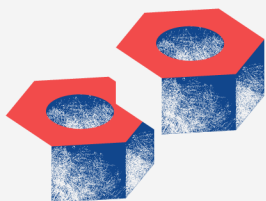
The pedestrian and bicycle connections proposed in the IAP are consistent with the concept of bicycle infrastructure development included in the Development Strategy.

In addition, Cycling Climate Surveys indicate an increase in the number of people using bicycles in Niepołomice and that it is very important for bicycle users to be able to ride on bicycle paths separated from motor vehicle traffic.

The plan involves diverting bicycle traffic from the city center along Kopernika Street and the planned bicycle bridge, and then towards the route to the Niepołomice Forest. The planned pedestrian and bicycle route aims to improve the safety of pedestrians and cyclists. It is the first step towards integrating the transport system in Niepołomice, connecting the city center (where services and public transport are concentrated) with the Niepołomice Forest, which has tourism and recreational potential. At the same time, the inclusion of the pedestrian and bicycle route in both directions will be based on solutions that take into account the safety of pedestrians and cyclists. The construction of the route and footbridge will connect the city center with the bicycle route planned in the strategy along the Royal Road in Niepołomice and Wola Batorska.

The Niepołomice Rynek stop is not adapted to the current number of passengers, and access by bicycle is hampered by the poor condition of the road surface and the lack of parking spaces. The surface of the Rynek is a barrier for pedestrians and cyclists, especially in winter, and for people with special needs due to the lack of ramps and narrow passages. The shortage of parking spaces increases traffic jams. Measures are needed to calm traffic and create a convenient transport hub.





CHALLENGES

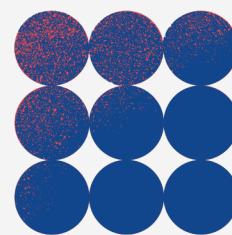
- attempting to reduce congestion in the center of Niepołomice, especially generated by traffic to and from school facilities and the market (Tuesday and Friday)
- improving the safety of children attending elementary schools
- improving the efficiency of the parking system, especially the public free parking lots and the paid separate parking lot located on the Market Square
- creation of places for local youth to spend their free time in the late evening hours (without having to go to Krakow)
- improving access to public transportation for community residents wishing to use the center of Niepołomice (which would have the effect of reducing car travel around the municipality and cars entering the centre)
- taking care to maintain the diversity of functions in the center of Niepołomice, both public and commercial (retail, service) which will be a guarantee of maintaining the role of the center of Niepołomice and its vitality
- rational development of vacant spaces in the center of Niepołomice (according to the needs of various users and ensuring the sustainable development of the area)

KEY POTENTIALS

- the strategic location of the commune in the vicinity of Kraków
- good connection from the center of Niepołomice to Krakow
- the Niepołomice commune's membership in the Cracow Metropolis Association
- Niepołomice Investment Zone on its territory
- Niepołomice Forest with significant recreational potential
- the preserved historical layout of the center, which is a tourist attraction, both for residents of the municipality and visitors
- the functioning of agglomeration lines of Kraków Municipal Transport and Bus Commuter Lines organized by the Małopolska Voivodeship (except for municipal lines and lines on which private carriers carry out transportation)
- advanced work on the railroad program, aimed, among other things, at creating a railroad

The main challenges and key potentials described above were defined as part of the work on the municipality's development strategy. They were also verified by the LGU during the work on the Action Plan as part of the Cities@Heart project.

4.4. Problem identification with and by local stakeholders



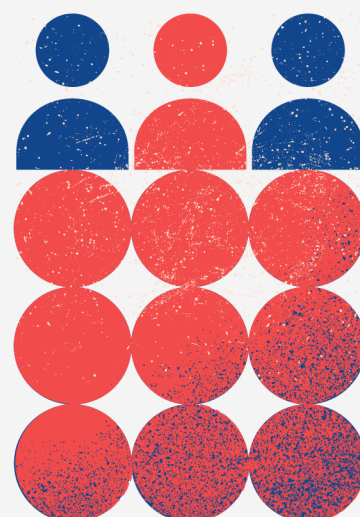
4.4.1. Cities@Heart ULG

The URBACT Local Group consists of representatives from different groups of stakeholders who were strongly involved in the development of IAP.

ULG is based on pre-existing forum – Krakow Metropolitan Development Forum – the forum includes deputy mayors of KMA municipalities or heads of strategy or investment divisions).

Within the project, meetings with stakeholders were held on three levels – Core, Local and Supra-local.

- The Core Group is the decision-making group. This level is the most important because all decision are worked out within the group. The Core Group consists of representatives from Krakow Metropolitan Association (coordinator of ULG, project coordinator and senior staff), representatives from Niepołomice Municipality (a person responsible for the project on the part of the municipality, local government, a person responsible for urban planning and mobility in the municipality) and external experts. The Core Group act as a Leader of the multilevel ULG configuration.
- At the Local level, there are representatives from the local government, local public administration, local residents and entrepreneurs, local urbanists and spatial planning experts, local culture and education sector representatives and local NGO's.
- Assumptions worked out with the local community and the core group will be in the 2nd step partly consulted and adapted at the Development Forum meetings to do similar activities in the future in different localizations in the Krakow Metropolitan Area – at supra-local level.



4.4.2 ULG Methodology

The KMA team, including the ULG coordinator, was primarily responsible for organizing and conducting ULG meetings. The Office of the City and Municipality of Niepołomice was also heavily involved. URBACT Local Group meetings were held based on the levels described above. The meeting formats that were used included:

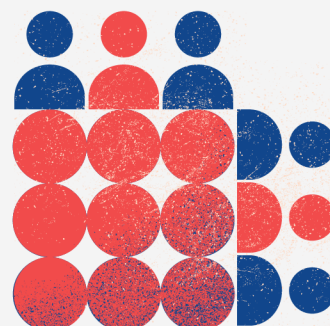
- online meetings,
- stationary meetings,
- workshops,
- study walks.

The process of developing the Integrated Action Plan assumptions within all of ULG levels (core group, local level, supra-local level) included several stages, according to advancement of the project:

- Presenting information about the project,
- Arranging project details,
- Developing emerging topics,
- Sharing good practices and experiences from transnational meetings,
- Process of developing project vision, goals,
- Co-creation process (developing actions and consulting with wider range of stakeholders).

IAP is addressed to a wide range of stakeholders. Main groups that can be beneficiaries of the project are local residents and visitors as the main users of the IAP Area. Indirect recipients of the project activities are local administration representatives (IAP as a roadmap of development of the IAP Area) and local entrepreneurs. These groups, in common with local schools, local cultural institutions will benefit from the project activities as users of the Area.

Identified during the action planning process needs and potential actions supports social inclusion of several groups of stakeholders. Reorganization of the IAP Area can help with improving accessibility, safety and increase the quality and aesthetics of public spaces, such as Piekarnia Sztuki (Art Bakery), Błonia Niepołomickie (Niepołomice Park), Zamek Królewski (Royal Castle), Małopolskie Centrum Dźwięku i Słowa (Małopolska Sound and Word Centre). Moreover, project activities related to urban planning are directly aimed at improving the quality of life and safety of the elderly, youth, women and visitors to the center of Niepołomice.



URBACT LOCAL GROUP - COMPOSITION



4.4.3 Co-identification of local priorities

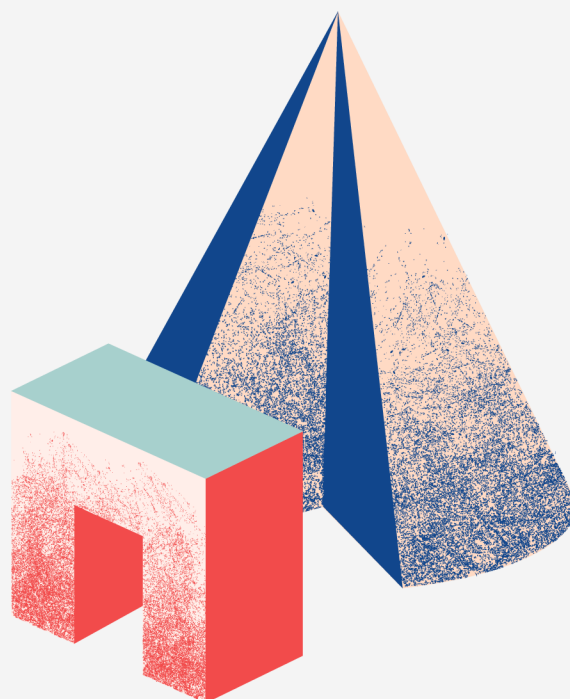
The main focus of the IAP is improving the functionality, accessibility and quality of life and use of Niepolomice's downtown. The example of one city in the Krakow Metropolis will serve as a good practice for other municipalities in designing and implementing changes in village and city centers.

For many years, data has been the basis for decision-making in Niepołomice. In this case, too, the measures are planned on the basis of the results of extensive analyses.

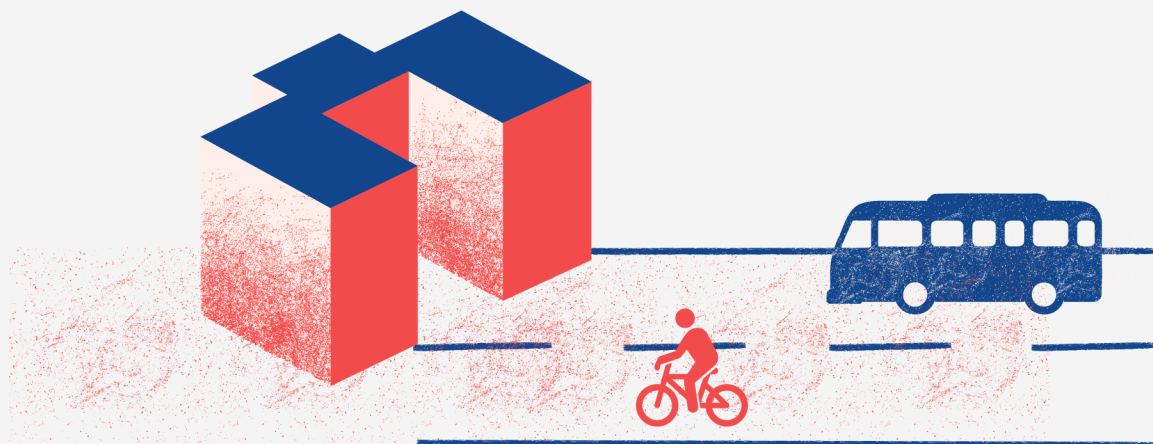
From January to May 2024, research was conducted to analyze the functions and mobility of downtown Niepołomice.

The research methods used included quantitative surveys, qualitative research, observations, research walks, parking and traffic measurements. Some interesting research methods included:

- surveys (adult users of the center, elementary and high school students),
- in-depth interviews (with entrepreneurs, teachers, among others),
- workshops with residents,
- research walks (adults, youth),
- parking surveys and surveys around schools,
- field observations (pedestrian, bicycle traffic).



The analysis of the survey results allowed conclusions to be drawn and recommendations to be made in the context of further actions to be taken by the municipality to improve the situation in the town centre.



MAIN FINDINGS AND PRIORITIES

1. The center of Niepołomice provides many important services concentrated in a relatively small area (trade, education, recreation, gastronomy, culture, administration and housing).
2. The center is also a transportation hub, resulting in a lot of traffic. There are plans to build shopping malls in the area. They also should be expected to be additional traffic generators in the center.
3. Currently, the local government does not have developed methods of cooperation with entrepreneurs.
4. The most common reasons for being in the center included shopping, work, official business, leisure and dining.
5. Special attention is paid to the surroundings of two elementary schools located in the center. Most of the students are driven to school by car. Parents often use intermodal/mixed transportation (car in the morning, scooter in the afternoon). Quite a few students commute to school by bicycle. When dropping off/picking up children, there is traffic chaos and a lack of adherence to safety rules.
6. During the work, special attention was paid to the needs of young people. They pointed out that the city center lacks a non-commercial space for leisure activities. The functioning cultural institutions do not meet the expectations of young people. The Blonie Niepołomice lacks catering to their needs, space suitable for consumption, lighting (to increase safety) and shade (important on hot days).

4.4.4 Co-created vision for Cities@Heart



photo: Mateusz Piwosz

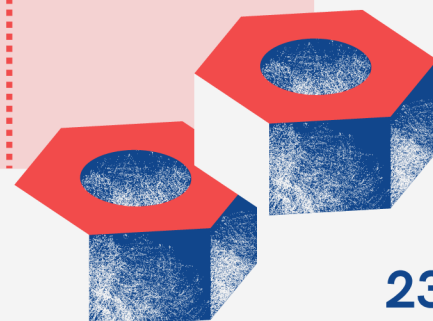
NIEPOŁOMICE: A MODERN CENTER ROOTED IN HISTORY, COMMUNITY, AND SUSTAINABILITY

The center of Niepołomice is a modern place, but strictly based on its history, drawing on its resources and experiences, together with its residents building a common local identity. Its development is based on the principles of social solidarity, cooperation, social empowerment and participation, giving prominence and responsibility to every age group.

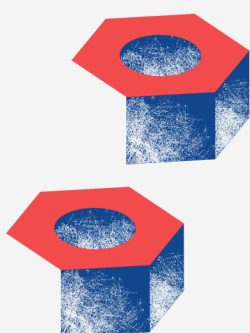
It is a people-friendly and safe place. There is a focus on environmentally friendly solutions (including the use of blue-green infrastructure). Enclaves and green corridors connecting public buildings are being created.

4.4.5 Main integration challenges

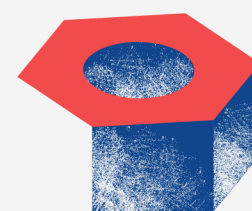
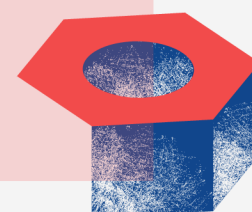
Aspects of integration	What is the current situation	Strengths	Areas of improvement
Stakeholder involvement in planning	<ul style="list-style-type: none"> • several meetings held with a wide range of stakeholders (at local and supra-local level) • stakeholders involved in identifying priorities and potential solutions • selection of the core group specifically involved in the action 	<ul style="list-style-type: none"> • previous experience in the usage of participatory methods • previous collaboration with stakeholders • involvement of professionals from metropolitan area and other municipalities • involvement of a wide group of stakeholders (parents council, principals, teachers, students, citizens, entrepreneurs, city councils, local police, local government) 	<ul style="list-style-type: none"> • stronger involvement of the school environment
Coherence with existing strategies	<ul style="list-style-type: none"> • actions and objectives are aligned and complementary to existing strategies in place at the European, national, and regional level • actions and objectives are aligned and complementary to existing strategies in place at the supra-local level (the Krakow Metropolis 2030 Strategy, Sustainable Urban Mobility Plan for Krakow Metropolitan Area and its functional area, Integrated Territorial Investment Strategy 2021-2027) and local level (Development Strategy of Niepołomice Municipality) 	<ul style="list-style-type: none"> • coherence with plans on all levels 	<ul style="list-style-type: none"> • actions do not cover all public spaces in the city, at this point changes are being implemented in part



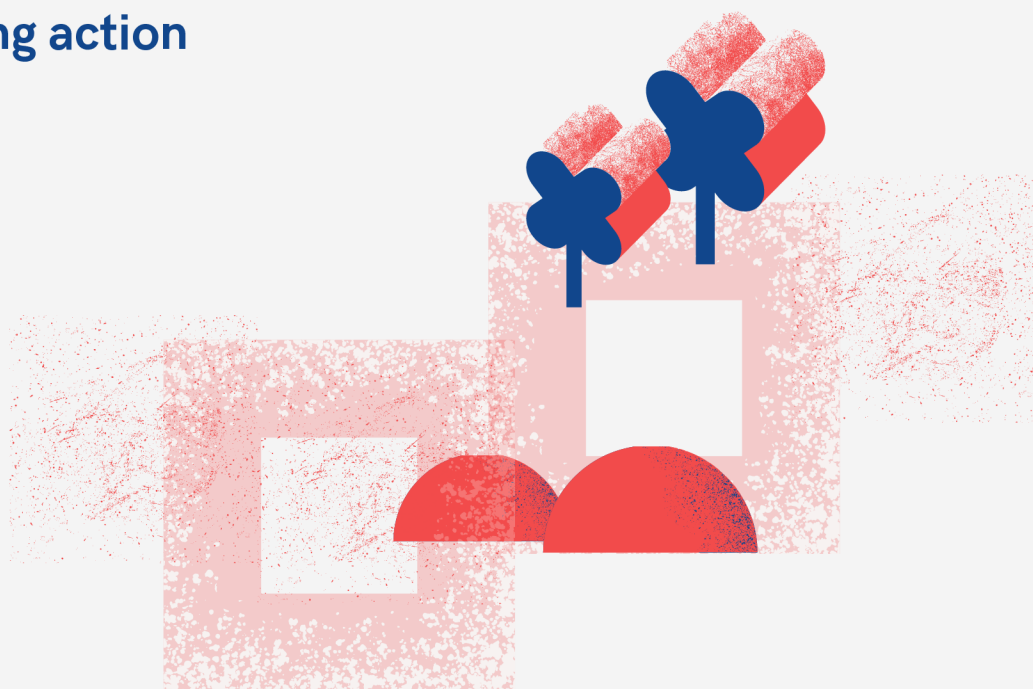
Aspects of integration	What is the current situation	Strengths	Areas of improvement
Sustainable urban development (economic, social, environmental)	<ul style="list-style-type: none"> actions address all three pillars of sustainable development in terms of economic, social, and environmental objectives 	<ul style="list-style-type: none"> experience with other EU projects in terms of economic objectives actions address creating a better business environment (especially within the market) in terms of social objectives actions address increasing the quality of educational services and creating safe meeting places for the local community the involvement of school principals, parents, teachers in terms of environmental objectives actions address improving air quality, reducing traffic, using NBS in public spaces 	<ul style="list-style-type: none"> different goals across different groups of stakeholders not efficient cooperation with SME entrepreneurs
Integration over time	<ul style="list-style-type: none"> actions planned in the short, medium and longer terms necessary order considered in implementing actions 	<ul style="list-style-type: none"> availability of long term, strategic vision and short-term goals good level of preparation for implementation preliminary timeline based on the local development strategy (to implement until 2027) 	<ul style="list-style-type: none"> need for specification of the overall plan need for indicators to evaluate the actions undertaken need for specific timeline for all tasks



Aspects of integration	What is the current situation	Strengths	Areas of improvement
Stakeholder involvement in implementation	<ul style="list-style-type: none"> a full range of relevant stakeholders are engaged in implementing planned actions 	<ul style="list-style-type: none"> stakeholders are willing to participate and are highly involved good relations between schools and local authorities local government's authority over schools 	<ul style="list-style-type: none"> no specific roles and reliabilities for each stakeholder group
Spatial integration	<ul style="list-style-type: none"> activities concentrated, given the purpose of the plan, in the center of the city 	<ul style="list-style-type: none"> activities carried out by the department responsible for urban planning and investment in the city - the ability to ensure coherence of activities 	<ul style="list-style-type: none"> coherence of actions at different spatial levels from site-specific, through neighbourhoods and city wide
Territorial integration	<ul style="list-style-type: none"> coherence and complementarity of actions and policies implemented by neighbouring municipalities within supra-local strategy and ITI Strategy 2021-2027 	<ul style="list-style-type: none"> the supra-local development strategy in force until 2030 and the new ITI Strategy 2021-2027 	
Mobilizing all available funding	<ul style="list-style-type: none"> use of the full range of funds available to support the implementation of planned actions, however with no private local resources 	<ul style="list-style-type: none"> knowledge and know-how on fundraising from various sources the opportunity to take advantage of a dedicated pool of EU funds within the framework of ITI 	<ul style="list-style-type: none"> involvement of financial capital of private entrepreneurs



4.5. Testing action

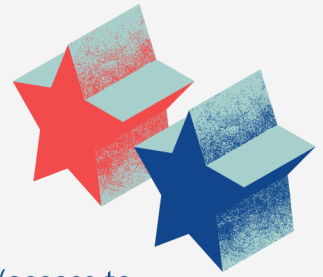


The small scale action included reorganization of commuting and access to an elementary school in the center of Niepołomice. The pilot was implemented with the involvement of school principals and parent councils. The SSA resulted from a study of functions and communication in downtown Niepołomice. The pilot aimed to test solutions to redesign the city center and improve accessibility and safety around the schools. The area is an important part of the city center and affects the quality of its use by residents.

The purpose of the SSA was to prepare a concept and pilot test the reorganization of traffic in the area of the center of Niepołomice, taking into account the development of functions that guarantee safety and increased living standards for users, including the creation of conditions for dialogue between various stakeholders. The ultimate goal of the task was to change the behavior and habits of users of the area (especially the school community - students and their parents and teachers).

The SSA which is a design and consultation process was intended to:

- jointly define the new traffic organization rules, also as an input to the definition of target solutions and standards to be applied to the other schools operating in the municipality of Niepołomice;
- carry out a process of dialogue between various stakeholders in the area;
- link the high quality public space of the project area with neighboring areas;
- verify the effectiveness of the evaluation of the public intervention implemented as part of the task.



New traffic organization in the area surrounding the elementary school (access to the school), included:

1. delineation of **safe pedestrian and bicycle paths**,
2. delineation of the location and identification of the optimal number of **kiss&ride** stopping places,
3. delineation of the location and identification of the **optimal number of parking spaces for bicycles and scooters**,
4. delineation of **safe pedestrian and bicycle crossings**,
5. proposing the introduction of **additional signage and physical blockades**, including elements of small architecture,
6. designing leaflets informing about the **change in traffic rules/organization**,
7. preparing **visualizations of the new traffic organization** in the form of, for example, video simulations of traffic, 3D views or drawings presenting the new solutions.



The pilot was conducted for 4 weeks. At the opening of the pilot, an educational and informational event with elements of cocreation was held, aimed at the entire school community (including, among others, students and their parents, including the Parent Council, teachers, management, local residents, municipal police). The event was an opportunity to verify the validity of the solutions planned for implementation.

During the event the following were organized:

- activities for children on the topic of safe and healthy mobility (promotion of scooters, bicycles, public and public transportation, carpooling and pedestrian access),
- street-level activities and pavement painting,
- materials and information meetings for adults (parents, teachers, etc.) on the new traffic organization, presentation of its advantages,
- workshops for children on developing visual identification of such elements as kiss&ride stopping places, parking spaces for bicycles and scooters, safe crossings,
- consultations with users of the area on the evaluation of the piloted solutions, the purpose of which will be to gather feedback and develop recommendations for further action.



An element of the SSA was to conduct evaluation studies to assess the task, including conducting surveys and qualitative studies of users of the space where the traffic reorganization pilot will be carried out (including teachers and parents of children attending the school) and traffic studies. Aim of the study was to assess commuting habits, safety improvements, and effectiveness of new traffic organization.

MAIN FINDINGS:

- 71% of respondents observed smoother traffic
- 81% found clearer rules and signage
- 88% felt most users complied with new rules, helped by traffic wardens
- 80% of adults and 71% of children noticed better safety
- key improvements:
 - fewer cars parked on pavements along Szkolna Street (now mostly pedestrian-only).
 - significant drop in vehicle stops at the school gate (Kopernika Street).
 - safer pedestrian paths created with planters and new crossings
 - drivers more cautious under new rules
- 69% of **teachers** is satisfied with the pilot changes and support permanent adoption; 22% want adjustments; 9% want old system back
- 45% of **parents** is satisfied, 45% want further changes, 7% want different changes, 3% want old system back



Respondents suggested further improvements such as:

- expanding parking near church and stadium,
- improving public transport access,
- ramps for bikes/scooters, speed limits, one-way traffic on Szkolna Street,
- more pedestrian crossings, "Beware of Children" signs, traffic lights at crossings,
- prevent cars from blocking pavements with expanded parking areas.

LESSONS LEARNED

Considering the objectives of this consultative and design process, which included:

- jointly defining the new rules of traffic organization around a large generator of specific traffic, which is an elementary school, on the basis of which target solutions and standards will be determined and applied in relation to other schools operating in the Niepołomice municipality,
- connecting the high-quality public space of the project area with neighboring areas,
- conducting a dialogue process between various stakeholders operating in the area,
- verification of the effectiveness of public intervention implemented within the framework of this task,

and the experience gathered during its implementation, the following recommendations are formulated:



The introduction of any changes to urban space, especially around elementary schools, should:

Include an analysis of needs and the initial situation.

Problems reported by users are usually those felt subjectively by a given user or a group it represents (students, residents, entrepreneurs, etc.). Decisions should not be taken solely on the basis of opinion, even if such opinions are valid – therefore, data needs to be collected through objective, independent observations, measurements, interviews, site visits, etc., which would provide a sound basis for any intervention.

Involve an independent entity responsible for managing the project.

Any work undertaken by the local authority, which is usually the body responsible for implementing and financing these types of projects, is frequently perceived by stakeholders as an attempt to impose a solution derived from its own policies. Entrusting the initiative to an independent entity that maintains an open dialogue with both local administration and local residents and users of the area can significantly simplify operations and avoid conflicts. Mutual trust needs to be established.

Involve an interdisciplinary group of experts with the relevant experience.

Participation of individuals with the necessary expertise and experience is essential, particularly with regard to the correct implementation of solutions and application of suitable methods. The process should include specialists from different fields whose areas of expertise match the project's goals.

Consider the needs of all users.

The final form of the introduced changes (traffic organization, infrastructure, BRD elements, etc.) should be a compromise that takes into account the interests of every group of users. Representatives (a steering group) may be appointed to ensure that these interests are taken into account. They will be in direct contact with the project team.

Require full cooperation and commitment from each interest group.

Any action will fail without the full involvement of representatives of the various stakeholder groups, including those from the local authority.



Implement educational and promotional campaigns.

Often, well-intentioned proposals are not fully understood by those they impact. This particularly applies to projects related to urban mobility, which often involve restrictions on traffic and parking. Comprehensive educational and promotional activities are therefore necessary to explain their purpose and benefits. These efforts should include informational meetings to introduce the users to the problems existing in the area. This, in turn, requires familiarizing the users with different perspectives of other groups.

Implement continuous monitoring of work.

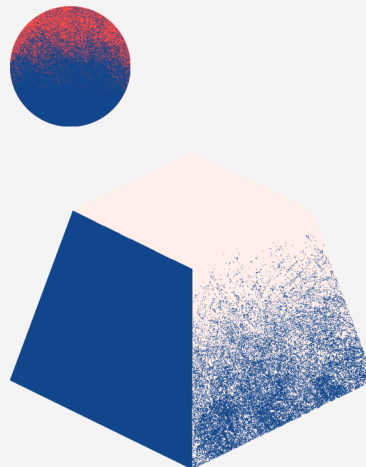
A good opportunity for the first verification of implemented actions is the moment of introducing changes to the space (installing new physical elements, painting space elements, etc.). This is the moment for the entity supervising the entire process, as well as the authority, to ensure proper implementation, and to make necessary corrections on the spot.

Conduct evaluation meetings with all stakeholders.

After the pilot phase is complete, its summary and evaluation are needed. This requires holding evaluation meetings, which aim to formulate conclusions, assess the implemented solutions, and determine the direction of further actions.



5. Overall logic and integrated approach



VISION:

Making the city centres in Krakow metropolis safe, inviting, welcoming and supportive of social bonding.

FOCUS:

The IAP will focus on improving the functionality, accessibility and quality of life and use of Niepolomice's downtown. The example of one city in the Krakow Metropolis will serve as a good practice for other municipalities in designing and implementing changes in village and city centers.

Within the framework of the planned directions of activities in the Niepolomice municipality, the main ones envisaged are those related to maintaining a high comfort of living in the municipality at various levels. These include creating friendly public spaces - aesthetically pleasing, but also functional - adapted to the needs and implemented (planned, arranged) together with the residents (village centers, neighborhood meeting places, spaces dedicated to young people). Also key in this context is the adaptation of public spaces and facilities to people with special needs. Within the framework of creating a high comfort of living in the municipality, it is also planned to ensure appropriate standards of housing development, adapted to the development challenges in the municipality.

It is also considered important to develop green spaces for the recreation and relaxation of residents, as well as to increase valuable natural areas protected by law, which will help preserve the character of the municipality, associated with the Niepolomice Forest.

The activities envisaged in this area also include raising the efficiency of the communications system in the municipality and transport accessibility.

FOCUS

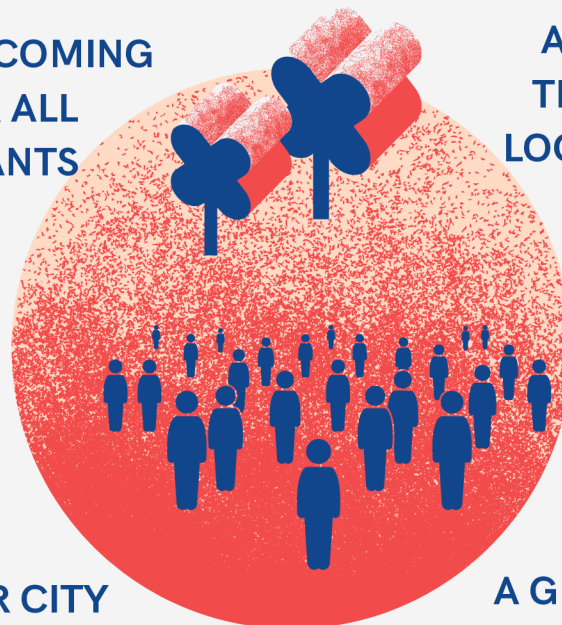
The Municipality of Niepolomice has a safe, inviting and welcoming city centre that supports social bonding. It acts as an inspiring example for other municipalities in Krakow Metropolitan Area.



OBJECTIVES

A MORE WELCOMING
CITY FOR ALL
INHABITANTS

A CITY CENTRE
THAT SUPPORTS
LOCAL BUSINESSES



A SAFER CITY
CENTRE

A GREENER
CITY CENTRE



ACTIONS

A. REVITALISATION
OF THE TOWN
SQUARE AND
ENHANCEMENTS TO
GREEN SPACES

B. ACCESIBILITY
AND MOBILITY
WITHIN THE CITY
CENTER

C. PUBLIC
AWARENESS
AND ENGAGEMENT
ACTIVITIES

6. Overview of actions

6.1 Objectives, actions and schedule

The Action Plan includes a series of interventions with the ultimate goal of improving the safety, accessibility and quality of spaces in downtown Niepołomice. This will be achieved through a multidimensional and integrated approach including:

- modifying the way people move around the center (through changes in traffic organization),
- developing a new parking policy,
- introducing new solutions around elementary schools,
- ensuring the multifunctionality of the center by creation of corridors connecting the most important institutions in the center (combining the historic center with new cultural institutions).

The IAP includes investments that could have a significant impact on the structure and layout of the center in the coming years. First of all, it is worth mentioning the activities of the Niepołomice municipality, which are already at the design stage. These include the expansion of Błonia to include sports areas and an athletic running track, as well as the planned construction of a parking lot with spaces for tourist coaches, along with a pedestrian bridge towards the center of Niepołomice (along with changes to Kopernika Street). As part of these measures, the Niepołomice Municipality is also planning to rebuild the bus stop next to the Municipality Office. The reconstruction of Spółdzielcza Street (with traffic calming) is also planned, along with the construction of a new catering pavilion in its vicinity.



The biggest investment that could significantly affect the center's operations is to bring a rail connection to Niepołomice. The project, which is already at an advanced stage, is being carried out by PKP Polskie Linie Kolejowe SA and financed by the Malopolskie Voivodeship. It assumes the realization of a railroad line with 2 stops and a railroad station by 2026, as a result of which the trip between the center of Krakow and Niepołomice would take about 35 minutes.

We should also mention new private investments in the center, which will change the functioning of downtown Niepołomice. One of them is an investment being carried out by a private investor on Bocheńska Street, related to the creation of a service facility, which, on the one hand, may cause more pedestrian and car traffic in the southern part of the center, but at the same time may also compete with traditional services located in the vicinity of the Market Square.

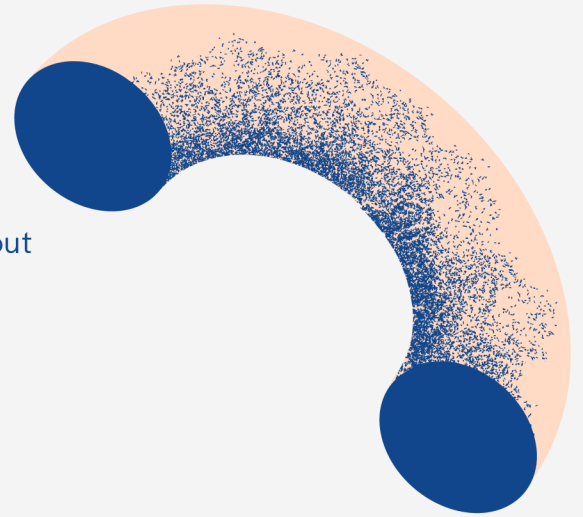


TABLE OF ACTIONS

A. REVITALISATION OF THE TOWN SQUARE AND ENHANCEMENTS TO GREEN SPACES

Action number	Description	Intended results	Action Lead and Key Partners	Resource needs	Timeframe
A1	Replacement of the surface of the market (adaptation to the needs of people with reduced mobility) and construction of safe access routes to public transport	<ul style="list-style-type: none"> increased number of users of public transportation increased level of residents' satisfaction with the quality of public space 	Lead: Niepołomice Municipality Partners: Krakow Metropolitan Area	to be defined	2025-2029
A2	Construction of a pedestrian footbridge connecting the city center (including public facilities) with the Niepolomice Meadows (green areas)	<ul style="list-style-type: none"> reduced travel time between downtown hubs increased accessibility to services 	Lead: Niepołomice Municipality Partners: Krakow Metropolitan Area	to be defined	2025-2029
A3	Development of the Niepolomice Meadows and the City Park (including construction of a running track, development of green areas, rain gardens)	<ul style="list-style-type: none"> increased level of residents' satisfaction with the quality of public space 	Lead: Niepołomice Municipality	10 000 000 PLN	2025-2028

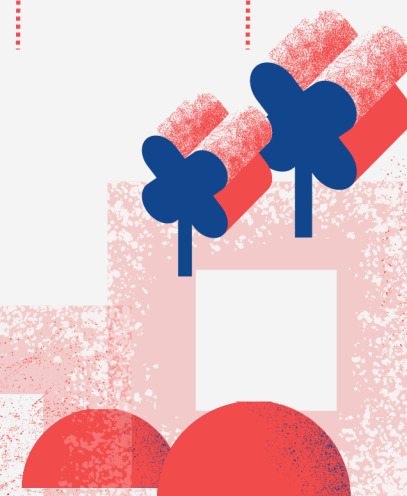


TABLE OF ACTIONS

B. ACCESSIBILITY AND MOBILITY WITHIN THE CITY CENTER					
Action number	Description	Intended results	Action Lead and Key Partners	Resource needs	Timeframe
B1	Changing the organization of traffic near elementary schools in the center of Niepołomice, improving the solutions used, moving them to other locations in the center	<ul style="list-style-type: none"> increased share of children reaching school by bicycle decreased share of children reaching school by private car 	Lead: Niepołomice Municipality Partners: Institute of Urban and Regional Development, Krakow Metropolitan Area, Local Action Group	500 000 PLN	2024-2026
B2	Reconstruction of the bus station in the center of Niepołomice along with access roads	<ul style="list-style-type: none"> increased number of users of public transportation 	Lead: Niepołomice Municipality Partners: Krakow Metropolitan Area	to be defined	2025-2029
B3	Reorganization of parking policy in the center of Niepołomice	<ul style="list-style-type: none"> decreased car turnover in key downtown parking lots 	Lead: Niepołomice Municipality Partners: Institute of Urban and Regional Development	150 000 PLN	2025-2027
B4	Replacing bicycle racks and increasing their number	<ul style="list-style-type: none"> increased number of bicycle users in the center increased number of U-shaped bicycle racks 	Lead: Niepołomice Municipality	30 000 PLN	2025-2026

TABLE OF ACTIONS

B. ACCESSIBILITY AND MOBILITY WITHIN THE CITY CENTER

Action number	Description	Intended results	Action Lead and Key Partners	Resource needs	Timeframe
B5	Provide/improve access routes to the bus station	<ul style="list-style-type: none"> increased level of residents' satisfaction with the sense of security in public space 	Lead: Niepołomice Municipality	to be defined	2025-2029
B6	Update of the analysis of functions and mobility in the center of Niepołomice	<ul style="list-style-type: none"> 1 document prepared 	Lead: Niepołomice Municipality Partners: Institute of Urban and Regional Development	120 000 PLN	2026-2027
B7	Update of the Niepołomice Mobility plan (once work on the railroad to Niepołomice begins)	<ul style="list-style-type: none"> 1 document prepared 	Lead: Niepołomice Municipality Partners: Krakow Metropolitan Area	150 000 PLN	2026-2027

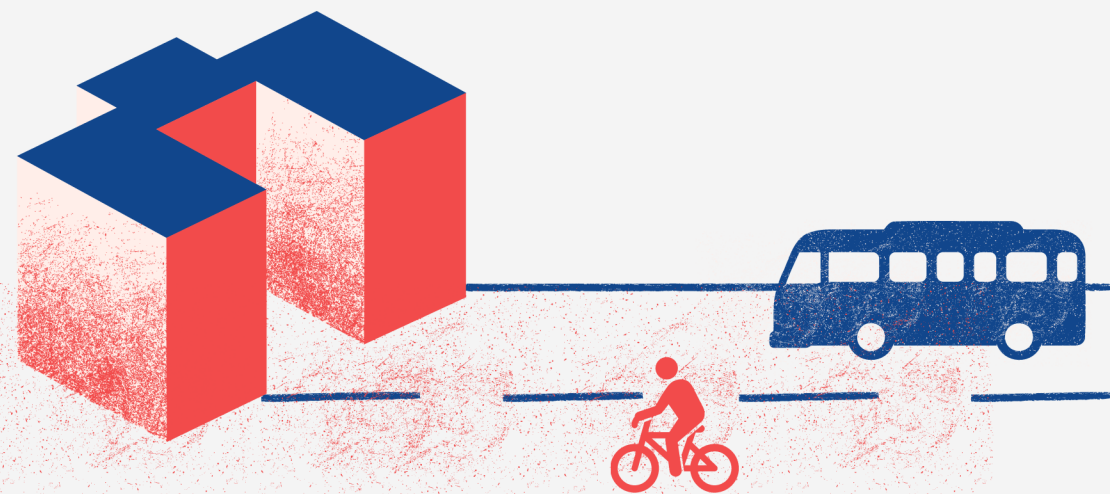
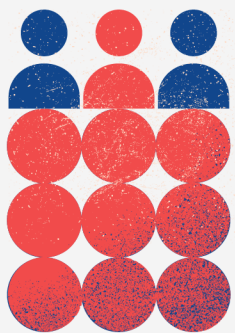
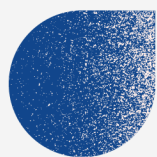


TABLE OF ACTIONS

C. PUBLIC AWARENESS AND ENGAGEMENT ACTIVITIES					
Action number	Description	Intended results	Action Lead and Key Partners	Resource needs	Timeframe
C1	Holding classes for children and young people on safe mobility	<ul style="list-style-type: none"> increased number of institutions involved in organizing activities 	Lead: Niepołomice Municipality Partners: schools	10 000 PLN	regularly
C2	Public consultations and meetings with various stakeholder groups (village administrators, councilors, residents, entrepreneurs, etc.)	<ul style="list-style-type: none"> increased number of meetings' participants 	Lead: Niepołomice Municipality Partners: action groups, village administrators, NGOs	1 000 PLN	regularly
C3	Participation in campaigns on changing mobility habits (Bike May, "Bike to Work" campaign, European Mobility Week)	<ul style="list-style-type: none"> increased number of people involved in campaigns increased number of institutions involved in campaigns 	Lead: Niepołomice Municipality Partners: Gdansk City Hall, Krakow Metropolitan Area, Ministry of Infrastructure, prize sponsors (companies)	15 000 PLN	yearly



6.2 Detailed action's description



A1. Replacement of the surface of the market (adaptation to the needs of people with reduced mobility) and construction of safe access routes to public transport

The task involves rebuilding the surface in the eastern and northern parts of the market square in Niepołomice by replacing the surface worn out due to erosion with even stone paving stones, as agreed with the conservator of monuments.

In addition, the slippery and dangerous surface of the road connecting the Royal Castle with the parish church will be replaced with a surface that ensures stability during snowfall and rain. Another element is the reconstruction of the fountain in the Market Square, which will minimise the sprinkling of the surface of the paths, thus reducing the risk of losing balance on wet surfaces and making the pedestrian routes safer for users. These measures are aimed at improving comfort and safety for pedestrians and cyclists in the city centre.

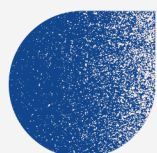
Intended results

- increased number of users of public transportation
- increased level of residents' satisfaction with the quality of public space

Action Lead and Key Partners

Lead: Niepołomice Municipality
Partners: Krakow Metropolitan Area

Timeframe
2025-2029



A2. Construction of a pedestrian footbridge connecting the city center (including public facilities) with the Niepołomice Meadows (green areas)

This task includes the construction of a footbridge and cycle path connecting Błonia Niepołomickie with Kopernika Street and a link between Błonia Niepołomickie and Kusocińskiego Street. This will provide the closest possible route to the Youth Astronomical Observatory from the transport hub on Kusocińskiego Street, as well as shorten the walk to and from the Niepołomice Rynek bus stop for users leaving their cars at the P+R car park on Kusocińskiego Street. Kopernika Street will also be modernised, with the worn surface being replaced and pedestrian and bicycle paths created. Car traffic on this street will be calmed to facilitate pedestrian and bicycle traffic along the street.

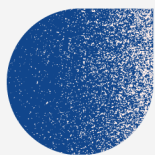
Intended results

- reduced travel time between downtown hubs
- increased accessibility to services

Action Lead and Key Partners

Lead: Niepołomice Municipality
Partners: Krakow Metropolitan Area

Timeframe
2025-2029



A3. Development of the Niepolomice Meadows and the City Park (including construction of a running track, development of green areas, rain gardens)

The Meadows' area will ultimately be divided into four zones: the so-called Małe Błonia on the north side, an open central area (the so-called quiet zone), a recreation area (on the south-east side), and the castle zone. As part of the expansion of Błonia, the construction of a running track and a sports field, as well as a street workout zone, is planned. The project also includes the development of new green zones, pocket parks, and rain gardens, taking into account current trends in landscape architecture and ensuring biodiversity. It is planned to introduce blue-green infrastructure in various parts of the city, including green parking spaces, retention basins, infiltration areas, and new plantings of trees, shrubs, and hydrophytic vegetation.

Intended results	Action Lead and Key Partners	Timeframe
<ul style="list-style-type: none">increased level of residents' satisfaction with the quality of public space	Lead: Niepolomice Municipality	2025-2028



B1. Changing the organization of traffic near elementary schools in the center of Niepolomice, improving the solutions used, moving them to other locations in the center

The project introduces changes in traffic organization near elementary schools in the center of Niepolomice to improve safety, accessibility, and traffic flow. Developed through a pilot program with strong community involvement, the initiative includes clearer pedestrian routes, new crossings, kiss-and-ride zones, and improved parking management. The solutions not only enhance the daily safety of children and parents but also serve as a model for applying similar improvements in other central locations of Niepolomice

Intended results	Action Lead and Key Partners	Timeframe
<ul style="list-style-type: none">increased share of children reaching school by bicycledecreased share of children reaching school by private car	Lead: Niepolomice Municipality Partners: Institute of Urban and Regional Development, Krakow Metropolitan Area, Local Action Group	2024-2026



B2. Reconstruction of the bus station in the center of Niepolomice, along with access roads

The new stop is designed to accommodate the current number of passengers and encourage them to switch to public transport by ensuring a comfortable journey. The facility will clearly separate the passenger waiting area from the transport section of the stop, which will prevent situations where too many passengers spill out onto the bus lane. The new stop facility will also be adapted to handle modern bus fleets, in particular articulated buses. Solutions will be implemented to enable two articulated buses to be served simultaneously, which will increase the capacity of the stop during periods when a large number of public transport vehicles arrive at the same time. The stop will also be equipped with elements of the Bike&Ride system, which will enable access to the stop by bicycle and promote the integration of different modes of transport.

Intended results	Action Lead and Key Partners	Timeframe
<ul style="list-style-type: none">increased number of users of public transportation	Lead: Niepolomice Municipality Partners: Krakow Metropolitan Area	2025-2029



B3. Reconstruction of the bus station in the center of Niepolomice, along with access roads

This task involves a comprehensive review and reorganization of the parking system in the town center, with the goal of making it more efficient, sustainable, and aligned with the needs of residents, visitors, and local businesses. The reorganization may include introducing differentiated parking zones, adjusting time limits, improving signage, and optimizing the use of available parking spaces. It may also focus on reducing long-term car occupancy in central areas to free up space for short-term visitors and services, while at the same time encouraging the use of alternative transport modes such as walking, cycling, and public transit. The expected result is to reduce traffic congestion in the town center, improve accessibility, and create a more balanced use of public space that supports both local commerce and sustainable mobility.

Intended results	Action Lead and Key Partners	Timeframe
<ul style="list-style-type: none">decreased car turnover in key downtown parking lots	Lead: Niepolomice Municipality Partners: Institute of Urban and Regional Development	2025-2027

B4. Replacing bicycle racks and increasing their number

This action focuses on improving cycling infrastructure by replacing outdated or poorly designed bicycle racks with modern, functional ones and by increasing their overall number across key locations in Niepołomice. The new racks will provide safe and convenient parking for bicycles, encouraging more residents to use bikes for daily travel. Expanding the network of racks near schools, workplaces, public institutions, and recreational areas will make cycling a more attractive and practical option. The expected outcome is to strengthen sustainable mobility in the municipality, reduce reliance on cars for short trips, and support healthier lifestyles through greater use of bicycles.

Intended results	Action Lead and Key Partners	Timeframe
<ul style="list-style-type: none">increased number of bicycle users in the centerincreased number of U-shaped bicycle racks	Lead: Niepołomice Municipality	2025-2026

B5. Provide/improve access routes to the bus station

These measures are aimed at improving comfort and safety for pedestrians and cyclists in the town centre and will create a pedestrian and cycle route between the Niepołomice Rynek bus stop and the transport interchange.

This action aims to ensure that the bus station in Niepołomice is easily and safely accessible for all users. It will include developing or upgrading pedestrian walkways, cycling paths, and road connections leading to the station, as well as improving signage, lighting, and overall safety. Special attention will be given to accessibility for people with reduced mobility, parents with pushchairs, and cyclists. By creating convenient and well-connected routes, the municipality seeks to strengthen the role of public transport as a viable alternative to private car use. The expected outcomes are improved comfort for passengers, higher usage of bus services, and better integration of the bus station into the town's overall mobility system.

Intended results	Action Lead and Key Partners	Timeframe
<ul style="list-style-type: none">increased level of residents' satisfaction with the sense of security in public space	Lead: Niepołomice Municipality	2025-2029



B6. Update of the analysis of functions and mobility in the center of Niepołomice

This task involves revising and expanding the existing analysis of how public spaces, services, traffic flows, and mobility patterns function in the town center. The update will include a review of current conditions, such as traffic intensity, parking demand, pedestrian and cycling accessibility, and the role of public transport. It will also take into account new developments in the area and changing mobility trends. The purpose of this work is to gain an up-to-date understanding of how the town center operates in terms of mobility and how different functions interact with each other. The expected result is to identify potential problems, set priorities for improvements, and create a stronger basis for sustainable mobility planning in the central part of Niepołomice.

Intended results

- 1 document prepared

Action Lead and Key Partners

Lead: Niepołomice Municipality
Partners: Institute of Urban and Regional Development

Timeframe
2026-2027



B7. Update of the Niepołomice Mobility plan (once work on the railroad to Niepołomice begins)

Once construction of the railroad connection to Niepołomice starts, the municipality will prepare an updated version of the local Mobility Plan. This update will integrate the new opportunities and challenges created by rail access, such as changes in commuting patterns, potential reductions in car dependency, and the need to coordinate bus, cycling, and pedestrian connections with the railway station. The aim is to ensure that the mobility system evolves coherently and efficiently, maximizing the benefits of the new infrastructure. The updated plan will serve as a strategic tool to guide further investments, support sustainable transport choices, and improve the quality of life for residents by providing better, more environmentally friendly mobility options.

Intended results

- 1 document prepared

Action Lead and Key Partners

Lead: Niepołomice Municipality
Partners: Krakow Metropolitan Area

Timeframe
2026-2027



C1. Holding classes for children and young people on safe mobility

The municipality will organize educational classes and workshops dedicated to children and young people, aiming to raise awareness about safe and sustainable mobility. These sessions will focus on practical knowledge such as road safety rules, correct behavior as pedestrians and cyclists, and the benefits of using bicycles or public transport. By engaging young residents in interactive activities, the initiative seeks not only to reduce the risk of accidents but also to shape long-term habits that favor safe and environmentally friendly mobility choices.

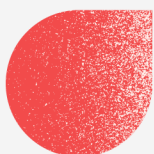
Intended results

- increased number of institutions involved in organizing activities

Action Lead and Key Partners

Lead: Niepołomice Municipality
Partners: schools

Timeframe
regularly



C2. Public consultations and meetings with various stakeholder groups (village administrators, councilors, residents, entrepreneurs, etc.)

A key element of the initiative will be regular consultations and dialogue with local stakeholders, including village administrators, councilors, residents, and entrepreneurs. These meetings will provide a platform for sharing opinions, identifying challenges, and proposing solutions related to mobility and transport planning. The process will strengthen civic participation, improve transparency, and help ensure that mobility projects are better adapted to the real needs of the community. In the long term, this inclusive approach is expected to foster trust, cooperation, and joint responsibility for the development of sustainable mobility in Niepołomice.

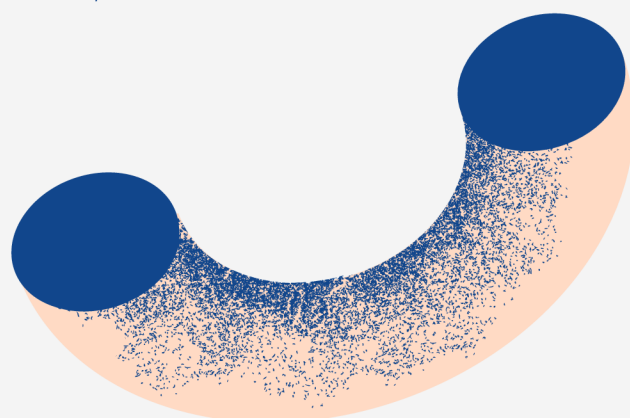
Intended results

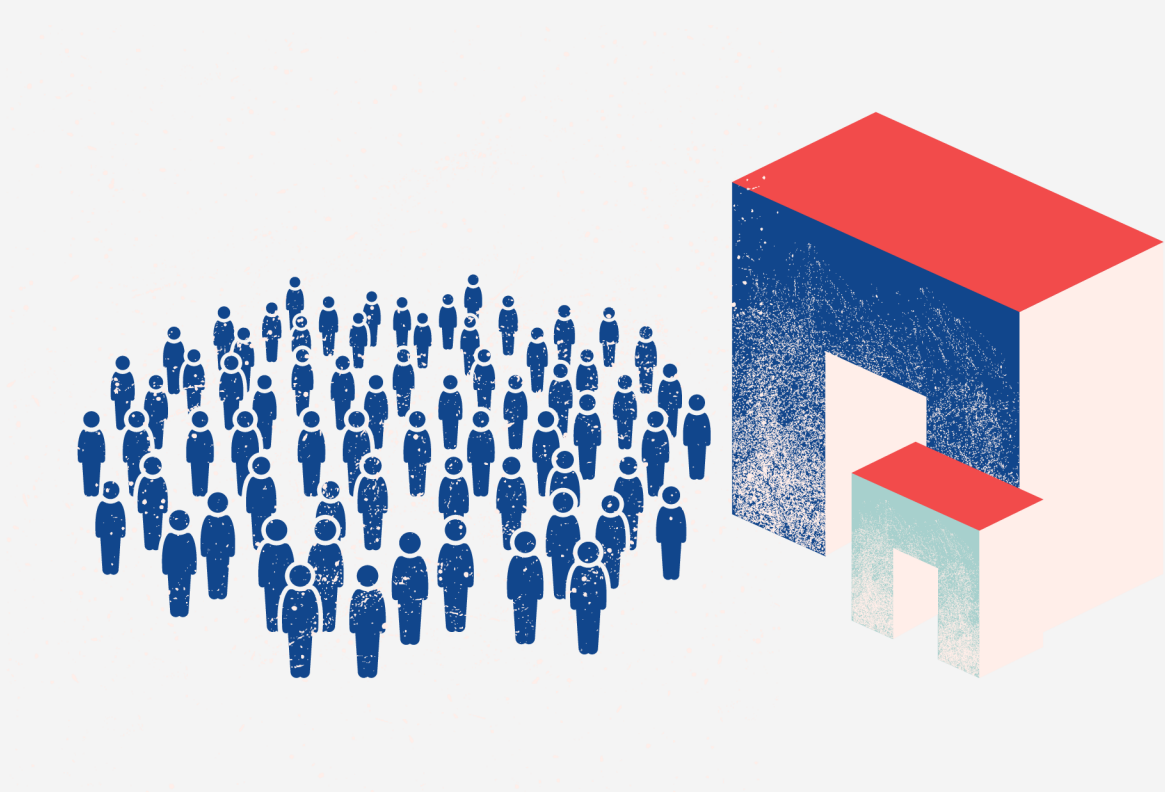
- increased number of meetings' participants

Action Lead and Key Partners

Lead: Niepołomice Municipality
Partners: action groups, village administrators, NGOs

Timeframe
regularly





C3. Participation in campaigns on changing mobility habits (Bike May, "Bike to Work" campaign, European Mobility Week)

The municipality will actively participate in campaigns promoting a shift towards more sustainable mobility patterns, such as Bike May, the "Bike to Work" campaign, and European Mobility Week. Through these initiatives, residents will be encouraged to choose alternatives to private car use, such as cycling, walking, or public transport, especially for short daily trips. Participation in such campaigns will help raise awareness, inspire behavioral change, and strengthen the local culture of active and eco-friendly mobility. As a result, the town can expect benefits such as reduced traffic congestion, lower emissions, improved air quality, and healthier lifestyles among residents.

Intended results

- increased number of people involved in campaigns
- increased number of institutions involved in campaigns

Action Lead and Key Partners

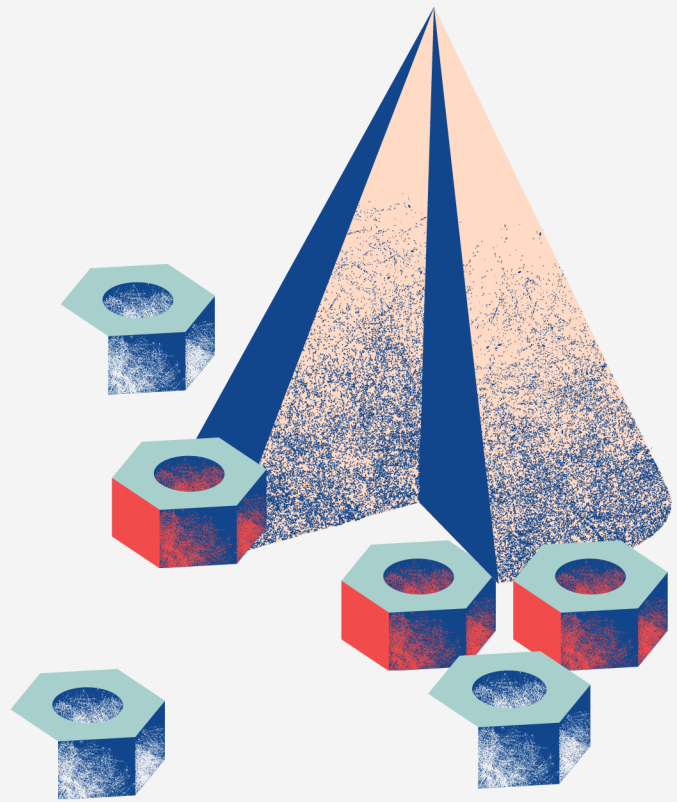
Lead: Niepołomice Municipality
Partners: Gdansk City Hall, Krakow Metropolitan Area, Ministry of Infrastructure, prize sponsors (companies)

Timeframe

regularly

7. Risk analysis

The Niepolomice Action Plan for our city center is a complex, forward-looking initiative. To ensure its success and navigate potential challenges, this chapter provides a proactive risk analysis, identifying key risks related to urban revitalization and community-led development. By anticipating these challenges, we can implement clear mitigation strategies that protect the project's goals of creating an inclusive, sustainable, and data-driven city center.



1. OPERATIONAL RISKS

These risks relate to the day-to-day execution of the project and the ability to achieve planned outcomes.

1.1 Public and Stakeholder Resistance

HIGH RISK ★★

There is a risk that key stakeholders, including residents, local businesses, or community groups, may not support the planned changes.

Mitigation: Implement a comprehensive and transparent communication plan from the outset. Conduct regular public meetings, workshops, and online surveys to gather feedback and involve the community in decision-making. Establish a dedicated project liaison to address concerns and build consensus.

1.2 Delays in Project Timeline

MEDIUM RISK ★★

Delays could occur due to unforeseen circumstances, such as permit issues, contractor availability, or extended public consultation periods.

Mitigation: Develop a detailed project schedule with buffer time for each phase. Secure all necessary permits and approvals well in advance. Maintain open communication with all contractors and stakeholders to identify and resolve potential delays early.

1.3 Lack of Inter-departmental Cooperation

MEDIUM RISK ★★

The project requires coordination across various municipal departments. Inadequate communication or conflicting priorities could hinder progress.

Mitigation: Form a dedicated project steering committee with representatives from all relevant departments. Establish a clear governance structure and use collaborative project management tools to ensure everyone is aligned on goals and progress.

2. FINANCIAL RISKS

These risks are associated with the project's budget and fundings.

2.1 Budget Overruns

MEDIUM RISK ★★☆☆

Unexpected costs, such as material price increases or unforeseen technical challenges, could exceed the allocated budget.

Mitigation: Allocate a contingency fund (e.g., 10-15% of the total budget) for unforeseen costs. Regularly monitor and track expenditures against the budget. Conduct a thorough cost analysis during the planning phase and secure firm bids from contractors.

2.1 Failure to Secure All Funding

HIGH RISK ★★★☆☆

The project's success may depend on securing additional funding from regional or national programs, which is not guaranteed.

Mitigation: Actively pursue multiple funding sources and prepare grant applications well in advance. Develop a tiered project plan that allows for scaled back implementation if full funding is not secured.

3. TECHNICAL RISKS

These risks relate to the technology and data components of the plan.

3.1 Data and Technology System Failures

MEDIUM RISK ★★☆☆

The reliance on new data platforms or smart city technologies poses a risk of technical glitches, data security breaches, or system integration issues.

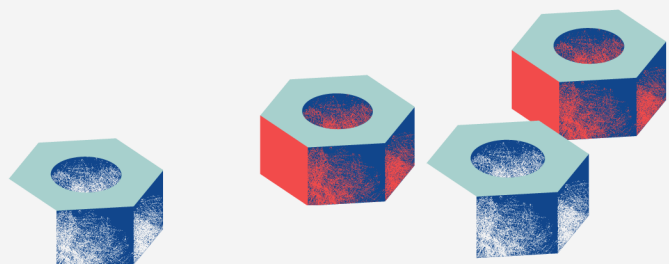
Mitigation: Prioritize thorough testing of all new technology systems before full-scale implementation. Partner with experienced IT consultants and vendors. Implement robust cybersecurity protocols and have a data backup and recovery plan in place.

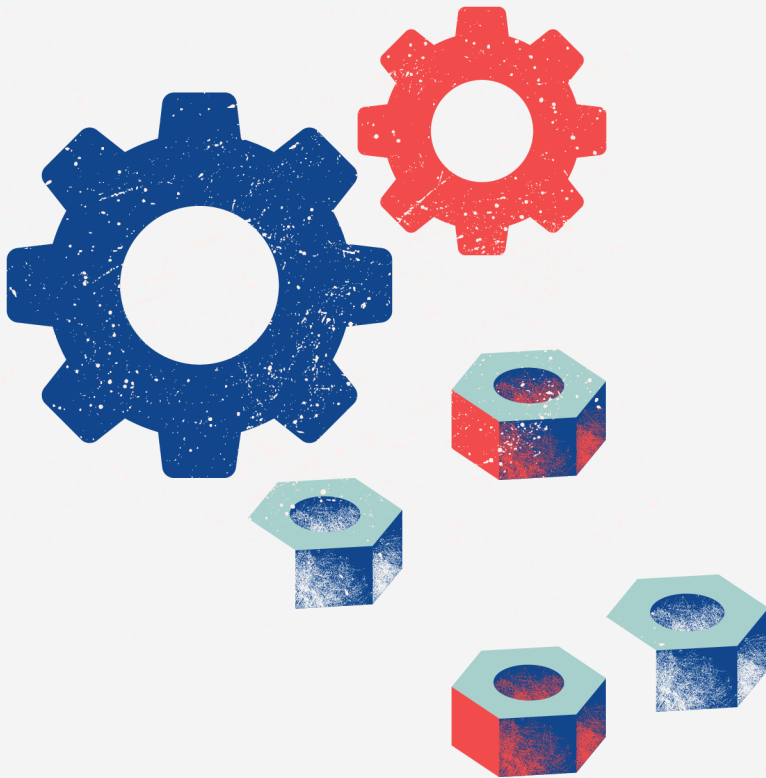
3.2 Inadequate Data Quality

LOW RISK ★☆☆☆☆

The action plan is data-driven, and if the collected data is inaccurate or incomplete, it could lead to flawed decision-making.

Mitigation: Establish clear data collection protocols and quality checks. Regularly audit data sources and validation processes to ensure the information used for policy decisions is reliable and up-to-date.





4. LEGAL AND REGULATORY RISKS

These risks pertain to legal compliance and regulatory changes.

4.1 Changes in Municipal or National Law

LOW RISK ★★☆☆

Future changes to zoning laws, land use regulations, or environmental policies could impact the project's feasibility.

Mitigation: Stay informed about pending legislative changes. Work closely with the municipal legal team to ensure all project activities are in full compliance with current and future regulations..

5. STAFFING AND HUMAN RESOURCES RISKS

These risks relate to the project team and its capacity.

5.1 Inadequate Staffing or Expertise

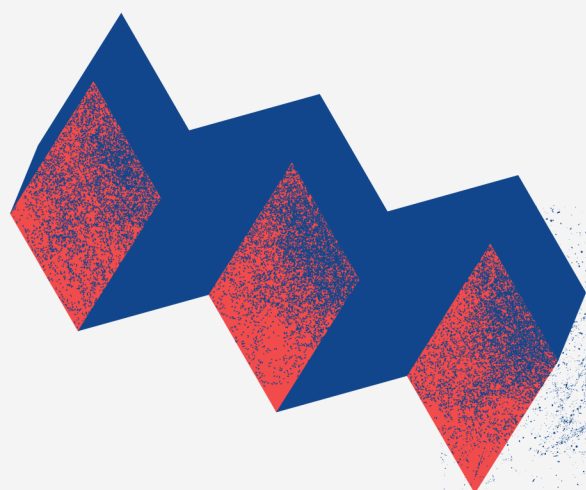
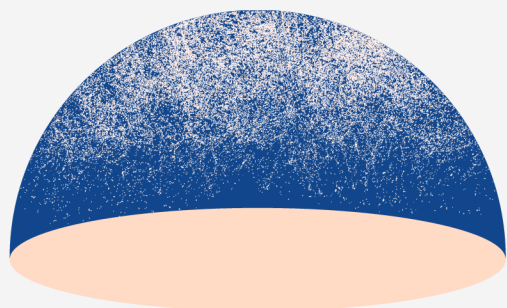
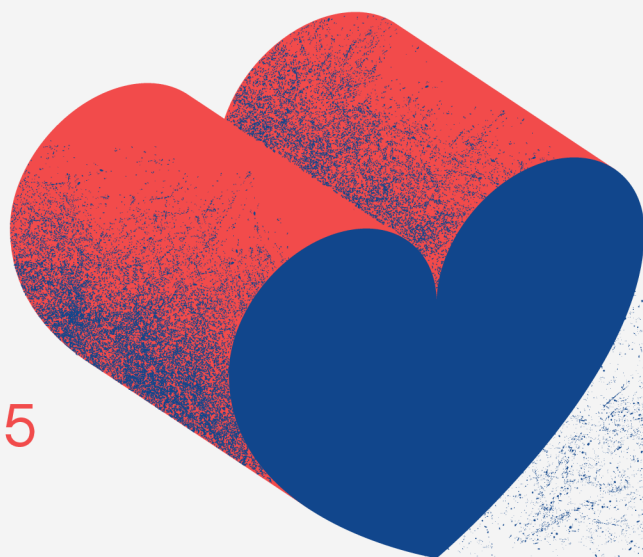
MEDIUM RISK ★★★☆☆

The municipality may not have the in-house staff with the necessary skills to manage and implement all aspects of the plan.

Mitigation: Identify key skill gaps early and plan for hiring new staff or engaging external consultants. Invest in training and professional development for existing employees to build internal capacity.



Niepolomice/Krakow 2025



Prepared by:
Krakow Metropolis Association
Municipality of Niepolomice
URBACT Local Group

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