

Let us help interviewers, fill in ourselves!

MATEUSZ BABAK

That was slightly time consuming. But I have approached the matter just ideologically. I was writing about one of my most difficult transport days in the questionnaire. The questionnaire, like most such instruments placed on the Internet, was not most friendly. But I had a very rare feeling that I am doing something for myself and fulfil certain obligation – to the community, in which I live.

That was a questionnaire from a transport survey point of view for the originating Upper-Silesian and Zagłębie Metropolis (GZM). The interviewers work has been ongoing already from September, collecting part of the necessary data, visiting nearly 20,000 of drawn households. They are to collect the data also in shopping centres or at stops. They will work till mid-November, but we can help them. Filling in ourselves the questionnaire on the web.

The study shall cover all elements related to the metropolis growth prospects – in the context of, among other things, transport, road infrastructure or sustainable urban mobility. It shall facilitate common planning of actions by 41 local governments in the field of transport improvement and integration, safety improvement or pollution reduction.

Because establishing the GZM, the local governments accepted preliminary that they will pass a part of their competence in this area. Finally. Many years of missing strategic planning on this level and particular thinking of individual cities are clearly visible today. Not everything can be managed by ad hoc arrangements or surveys covering sections of reality. The lines, connections or roads can still suddenly end. Because further there is a city boundary.

So I sat at my computer and requested by consecutive auto-

matic questions I started reconstructing my last transport day. Altogether nine travels. Destinations in four cities. Much more than 100 km. From where – to where? How long they took? Why by car? How long the parking took? Walking? The driving only? At a moment I was even uneasy, because I have not travelled any of those routes in another way than by car.

Just that day it was impossible. However, I quietly believe, that my questionnaire will show researchers the di-

”

The entire document is to be ready by the end of 2019. The work on it was ordered prior to the metropolis establishment. The Union of the Central Subregion of Silesian Voivodeship, individual local governments, public transport organisers, the Metropolitan Association of the Upper Silesia (GZM) as well as the Marshall Office and Koleje Śląskie (Silesian Railways). Next representatives of PKP Polskie Linie Kolejowe (PLK, Polish Railway Lines) joined.

versification of metropolis residents travels. Their mobility. The necessity of integrated transport planning – not

only from the outskirts to the centre and between centres. Also – in centres. Within them. Ensuring a possibility of efficient transfers.

To allow interviewers the collection of as much such information as possible, the survey was preceded by an information campaign. The point was to inform residents in advance, so that they would not be afraid of someone willing to potentially get from them sensitive data, e.g. who and when leaves the home and returns. No. This is intended only and positively for detailed illustration of metropolis residents travels within the region.

After the survey completion the contractor will process the results. Another diagnostic part – traffic measurements – will start in spring. After their processing, by mid-2018, the development of computer traffic models will start. This work shall facilitate showing the future of transport in the region and suggest solutions or investments. Finally an urban mobility plan is to be prepared and a ready report will be subject to social consultations.

Excellent news is that also representatives of PKP Polskie Linie Kolejowe joined the work – even with respect to shortage of funds for the previously planned expansion of one of crucial railway lines in the metropolis and in the region. Because it was practically planned independently by the PLK, with the cooperation of cities, however there was no appropriate strategic grounds. The transport study should change that. It is better to adapt great railway investments to well defined needs.

Because the study is intended to determine a common direction of transport policy for all local governments of the metropolis. On this basis I want to hope that travelling throughout it I will no longer see internal boundaries, not as an observer from outside, a visitor, but as a resident. For something like that it is worth to spend even half an hour at the questionnaire. ■

Mateusz Babak | Journalist
of Polish Press Agency
e-mail: komunikacja@kzkgop.com.pl

