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Security of the city's public transport as an example of counteracting threats in urban centers

Abstract

Security as one of the needs of every human being is extremely important and necessary in everyday functioning. Each of us tries to personally ensure the safety of ourselves, our relatives and those around us. However, our ability to provide ourselves with security is limited. Therefore, certain activities in this field are undertaken by various governmental and non-governmental organizations, institutions and, above all, state services. Taking care of safety in the means of public transport is one of the areas included in the generally understood safety, which contributes to our stable functioning and the possibility of living in favorable and friendly conditions, also during travel, which is an indispensable element of life.

Keywords: safety, public transport, threats, means of transport

Prelude

A sense of security is one of the basic needs that is indispensable for a person to function well in society. The famous American psychologist Abraham Maslow created a diagram that presents a hierarchical importance of individual human needs. This diagram was called the pyramid of human needs according to Maslow.¹ The most important needs that should be met in the first place are the physiological needs. Security needs are right behind them. The next are the needs of belonging, recognition and self-realization. If any of the needs that are lower in the hierarchy are not satisfied, then the person strives to return to the balance of the more important need, neglecting the next needs². Security as the second need in the hierarchy of needs of every human being is extremely important. Therefore, everyone tries to personally take care of ensuring the

¹ M. Lisiecki, *Jakość w zarządzaniu bezpieczeństwem obywateli*, Lublin 2009, p. 67-68.

² A. H. Maslow, *Motywacja i osobowość*, Warszawa 1990, p. 72-92.

safety of themselves, their relatives and those around them. However, our ability to provide ourselves with security is limited. Therefore, certain activities in this area are undertaken by various organizations, institutions, and above all the state. The state is the main focus of providing security to its citizens. It is endowed with special procedures and apparatuses for this purpose. Taking care of safety in the means of public transport is one of the areas included in the generally understood safety, which contributes to our stable functioning and the possibility of living in favorable and friendly conditions, also during travel, which is an indispensable element of life.

The aim of this study is to analyze the threats to safety in public transport for the capital city. The analysis of literature sources and statistical data was used as a research method. The development of public transport in cities as large as Warsaw is extremely fast. According to research carried out by the Central Statistical Office, the population of Warsaw was approximately 1.8 million inhabitants and is constantly growing³. We must be aware that many people come to Warsaw from the so-called satellite cities, e.g. from Żąbki, Zielonka, Marek, Wołomin. They come to work, universities and high schools every day. Both the inhabitants of Warsaw and the inhabitants of the neighboring cities move to a large extent by public transport. Along with the development of the city, this branch of transport should also develop with a larger number of people. The development of public transport should be manifested not only in the growing number of vehicles that are put into service, but also better organized and adapted to the growing number of people, management, and above all, actions should be taken to ensure the safety of such a large group of travelers, as well as drivers. Activities for safety in public transport should increase gradually, along with the development of the city and the number of its inhabitants.

Safety in public transport

Most people have certainly traveled on public transport. These measures include, for example, trams and buses. We want to feel safe everywhere, also in them. Are the services taking steps so that we can feel safe when traveling by these means? Of course. One of the largest government crime and anti-social behavior

³ *Podstawowe informacje o stanie i strukturze ludności Warszawy*, <http://www.um.warszawa.pl/o-warszawie/warszawa-w-liczbach/ludnosc>, stan na dzień 31.12.2019 r. [accessed on 14.12.2020].

programs – *Safety together*⁴, deals with the subject of safety: at school, in public places, in business, but also the subject of safety in public transport. The program presents problems related to this particular security. These include: the persistent threat of crime on railway routes, an increasing number of pickpocketing, public order disturbances, hooligan behavior, a very high risk of robbery, vandalism, devastation, verbal aggression, disturbances of order increasing with the travel of participants of mass events; the threat caused by the devastation of certain elements of the infrastructure of public transport was also noticed.

Unfortunately, a disturbing problem is also the indifference of public transport employees to breaking the law. Tasks that are to reduce this crime relate to risk analysis, cooperation of the Police, Border Guard, administration responsible for transport, railway companies, e.g. establishing routes that are most vulnerable to theft. In addition, the assumptions of the program take into account that it is necessary to carry out analyses in cooperation with the local government administration, but also to get acquainted with the opinions of residents of given areas, moving to the capital city. For the implementation of these tasks, appropriate units (services) are necessary, which will carry out appropriate analyses and determine the correct conclusions from them, which constitute the basis for the proper implementation of securing journeys by public transport. The implementation of the program also included the evaluation of these activities and, if necessary, making corrections in the activities for safety. Using the so-called achievements of the twenty-first century, that is, the promotion and use of technical means supporting security.⁵

Police statistical data⁶ in terms of information on crimes committed in selected places, indicate that in public transport there are: murders, damage to health, fights and beatings, theft of someone else's property, burglary and robbery crimes. According to statistical data, homicides in the area of the metro station are very rare, they are recorded in the railway area (excluding carriages), but their number does not exceed 7 cases per year. In the areas associated with the Warsaw metro, about 15,000 cases of theft of someone else's belongings annually, mostly related to the so-called pickpocketing. In addition, there are approximately 7,000 all types of robbery crimes annually (robbery, robbery, extortion).

⁴ *Program Razem Bezpieczniej* realized in the years 2007-2015, now continued as *Program ograniczania przestępczości i aspołecznych zachowań Razem Bezpieczniej im. Władysława Stasiaka na lata 2018-2020*.

⁵ *Ibidem*, p. 12.

⁶ <https://statystyka.policja.pl/> [accessed on 20.12.2020].

Security threats in public transport

The most burdensome crimes that threaten the participants of public transport include the group of robbery crimes (robbery triad). Robbery is theft combined with the use of violence against a person or the threat of immediate use of it, or committed by making a person unconscious or defenseless. In which the victim, under the influence of such a threat, immediately hands over the object to the perpetrator. The offense of robbery takes place without the use of violence and consists in making the victim drunk with alcohol, giving him a drug or embarrassing him in a situation when he is unable to defend himself against it. If they cooperate, they commit a crime punishable by imprisonment for at least 3 years⁷. Another type of crime is robbery, i.e., an offense involving the use of violence against a person or the threat of its immediate use, or bringing a person to a state of helplessness or unconsciousness in order to maintain possession of things immediately after theft. A robbery theft occurs when a fleeing thief attacks a person trying to take the stolen item from him. For the existence of the crime, it does not matter whether the victim is a previously robbed person or an accidental witness to the crime who chased the perpetrator⁸. Extortion of robbery is an offense consisting in causing another person to dispose of their own or someone else's property, or to cease economic activity by using violence, threats of an attempt on life, health or a violent attack on property. The perpetrator must act in order to gain financial gain for himself or for someone else. Extortion of robbery differs from robbery by the time interval between the perpetrator's action and the victim's reaction, during which the victim is not under the direct influence of the forcing. Exceptionally, these behaviors may occur simultaneously, and this in the case of destruction of the property of the injured party by the perpetrator or threats of such damage in order to force the injured party to act of the indicated nature⁹.

Vandalism is another type of risk in public transport and transport locations. In dictionary terms, it is behavior consisting in thoughtless destruction of valuable objects, cultural goods and values¹⁰. Perpetrators devastate vehicles: they break windows, steal, damage validators, destroy seats and other equipment, cover windows and walls of public transport with hard-to-remove stickers and graffiti. They also destroy bus shelters: posts, timetables, windows and benches. It would seem that vandals are most active at night, especially during leisure time - mainly at weekends. Nothing could be more wrong: damage, attempts to break windows,

⁷ Ustawa z dnia 6 czerwca 1997 r. Kodeks karny (Dz.U. z 2020 r., poz. 1444, Dz.U. z 2020 r., poz. 1444).

⁸ Ibidem

⁹ Ibidem

¹⁰ B. Dunaj (red.), *Słownik współczesnego języka polskiego*, t. 2, Warszawa 2001, p. 499.

deliberate scratches occur mainly during the day and inside vehicles (hooligans do not hide - as many as 163 cases took place during the day and 33 on the night lines). All events took place while the vehicle was operating in the city, which entailed additional costs related to the need to provide new rolling stock. There are also cases of destruction of rolling stock standing on a loop or railway siding¹¹.

The most common form of crime is pickpocketing. Unfortunately, this form of crime is very popular. Thieves are most often waiting for us in places characterized by crowds, confusion and loud sounds. These are places where our attention is either scattered, chaotic, or we are extremely focused on one thing without noticing the changes in our surroundings. Such places are the means of public transport, train stations, bus stations, street games, concerts, supermarkets and bazaars. We use public transport every day, usually to get to work, university and then home. We travel often during the so-called rush hour, buses and subways are crowded, stuffy, and the uncomfortable situation makes us nervous and stressed. These are ideal conditions to facilitate the theft of a pickpocket. He can easily take advantage of inattention, fatigue, thoughtfulness. Our disadvantage is also the fact that pickpockets usually work in groups, are trained, have ready-made scripts, tricks and stratagems, are extremely skillful and clever, do not stand out from the environment. The level of aggression and brutality of thieves, who less and less refer to any code of values, is also growing¹².

In public transport, we may also be exposed to aggression from other people. Increasingly, fights or aggressive behavior towards an individual occur in public places, regardless of the presence of other people. By definition, aggression “*is behavior aimed at causing psychological or physical harm to another person*”¹³. Aggression can serve various purposes, such as: gaining power, a sense of domination, forcing others to submit, forcing certain behaviors on them, as well as relieving tension and showing how „tough” he is¹⁴. Psychologist E. Aronson divides aggression into hostile and instrumental, the enemy is the result of anger, its goal is to inflict pain, injure another person, while the instrumental one is based on causing harm to others, which serves to achieve a specific goal¹⁵. The psychologist raises the problem of witnesses of violence who do not react in any way, do not come to help. “*Several experiments have shown that the probability of getting help from residents*

¹¹ M. Sieczkowski, *Wandalizm w komunikacji miejskiej – jak z nim walczyć?* <http://www.transinfo.pl/> [accessed on 27.12.2020].

¹² J. Pałkiewicz, *Jak żyć bezpiecznie w dżungli miasta*, Warszawa 1999, p. 78-85.

¹³ *Szkice z psychologii społecznej*, ed. W. Bańka, Płock 2006, p. 171.

¹⁴ *Ibidem*, p. 172-173.

¹⁵ E. Aronson, *Człowiek istota społeczna*, Warszawa 2001, p. 236.

of smaller towns is greater than that of residents of large cities"¹⁶. People behaving aggressively may be under the influence of alcohol or drugs. Such a person is especially dangerous because all inhibitions as well as fear of consequences or punishment disappear, and they also have a disturbed sense of reality.

Apart from the exposure of passengers to common crime, the typology of road traffic hazards, which directly affect the safety of passengers using public transport, cannot be eliminated. Road traffic is created by 3 main groups of factors, which include vehicles: - passenger cars, - heavy vehicles (lorries, delivery vans, buses), - slow vehicles (slow-moving vehicles, agricultural tractors, special vehicles), - trams, - trolleybuses, - single-track vehicles (motorcycles, mopeds, bicycles) and others, e.g. wheelchairs. Another factor in road traffic is road users - road users, including drivers of motor vehicles (drivers), drivers of other vehicles, vehicle passengers, cyclists and pedestrians.

The last group in road traffic is the road environment. It consists of: - the road with its equipment and devices, - the surroundings of the road (the lane adjacent to the road), - traffic conditions (e.g. traffic volume, structure of traffic participants) and - weather conditions. Road traffic hazards can be divided into objective and subjective ones. In the road traffic hazard assessment, the objective hazard risk analyzes are of particular importance. This risk can be assessed on the basis of an analysis of road accidents and collisions as well as traffic conflicts and pre-conflicts¹⁷. Stops for travelers, or specifically, their construction, may be one of the elements that pose a safety risk. This is due to, among others: small coves, high curbs, limiting the width of the pavement, no fencing for islands. In addition, the incorrect, insufficient height of the railing separating the island from the street allows for unauthorized passage through it, and even more dangerous, jumping.

Another factor is the bad location of sand bins, lighting poles, litter bins, which can be a threat to people getting off the means of transport; moreover, a lack of or insufficient transmission of information that would be adapted to the reception of deaf or blind people. In addition, there is a risk of insufficient adaptation of public transport vehicles to the needs of disabled people, e.g. using wheelchairs.

Types of means of public transport in Warsaw

Zarząd Transportu Miejskiego in Warsaw (ZTM) is a self-government body of the capital city of Warsaw, supervising the operation of collective public transport in the

¹⁶ Ibidem, p. 52-53.

¹⁷ T. Szczuraszek, *Bezpieczeństwo ruchu miejskiego*, Warszawa 2005, p. 17.

Warsaw agglomeration. ZTM decides about the route of buses, trams, underground and the location of stops. Basic concepts found in *Regulations for the transport of passengers and luggage by local public transport in the city of Warsaw*¹⁸ are as follows: ZTM - abbreviation of the name Zarząd Transportu Miejskiego; vehicle - it is a means of transport that is used by the carrier in local public transport; carrier - an entity commissioned by the ZTM to provide transport services by vehicles; transport - transport of passengers and luggage performed by carriers, and a passenger - a person who concluded a transport contract (entering into a transport contract is considered to be entering the vehicle, and in the subway - entering the subway ticket zone). § 11 of the quoted regulations stipulates that nuisance people who pose a threat to safety or order may be removed from the vehicle, stop, or metro station, and may not be allowed to travel or enter the metro ticket zone. On the other hand, the provisions of § 12 of the regulations stipulate that in extraordinary cases, such as, for example, a threat to health or life, committing a crime, gross violation of order regulations or other serious disturbance of public order, the vehicle operator is entitled to change the established route in order to benefit from the assistance of appropriate services, in particular the Police, City Guard of the Capital City of Warsaw, fire and rescue units, health care facilities¹⁹.

Buses are a very popular means of public transport, they run within large cities and their surroundings. They have a fixed route and running times. Passengers must have a valid ticket (in Warsaw, city cards also apply), and each bus has the Regulations for the carriage of passengers and luggage, which contain all information on the conditions of travel, charging rules, and ticket inspection. Traveling by buses, we also have the opportunity to learn about the various safety campaigns that are promoted by these means of transport. Currently, in Warsaw and its vicinity there are also lines of the so-called night buses. They allow people to travel at night. **Trams** are rail vehicles, shorter and lighter than trains. In Warsaw, trams are numbered from 1 to 79. Numbering from 1 to 39 covers basic connections. Trams with numbers from 40 to 49 run at certain times of the day or week (e.g. during peak traffic hours). Trams with other numbers run on special or substitute lines²⁰.

The metro is an underground rail system. The Warsaw Metro is a unique means of public transport on a national scale. In Poland, we have two metro lines, right in the capital. Metro is one of the safest means of communication. In addition to safety, it is one of the most convenient means of transport, not

¹⁸ <https://www.wtp.waw.pl/przepisy-i-regulaminy/regulamin-przewozu/> [accessed on 20.12.2020].

¹⁹ Ibidem.

²⁰ *Komunikacja krok po kroku, ZTM Warszawa*, <http://www.ztm.waw.pl/?c=126&l=1> [accessed on 4.12.2020].

interfering with other road users, thanks to moving underground, on its own tracks. The Warsaw metro, its first line, has 21 stations from Młociny station to Kabaty station. The second one already has 13 stations from the Księcia Janusza station to the Trocka station and its construction is underway in the eastern and northern sections. **Szybka Kolej Miejska SKM** was established in 2004. SKM serves both the residents of Warsaw and the surrounding area. *Warszawska Kolej Dojazdowa* was established in 2000. It is based in Grodzisk Mazowiecki. The WKD route covers the following municipalities: Michałowice, Pruszków, Brwinów, Podkowa Leśna, Grodzisk Mazowiecki, Milanówek and the districts of the capital city of Warsaw - Włochy, Ochota and Śródmieście. WKD provides agglomeration passenger transport services for people living in the areas of the above-mentioned administrative units²¹. The core business of WKD sp. z o.o. is organizing passenger transport on the line Warszawa Śródmieście WKD - Grodzisk Mazowiecki Radońska with a branch on Podkowa Leśna to Milanówek and managing the railway lines: No. 47- Warszawa Śródmieście WKD - Grodzisk Mazowiecki Radońska, No. 48 - Podkowa Leśna Główna- Milanówek Grudów, No. 512- Pruszków - Comoros²². All communication elements around the capital city are closed by trains. In rail transport, it is a set of railway vehicles coupled together (a railway vehicle moves along railway tracks)²³. It is a means of public transport thanks to which we can get to the city very quickly. However, getting around in the city itself is limited by even a small number of stations. *Polskie Koleje Państwowe (PKP)* act as a joint stock company. This company can be divided into a parent company and operator companies supporting, among others passenger transport markets, e.g. PKP Intercity S.A.

Legal and technical aspects of security protection

Safety in transport is taken into account by both EU regulations and the document of the Ministry of Infrastructure “*Polityka transportowa państwa na lata 2005-2025*”. The standards adopted by the Polish Committee for Standardization have specific guidelines to improve the quality of transport services. They define, for example, qualitative criteria for passenger safety. When the sense of security is

²¹ *Warszawska Kolej Dojazdowa sp. z o.o. O firmie*, http://www.wkd.com.pl/index.php/pl/article_constant/103, [accessed on 27.12.2020].

²² *Ibidem*.

²³ *Ir-1 (R-1) Instrukcja o prowadzeniu ruchu pociągów* – PKP Polskie Linie Kolejowe S.A., § 8, http://www.plk-sa.pl/fileadmin/PDF/akty_prawne_i_przepisy/instrukcje/Ir-1.pdf, [accessed on 4.12.2020].

disturbed among passengers, they begin to feel the brakes in using public transport. The quality of passenger transport, its safety and comfort should be a priority for city authorities that deal with public transport²⁴. In the transport department, we can distinguish four positions of persons responsible for formal and legal aspects of security protection. These positions include: President of the Civil Aviation Office, General Director of National Roads and Motorways, President of the Office of Rail Transport, Chief Inspector of Road Transport. General Director for National Roads and Motorways - the role of this body consists of many factors: performing the tasks of the national road administrator; it contributes to the implementation of the road transport policy; one of the tasks is to collect data and prepare information on the public road network; supervises the preparation of road infrastructure for the purposes of state defense; issues permits for a single journey within a specified period of time and along the prescribed route of non-standard vehicles; cooperates with local government bodies in the development and maintenance of road infrastructure; deals with traffic management on national roads; protection of road monuments; also cooperates with the competent authorities in matters of spatial development, national defense, geodesy and land management, land and building records, agricultural and forest land protection, environmental protection and monument protection²⁵.

President of the Railway Transport Office - his tasks include technical supervision over the operation and maintenance of railway lines, railway vehicles, and the safety of railway traffic; as the National Safety Authority, it supervises the safety of the transport of dangerous goods by rail. He "(...) can suspend railway traffic or introduce its limitation if a threat to railway traffic safety is identified and may exclude a railway vehicle from use or limit its operation, if it does not meet the requirements of technical regulations."²⁶ Chief Inspector of Road Transport - is the central body of government administration, responsible for coordinating activities for the improvement of traffic safety and environmental protection; "the activity of the Inspection contributes to an increase in the level of compliance with the provisions in force in road transport, in particular with regard to drivers' working time and order in road traffic. It also contributes to the improvement of the technical condition of trucks and buses on Polish roads."²⁷

²⁴ S. Zamkowska, *Bezpieczeństwo podróży publicznym transportem pasażerskim*, „Transport Miejski i Regionalny” 2005, Nr 10.

²⁵ Ibidem, p. 197, 198.

²⁶ Ibidem, p. 198.

²⁷ Ibidem.

As for Security and Crisis Management Office, its scope of activities covers two areas. The first area is security and public order. As part of this area, analyses of the state of safety and public order are carried out, development of safety improvement programs, their implementation and implementation, service of the Security and Order Committee of the Capital City of Warsaw, cooperation with the Police, government administration, etc. The second area covers crisis management, defense and civil protection. Threats are monitored and analyzed, as well as cooperation with the State Fire Service, performance of tasks in the field of civil defense. The office supervises the Municipal Police of the Capital City of Warsaw, the Capital Center for Drunken Persons and the Monitoring System Service Department. The internal units of the Bureau are departments. Selected departments include: Organizational, Public Safety, Crisis Management, Defense Affairs and Civil Protection.²⁸ Road and Communication Office, the scope of the Office's activities is very wide. It includes, among others coordination of activities in the field of the functioning of the city's transport system, implementation of the transport policy, city development strategy, handling cases regarding the qualification of public roads to the appropriate category, cooperation with the authorities of municipalities and poviats in the field of creating a coherent road system and development of public transport, cooperation in creating traffic safety programs vehicles and pedestrians; and safety in public transport. The office supervises the Municipal Roads Authority, Public Transport Authority and Road Repair and Maintenance Department.

The departments of the Bureau include, for example: Road Department, Public Transport Department, Permanent Traffic Organization Department²⁹. One responsible for the safety of the metro is Służba Ochrony Metra (SOM), which carries out tasks ensuring compliance with the law in the Warsaw metro. SOM guards are constantly trained to perform specific duties in metro infrastructure facilities. SOM is responsible for securing the area and facilities of the Technical and Parking Station, warehouses and office rooms as well as other metro facilities, as well as for the protection of the metro's property and the borrowed property. The Metro Security Service cooperates with the Warsaw Metro Police Station for better security. The police station is responsible for maintaining order and security in all twenty-one metro stations. Its range covers the surface underground, it includes mezzanines, platforms, tunnels, railway carriages, as well as the back-up facilities of the Kabaty technical and parking station. The tasks of policemen

²⁸ *Biuletyn Informacji Publicznej m.st. Warszawy*, [w:] http://bip.warszawa.pl/Menu_podmiotowe/Biura_Urzedu/ZK/default.htm [accessed on 04.12.2020].

²⁹ *Ibidem*.

include preventive actions, e.g. identification of persons whose behavior is inappropriate to the situation; policemen can inspect the luggage of such persons, they also check abandoned items for pyrotechnics.

They patrol together with the Municipal Police. Big benefits in the field of security are brought by saturating the metro station with uniformed officers, as „a policeman in sight” acts as a deterrent to criminals. In the event of a forced evacuation of people, the decision is made in cooperation with the metro management and non-police services. The headquarters of the Warsaw Metro Police Station is located at the Centrum metro station, and at every other station there is a room for policemen³⁰. The Plant Rescue Service of the Warsaw Metro is a team that has the appropriate equipment and is trained to help people in the metro, and to support the removal of failures in metro infrastructure facilities. It is equipped with two vehicles: firefighting and technical rescue. The USSR cooperates with rescue units of municipal and state services. Joint exercises in tunnels, stations and subway cars are used to increase operational efficiency. In the event of an accident or a serious breakdown, all trains go to one track and holding tracks behind some stations, allowing the technical rescue team to reach the accident site. The maximum speed of this vehicle is 50 km / h, regardless of the driving direction. The Railway Security Guard serves to maintain order and safety in so-called railway areas, stations, stations and stops. Railway areas include railway lines and objects related to railway infrastructure. SOK has powers similar to the Police, although they relate to a certain section of operation. The formation that created the foundations of the Railroad Guard was the Railway Guard, later transformed into the Military Railroad Guard. In 1934, the Railway Protection Guard was established, which has survived to this day. Actions taken to ensure safety in transport, which are to be undertaken in the field of transport safety, and the subject of public safety in cities were presented in the project of the Ministry of Infrastructure called „State Transport Policy for 2005-2025”.

In the sphere of transport safety, it is emphasized that all people should feel responsible for road accidents, that the road system and vehicles should be designed in such a way as to minimize errors of road users, and all procedures of the transport management system should be oriented towards the safety of its participants. In order to improve safety in public transport and transport, the Road Traffic Safety Program - GAMBIT was created. The mission of this program is to implement the program slogan: „Poland is a friendly country because it is safe”.

³⁰ A. Mroczek, *Bezpieczeństwo w metrze: aspekty organizacyjne i techniczne*, „Terroryzm. Zagrożenia – prewencja – przeciwdziałanie / Centrum Badań nad terroryzmem Collegium Civitas” 2009, no. 2.

The program is therefore to make Poland a country with a well-organized road safety system, where road users will be friendly, but also with safe road infrastructure, an effective system of traffic supervision and road rescue. In rail transport, it is intended to improve safety by modernizing infrastructure and introducing modern control systems. An EU directive is also to be introduced, which concerns safety on the Community's railways. The program also shows that cities should implement a transport policy that is favorable to public transport (e.g. separate lanes, separate lanes for buses). State policy is aimed at introducing certain instruments relating to transport in cities. It is necessary to introduce the obligation to formulate transport policy - as resolutions, at various levels of local government structures, promote activities aimed at spatial and functional integration of transport subsystems, e.g. creating common timetables, promoting rail transport in cities, mainly railways and trams, supporting all activities that are aimed at are to improve road safety³¹.

The National Road Safety Council and Provincial Road Safety Councils are an inter-ministerial auxiliary body of the Council of Ministers in road safety matters. Its tasks include, among others, developing programs to improve road safety, initiating scientific research, initiating educational and information activities, cooperation with relevant social organizations and non-governmental institutions. The Voivodship Council is the Voivodship Coordination Team for road safety. Its tasks include, for example, development of regional road safety programs, approval of the expenditure plan of voivodeship road traffic centers in the part intended for the improvement of road safety³². Technical support.

Monitoring, acts of vandalism, even banditry, various crimes committed in public transport mean that new solutions are sought to minimize this type of dangers. One of these solutions was the introduction of monitoring, and now - its expansion. Thanks to it, it is possible to record and play back everything that is happening on e.g. streets, inside public transport, at metro stations. Vehicles equipped with cameras will significantly increase safety for those traveling there. The consequences of introducing a monitoring system in public transport vehicles include: - a significant reduction in the scale of vandalism and pickpocketing, - an increase in the sense of security for passengers, the driver himself or people working in means of transport, - providing evidence in the form of high-quality photos in the event of a possible criminal proceedings against perpetrators

³¹ *Polityka Transportowa Państwa na lata 2005-2025*, Ministerstwo Infrastruktury, http://www.skk.org.pl/ptp_15_marca_05_r.pdf [accessed on 4.12.2020].

³² Ustawa z dnia 20 czerwca 1997 r. Prawo o ruchu drogowym (Dz.U. z 1997 r., nr 98, poz. 602).

of crimes committed in the vehicle, - supervision over the driver's work and - explanation of the circumstances of road collisions³³.

In order to increase the safety of bus and tram passengers, buses have been introduced with platforms enabling the trolley to enter the vehicle, the need to use such a platform is signaled by pressing the appropriate button. In addition, drivers of low-floor buses have the option of lowering the entry threshold, reducing the difference between the curb and the threshold, which is a unique convenience for people who have difficulties in moving, the courses of these low-floor vehicles are specially marked in the timetable. For people on wheelchairs, safe travel by buses is possible thanks to a designated place with a special backrest and safety belts. In addition, the vehicles are equipped with special buttons indicating an alarm, notifying the driver about an undesirable event. The services responsible for safety in means of communication, in clearly visible places, post safety information, e.g. information on the possibility of breaking the glass with a hammer located by the glass, in conditions of threat to life or health. Trains have special safety brakes that can be used by passengers.

Additionally, voice information about the route and stops is available on trams and has recently been installed on buses. The messages provide the name of the current stop and the name of the next one after moving off. Outside, it is possible to present the line number and the destination. All new buses have a more contrasting marking of the door sills and platform edges - with yellow and black strips³⁴. The carrier ensures constant communication between the vehicle driver and the traffic dispatcher or relevant services, the carrier's cooperation with the Police, Municipal Police and ambulance services. In 2007, security guards appeared on buses and trams. ZTM reported that thanks to the introduction of security guards, the number of cases of devastation in buses and trams decreased by 30% compared to the previous year, and security guards intervened in such cases as, for example, taming aggressive passengers, preventing fights, interventions against devastation, alcohol consumption in vehicles, smoking in vehicles, some interventions were related to the homeless³⁵. As an additional element ensuring safety, ZTM in cooperation with the Municipal Police has created a notification system about dangerous situations observed on buses or trams; a witness of such an event can send an SMS to a special telephone number.

³³ *Monitoring miejski*, <http://bezpieczna.um.warszawa.pl/bezpieczenstwo-publiczne/monitoring-miejski> [accessed on 4.12.2020].

³⁴ *Skargi i interwencje*, MZA, <http://www.mza.waw.pl/interwencje.html> [accessed 4.12.2020].

³⁵ Sieczkowski M., *Wandalizm w komunikacji miejskiej – jak z nim walczyć?*, <http://www.transinfo.pl/text.php?from=archive&id=22589> [accessed 4.12.2020].

In the Warsaw Metro, each metro station has an elevator that allows you to travel between the surface and the platform; the elevators are specially marked to be visible from a distance. There is a yellow telephone at each metro station, which has been installed so that everyone can notify the services of a dangerous situation. There are special buttons in the wagons, thanks to which you can inform the driver about a dangerous situation. Subway cars are equipped with devices that record driving parameters. These “black boxes” are created and work like their counterparts in airplanes. Thanks to the Polish Cardiac Society, the metro stations received defibrillators, which have been in use since January 1, 2007, and are located on individual metro platforms.

Metro stations can act as shelters. They have been properly prepared for this: in the entrance corridors and route tunnels they have massive gates with a mechanical drive; unfortunately, these stations were not equipped with systems filtering the air from the outside in case of contamination³⁶. Another element related to the neutralization of security threats is the education of the youngest users of urban transport and preventive programs. ZTM has taken steps to introduce communication education lessons in schools. The „ABC of Safety” program for primary school students was implemented. The second edition of the program is an educational program called the Warsaw Education Line. The cycle of classes is unusual because it is conducted on trams. Children also receive a primer describing correct behavior in public transport and at bus stops, „*Z Bilecikiem po Warszawie*”³⁷. Common knowledge of safety reaches young people at school. This is because of the subject being taught, the defense training. The scope of education includes civil defense, information on humanitarian law, knowledge about various types of threats, as well as medical rescue. Lessons on Emergency Medical Services and First Aid can be of benefit to students. Such knowledge and practice (e.g. heart massage exercises on phantoms) may make it possible for the person who is at the scene of the accident to be able to help the victim in the future. Therefore, knowledge and practice regarding emergency medical services and first aid is very important. Various courses are organized in its field, e.g. at universities; such knowledge is also obtained during driving license courses. First aid instructional videos are displayed on buses with video and advertising monitors. Warsaw Program for the Prevention of Crime and the Protection of Citizens’ Safety and Public Order was prepared by the Security and

³⁶ *Metro w Warszawie*, Wikipedia, http://pl.wikipedia.org/wiki/S%C5%82u%C5%BCba_Ochrony_Metra#S.C5.82u.C5.BCba_Ochrony_Metra [accessed on 4.12.2020].

³⁷ *Bezpieczniej i łatwiej*, informacje prasowe ZTM, <http://www.ztm.waw.pl/informacje.php?i=263&c=98&l=1> [accessed on 4.12.2020].

Order Committee of the Capital City of Warsaw and is a district security strategy. The areas of activities under the program include, among others: preventing crime and social pathologies, preventing violations of public and administrative order, as well as efficient management and integration of municipal services³⁸.

Summary

Taking care of your own safety is described by the journalist and traveler Jacek Pałkiewicz, who indicates the interpretation of ways in which we can take care of our own safety in the book „*Jak żyć bezpiecznie w dżungli miasta*”. It lists some methods that are to serve our safety. He calls it the security key, which consists of three elements: awareness of the threat, prevention and defense actions. In public transport, you should also remember about the basic safety rules. First of all, when traveling in rush hours, you should very carefully get on the bus, you should not “squeeze” in front of the crowd, because when entering, the crowd pressing from behind may create a threat, we may trip, lose our balance, and even fall under the bus wheels. When traveling by night bus, we should sit in the place closest to the driver. We should be careful not to fall asleep, as this is an ideal situation for a thief. If we encounter aggressive harassment, we should react violently, not look into the eyes of the attackers, and not show fear. When traveling by public transport, where there are plenty of people, it is best to stand with your back to the glass or wall, the purse or backpack should be between the knees or between the leg and the wall.

It should be stated that modern transport traffic is exposed to many threats, the genesis of which should be seen in the development of modern technologies, increasing passenger transport and many other factors influencing the functioning of the capital city. Public transport generates various dangers, from terrorist attacks to crime, hooligan excesses, infecting information systems or robbery offenses and pickpocketing. Successive advances in communication technology make the everyday life of travelers much easier, but also entail many dangers related to life, health and property, as well as the state of the environment. In view of the above, the institutions of Warsaw and the public order services should be prepared to prevent threats, and in the event of their occurrence, take preventive and repressive measures consistent with the applicable legal order.

³⁸ *Warszawski Program Zapobiegania Przestępczości oraz Ochrony Bezpieczeństwa Obywateli i Porządku Publicznego*, <http://bezpieczna.um.warszawa.pl/bezpieczenstwo/warszawski-program-zapobiegania-przestepczosci> [accessed on 4.12.2020].

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Akty normatywne

1. Ustawa z dnia 6 czerwca 1997 - Kodeks karny, Dz.U. z 2020 r. poz. 1444, Dz. U. 2020 poz. 1444.
2. Ustawa z dnia 20 czerwca 1997 roku, Prawo o ruchu drogowym (DZ. U. 1997 nr 98 poz. 602).

Bezpieczeństwo komunikacji miejskiej jako przykład przeciwdziałania zagrożeniom w ośrodkach miejskich

Streszczenie

Bezpieczeństwo jako jedna z potrzeb każdego człowieka jest niezwykle ważne i niezbędne w codziennym funkcjonowaniu. Każdy z nas stara się osobiście zapewnić bezpieczeństwo sobie, swoim bliskim i osobom wokół nas. Jednak nasze możliwości zapewnienia sobie bezpieczeństwa są ograniczone. Dlatego pewne działania w tym zakresie podejmują różne organizacje, instytucje rządowe i pozarządowe, a przede wszystkim służby państwowe. Dbanie o bezpieczeństwo w środkach komunikacji miejskiej to jeden z obszarów zaliczanych do szeroko rozumianego bezpieczeństwa, który przyczynia się do naszego stabilnego funkcjonowania oraz możliwości życia w korzystnych i przyjaznych warunkach, także w podróży, która jest nieodzownym elementem życia.

Słowa kluczowe: bezpieczeństwo, transport publiczny, zagrożenia, środki transportu