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The main aim of the dissertation is: To assess the relevance of support provided to decision-makers by the analyses of big data generated by intelligent transport systems (ITS) for the implementation of transport policies in Poland's largest cities.

Qualitative research was conducted with the participation of representatives of institutions responsible for the implementation of urban transport policies in Kraków, Łódź, Poznań, Warsaw, and Wrocław.

Based on the findings, the following hypotheses were formulated:

1. Three main reasons why decision-makers use the outcomes of big data analytics to solve decision-making problems in the implementation of urban transport policies are to streamline decision-making, optimise the use of available resources, and legitimise the decisions to be taken.

2. Due to the variety of approaches adopted in different cities and legal restrictions, decision-makers in charge of urban transport policies do not fully leverage the potential of big data analytics in ITS.

3. Using the results of big data analytics in the implementation of urban transport policy reduces the complexity of the decision-making problem, which lessens the requirement for group decision-making.

4. Using the findings of big data analytics in the implementation of urban transport policies does not eliminate the need to engage with external stakeholders, but facilitates consultation and consensus building.

5. Improving the implementation of urban transport policies through big data analytics requires a closer collaboration between cities, as well as between decision-makers and data analysts/engineers in charge of ITS design and operation, in order to better tailor the latter to the needs of decision-makers.

A number of recommendations were made, the implementation of which will minimise the negative impact of the identified impediments to fully exploiting the benefits of big data analytics.