

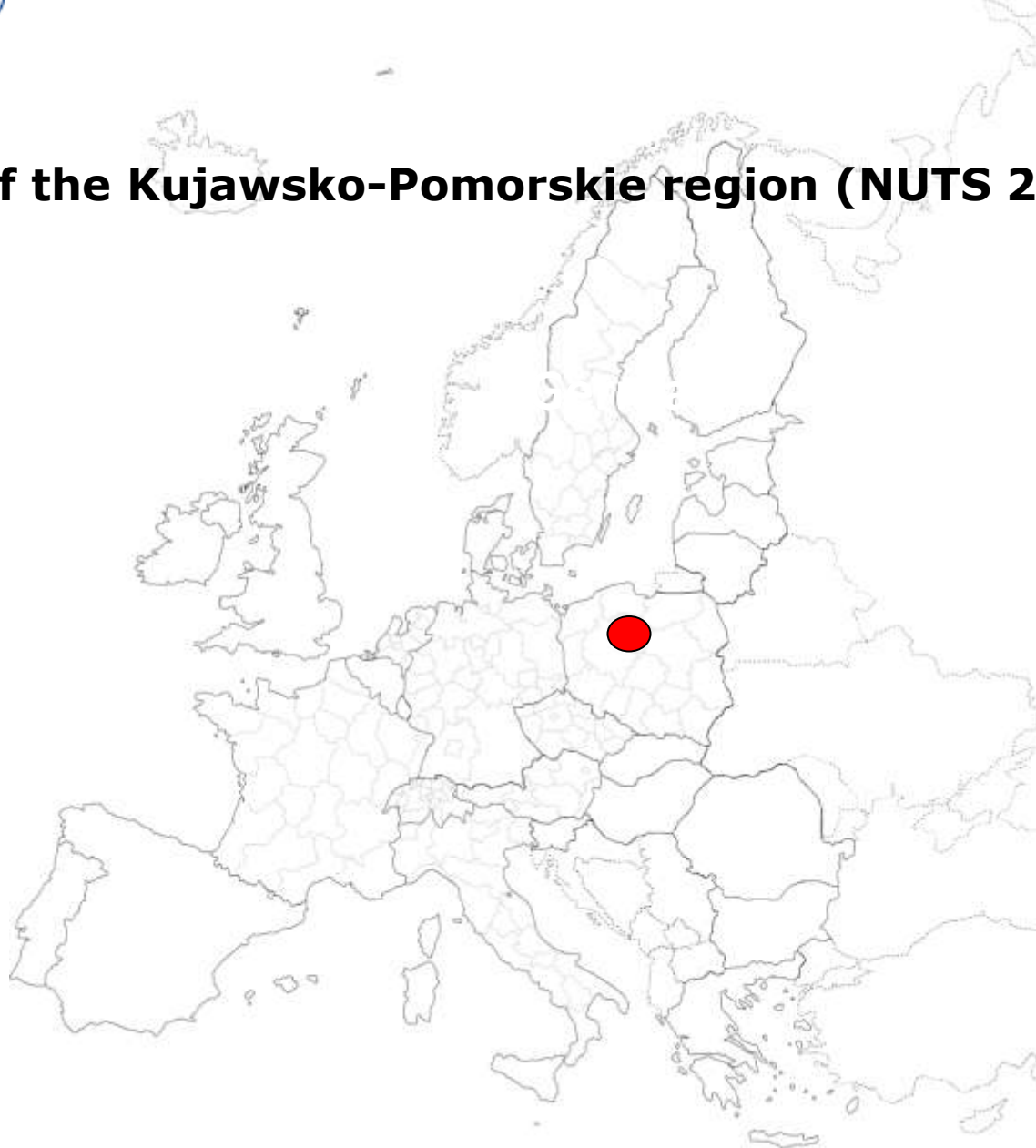
Railway station development program

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Kujawsko-Pomorskie Region (PL)



Location of the Kujawsko-Pomorskie region (NUTS 2)



Characteristics of the Kujawsko-Pomorskie region (1)

Size of the area: 17 971,34 km²

Number of residents: 2 069 575

Density: 120/km² (300/sq mi)

Urban: 1,280,006 (61,1%)



The main railway stations of the province are in capital cities; both stations are served by fast PKP Intercity trains which connect them with the capital Warsaw, as well as other major Polish cities.

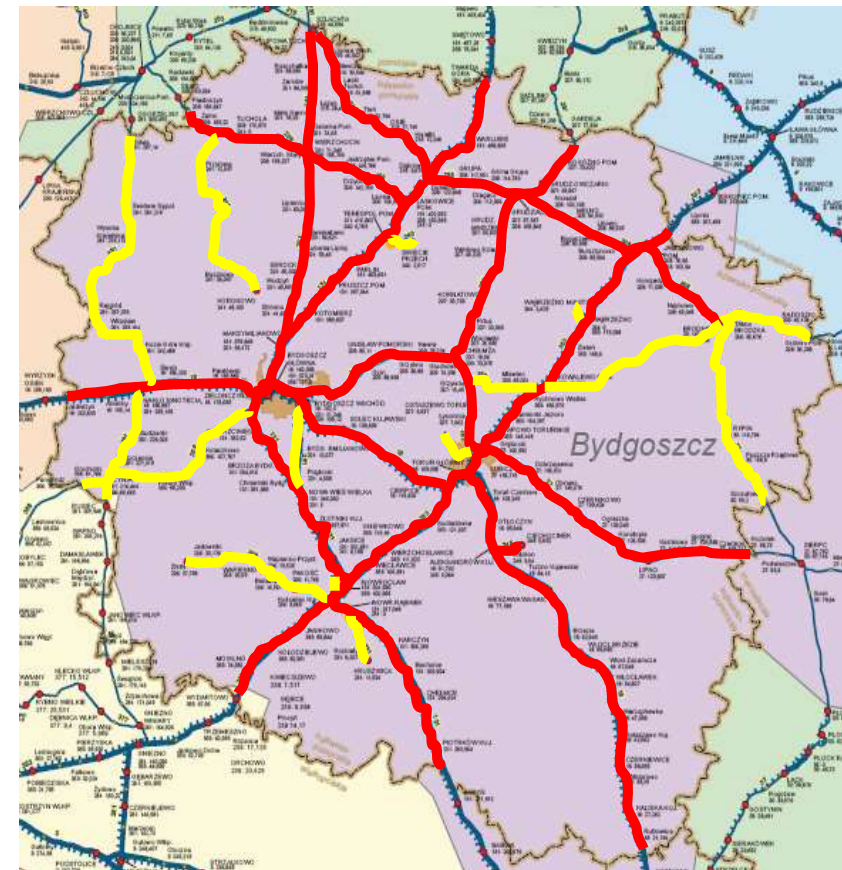
All major towns of the province have municipal transportation companies operating buses, three cities also have tram systems.

The province has one international airport.



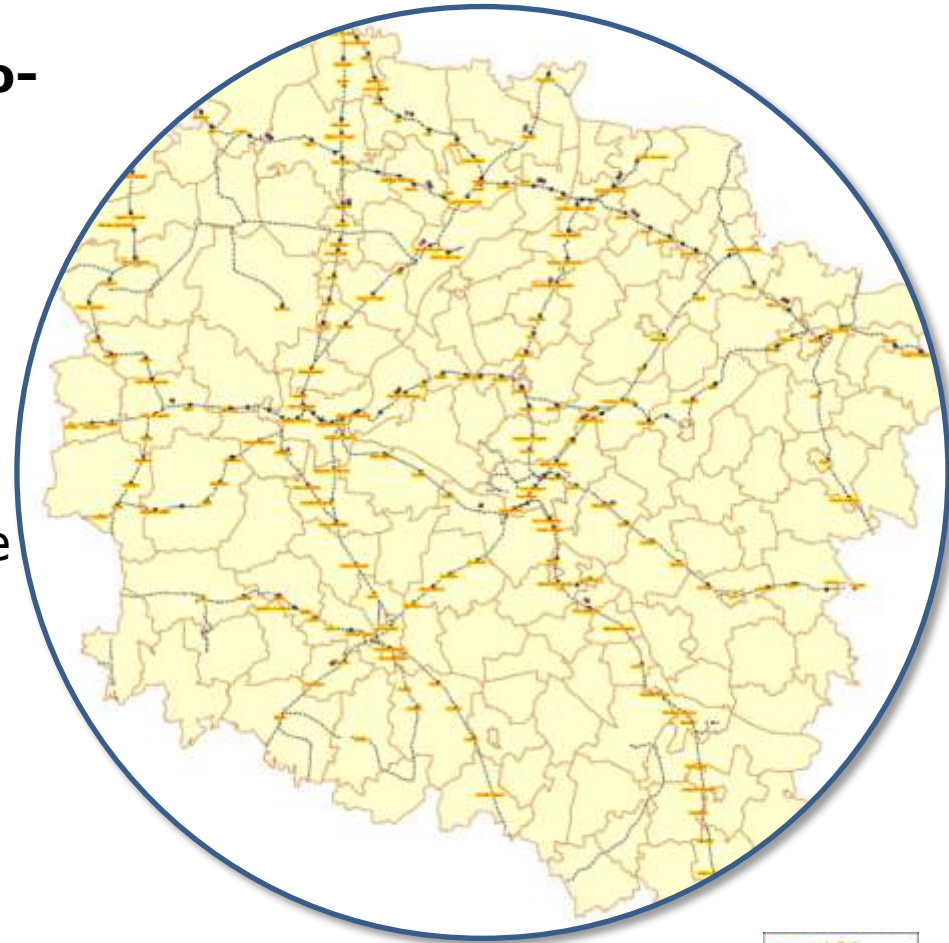
Characteristics of the Kujawsko-Pomorskie region (2)

- 1581 km of railway lines (7.4 / 100km²), half of them are local lines threatened with closure
- 42% without passenger traffic
- 298 trains per day; over two million passengers per year
- Unsatisfactory condition of the infrastructure



Characteristics of the Kujawsko-Pomorskie region (3)

- 69 railway stations
- 80 passenger stops (60 not supported)
- Ticket offices at 49 stations
- Most of the station buildings are closed and in poor condition



Characteristics of the Kujawsko-Pomorskie region (4)

Reason of project: non-modernized railway stations in poor conditions



The Marshal office of the Kujawsko-Pomorskie region is the regional passenger rail authority

- 924 km of the lines with passenger traffic
 - operational work - 5 mln train-kilometres
 - two railway undertakings
 - 360 trains a day
 - 80 trains' relations
 - 10-years contract with Arriva RP
 - the Tarif of the Kujawsko-Pomorskie **(the cheapest tariff in Poland)**
 - the agglomeration tariff BiT
 - the regional tariff WiT
-
- 2007 – first open tender for regional rail service in Poland
 - 2010 – first 10-years contract for regional rail service



The goals of the Kujawsko-Pomorskie pilot project

- Increasing the attractiveness of local rail transport
- The increase of passenger traffic and the number of people using stations
- Retention and expansion of regional rail infrastructure
- Preparing the development program for railway stations in Kujawsko-Pomorskie Voivodeship



Methods

- Analysis of the condition of railway stations and railway stops including a survey among the passengers
- Concept of a model railway station
- Lobbying and cooperation with local stakeholders
- Good practices



Methods / Analysis of the condition of railway stations and railway stops

- More than 10.000 questionnaires, research on all trains and stations
- detailed inventory of the state of railway stations' infrastructure of all railway lines in the region (both active and lines without passenger traffic).
- analysis of passengers' preferences and expectations of the railway stations and the railway transport.
- research of passenger flows on all trains with particular emphasis on the transfers at stations.
- inventory of objects and photographic documentation of all railway stations and railway stops.
- multidimensional assessment of the attractiveness of railway stations and railway stops: their potential for passenger service as well as possible extension of functions of train stations' buildings.



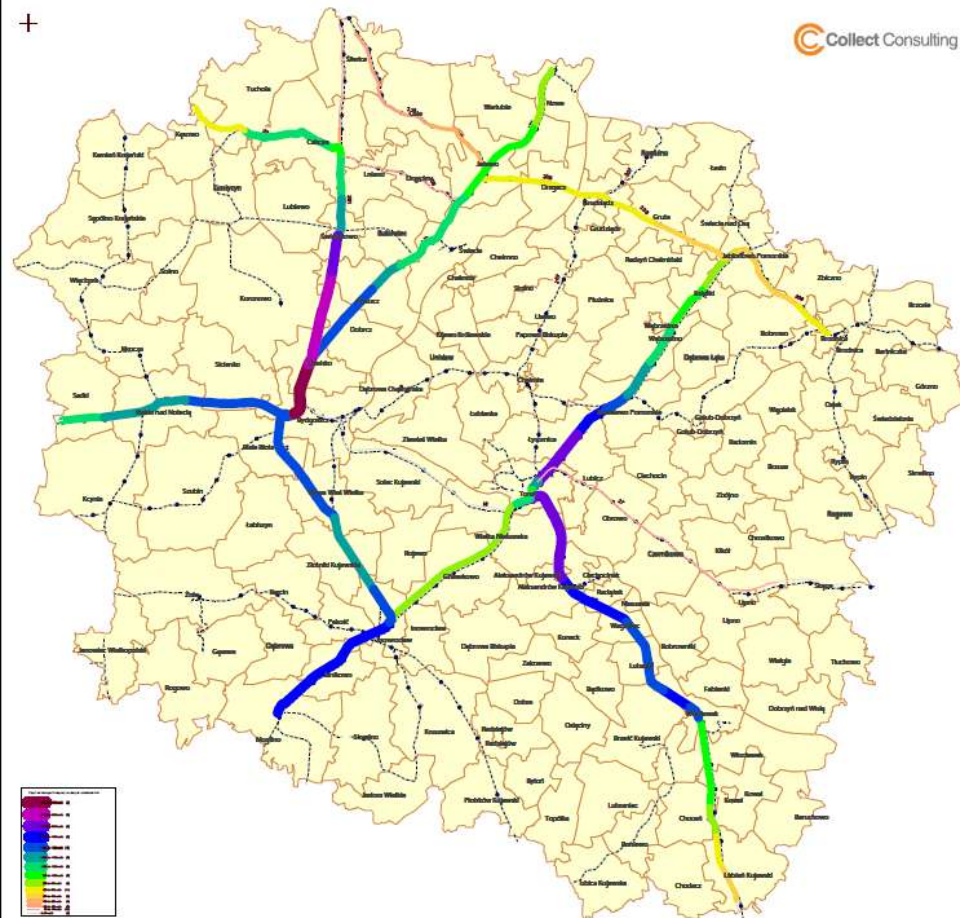
Methods / Analysis of the condition of railway stations and railway stops

The criteria used for analysis were:

- conditions of development,
- demographic potential,
- the location of the station,
- potential regarding tourism, economic activities, academic activities, trade zones, health care, public administration
- competitiveness of railway transport in comparison with private transport and bus operators.
- efficiency and quality of transport service,
- level of railway infrastructure's utilization
- the motivations for travel and travel purposes

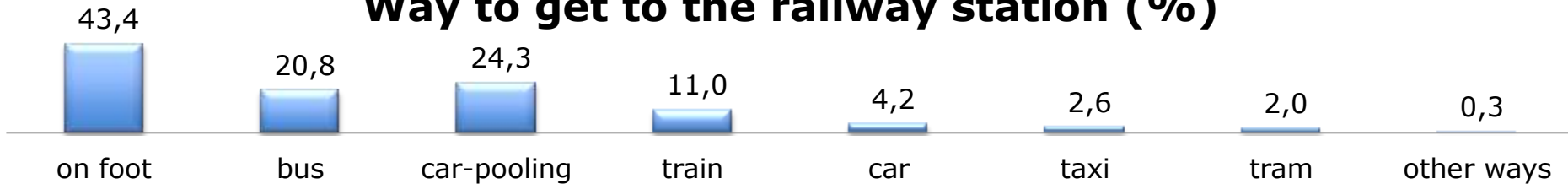


Interactive map of the condition of railway stations and railway stops

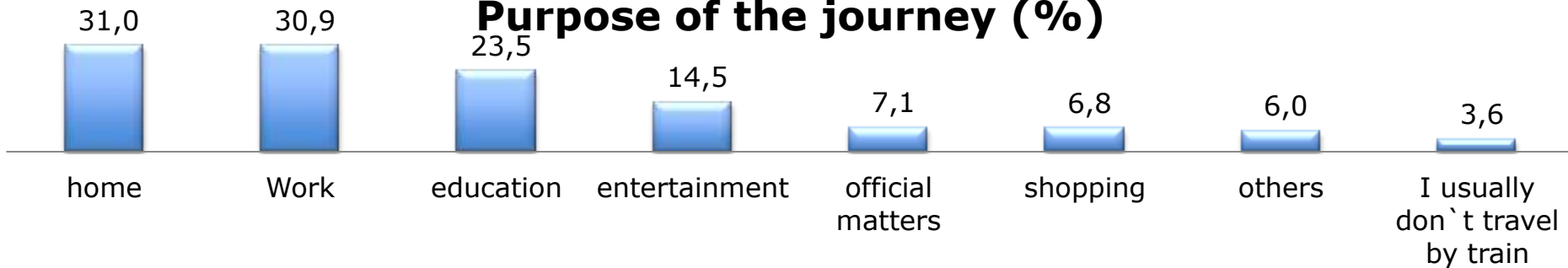


Findings / Analysis of the condition of railway stations and railway stops (1)

Way to get to the railway station (%)

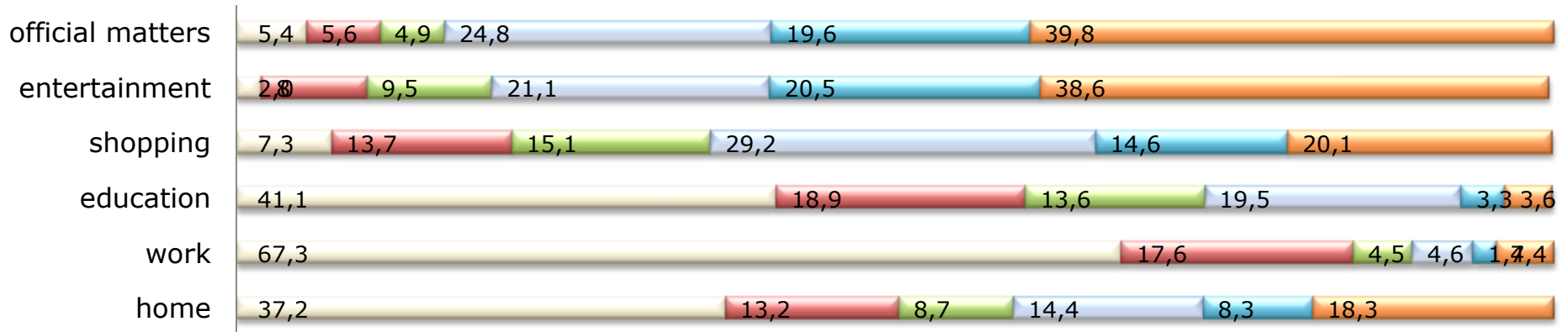


Purpose of the journey (%)



Findings / Analysis of the condition of railway stations and railway stops (2)

purpose of the journey (%)

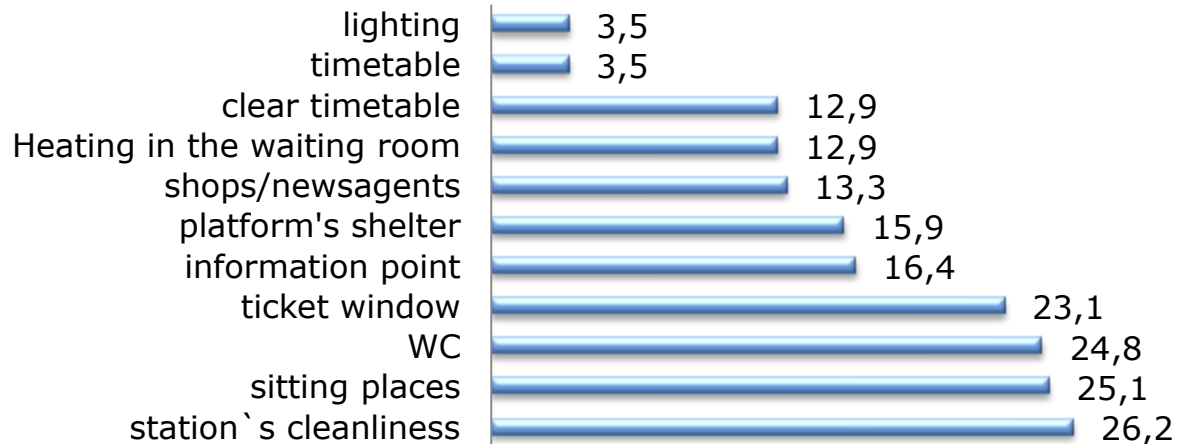


- everyday
- few times a week
- once a week
- few times a month
- once a month
- less

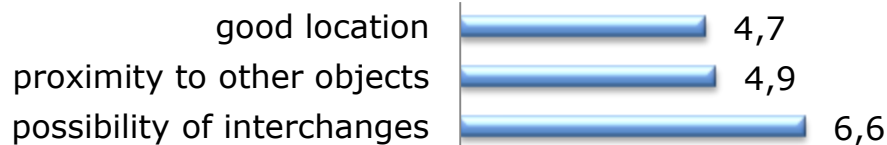


Findings / Analysis of the condition of railway stations and railway stops - Station elements that have to be improved from the point of view of the passengers

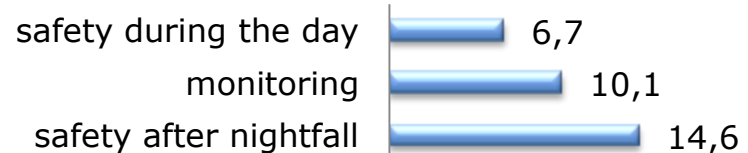
Lack of equipment



Location



Safety



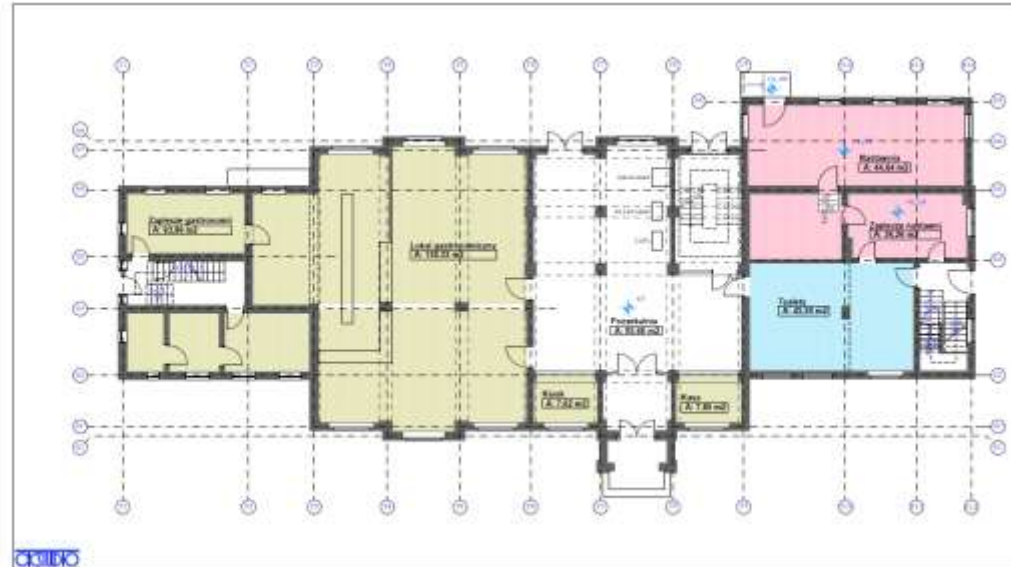
Findings / Development program for railway stations

- The development program includes a detailed list of modernization steps for each station and railway stop together with a detailed cost estimation.
- The list of renovations is divided by class and category of railway stations with proposals for their development.
- **The costs are relatively small in comparison to the expected results:** total costs of the investment at all railway stations and railway stops in the region are approximately 42 m Euro.
- The scope of work depends on the size and importance of the station. This includes renovation of platform, monitoring system, building of roofing, car and bicycle parks, creating passenger information system and adapting the infrastructure to the needs of disabled people.



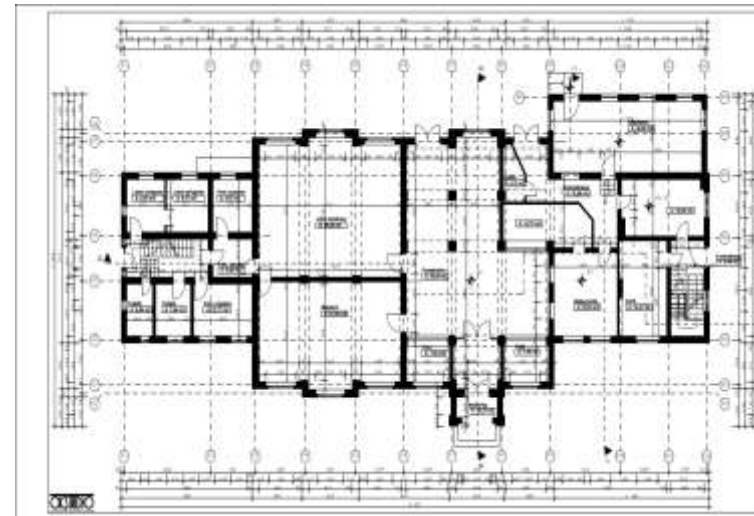
Findings: Concept of a model railway station

- High standard, in particular for disabled people
 - Modeling issues:
 - passenger information
 - integration of different forms of public and individual transport
 - reducing barriers for people with disabilities
- > to be implemented in all stations planned to be modernized in the region.



Findings: Tuchola station to be modernized as the first model railway station in the region

- Study presents in details the forms of a model railway station`s revitalization, along with proposals for its development.
- The plan for the station in **Tuchola** will encourage local governments to take over and invest in railway stations.
- Voivodship decided to take the first local train station`s revitalization in Tuchola, because of the good location of the next bus stop.



Findings: Lobbying and cooperation with local stakeholders have been very fruitful

During the project WKP cooperated with:

- Local governments,
- railway operators,
- PKP`s companies

Effects:

- New Voviodsip`s Regional Program will include program for railway stations.
- Program will base on analysis and development programm that have been conducted as part of INTER-Regio-Rail



Transferrability to other passenger rail authorities

- Even if passenger rail authorities are not in charge of modernising railway station infrastructure and station buildings it may be necessary that they set up and implement development programs.
- By setting up a systematic inventory the authorities can strengthen their role as the advocate of the passengers in negotiations with regional and national stakeholders.
- Considerable effects can be achieved with limited budgets (e.g. passenger information)
- Local governments / municipalities in many cases are ready to be involved, because they want to improve the bad condition of their local heritage.



Thank you for your attention

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