INTERI REGIO RAIL!!!!



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Characteristics of the LGOM area

- Situated in the Lower Silesia region of Poland
- Square: 2735 km²
- 418 000 inhabitants
- Density: 153 inhabitants per 1 km²
- Economy based on copper industry (mines, foundries)
- 4 districts, 4 cities connected by one transport pathway
- Low rate of unemployment, high level of salaries
- Political intentions of ingregration inside LGOM to make this area more attractive and competitive







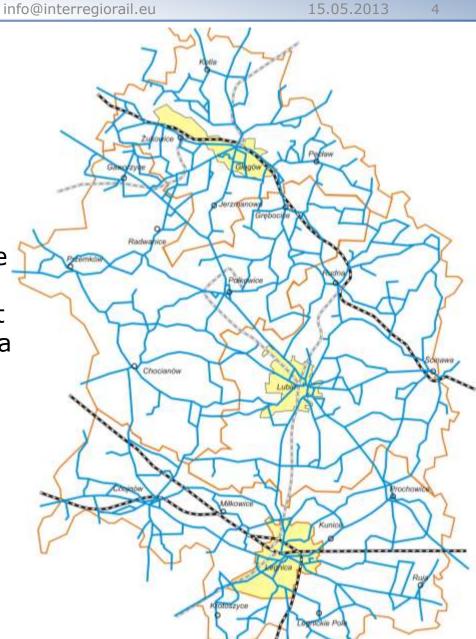
Public transport in the LGOM area

79 bus undertakings

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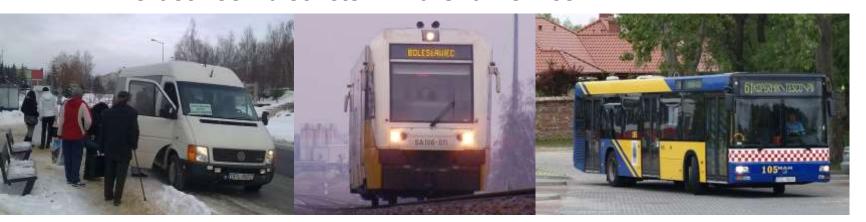
- 3 passenger rail operators in the region, but currently no passenger services on the direct rail line Glogow - Lubin - Legnica
- Only 9 bus lines with subsidies from communities
- Numerous private minibus services operated by private operators



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Public transport authorities in the LGOM area

- Line inside cities / towns / communities > Municipality
- Line between municipalities > District
- Line between districts > Marshall Office





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 Ready solutions to integrate each mode of public transport in LGOM area (city buses, buses, minibuses, trains)

"one ticket, one tarrif, one timetable"

- Technical/ financial/ organizational analisys of opportunities in integration public transport
- Promotion of modern solutions in public transport









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Methods

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- Not 1 huge expertise, but some thematic elaborations
- Meetings with stakeholders (6 editions)
- Study trips
- Leaflets
- Open access to elaborations on website











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Findings

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- Recommended cellular tarrif model
- Network based on district lines will be more efficient (refund of reduced tickets from state bugdet) ->
- Public transport authority should be established by one of the districts, the head of districts association
- Districts should be supported financially by municipalities
- Cost of reactivation and modernisation of RRT in LGOM estimated on 80 mln €





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- Lower Silesia Marshall or
- The Heads of Districts in agreement or in association or
- Mayors, Village Mayors in agreement or in association

to carry out individually to establish to create public transport authority COMPANY public (Private entity bureau Ltd) departm. of in office associat.





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Findings: Structure of public transport authority for LGOM

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Each Head of District in agreement

Entity of County Office (LGOM PTA) *or* Department in

District Office *or*Private Limited
Company

or

2

Association of LGOM Districts

Bureau of association

or

3

Agreement of District Heads developed for Mayors

Private Limited Company





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PUBLIC TRANSPORT AUTHORITY

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budget entity

Private Limited Company /Ltd./

JOINT AUTHORITY

- Association of LGOM Districts or
- Association of LGOM Communities LGOM

ENTITY IN OFFICE





Legnica District

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Głogów District

Polkowice District

Agreements concerning assignment of duties in organisation of public transport

Leader Lubin District

establishes

Public limited company
Organisation of county service and cities public
transport

establishes establishes

establishes establishes

Legnica City

Lubin Town

Głogów Town Polkowice Town



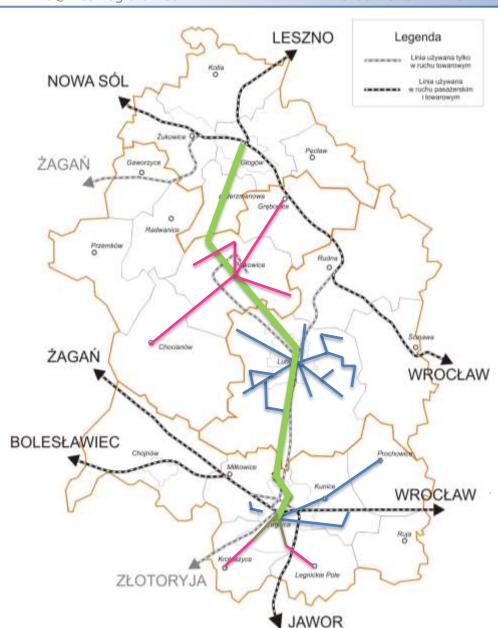


Findings: Stages of implementation

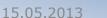
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- 1. Taking control over existing suburban lines
 - Elongation lines outside towns
- 2. Start with public service on main LGOM route
- 3. Further development on requests of communities (from communities budgets)



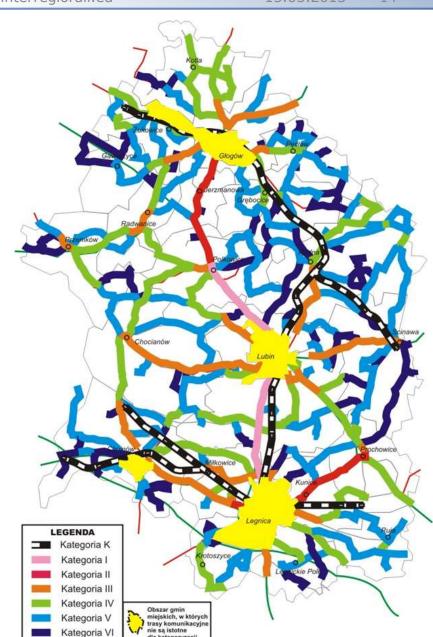






Findings: Stages of implementation

 Destination plan for public transport network in LGOM area – example from "Transport plan for LGOM" (with standards of public service)





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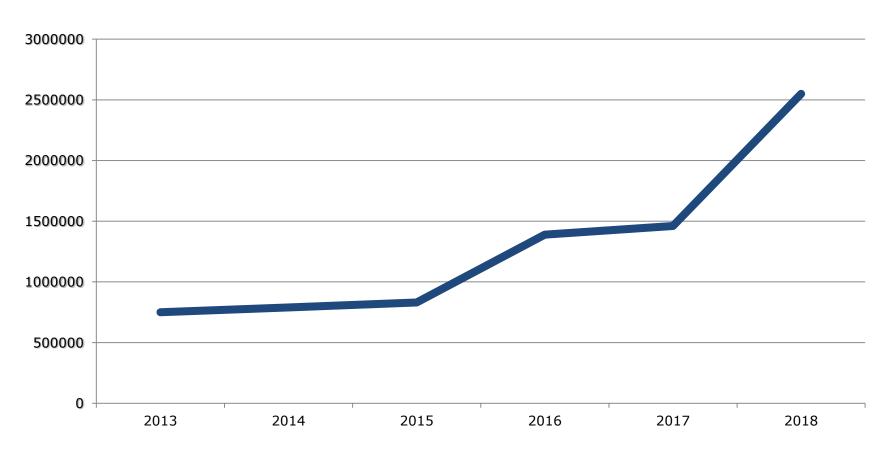




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Findings: Cost of Public transport authority (only management costs, PLN)





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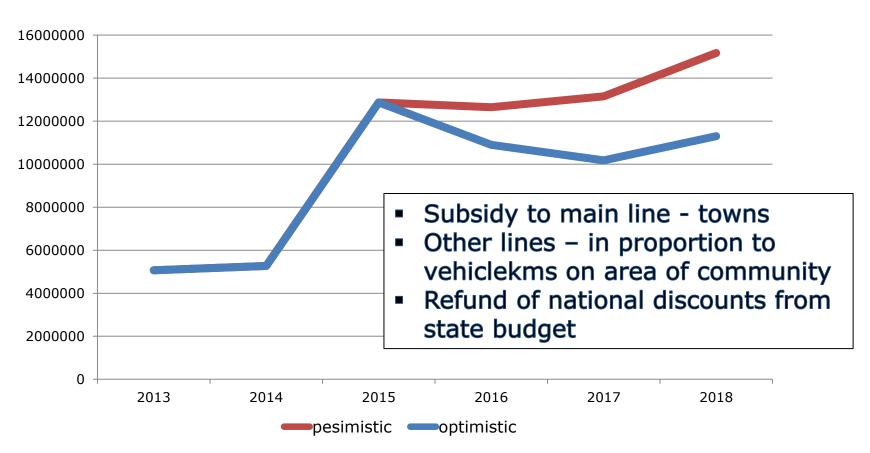




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Findings: Cost of Public transport subsidies (bus services, PLN)







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Findings:

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Current and future bus services in the LGOM area









Transferability to other public transport authorities

- The Lubin / LGOM pilot project is a model for regions that are developing a deregulated public transport system to a high quality regulated system with the aim of attracting additional non-captive riders
- Low-cost railway services on ruined infrastructure facing stiff competition by private minibusses have no future
- Reinstallation of abandoned passenger rail services looks expensive.
 It may be a choice on the basis of
 - sufficient ridership on the main public transport lines and
 - a level playing field between the different modes of public transport.



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GMINA MIEJSKA LUBIN

Thank you for your attention

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