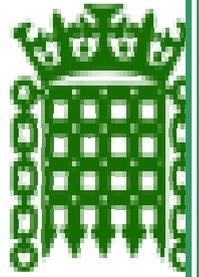


# All Party Parliamentary Light Rail Group



House of Commons  
London SW1A 0AA  
Ref: LR Applrg Parliamentary Tea v. 2012

Light Rail (UK)

## Report: Cities bet on trams

Implementing new lines, thorough modernization of already existing, developing the rolling stock with modern vehicles. All of that for PLN hundreds of millions, which are mainly coming from the EU pocket. Polish cities notice a tram revolution.



photo: MPK Wroclaw

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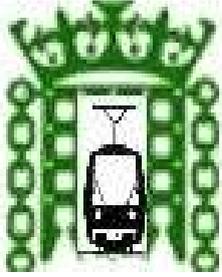
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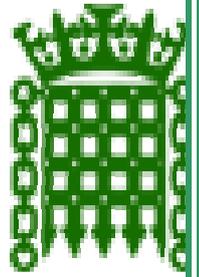


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## Networks getting bigger...

A considerable part of local governments has decided to develop their tram networks. As for example Czestochowa, where between 2010 and 2012 a line was created with a total length of 4,6 kilometres

It connects the city centre with neighbourhoods inhabited by 20 thousand people: Raków, Wrzosowiak and Bleszno. The investment was crafted on a large scale, because it assumed road development. All together the project execution costs was estimated to a total of PLN 80 million. 85 percent of the amount comes from EU funds. That's however not all. The city is planning on developing the network furthermore, afterwards it will encompass Tysiąclecie-Parkitka housing estates.

Tramwaje Śląskie S.A. Company, managing the network encompassing the Upper Silesian Industrial Region is re-constructing the closed out line in Bytom, along Łagiewnicka and Świętchłowicka streets. – Another network development, this time in Sosnowiec, is place to take place between 2014 and 2020, with EU co-financing from the new EU financial perspective – announces Andrzej Zowada, firms spokesperson.

In Gdańsk the new tram line has connected the city centre with Chełm district. The construction site was one of the tasks from the second phase of “Gdański Projekt Komunikacji Miejskiej” (*translation: “Gdansk Urban Communication Project”*). The third phase is to have the line extended by 3,5 kilometres. This way Chełm will have a connection with the new tram loop in Gdansk South district. It's only one out of a long list of tasks that will in total consume over PLN 671 million. Closely half comes from EU bank account. Another step will be i.e. building a line connecting Siedlce district with the Pomeranian Metropolitan Railway. This part is supposed to be ready by 2015.

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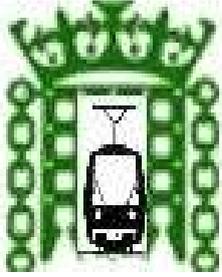
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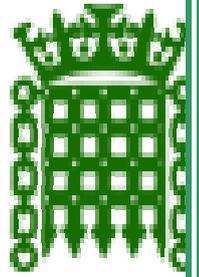
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Wroclaw has a project, within which 12,3 kilometres of railways were installed. Three new lines were launched. They connect both western regions of the city: Pilczyce and Kozanów and the Town Stadium. But it's just the beginning. – Right now we're planning on three new tram lines: To Nowy Dwór, Psie Pole and Jagodno. The first one to be finished is the one to Nowy Dwór, because that's where the high demand is, and it's the easiest location to install tracks – informs Julia Wach from the city Social Communication Department in Wroclaw.

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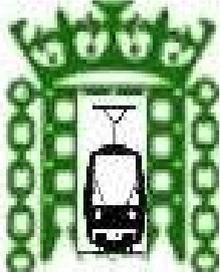
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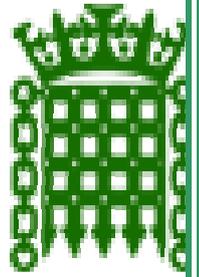


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*Szczecin's Fast Tram, visualization, source: UM Szczecin*

Szczecin noticed the start of building a fast tram line. – A dream, which has 40 years, comes true – highlights Dariusz Wołoszczuk, spokesman of the Road and Urban Transport Board. The line connects the left and right bank of the city. It will start off from near Basen Górniczy and will lead to Słoneczne housing estate. As recently Piotr Krzystek- the president of Szczecin announced, the investment should be finished and put into use in 2015.

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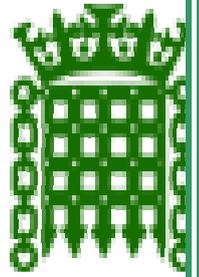


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The total cost of the project reaches PLN 240 million. 106 million comes from the European Union.

Two projects associated with tram line modernization is executed by Toruń. One of them assumes i.e. constructing a route from the city centre to the campus of Mikołaj Kopernik University at Bielany housing estate, and afterwards connecting it with Rubinkowo. The investment should be finished in June next year. But local government plans go even further in the future because to 2035. During this period of time there are supposed to be created: a three kilometre route from the western side of the town, to Port Drzewny (Tree Port), route connecting the centre with Jar housing estate (cost: 70 million PLN), and also line at Rubinków (cost: PLN 30 million).

Bydgoszcz last year has been enriched by a line connection the centre with its train station. The investment consumed PLN 70 million. Half of the amount was given by the European Union. In upcoming years the city will have a new route, which will run from downtown to Ford on neighbourhood (length: 20 kilometres).

In recent years huge amount of money in trams was invested in Poznań. In August 2007 a new route from Jana Pawła II Street to Podgórna Street was opened. The cost: 55,3 million, from which the EU handed over 27,6 million. From August last year citizens can use the 2,5 kilometre line from lech to Franowo. The route is partially running through a covered trench, which successfully mitigates the noise and increases the travellers comfort. This investment cost the city almost 266 million, and closely 100 million was from the EU. And finally on 1<sup>st</sup> of September this year, the route connection Poznan's fast tram with the Western Train Station was put into use. The construction cost: PLN 131 million. Over 55 million was allotted from the EU fund. A supplementation for the investment is the modern depot, which from almost 260 million is constructed at Franow (EU gives 152,5 million).

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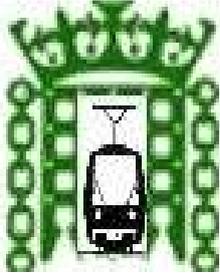
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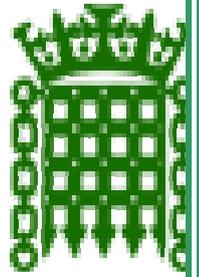


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Photo: MPK Kraków

Kraków also bets on trams. Among investments, which have been or are executed by the city we can find such as: constructing the line connecting Brożka street with Jagiellonski University campus (cost – PLN 182,2 million, in which 52,3 million came from the EU), constructing the route between Lipska and Wielicka street (cost: 150 million; investment is co-financed by the European Union in 59%). Between 2010-2011 the line from Grzegórzeckiego roundabout to Mały Płaszow, it's 4,2 kilometres long.

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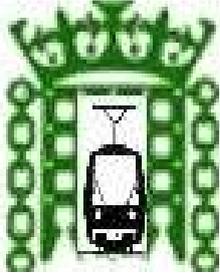
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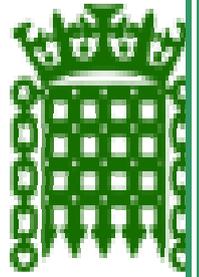
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Urban Communication Enterprise (Miejskie Przedsiębiorstwo Komunikacyjne) has also started consultations regarding construction of the fast tram line from Krowdrza, through Bociania street all the way to Górka Narodowa Zachód.

Łódź since 1997 has a resolution about the transportation policy. – According to its regulation the tram system in the city should be developed by sections, which will service large passenger traffic. In the same time, tram line that are not so exploited should be closed off, and replaced by buses – explains Sebastian Grochala, Urban Communication Enterprise spokesman. In real life the last tram line was took place in the 90's, and the local government is planning new investments. – Trams are supposed to be extended.

Since the beginning of 2001 Elbląg has created two new railway sections and a tram loop. The City has paid 22,5 million for it. Laying three more railways is planned for the upcoming years.

Warszawa is going to build a five-kilometre tram route along Powstańców Śląskich. Mostly Bemowo district citizens will use it.

## New Tramway

Olsztyn wants to build its tram network from scratch. Citizens could use this transportation medium till the first half of the 60's. Later the network was closed off. Now the town authority wants to have a line with two branches by 2014, the total length of the route should reach 10 kilometres. Not more than three years ago Płock wanted a similar investment. But after the elections the idea was abolished by the new ruling party.

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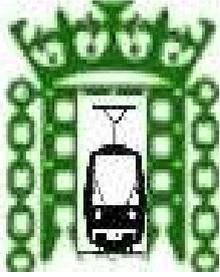
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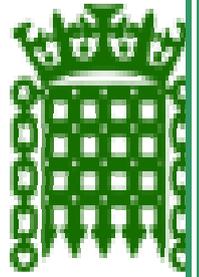
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## ...and more modern

Meanwhile local governments not only construct lines, but also refurbish the ones that already exist. In December last year a project named: "Modernizing the tram network in Grudziądz" has been launched. The investment spanning over 2 years will consume approximately 55 million PLN. 24 million will come from the EU. In places where it will be technically impossible, the city is planning on filling in on rail sections by a second one, with simultaneously using solutions reducing the noise. Along the routes new stops, platforms and traction network is being constructed. Light signalization will be set up in a way, so the trams will use the so called "green wave". Passengers will be able to use dynamic information, which is the schedule connected with a GPS tracking system allowing to show the tram arrival in real time. For 1,1 million also the Traffic Supervision Central will be created. Its employees will follow the tram location, and if necessary steer the traffic, sending appropriate information on the tram stop information screens.

The modernization project executed in Silesia assumes modernizing 46 kilometres of railway. The list included lines running along main communication routes connecting main cities of the agglomeration like: Bytom, Chorzów, Katowice, Rudę Śląską, Sosnowiec and Zabrze. Till now four renewed section were put into use, and the total investment value reached six million. "Gdański Projekt Komunikacji Miejskiej" (Gdańsk Public Communication Project) for years 2007-2013 assumes i.e. refurbishing 12 sections of already existing rails of a total length of 12 kilometres, building and rebuilding electro-energy devices, which supply the traction with power, and also

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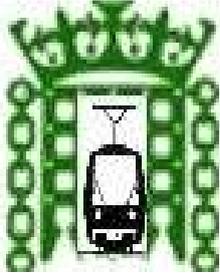
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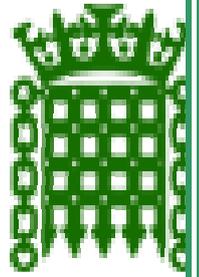


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rebuilding the tram depot “Wrzeszcz”.



Photo: MPK Wrocław

Recently Wrocław re-opened refurbished sections of a total length of 38 kilometres, i.e. at streets like: Pułaskiego, Mickiewicza, Armii Krajowej, or Kosmonautów. In some places, i.e. like place Domikański junctions were replaced with new ones, in some – platforms were extended (like at Małopanewska street).

Szczecin executes a large scale project of refurbishing old rails. – In last year sections at Arskonska, Niemierzynska and Krasinskiego were put into use. They were the most demolished parts of our

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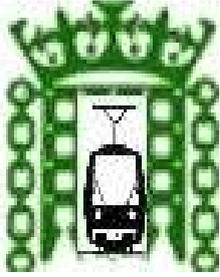
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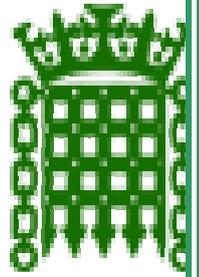


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tram infrastructure – says Wołoszczuk. In the line waiting for replacement wait rails in Aleja Piastow, Wawrzyniaka, Energetykow, Gdanska streets.

Toruń is going to modernize its tram loop next to Olimpijska street in the upcoming year. This is a consequence of the earlier mentioned construction of the route leading to the academy campus. However that's not all. – Platforms have already been adjusted to use passenger information screens. They will be installed still this year – explains Aleksandra Iżycka, Torun president spokesperson. Platforms will be under strict monitoring. Soon also re-construction of the two kilometre railway will take place. Among numerous plans there's also modernizing the tram loop near Motoarena – most modern speedway stadium in Poland. The tender on the investment should be settled in autumn.

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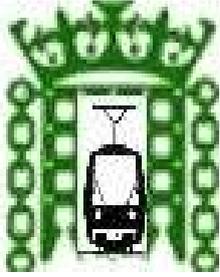
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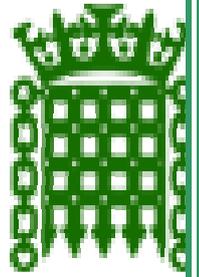


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Photo: MZK Bydgoszcz

Bydgoszcz wants to finish modernizing two section of its railway, with a total length of 2,5 kilometres – still this year. Costs will be known after finishing the investment. But for this purpose the city budget has 18,9 million PLN – informs Marta Stachowiak. The city has finished its works on the Transportation Plan. – One of the goals shown in the document is a significant increase of rail transport participation – says Stachowiak. Now the plan has to be accepted by the citys' council. 1<sup>st</sup> of September has ended the modernization of routes at Grunwaldzka street – one of the main streets of Poznań.

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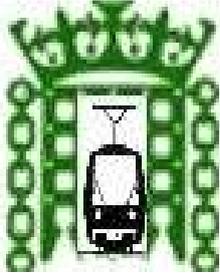
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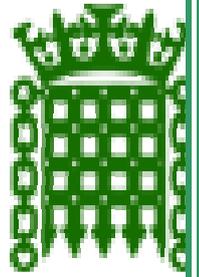
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Light Rail (UK)

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The total investment cost total to over PLN 200 million – informs Trzebiatowski. In year 2014-2020 the city wants to modernize some dozen lines, i.e. route at Górny Tara Rataj and the railway at Wierzbicice and 28 Czerwca 1956 roku.

In years 2010-2011 Kraków has modernized the tram line located in the city centre on Długa street. The long investment list included also: rebuilding the route at Dominikanska and Franciszkanska street (cost: PLN 22 million, in which 11 million went from EU's pocket) and rebuilding the connection from Mogilskie roundabout to place Centralny (cost: 142,9 million, 68,6 million from EU). Łódź in recent years has modernized few tram lines (i.e. Puskina, Przybyszewskiego, or the section from Rzgowska to Paderewskiego). Currently works are run near Łódź Fabryczna station. The fourth quarter should start with rebuilding the rail on one of the basic communication sets of the town – from the centre to Widzew and Retkinia neighbourhood. The estimated work cost amounts to over 600 million, 330 million of which comes from the European Union. Works are supposed to be finished by the end of 2015.

In recent year in Elbląg rails in many locations of the city has been refurbished, i.e. on Grunwaldzka street, Bema and Konstytucji square. Cost: 21 million PLN. – Works were partially financed by the EU, partially from the city's account – explains Monika Bordzyńska. Currently the city refurbishes two roads. These works are an introduction to modernizing the whole communication set, including tram networks.

A number of investment in recent years has been run and is still be Warsaw. This list includes: developing Dworzec Wileński – Stadion Narodowy – Rondo Waszyngtona route, rebuilding the line along Zgrupowania AK Kampinos road, route from Dworzec Wileński to Żerania Wschodniego, or electrifying the line running through Most Marii Skłodowskiej-Curie along with constructing from scratch the traction of „Obrazkowa”.

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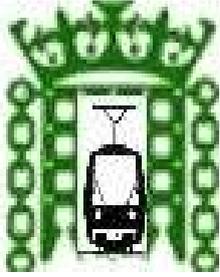
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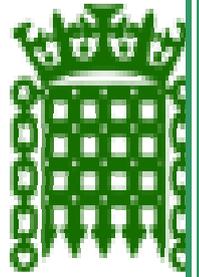


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## Light Rail (UK)

### New tram sets

Changes include not only tram lines, but also the set alone as well. Local governments buy new vehicles and renovate old ones. Recently Grudziądz renovated six cars Konstal 805N. The investment consumed almost six million.

Czestochowa bought seven multi-section, low-clearance sets "Twist" type.

The modernization project executed in Silesia assumes purchasing 30 new low-clearance trams, and also renovating 75 old machines type 105N (till now 36 vehicles were modernized). The cities of the agglomeration are willing to allot in total 800 million. In this case the amount of EU grant reaches 385 million.

Authors of the Project executed by Gdańsk assumed, that till the end of 2013 urban rolling stock will grow by 35 modern sets from PESA Company. Till the end of 2014 the city will purchase five more.

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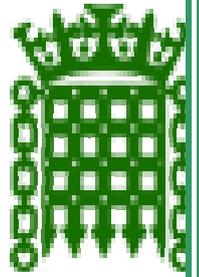


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Wrocław in years 2006-2007 bought 17 low-clearance Skoda 16T trams, in years 2008-2011 – 20 Protram WrAs 205 trams, and in the third quarter of 2010 – another eight more of the same type.

Rolling stock is also modernized by Szczecin. Only during the last year, Szczecin bought 41 Tatra trams from the company servicing Berlin. Szczecin has also modernized 20 older trams, and also bought 28 new Swings. – Half of them is running on the streets of the city. The rest is still awaited to be delivered. This is about to happen next year, between March and August – announces Wołoszczuk.

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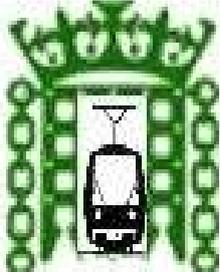
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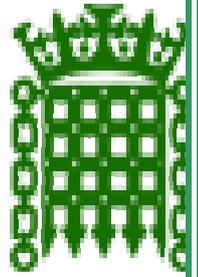
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Toruń plans on renovating 18 tram wagons. – Till now we’ve modernized already 14 of them – informs Iżycka. Soon also a tender for providing 12 new articulated sets will be settled: six three-part and six five-part. Two new trams were also bought by Bydgoszcz in the recent years. Soon the rolling stock will be supported with more. They will service the new route to Ford on housing estate. Gorzów Wielkoposki has bet on already used 6EGTW trams from Germany. – In 2011 for 269 thousand we’ve bought two vehicles of such type – informs Anna Zaleska, director in the City’s President Cabinet.

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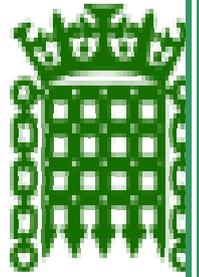


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*Tramino Poznań, photo: Solaris*

Poznań has received 40 low-clearance Tramino trams last year. The city has spent 342,1 million on them. 157 million from this amount was from the unions pay check. – Ten years earlier we bought 14 low-clearance Combino trams – states Trzebiatowski.

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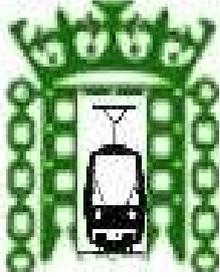
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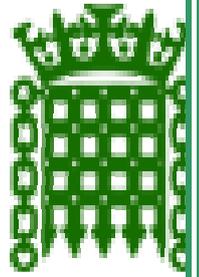


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*Newag Nevelo in Kraków, photo: Qazpoi579/CC/Wikimedia*

From October last year till May 2013 Kraków has developed its tram fleet by 24 low-clearance trams. Purchase cost: 244 million, from which 59 percent was paid by the European Union fund. Additionally in August this year the Urban Communication Enterprise announced a tender for 36 tram wagons. – The estimated purchase value is 360 million PLN net. It however depends, whether we receive subvention from the European Union – explains Jan Machowski acting as the

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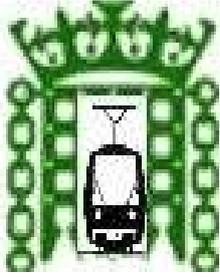
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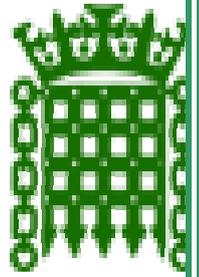


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spokesperson town hall.



Photo: MPK Łódź

In 2008 Łódź has bought 15 low-clearance PESA trams. Each year MPK is also modernizing few dozen 805Na tram wagons. – This year we also bought 14 used double ended trams from Germany – informs Grochala. Seven years ago Elbląg enriched its public transportation by six low-clearance wagons, for which in total the city paid PLN 30 million. This year the city has gained two used M8C wagons from a German transportation company servicing Augsburg. Vehicles will be thoroughly renovated. – They will start cruising the streets in November and December – announces

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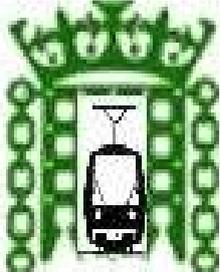
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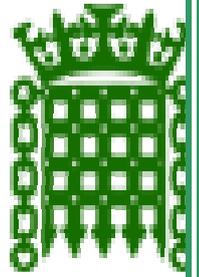


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## Light Rail (UK)

Borzdyńska.

This year the streets of Warsaw welcomed the last of the ordered low-clearance trams, which are adjusted for handicapped. Till the end of next year the cities are supposed to receive 30 vehicles, and till 2015 additional 84 low-clearance wagons.

## Steel and grass versus asphalt

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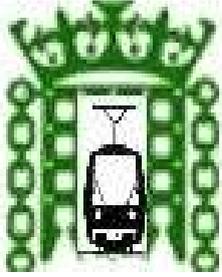
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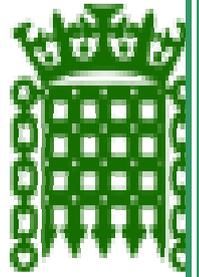


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*Green track – Trasa Chwaliszewska in Poznań, photo: Tor-Mel*

Where does this boom comes from? Arguments in all of the cities are almost completely identical: trams can transport much more passenger than for example buses, and in comparison to them, they are much more cheaper in exploitation, they do not pollute the environment, don't get caught up in traffic jams, don't create greater noise. – Used up rails can be recycled, but a deteriorated road is hard to recycle and costly in utilization – states Tomasz Kunert from Warsaw's town hall. According to him the tram infrastructure is seemingly well cooperative with the city landscape. – Grassy railways break the asphalt monotony – convinces Kunert.

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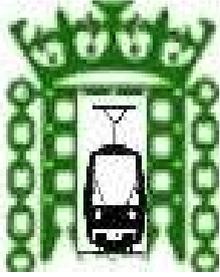
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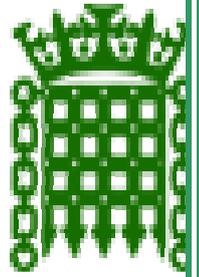


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That's why the tram revolution won't stop anywhere soon.

*Łukasz Zalesiński*

*Translation: Jakub Skowroński*

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