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ACTION PLAN – Wielkopolska region

Version 2.0

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1. Introduction

SubNodes tackles the weak intermodal integration of peri-urban hinterland regions to primary TEN-T rail hubs. The development of suitable medium-sized cities in these regions adjacent to primary TEN-T hubs into attractive intermodal secondary hubs is a proper new approach and action. The jointly elaborated SubNodes strategy formulates basic principles how regions should adjust their passenger mobility policy to better respond to these new opportunities for medium-sized cities in the surroundings of primary hubs.

Based on the SubNodes Strategy, the respective subnode per region was identified and assesed. The present Action plan describes in detail the pilot action which is carried out in the Wielkopolska Region.

Under the SUBNODES project, the UMWW will prepare two IT tools - an internet platform for aggregating communication data and an application for bus providers to enable them to apply for routes and subsidies digitally. As a pilot, implementation of this solution, will take place in a selected location, in Wągrowiec, a town located about 50 km north of Poznań, which is the

seat of the Wągrowiec County, meeting the requirements for secondary transport hubs located a short distance from the core of the TEN-T network.
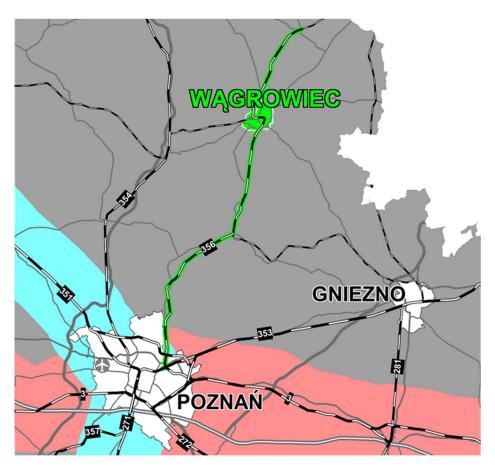
2. Regional Overview and Status Quo before the Pilot Action

Wągrowiec has about 25 thousand residents, and the population of the whole county reaches less than 70 thousand people. The city is connected with Poznań by railway line no. 356 and roads DK11/241 and 196. The railway line no. 356 Poznań-Wągrowiec-Gołańcz is operated by the company Koleje Wielkopolskie, launching 24 pairs of trains a day.

Figure 1. Railway network in the north-eatern part of the Wielkopolska Region

Source: Wielkopolska Spatial Planning Office in Poznań

There are 20 bus routes running through the area of the Wągrowiec poviat, for which the Marshal Office issued permits, operated by Przedsiębiorstwo Komunikacji Samochodowej Spółka z o.o. in Piła and Przedsiębiorstwo Komunikacji Samochodowej w Gnieźnie Sp. z o. o. In

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turn, communication in the city of Wągrowiec and in the rural commune of Wągrowiec is carried out by Zakład Komunikacji Miejskiej Sp. z o.o. in Wągrowiec, serving 13 bus lines.

3. After 2010, many investments related to transport infrastructure and rolling stock were made in Wągrowiec:

4. December 2011 - resumption of railway communication between Wągrowiec and Poznań,

5. 2011 - 2013 - modernization of the railway line, aimed at improving the conditions of traveling and increasing the speed of trains to 120 km/h,

6. 2014-2015 - revitalization of the PKP railway station and its surroundings,

7. 2015 - modernization of 13 passenger rail buses series SA 132, SA 134 to improve travel comfort,

8. 2017 - purchase of 2 SA 139 rail buses (trade name: Link).

As a result of these works, Zintegrowane Centrum Komunikacji (Integrated Communication Center) was established, connecting railway, bus and city transport. As part of the investment, parking lots were also constructed. The city is dynamically developing public mass transport and introducing many facilities for passengers. In 2016, a new policy related to transport and communication was outlined. Pedestrian facilities, convenient and accessible public transport as well as dynamic development of the bicycle network have gained in importance. Work began on the construction of more bicycle paths, bicycle rentals, and the creation of convenient bus

connections , synchronized with railway timetables . Another of the passengers' amenities was the introduction of electronic bus information showing the actual arrival time of the bus.
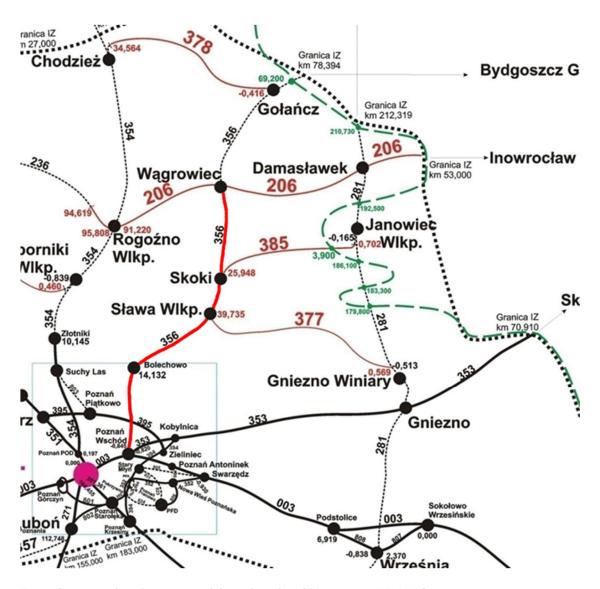

Figure 2   Areas of modernization of the railway line 356; source: PKP PLK S.A.

Investments in public mass transport have brought tangible results. The number of people using public transport (data of the City Transport Department based on the tickets sold) increased from 277,000 passengers in 2011 to 466,000 in 2016. The forecast for 2018 is 511 thousand

passengers. The average daily number of passengers using public transport has increased from approx. 900 to 1300-1400 people.

Further expansion of electronic bus information and provision of a mobile application for mobile phones is announced, informing about the time of arrival of the bus for a given stop.

3. Fields of action

The effect of the investments made in Wągrowiec over the past decade is the integration of public transport. From the peripheral areas, the commune can be reached by public transport to Wągrowiec, and the city - despite a considerable distance from Poznań - has been well communicated with Poznań, the primary communication node of the TEN-T network. If these activities can be described as local integration, the aim of the pilot actions under the SUBNODES project will be the integration of Wągrowiec and peripheral areas at the global level. To do this, the following specific tasks must be carried out:

- standardization and unification of data on public transport,

- presentation of timetables of all carriers in one system,

- providing vehicle location in real time.

Currently, each of the carriers offering public transport services in Wągrowiec is working on separate databases. There is a lack of standardization of the nomenclature (this is the case for example for the names of stops). Performing analyzes or synchronizing the timetables of various means of transport are therefore unnecessarily complicated.

Data on timetables of individual carriers are scattered in various IT systems. Some of the travel planners are able to search for connections only with certain modes of transport. For example, in the Google Maps application, the suggested connection between Piła and Wągrowiec includes a train journey with a change in Poznań. However, the application does

not include carrier connections of Przedsiębiorstwo Komunikacji Samochodowej Spółka z o.o. in Piła.
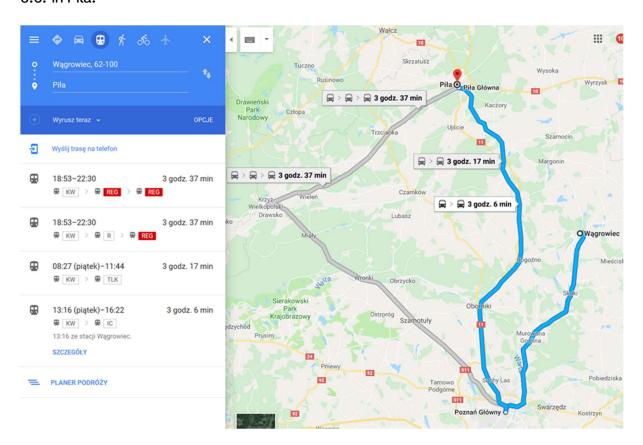

Figure 3 - Connection of Piła - Wągrowiec in the Google Maps application

In turn, the e-podróżnik (e-traveler) application presents both bus connections among other carriers, Przedsiębiorstwo Komunikacji Samochodowej Spółka z o.o. in Piła, as well as railway connections proposed by the Google Maps application.
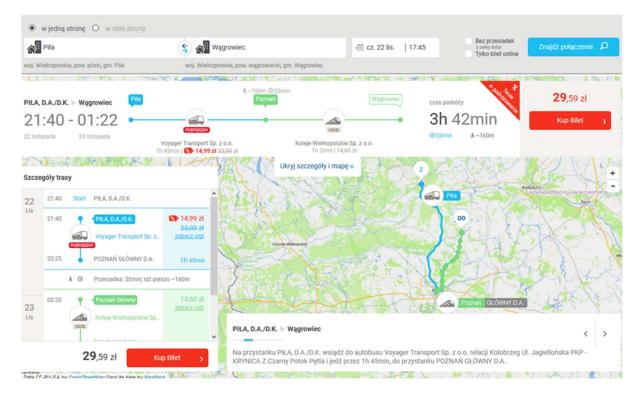
Figure 4. Connection of Piła - Wągrowiec in the e-podróżnik (e-traveler) application

Information on the carrier's website Przedsiębiorstwo Komunikacji Samochodowej Spółka z o.o. in Piła are presented as in the drawing below.

Figure 5. Timetable from Piła to Wągrowiec

However, none of the applications was able to offer travel by public transport in Wągrowiec. Information is presented on the carrier's website as in the next figure.
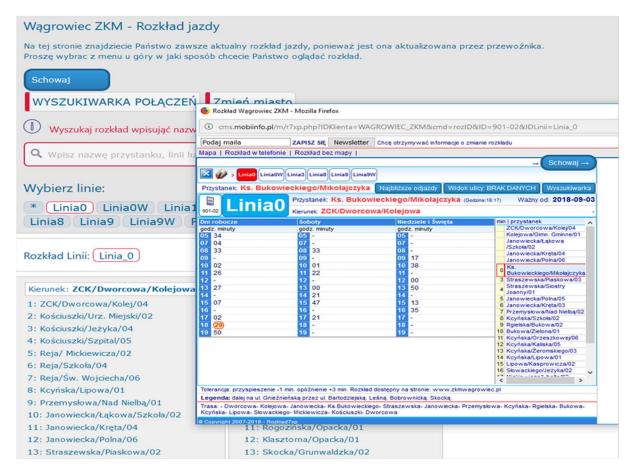
Figure 5. Timetable of ZKM Wągrowiec

As can be seen in the previous illustrations, information about timetables is characterized by large dispersion over many IT systems. The data is not standardized, finding information by the passenger is complicated, and data gaps in some systems may suggest that a given type of communication does not work in a given area. Therefore, it is advisable to undertake activities consisting in the standardization of data and placing them in one database. Such applications may be further utilized by the aforementioned applications, offering users a complete set of information.

At the moment, the rolling stock of the Wielkopolska Railways and the Municipal Transport Department in Wągrowiec have devices registering their geographical location. However, this information is only used internally for the needs of transport service and in a residual form is made available to passengers in the form of stop information. Meanwhile, carriers would be able to provide vehicle location information to the platform described in this document. This would allow for later analysis of data by both carriers and local

government units when designing the transport connections network. Passengers could also benefit from vehicle location information for more precise trip planning.

After completing all the integration activities carried out during the pilot program, Wągrowiec will become a full subnode, both at the local and global level.

4. Pilot Action

The implementation of the project was divided into stages. They include work related to organizational processes, creation and implementation of an IT solution and promotional activities.

The implementation of a pilot implementation of the IT solution in Wągrowiec should be preceded by organizational activities and the creation of an internet platform. The standards for the preparation of transport data, unified naming, prepared databases must be defined. The Marshal Office of the Wielkopolska Region will play a leading role in this process.

The newly created platform must be fed with the acquired data. The data (timetables) will come from the organizers of public transport and from carriers (timetables and location of vehicles in real time). During the pilot implementation in Wągrowiec, it is planned to make the location of the vehicles of Koleje Wielkopolskie sp. z o.o. and Zakład Komunikacji Miejskiej w Wągrowcu available. Later, the number of organizers and carriers providing data is to be increased by representatives of subsequent regions of Wielkopolska. The Marshal Office will play a key role, it should initiate the process of standardizing and aggregating data. Procedures should be established describing the processes of exchanging information regarding public transport, appropriate communication channels and databases. Without proper cooperation of self-government units, creating one source of information on public transport will not be possible.

In particular, promotional activities should be directed to self-government units and carriers. Local government units should be aware of the existence of an IT solution that aggregates data on public mass transport and the benefits of it. Using this solution will make it easier to meet transport organization obligations and improve the availability of passenger information. Carriers in turn will gain access to information about the transport

network and a tool that allows the presentation of timetables and vehicle locations in real time. This will facilitate the design and updating of timetables, communication with local government units and performing analyzes. At the same time, the availability of passenger timetables will improve.

The schedule provided for should be accompanied by detailed works, including:

□ Defining the transport data description standards:

a. unifying the naming of stops, their location, geocoding,

b. unification of the naming of communication lines,

c. harmonizing the standard for defining timetables.

□ Developing organizational procedures for the exchange of information between local government units and entities involved in organizing public transport.

□ Identification of a common source of transport data.

□ Implementation of an IT solution allowing for the cooperation of local government units of various levels in one system.

□ Providing carriers with the possibility to submit applications to the organizer of transport via the Internet.

□ Defining the rules for administering the IT system.

□ Developing a strategy for the development and support of the IT system.

□ Planning the schedule and scope of the pilot implementation with the municipality of Wągrowiec.

□ Planning a strategy for implementing an IT solution in subsequent local government units.

□ Developing a schedule of promotional and educational activities.