



# ASSESSMENT OF THE IMPACT OF INTERVENTION IN THE AREA OF TRANSPORT UNDER VIII PRIORITY AXIS OF REGIONAL OPERATIONAL PROGRAMME FOR LUBELSKIE VOIVODESHIP 2014-2020



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## THE PURPOSE AND SCOPE OF THE STUDY

### The purpose of the study

The main objective of the evaluation study was to assess the impact of intervention in the area of transport under VIII Priority Axis of Regional Operational Programme for Lubelskie Voivodeship 2014-2020 in relation to the assumed objectives.

### The study covered two areas of support:

#### Road infrastructure:

Measure 8.1 Regional transport system

Measure 8.2 Local transport system

Measure 8.4 Transport under ZIT LOF

**Railway infrastructure:** Measure 8.3 Rail transport

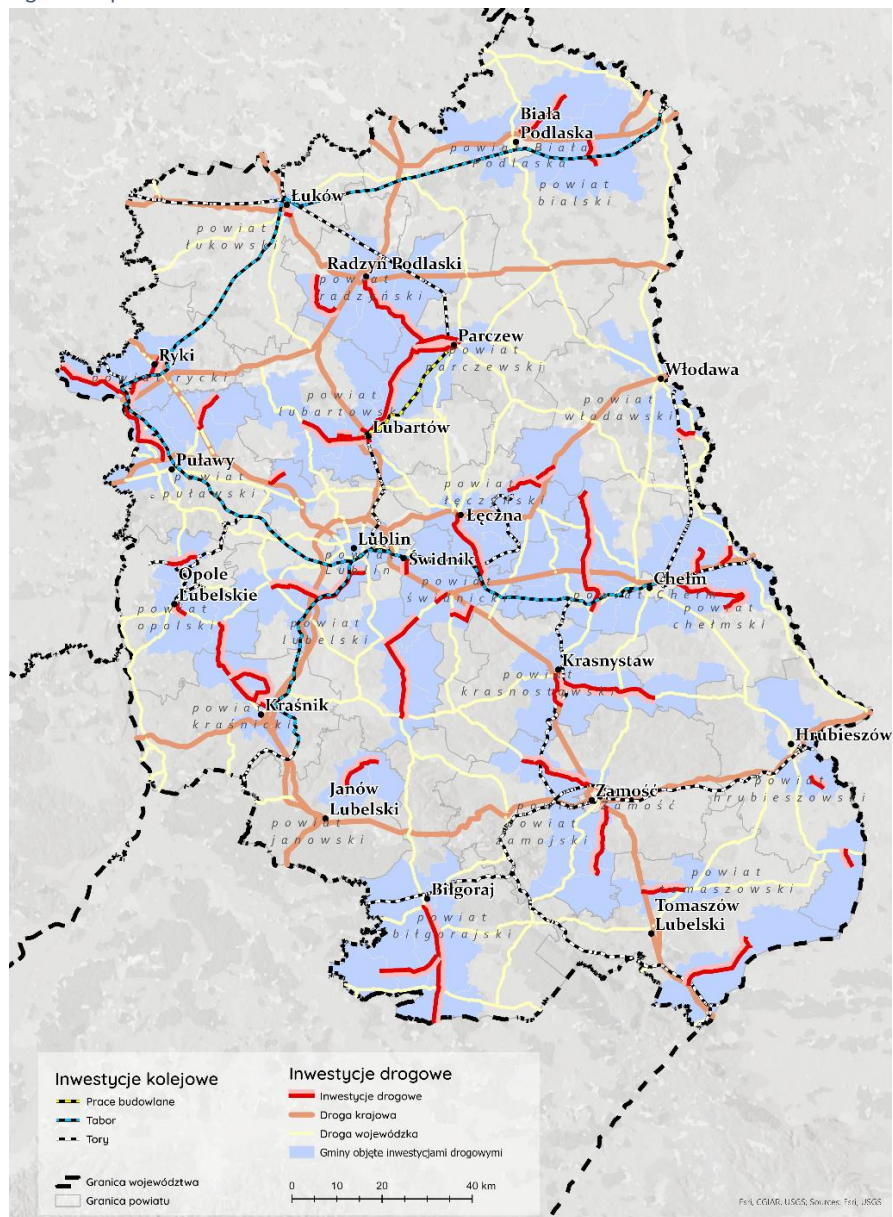
### Time range:

The study was conducted in the period from June to September 2023. The scope of the analyses covered the period from the beginning of the implementation of RPO WL 2014-2020 to March 31, 2023.

## RESEARCH METHODOLOGY

- **ANALYSIS OF EXISTING DATA**
- **IN-DEPTH INDIVIDUAL INTERVIEWS** (representatives of institutions responsible for the implementation of RPO WL 2014-2020 and beneficiaries)
- **CASE STUDIES**
- **SURVEYS BY TELEPHONE AND INTERNET** (residents of the voivodeship and representatives of local government units)
- **EXPERT PANEL**

Figure 1. Spatial distribution of investments under the Intervention



## Road infrastructure

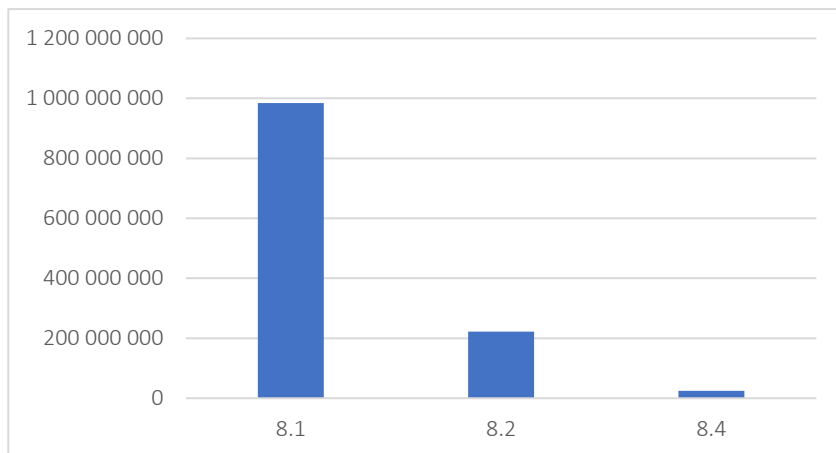
### Goals:

The aim of the action related to road infrastructure was to create a modern regional transport system that effectively meets the needs of economic development and is adequate to the mobility needs of the voivodeship's inhabitants.

A total of 12 projects related to road infrastructure were implemented:

- 10 projects regarding provincial roads,
- 1 mega project regarding district roads,
- 1 project regarding roads in the Lublin Functional Area.

Figure 2. Value of projects implemented under 8 PA of ROP LV 2014-2020 [PLN]



## Key benefits from project implementation

- Improving road transport accessibility in the voivodeship
- 363.76 km of new or modernized road sections
- 1,168 new or modernized road traffic safety devices

The investments contributed to a significant improvement in the safety of vulnerable road users: pedestrians and cyclists.

Figure 3. Pedestrian and bicycle route along DW 815 in Lubartów



Thanks to the implementation of road investments in almost the entire voivodeship, the comfort of traveling has improved. The roads were resurfaced. Bus bays and illuminated pedestrian crossings appeared in their vicinity.

## Good practices

- Implementation of high-class solutions in the field of pedestrian and bicycle traffic, together with the adaptation of infrastructure to the needs of OzN, as well as solutions aimed at improving the environmental conditions around the investment - applies to voivodeship roads.
- Construction of the Stężycza and Kraśnik bypass, which will actually contribute to reducing traffic in the city center, which may translate into improved safety.
- Developing a path of cooperation between self-governments of poviats in the province of Lublin, resulting in the effective implementation of the mega-project, which gives opportunities for the implementation of joint projects in the future (e.g. in the field of public transport organization).
- Launching public transport by the City of Świdnik thanks to the construction of a road between the S12/S12 expressway and the Airport.

Figure 4. Pedestrian and bicycle tunnel at DW 815



## Railway infrastructure

### Goals:

The aim of the action related to railway infrastructure was to increase railway accessibility in the region by modernizing the existing railway network and purchasing modern and low-emission rolling stock.

It was expected that an efficient rail transport system would compete with individual transport and increase the mobility of the inhabitants of the Lublin Voivodeship.

Two projects related to railway infrastructure were implemented:

- modernization of railway line No. 30 on the Parczew - Lubartów section,
- purchase of modern rolling stock.

Figure 5. Revitalized LK 30 Parczew - Lubartów



## Key benefits from project implementation

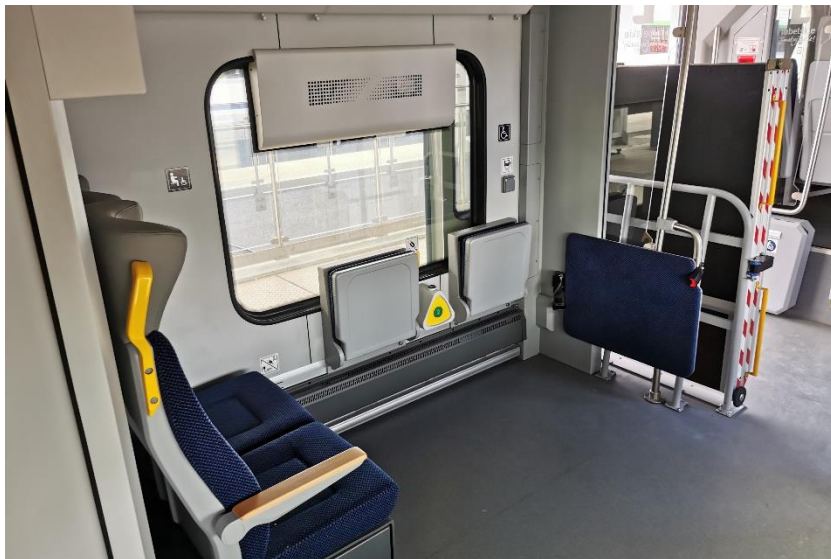
- 25 km of modernized railway line
- 9 pieces of modern and low-emission rolling stock

The modernized infrastructure allows for safe traffic on LK 30. As part of the project, stops were built or renovated and adapted to the needs of people with disabilities.

The category of railway crossings has been increased in key places. Toll barriers have been installed and light and sound signals have been created. This action should reduce the number of accidents to zero, especially there, where they occurred most often.

Modern railway rolling stock improves the travel comfort of the voivodeship's inhabitants. It also enables easy travel for people with disabilities.

Figure 6. The interior of the rolling stock purchased as part of the intervention





## Good practices

As part of the modernization of LK 30, a pedestrian bridge will be built in Lubartów. Two parts of the city will be connected - this will improve the mobility of residents. It will also encourage people to use the railway.

Figure 7. Construction of a footbridge in Lubartów



## Key recommendations

- Preparation of a target concept for the organization and integration of public transport in the region.
- projects improving the safety and quality of pedestrian and bicycle traffic and traffic calming after the construction of bypasses
- Implementation of projects complementary to railway projects (e.g. construction of small transfer hubs).
- Development of intelligent transport systems (e.g. passenger information systems).
- Good practice publication.

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