

The process of revitalizing railway lines managed by the Lower Silesian Voivodeship

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In 1999, an administrative reform was carried out, which made it possible to take over the railway lines from the PKP Group by voivodship self-governments. This solution contributed to more effective infrastructure management and transports carried out on the lines. These activities were aimed at increasing the number of transported passengers.

Benefits resulting from the revitalization of railway lines influencing economic and social development the region served by the line:

1. increasing the accessibility of this region in terms of departure and travel to him,
2. enabling the development of the regional economy,
3. tourism development,
4. integrating regional communities,
5. development of links between the region and regional administrative and cultural centers,
6. social, economic, commercial, health, etc.,
7. preventing the devastation and degradation of the area, rational land use,
8. development of historical and cultural values, cultivation of tradition.

Advantages of the development of the agglomeration railway:

1. integration of the dispersed settlement structure into one coherent organism, stimulating linear development,
2. accelerating the development of the region thanks to the increased mobility of residents and the accessibility of the main city,
3. minimization of emitted pollutants and noise by limiting car traffic,
4. significantly limited land development needed to perform a comparable volume of transport,
5. creating convenient transfer junctions with public transport



Interpretation of the term revitalization in rail transport – restoration of rail traffic on lines or line sections where traffic was suspended.

Revitalized lines with passenger traffic

1. Railway line No. 326 Wrocław Psie Pole- Trzebnica
2. Railway line No. 311 Szklarska Poręba – country border
3. Railway line No. 341 – Bielawa Zachodnia - Dzierżoniów

Railway lines in the process of revitalization

1. Railway line No. 303 Duninów - Chocianów
2. Railway line No. 310 Kobierzyce - Piława Górna
3. Railway line No. 316 - Chojnów - Rokitki
4. Railway line no. 317 Gryfów Śląski - Mirsk
5. Railway line No. 336 Mirsk - Świeradów Zdrój
6. Railway line No. 372 Bojanowo – Góra Śląska



Railway lines that are handed over to local governments are not of strategic importance, but have potential at the regional level.

3 main determinants of taking over railway lines by the voivodeship self-government:

1. Support for agglomeration transport
2. Increasing accessibility on routes attractive for tourists
3. Eliminating transport exclusion on the regional scale

Railway infrastructure manager – an entity responsible for infrastructure management railway, its operation, maintenance, renewal or participation in the development of this infrastructure, and in the case of building new infrastructure, the entity that he started its construction as an investor.



Qualifying railway lines for the revitalization process should be based on extensive functional and spatial analyzes, demographic and social analyzes, and communication analyzes.