

THE LÓDŹ ATLAS

Sheet L: Communication accessibility of Lódź

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Map 1. Lódź in the transport infrastructure system in 2007

The map shows the location of Lódź in the system of national transport infrastructure. It presents the roads which provide the fastest connections between Lódź and other regional capitals and major border crossings. It reflects the importance of roads (international, domestic) and their quality (motorways, dual and single carriageways, etc.). The map also presents the network of electrified railway lines, as well as the more important sections of the non-electrified lines. The basic elements of the air transport infrastructure are marked, too (airports, air corridors).

1. Important domestic and international roads cross Lódź: the No. 1 road, connecting Lódź with Katowice (E75), Toruń and Trójmiasto, No. 14 (Walichnowy–Łowicz), No. 72 (Rawa Mazowiecka–Konin). The A2 motorway runs near Lódź. The section between Poznań and Emilia is in service. It provides a good connection with Poznań (all motorway) and Katowice and Kraków (a dual carriageway, motorway at places), as well as the border crossings in Świecko and Cieszyn.

2. Lódź is bypassed by major railway lines running parallel (Warsaw–Poznań) and longitudinally (the coal main line (Magistrala Węglowa GOP) to Gdynia). Lódź was not put on the line connecting Warsaw with Upper Silesia – the Warsaw–Vienna railway runs through Koluszki, and also the high-speed line (Centralna Magistrala Kolejowa) to Kraków and Upper Silesia runs far from Lódź. The most important domestic connections are the following: westbound 'Kaliska' railway, northbound railway to Gdynia and the Warsaw–Vienna railway (to Warsaw and to Katowice). The problem is the low standard of the track which limits the speed and lengthens the travel time.

Table 1. Mean and maximum speeds of trains on the railway lines connecting Lódź with other centres

Route	Mean speed (km/h)	Maximum speed (km/h)
Chorzów Batory – Tczew	80	100
Lódź Widzew – Kutno	70	80
Bednary – Lódź Kaliska	50	90
Warszawa Centralna – Katowice	98,4	120
Lódź Kaliska – Sieradz	80	120
Lódź Kaliska – Tomaszów Mazowiecki	76	120
Lódź Fabryczna – Koluszki	100	120

Source: Author's compilation based on the data provided by Regional Railways in Lódź (June 2007)

3. Air corridors of international air transport from the south northwards and from the north-east towards the south-west and west intersect over Lódź. Regular flight service is provided by the Reymont International Airport at Lódź-Lublinek. There are also two military airports near Lódź: in Lask and in Leżnica Wielka near Łęczyca, with full-size runways.

Literature and sources

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Map 2. Direct passenger connections in 2007

2a. By means of vector cartodiagram the map presents the range and frequency of coach services between Lódź and European capitals. They play an important role among international connections in a situation when there are no direct train connections.

It is possible to reach 20 European countries and 18 capitals directly from Lódź (there is no connection with the capital of Lithuania – there is one with Kaunas and Panevėžys instead, or with the capital of Luxembourg – there is a connection from Hanau). The most frequent direction of travels abroad is Western Europe.

International coach transport from Lódź is provided by 11 carriers: Orbis, Eurobus, Eurolines, Intercars, Polka Service, Agat, Delta Travel, Sindbad, Europa Express, and Visitor. All international services are transit connections (Lódź is not the departure station, these are mainly Warsaw, Kraków and Białystok).

2b. By means of a cartodiagram the map presents the range and frequency of domestic coach services. The network of connections is well developed in all directions and all regional capitals and many other destinations can be reached directly from Lódź. The farthest destinations are the seaside in the north and the spas in the south, while the largest number of connections are with Warsaw and towns within 200 km equidistance from the city. Transport is provided mainly by the State Vehicle Transport company (PKS), private carriers are still a minority as regards passenger transport, but are represented by Polski Express – to Gdynia, Kraków and Warsaw, and ELA (Exclusive Coach Lines) – exclusively to Warsaw. In comparison to 2002, the spatial range of the north-west-bound connections (including Zielona Góra, Gorzów Wielkopolski, and Szczecin) has increased.

2c. The map presents direct railway services to Polish towns and cities. They make a relatively weakly developed network with no connections with the eastern part of the country (Olsztyn, Białystok, Rzeszów), which were in service in 2002. Lódź does not have a regular connection with Kielce and Opole, and the trains to Lublin and Zielona Góra are only seasonal.

2d. The map presents the network of direct regional train and bus services. Lódź has direct bus connections with all the towns in the region and with the majority of the boroughs. Most

county capitals are connected via rail communications, with the exception of Wieruszów and Wieluń, Pajęczno, Belchatów, Poddębice, Rawa Mazowiecka and Brzeziny.

Table 2. Travel times for railway services to selected Polish cities (October 2007)

Route:	Average time (hours)	Average time (hours)	Average time (hours)	Number of services
L. Fabryczna	Warszawa Wschodnia	03:00	02:47	03:39
L. Kaliska	Warszawa Wschodnia	01:36	01:30	01:41
L. Kaliska	Katowice	03:44	03:36	03:58
L. Kaliska	Częstochowa	02:22	02:10	01:30
L. Fabryczna	Kraków Płaszów	04:43	04:43	04:43
L. Kaliska	Wrocław	04:04	03:54	04:17
L. Kaliska	Poznań	04:40	04:21	05:00
L. Kaliska	Bydgoszcz	04:02	03:36	04:52
L. Kaliska	Toruń	03:23	02:44	04:33
L. Kaliska	Gdynia	06:51	06:47	06:58

Source: Author's compilation based on PKP timetable (valid 1st June 2007 – 8th December 2007)

Map 3. Travel times to Lódź in 2007

Lódź boasts good communication accessibility. It is connected with all regional capitals via direct coach services. As regards rail transport, the capital of Lódzkie Region is directly connected with ten regional capitals.

The map presents the travel times to Lódź via coach connections from locations within Lódzkie Region. All towns in the region have direct coach services to Lódź. From most borough capitals Lódź can be reached directly, while from the remaining ones the trip requires one change. These capitals are mainly situated in the peripheral zone of Lódzkie Region (counties: Wieluński, Wieruszowski, Radomszczański, Rawski, Sieradzki and Kutnowski). The isochrones were drawn on the basis of the travel times, excluding the time of waiting for services (in the case of the boroughs without direct connections). This means that for these borough capitals the actual travel time is longer by 15 minutes to two hours. The calculations were made on the basis of the PKS timetable for regular transport services.

Table 1. Travel times to Lódź from regional capitals - passenger coach and train services in 2007

Travel time brackets (hours)	Coach transport	Train transport
Up to 3	Warszawa, Toruń	Warszawa*, Toruń*
3–4	Bydgoszcz, Katowice, Kielce	Bydgoszcz*, Wrocław*, Katowice*
4–5	Poznań, Wrocław, Opole	Poznań*, Kraków*, Opole, Kielce
5–6	Olsztyn, Gorzów Wielkopolski, Kraków, Lublin	Olsztyn, Bialystok, Lublin*
6–7	Gdańsk, Białystok, Zielona Góra, Gorzów Wielkopolski	Szczecin*, Gdańsk*, Zielona Góra, Gorzów Wielkopolski
Above 7	Rzeszów	Rzeszów

*direct connections by train

Source: PKS and PKP timetables, 31st July 2007

motorways, the A1 and the A2, will intersect in proximity to Lódź. To date completed has been the section of the A2 that runs from Stryków to Poznań through Nowy Tomyśl, and a dozen-kilometre long section of the A1 that runs near Piotrków Trybunalski. Additionally, the S14 express road is proposed to run west of Lódź via Pabianice, Zduńska Wola, and Sieradz, however the plans approved by the National Roads and Motorways Board provide for its more southerly course via Piotrków Trybunalski and Belchatów (in proximity to the existing domestic road no. 8).

2. With respect to the railway transport, the most important investment project in the years to come is the modernisation of the railway line between Lódź and Warsaw.

Stage 1 – in the period 2007–2008 – is expected to cut short the travel time by 37 minutes (69 to 32 minutes).

Stage 2 will be implemented in the period 2009–2013. The entire project is expected to enable travel speeds of 140–160 km per hour, which will reduce the travel time from 128 minutes to 65 minutes. Other projects expected in the near future include modernisation of the railway line between Lódź and Łowicz (starting from 2008) and Skierwinięce – Łowicz.



Fig. 1 Stages of modernisation of the railway line between Lódź and Warsaw

Sources

Droga ekspresowa. S8 not for Lódź, POLSKA. Dziennik Lódzki of 2nd June 2007

Materials provided by PKP Regional Transport in Lódź

http://www.gddkia.gov.pl

http://www.npr.gov.pl

and Student Radio Źak. Radio Vox, Radio Pogoda and Radio Eska have the widest ranges. The Student Radio Źak signal does not reach beyond the Lódź conurbation.

6d. The Internet communication development

level is one of the most important indicators of the information society. In the recent years, the number of wireless link users has been rapidly growing. Apart from the biggest mobile telephony operators (subscription charge), opportunity to use wireless internet connection is offered by hotspots. A hotspot is a commonly accessible place where owners of portable computers with network interface cards can use the Internet. A standard appliance emits a signal within about 100 m. In Lódź in 2007 there were about 50 hotspots, mainly in the city centre (along Piotrkowska and Mickiewicza Streets), in shopping and entertainment centres (Galeria Lódzka, Manufaktura), as well as at the Lódź International Trade Fair facilities. They are usually situated in restaurants, hotels, stationary and mobile telephony operators' outlets, and institutions of higher education. In the majority of places the service was free of charge and offered as an additional service by catering, hotel, and entertainment firms.

Table 1. Firms operating in PKD Sector 64: Postal and Telecommunications Services

PKD sub-class	No of firms
Mail and courier service in the public sector	8
Mail and courier service in the private sector	53
Stationary telephony and telegraphy	15
Mobile telephony	10
Data transmission	52
Radio-communication and radio-diffusion	12
Cable Television	23
Other activity/service	44

Source: Regional Office of Statistics in Lódź, 31 July 2007

Map 5. Lódź's air connections in 2007

Since the early 1990s Lódź authorities have been taking efforts to bring back domestic and international flights to the Lublinek airport. In the 1990s the focus was on the modernisation and development of the airport's infrastructure (taxiways, runway, buildings, navigation devices, lightning arresters). In recent years Terminal 2 has been erected with a view to servicing budget airlines. In 2005, the apron surface was enlarged and the taxiway extended (to 2500 m). Further investment of over 150 million PLN is planned for the years 2007–2013 as part of the Lódzkie Region's Regional Operational Programme (funded by the airport's shareholders, the government, and the European Union). The project assumes construction of Terminal 3 with supporting infrastructure and a part of the financial resources will be assigned for cargo services, e.g. for the Dell company.

Until 2004 the share of the Lódź airport in passenger flights was negligible (approx. 0.1%). It was only after its modernisation and the launch of international passenger flights that the airport's significance began to grow. In 2006 the number of check-ins at the Lódź airport was 1.3% of the overall check-ins in Poland.

In 2006 and in the first three quarters of 2007, 90% of passengers used low cost flights and most of the remaining passengers were charter flight tourists. The main carriers that operate the connections with Lódź are: Ryanair – flights to Great Britain and Ireland, Centralwings – flights to Paris and Rome, Volareweb.com – to Milan, PLL LOT – to Warsaw.

Over a half (17) of the 31 flights every week are flights between Lódź and Great Britain and Ireland, with the most frequent being those between Lódź and London. The Lódź–Warsaw route is operated by EuroLOT S.A., part of the Polish Airlines LOT and offers services mainly for transfer passengers. Transfer passengers are customs-cleared at the airport in Lódź and flown to the Frydryk Chopin Airport in Warsaw, from where they continue

their trips to European and American cities. Since 2006 the Lódź airport has been organising tourist charter flights to Tunisia (B.P. Triada) and Egypt (B.P. Alfa Star). In 2007 B.P. Alfa Star offered flights to Egypt also outside the summer season (June–October), i.e. in November and December.

Table 1. The number of passengers checked-in at the Władysław Reymont Airport in Lódź in 2000–2006

2000	2001	2002	2003	2004	2005	2006	2007
794	2652	1936	7320	6269	18063	206511	310000

foreca*st based on the throughputs recorded in the first three quarters of 2007

Source: Civil Aviation Office, 31 October 2007