

BUS STATION OF SUBURBAN TRANSPORT IN BYDGOSZCZ

*Market,
A few streets –
This is the whole city.
Everywhere is very close ...
Literally two steps.*

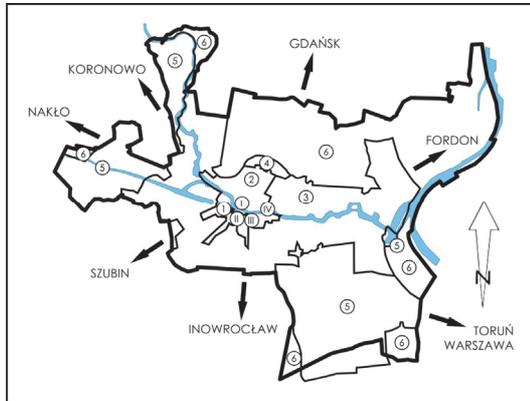
Ryszard Marek Groński

1. INTRODUCTION

In Bydgoszcz, as in other Polish cities, the development of public transport falls on the second half of the nineteenth century and is associated with the industrial prosperity of the city, which determined its territorial development. The first means of transport were omnibuses and horse trams, which left for Bydgoszcz in 1888. Along with the construction of the municipal power plant, electric trams started running, which in 1896 began to transport passengers on the routes of Bydgoszcz. Invention of the internal combustion engine led to the emergence of a new means of communication - the bus. This type of transport did not require a rigid technical infrastructure, hence its range was wider than the existing means of transport. Wheel transport was initially based on trucks converted into buses, bought back from the army after the end of World War I. Such buses served commuter transport from Fordon, Koronowo and Szubin. The city bus appeared in Bydgoszcz only in 1936¹. It was connected with the necessity to generate an area in the city constituting a transfer point, well communicated with public urban public transport. The influx of people to the city and its increased mobility associated with locating industry on the outskirts of the city, new residential buildings, as well as accidents of suburban buses led the municipality to reserve in the urban structure the area that together with a special development carried out the functions of the bus station. The first such station in Bydgoszcz was located in 1933 at Kościeleckich Square. The neighborhood of the Old Market Square, the confluence of access roads, connections with tramway transport were a significant advantage of choosing this location.

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¹ The plans were also to create a trolleybus communication. The investments were started by Germany in 1943, but it was not completed, and the trolleybuses never went to the city streets.



LEGEND

- I – the first location of the transfer stop, Old Port Street (Hermann Franke Strasse), 1920s - January 1931,
- II – location of a temporary stop, Nowy Rynek (according to the memories of residents), 1931 – 1933,
- III – the first suburban bus station, Kościeleckich Square, 1933 – 1975,
- IV – the second bus station PKS, 58 Jagiellońska Street, 1975 - modern times,
- 1 – the Old Town with the Zamkowa Island and Młyńska Island in 1346,
- 2 – city territory until 1920,
- 3 – areas of the city incorporated in 1920,
- 6 – areas of the city incorporated after 1961.

Fig. 1. Bydgoszcz, territorial development in the years 1920-2017 in comparison with the contemporary area of the city, location of interchanges and suburban bus stations (source: Bydgoska Chronicle, 2, Towarzystwo Miłośników Miasta Bydgoszcz, Bydgoszcz, 1964-1965, own work)

The dynamic development of Bydgoszcz in the mid-twentieth century and the transformation of the spatial structure of the city, the increasing necessity of getting to work, the place of study or satisfying living needs, and the limited capacity of the existing station have influenced the decision to organize the facility, which together with the infrastructure will meet the passengers needs at the time. The new bus station was created many years after the war by the main road of the city, in a large remote area away from the center, the development of which met the needs of increasingly mobile residents of the 1970s. The resulting bus station was efficiently connected with the connections of public and suburban transport. The next bus stations were located on the east-west axis that coincided with the course of the Brda River and existing outgoing roads from the city, which was consistent with the tendencies of the territorial development of the city at the time.

The aim of the article is to analyze the functional and spatial impact of subsequent locations of the basic "fill and check-in points of passengers" in the city,

which are the interchange stops and bus stations of suburban transport in Bydgoszcz to their immediate urban environment. The article presents the following locations: a transfer stop for suburban transport at Stary Port Street (formerly Hermann Franke Strasse), a suburban bus station at Kościeleckich Square and a suburban bus station at 58 Jagiellońska Street. The article raises a topic that in the future will require in-depth analysis of architectural and urban planning and planning for all public transport in Bydgoszcz, of which the suburban bus service is an element (Fig. 1).

2. COLLECTIVE COMMUNICATION AND THE PROBLEM OF SUBURBAN BUS STATION LOCATION IN BYDGOSZCZ

The history of urban public transport initiated the first tram connections, which enabled the communication integration of the then districts of Bydgoszcz with industrial centers. As previously mentioned, the first horse tram went to the city streets in May 1888, on the route connecting the Railway Station – Wełniany Rynek (Poznańska Street). The tram car with a horse-drawn carriage housed twenty passengers: 10 people with seats and 10 people standing on the front and rear platforms. In July 1896, the appearance of electric trams was the breakthrough in public transport, they were initially serving two tram lines: line A Railway Station – Grunwaldzka Street on Okole estate (extension of the connection from the Wool Market to Grunwaldzka Street in connection with the creation of the narrow-gauge railway Bydgoszcz - Koronowo) and the route of the B-line from Gdańska to Toruńska Street, established in 1899. Including the C-line established in 1900 connecting the distant districts of Bartodzieje estate and Wilczak estate, tramway routes covering more than 12 kilometers in length². The next years were a time of stagnation for the communication system. Only after the end of World War I, in 1921-1925, along with the dynamic territorial expansion of the city associated with the inclusion of further districts in the area of Bydgoszcz, the further development of urban tram communication began. Aging rolling stock and rising ticket prices meant that until the outbreak of World War II, only one additional tram route connecting Gdańska Street and Długa Street appeared on the map of Bydgoszcz. The route of the B line was changed to the connection of the Bielawki estate with Toruńska Street, and in 1937 it was given the name Bielawki – Strzelnica³ (Fig. 2.).



LEGEND

- R – Old Market Square, city center of Bydgoszcz,
- I – first location of the transfer stop, Old Port Street, 1920s - January 1931,
- II – location of the temporary stop, Nowy Rynek (according to the residents' memories), 1931-1933,
- III – the first suburban bus station, Kościeleckich Square, 1933-1975,
- IV – the second bus station PKS, Jagiellońska Street 58, 1975 – modern times.

Fig. 2. Bydgoszcz, a map showing the location of subsequent end stops and bus stations of suburban transport (source: Bydgoszcz Wojskowy Instytut Geograficzny, Warszawa 1933 r., www.mapywig.org)

² I. Gasler, 1959. Urządzenia socjalne i komunalne w okresie przedrozbiorowym i zaborów. [In:] Bydgoszcz. Historia, Kultura, Życie gospodarcze. Wydawnictwo Morskie Gdynia, p. 195.

³ W. Dębicki, 1996. Komunikacja miejska. [In:] Bydgoska gospodarka komunalna. Instytut Wydawniczy Świadectwo Bydgoszcz, pp. 65-68.

The twenties of the twentieth century is also the territorial expansion of Bydgoszcz and the development of an inter-city bus network, integrating urban and suburban areas. The main transport routes were Fordon, Toruń, Inowrocław, Szubin, Nakło and Koronowo ⁴. During this period, the first commuter bus stop was established on the Brda quay at Stary Port Street, which served as a station until the early 1930s. The location of the interchange point in the back of the Main Post Office was conditioned by convenient access to the nearby Old Market Square and a direct connection with the urban tram route that runs through the Old Market Square and the Sulima-Kamiński Bridge. Sharing the development of the bus stop area with the berthing point of the barges near the boulevards prevented the safe separation of paved areas intended for the movement of road transport vehicles with coastal areas, which led to accidents involving suburban buses. The first took place on July 31st, 1930, the second on January 25th, 1931, when six people died in connection with unfavorable weather conditions. In both cases, the bus slumped into the river ⁵ (Fig. 3).



Fig. 3. Bydgoszcz, the square at Stary Port Street, reconstruction of the Bydgoszcz-Fordon bus crash of January 26th, 1931. (source: *Ilustracja Polska* 1931 nr 18 z dnia 18.01.1931r., s. 2)

The tragic events from the boulevards on the Brda River and the great interest in suburban communication obliged the municipality to create a modern bus station with a complete infrastructure. The Kościeleckich Square in Bydgoszcz was chosen for the location of the new facility, where the remains of the previous building were located at that time ⁶. The area adjacent to the Old Market Square, was well connected to the network of city roads and nearby tramway routes, and also met the requirements of the location of suburban bus stations.

⁴ E. Biskup (red.), 2004. *Historia Bydgoszczy*, tom. II, część druga 1939-1945. Bydgoskie Towarzystwo Naukowe Bydgoszcz, p. 423.

⁵ Z. Raszewski Z., *Pamiętnik Gapia*. Bydgoszcz, jaką pamiętam z lat 1930-1945. Pomorze Bydgoszcz, p. 145.

⁶ Czy Bydgoszcz doczeka się dworca autobusowego?, *Dziennik Bydgoski* nr 205, Bydgoszcz 1930, p. 8.

The project was entrusted to the architect Bogdan Raczkowski⁷. Suburban bus station in the pre-war modernistic style was commissioned and built in the 1933. It was a one storey building with a partial basement and housed a vestibule, a waiting room for passengers, a buffet, a kitchen with facilities, a manager's room, an office and a toilet complex⁸. The construction of the roof over the five platforms was connected with the station's building. In the area of the new bus station there was also a gas station with a pavilion for its service⁹ (Fig. 4, 5 and 6).

In October 1936 a significant breakthrough for public transport was the launch of the first bus line connecting Gdańska Street with the Railway Station¹⁰. The outbreak of World War II, however, stopped the functioning of both tram and bus connections. This period was short-lived and tram traffic was quickly restored, and in 1939 also suburban buses service was restored, starting initially only with the **Bydgoszcz – Fordon route**.

Intercity communication gained additional connections with neighboring towns thanks to private carriers and cities including: Grudziądz, Koronowo, Nakło, Szubin, Świecie and Żnin, which were not reached by rail became connected. During the occupation, until 1943, there was only tram communication with a small break at the beginning of the war, when the Germans introduced communication about a new type of fuel¹¹ and modernized the existing bus transport network in the city¹².

After the end of World War II, the tram rolling stock, tracks and a broken aerial network remained in poor technical condition. This also included bus transport network in the city. As



Fig. 4. Bydgoszcz, Kościeleckich Square, development of the bus space of the suburban transport station, a situational plan from 1933. (source: Archiwum Państwowe w Bydgoszczy. Akta dotyczące stacji benzynowej przy dworcu autobusowym na Placu Kościeleckich, sygn. 3058)

⁷ A. Wysocka, 2005. Bogdan Raczkowski – architekt i urbanista międzywojennej Bydgoszczy. [In:] Kronika Bydgoska XXVI 2004. Towarzystwo Miłośników Miasta Bydgoszczy, pp. 475-476.

⁸ Dworzec autobusowy. AKTA nadzoru budowlanego w Bydgoszczy, sygn. 5745. Archiwum Państwowe w Bydgoszczy, 1938.

⁹ Stacja benzynowa na dworcu autobusowym. Magistrat miasta Bydgoszczy. AKTA, sygn. 3058. Archiwum Państwowe w Bydgoszczy, 1933/39.

¹⁰ W. Dębicki, 1996. Komunikacja miejska. [In:] Bydgoska gospodarka komunalna. Instytut Wydawniczy Świadectwo Bydgoszcz, p. 71.

¹¹ light-fueled buses - gas, coke-oven gas, city gas

¹² E. Biskup (red.), 2004. Historia Bydgoszczy, tom. II, część druga 1939-1945. Bydgoskie Towarzystwo Naukowe Bydgoszcz, pp. 423-424.



Fig. 5. Bydgoszcz, Kościeleckich Square, suburban bus station, main entrance, 2010. (source: Piotr Chyliński, http://s3.flog.pl/media/foto/1755259_88-byly-dworzec-pks.jpg)



Fig. 6 Bydgoszcz, Kościeleckich Square, suburban bus station, view of platforms and a stop of suburban buses, 1964. (source: Miejska Biblioteka Publiczna w Bydgoszczy, fot. 64 139, K308/66)

a result, until the early 1950s, they were being repaired, modernized and transformed into the existing tram communication system by eliminating tram traffic from streets that were not wide enough. It was only in 1953 that there was a significant development of the urban rail network, the emergence of further tram lines and the growth of the rolling stock, which, not having its own base with roofed places, used stops in the squares and streets of the city. As a result, in 1959 it forced the creation of a tram depot, located at 278 Toruńska Street. After the war, in January 1946 „Państwowa Komunikacja Samochodowa”, in short, PKS was established. The company was in the field of ground transportations and its establishment was an impulse to renew the car communication¹³. The following years were marked by the dynamic development of the urban transport structure: in 1966 a modern bus depot equipped with workshop facilities was located at 1 Karola Szajnoch Street, and new articulated trams went on the tram routes.¹⁴

The turn of the 1940s and 1950s were the years of expansion of housing states away from the city center, where the industrial zones were located, which included: Zjednoczone Zakłady Rowerowe- known since 1971 as Zakłady Rowerowe „ROMET” on the Fordonek estate, chemical plants Zachem on the Kapuściska or Belma housing estate (Bydgoska Fabryka Wyróbów Precyzyjnych) on the Prądy estate. It obliged the city to transform and expand the network of the urban and suburban transport system. On the other hand, the intensification of transport connections, the increase in passenger numbers and

¹³ A. Nayda , 1985. Okręg bydgoski PKS w latach 1945-1985 . [In:] Krajowa Państwowa Komunikacja Samochodowa. Okręg bydgoski PKS w latach 1945-1985. Krajowa Państwowa Komunikacja Samochodowa Bydgoszcz, p. 2.

¹⁴ W. Dębicki, 1996. Komunikacja miejska. [In:] Bydgoska gospodarka komunalna. Instytut Wydawniczy Świadectwo, Bydgoszcz, pp. 68-73.

the growth of bus fleet determined the establishment of a long-distance suburban and intercity bus station with a main building equipped with check-in desks and waiting rooms for passengers, access areas with platforms with many positions and technical facilities. The 1960s and 1970s also marked the territorial expansion of Bydgoszcz: new housing estates are being built on areas previously incorporated into the city, such as Wyżyny and Błonie. Due to the constant lack of areas for residential development, in 1973 the town of Fordon was incorporated into the Bydgoszcz border, where in the 1980s the construction of a huge housing estate began, which implied further development of public transport and the creation of long-distance inter-city connections.

At the beginning of the 1970s, the concept of constructing a modern bus station for PKS suburban transport appeared. The location of the new station was selected away from the city center, adjacent to Zakłady Mięsne and Gazownia Bydgoska, where since 1945 there was a workshop of the transport base of the then Wojewódzki Urząd Samochodowy, which since 1946 has been subject to Państwowa Komunikacja Samochodowa.¹⁵The existing bus station at Kościeleckich Square together with the entire infrastructure was handed over to Miejskie Zakłady Komunikacyjne and from 1976 served as a loop of bus transport. After 2010, a parking lot was organized in its place.

The PKS bus station, located at Jagiellońska Street, began its operation in 1975¹⁶. The Jagiellońska Street, at which the object stood, even though it was already the basic communication axis of Bydgoszcz in the east-west direction, did not yet have the same rank as it has now. In the years 1972-1974, it was transformed into two two-lane roadways separated by a city tram, and the rail sidings visible at Fig.7 near the slaughterhouse and gas plant were liquidated, and the Ogińskiego Street was created¹⁷(Fig. 7).

The project of the new Bus Station after approval of technical and economic analyzes was prepared in 1971 by Biuro Projektów Państwowej Komunikacji Samochodowej with headquarters in Wrocław. A two-storey building in the functionalist style, with a skeleton structure, was located in the depths of the plot, with a front elevation to Jagiellońska Street. The ground floor has been designed with: a modern cash register, cash register and conductor's cash register, as well as a mother's room with a child, luggage storage, ticket store, "Ruch" and other newsstands, telephone booths, drivers' lounge, elevator, technical and social-sanitary rooms. On the first floor there would be: a waiting room, a buffet, a kitchen and a washing room, a youth club, social rooms, warehouses and a terrace. In the area located between the artery and the building, a passenger parking lot was organized, the bus station's technical buildings are planned for part of the plot from the side of Krakowska Street. The facility was also equipped with a small vehicle repair facility, a gas station, a car wash, a boiler room and

¹⁵ Gazownia bydgoska was founded in 1860 in the eastern part of the city. Currently Pomorska Spółka Gazownictwa Oddział Gazowniczy w Bydgoszczy.

¹⁶ Dworce autobusowe komunikacji międzymiastowej Bydgoszczy, 2011. [In:] Encyklopedia Bydgoszczy, tom 1, Towarzystwo Miłośników Miasta Bydgoszczy, p. 353.

¹⁷ Roundabouts - Jagiellonów Roundabout and the Fordon roundabout in Bydgoszcz.

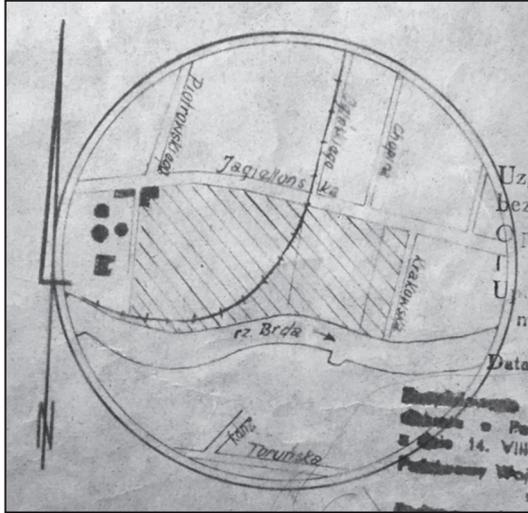


Fig. 7. Bydgoszcz, area designed for the bus station at 58 Jagiellońska Street, (source: Przedsiębiorstwo Komunikacji Samochodowej w Bydgoszczy Sp. Z o.o., project of PKB Bus Station in Bydgoszcz made by Biuro Projektów Kamieniołomów from Wrocław, drawing: Spatial development, PKB bus station in Bydgoszcz, 1970)

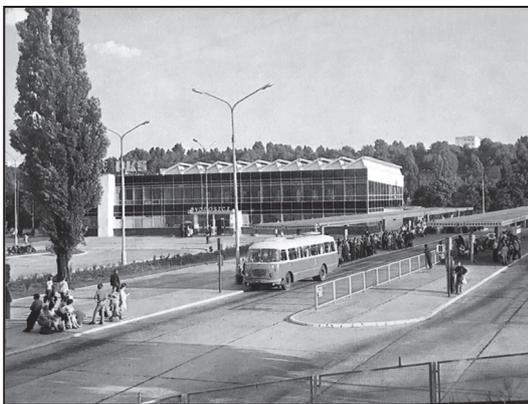


Fig. 8. Bydgoszcz, 58 Jagiellońska Street, PKB bus station, view of the main PKB building and platforms, 1970s (source: postcard, photo by C. Woźny)

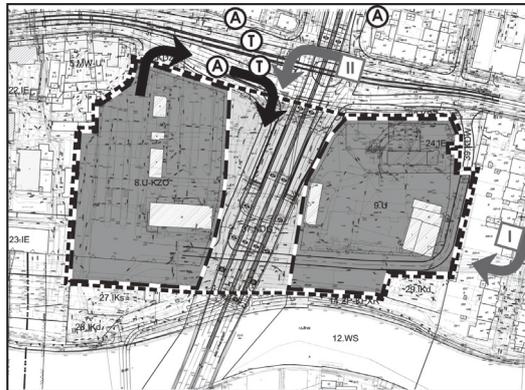
a large manoeuvring area¹⁸. The new PKB bus station was put into use on March 29th, 1975, after 2 years of construction. Initially, the entrance to the station was located from Krakowska Street, with time the entrance was re-organized from Jagiellońska street, which allowed for a collision-free system with buses going to the station both from the east, i.e. from Warsaw, as well as from the west from the direction of Poznan or Berlin. Exit from the station was always directly from directly to the axis of Jagiellońska Street (Fig. 8).

In 2009, the PKB suburban bus station was modernized. The original steel skeleton of the building and the roof was preserved. Facades was re-done and the functionality of the building changed: the number of cash registers was limited, control room added, waiting hall was redesigned by adding service pavilions and facade got new service points.

Convenient inclusion of the PKB bus station in the Bydgoszcz road system changed in 2013 with the construction of an additional crossing over the river - University Bridge, during which the traffic organization was changed and the entry to the station was limited to only direction - from the west, which significantly hampered the communication of suburban buses in Bydgoszcz. The construction of the University Route meant that all buses arriving to the bus sta-

¹⁸ W. Dobrowolski, 1971. Projekt Dworca Autobusowego PKB w Bydgoszczy. Biuro Projektów Państwowej Komunikacji Samochodowej we Wrocławiu (źródło: Przedsiębiorstwo Komunikacji Samochodowej w Bydgoszczy Sp. z o.o.).

tion, among others from Świecie, Grudziądz, Torun or Warsaw, had to enter the city center and turn back on the most traffic-laden intersection of Bydgoszcz. It caused a detour of about 1.5 km, contributing to the slowdown of traffic in the city and the creation of congestion at the Jagiellonów Roundabout, as well as to increase costs for carriers. By organizing better communication between the station and the city's road network, every second suburban bus could bypass the Jagiellonów Roundabout. Przedsiębiorstwo Państwowej Komunikacji Samochodowej sp. z o.o. has a ready concept of reconstruction of the communication system taking into account the new entrance to the station exclusively for buses, which would be located between the pillars of the University Route. Currently, design works and consultations with the Municipal Roads and Public Transport Authority and representatives of the city over the reconstruction of the access to the PKS suburban bus station are under way¹⁹ (Fig. 9 and 10).



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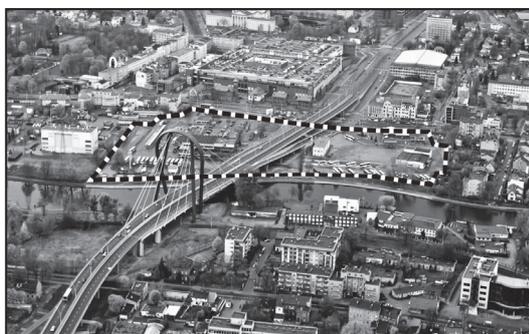
- — — — — the area of the bus station separated by a bridge route after 2015,
- bus station area until 2015,
- gray arrow** – closed entry points first entry to the railway station, second entry to the railway station until 2013; **black arrow** – entry and exit from the railway station from 1975 to modern times,
- T** – city tram stop, **A** – bus stop.

Fig. 9. Bydgoszcz, bus station at Jagiellońska Street, development of the bus space of the suburban transport station (source: Miejska Pracownia Urbanistyczna w Bydgoszczy, Local plans, Register of plans - map, local spatial development plan "Śródmieście-Jagiellońska Street" Bydgoszcz, 2017)

3. SUMMARY

The intensively developing Bydgoszcz and the growth of its area is undoubtedly the result of the next stage of industrialization, which determined the increased movement of residents, both within the city limits and the movement of people from suburban areas. In the past, growing communication problems were solved by introducing urban, suburban and interurban bus lines connected with tram routes. At the location of the interchange stop and the first bus station in 1933, the proximity of the city center was very important, where the headquarters of major offices and cultural facilities as well as interchange points for public transport were located. After the Second World War, when the city once again significantly enlarged its territory, the key to its operation was the choice of the location of a new, yet modern bus station at Jagiellońska Street. The plot of the

¹⁹ Consultations regarding the PKS bus station located at 58 Jagiellońska Street – Andrzej Wysocki, technical and investment specialist at Przedsiębiorstwo Komunikacji Samochodowej sp. z o.o.



LEGENDA

- — — — bus station area until 2013, neighboring Focus Mall shopping center established in 2008, and the Campanile Hotel completed in 2013.

Fig. 10. Bydgoszcz, bus station at Jagiellońska Street, area of the suburban bus service station divided by the Uniwersytecka route (source: Gazeta Wyborcza, bydgoszcz.wyborcza.pl)

station was located between the Brda River and the developed main communication artery in the east-west direction and had significant development potential. The place was connected with tram and bus lines leading to the railway station. The station, after the last modernization, still functions as a mono-functional facility, typical of its inception in the 1970s. In 2008, it gained a commercial and service "housing" in the form of the Focus Mall shopping center, and in 2013 the Campanile Hotel, whose location was probably not accidental. The intersection of the area with the University Route was definitely unfavorable to the station's service. This division does not directly affect passengers, but it is

negative for transport logistics and the company's profit margins.

Summing up, it can be stated that the first location of the interchange point and the bus station did not affect the development of the city structure. The station filled only a spatial gap, and the location resulted from transport connections and a convenient distance from the historical center. The current location of the station, despite the lack of direct synchronization with the railway communication, can be perceived as beneficial due to the neighborhood of the shopping center. Perhaps there will be more institutions, economic entities for which the station and passenger traffic will be an important factor for choosing location. It seems, however, that the institution which PKS is, requires organizational reforms, formulation of a modern vision for functioning as an more flexible alternative to the railway system.

The bus station cannot be considered as a separate transport unit and independent from the city, but in terms of the composition of the city structure should co-create a multifunctional communication center, tied to the urban fabric, communicated with the whole city. This view corresponds with the Resolution of the Bydgoszcz City Council of 15 July 2009 regarding the Study of conditions and directions of spatial development of the city of Bydgoszcz, which in the matter of localization concludes that "one should modernize the bus station or look for another location, egg in close neighborhood railway station - Bydgoszcz Główna"²⁰. Unfortunately, local authorities do not follow this direction because in the adopted Resolution of the City Council of Bydgoszcz of September 23, 2015

²⁰ Uchwała nr L/756/09 Rady Miasta Bydgoszczy z dnia 15 lipca 2009 r. w sprawie Studium uwarunkowań i kierunków zagospodarowania przestrzennego miasta Bydgoszczy, Transport autobusowy dalekobieżny, p. 157.

regarding the local spatial development plan "Śródmieście – Jagiellońska Street" the PKS area is still designed for the public transport services, general service functions and service functions in the field of automotive service with the possibility of carrying out renovation and reconstruction ²¹.

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Periodicals

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www.mpu.bydgoszcz.pl
www.s3.flog.pl

²¹ Uchwała nr XVIII/267/15 Rady Miasta Bydgoszczy z dnia 23 września 2015 r. w sprawie miejscowego planu zagospodarowania przestrzennego "Śródmieście – Jagiellońska", § 21. pkt. 1, § 20. pkt. 1c.

Consultations regarding the PKS bus station located at 58 Jagiellońska Street:
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SUBURBAN BUS STATIONS IN BYDGOSZCZ

SUMMARY. Urban public transport as a functional and spatial problem appeared in the city by the end of the 19th century, determining its transformations and territorial development. This issue, after 1945, was extended to include bus transport, and later also an individual car service. The aim of the article is to show the impact of various locations of suburban bus stations in Bydgoszcz on the nearest urban surroundings. The article presents the following locations: interchange stop of suburban communication at Stary Port Street (formerly Hermann Franke Strasse), suburban bus station at Kościeleckich Square and suburban bus station at 58 Jagiellońska Street. The article raises a topic which in the future will require in-depth architectural and planning analysis for all public transport in Bydgoszcz, of which suburban bus transport is an element.

Key words: bus station, suburban communication, location of the station, availability of the station, spatial composition