



27 November 2020

THE IMPACT OF TRANSPORT INVESTMENT FOR THE QUALITY OF BYDGOSZCZ CITIZENS LIFE

JAKUB SKORUPA¹, COSMINA-SIMONA TOADER², LUKASZ KRYSZAK³

¹*Student Scholarly Association of Sustainable Development Economics, Poznan University of Economics and Business, Poznan, Poland*

²*Banat's University of Agricultural Sciences and Veterinary Medicine "King Michael I of Romania" from Timisoara, Romania*

Faculty of Management and Rural Tourism,

³*Poznan University of Economics and Business, Poznan, Poland*

Abstract: Public transport in cities has a crucial function of making it possible to travel for many different purposes, so the transport demands of citizens are satisfied. Inhabitants use buses, trams and other means of transport to get to work, school, leisure centers and to visit their relatives and friends. That is why a good working public transport is so important, especially for those who lives in areas far away from the city center. In this assignment there is made an evaluation about transport investment and functionality of new tram line in Bydgoszcz, and how it improved people quality of life. New tram line in Bydgoszcz had an impact towards improving the functionality of public transport for people from Fordon district as well as from the whole town.

• Introduction

In the field of public transport, the quality of services is given by the perception of passengers on the performance of the public transport service. The quality of services depends to a large extent on the decisions taken in the public transport system. When we talk about the decisions taken in this field, we refer to all those decisions that refer to the establishment of public transport routes, to the frequency and period of the day in which the services are offered, to the type of services offered. The quality of services is an indicator of the success of public transport operator, and this has direct implications for passengers.

• Material and method

The aim of the article is to evaluate the transport investment and the functionality of the connections of the new tram network in Bydgoszcz in terms of improving the quality of life of the inhabitants.

• Results and discussions

Bydgoszcz, being the administrative capital of the Kuyavian-Pomeranian Voivodeship, at the same time performs a number of functions of supra-regional and national importance in the field of administration, production, trade, finance, science, culture and sport. Bydgoszcz is a city that is constantly opening up to new challenges of the 21st century. Location of the city on the background of the country map (fig. 1.)



The city has a population of 348.2 thousand inhabitants (data from 2020) [10], which ranks it in the 8th position of Poland.

The central location of Bydgoszcz in the Kujawsko-Pomeranian Voivodeship creates convenient conditions for residents of the region to access various services.

In January 2016, a new tram route to Fordon was launched, resulting in many changes in the functioning of public transport. The new communication system has increased the importance of passenger service using trams. As a result, the bus system has also been adjusted.

11 tram lines (including one tourist line) provide transportation in the tram subsystem. For the operation of transport tasks during peak hours is directed to the movement of 60 tram trains. The total length of the tram lines is about 120.0 km.

Today, cities are looking for quality solutions in transport, as the possibilities of public transport, especially in combination with their excessive congestion for traffic efficiency, have become an important part of their development.

The transport needs related to the number of journeys made and the distance covered depend on factors such as:

- spatial shape of the city;
- the size of the city - the measure is the population and spatial area;
- the demographic and social structure of the population and the associated level of human activity and income;
- the size of your free time;
- spatial and functional structure of the city.

Of those surveyed, 96% use public transport services and 4% do not. Research indicates that 52% of respondents are satisfied, while 32% disagree and 16% do not. Respondents who use public transport on a daily basis account for the largest group of 56%, while several times a week use 16%, while as many as 20% indicated a response several times a month.

• Conclusions

Today, the pace of life of modern people, especially the inhabitants of big cities, is constantly accelerating. The life of active citizens is programmed in hours or even minutes. Work, study, childcare, meetings with friends, travel, sports, shopping - these are just a few tasks and daily activities that force us to be in the right place at the right time. Public transport is one of the options when we have to travel, and what everyone wants is to get to their destination as quickly and comfortably as possible.

Quality public transport services can make life easier for passengers, thus reducing traffic, which entails a number of other benefits.

Therefore, modern public transport is one of the factors that can improve the quality of life. The work attempted to confirm the impact of the new tram line on the quality of life of the residents of Fordon. Using the questionnaire, the survey surveyed Fordon residents who assessed public transport in various aspects. 47% of those surveyed are satisfied with the quality of services offered, 56% of people use public transport every day. The journey most often takes from 30 to 60 minutes. 58% of passengers are satisfied with the new structure of the tram line to Fordon and only 27% are dissatisfied. As for the new structure of bus lines in Fordon, 47% of residents are satisfied, while as many as 36% disagree.

The tram network is a significant element of public transport and, with its development, i.e. the opening of new connections according to the needs of travelers, can be even more attractive to the inhabitants of the city and encourage the use of its services and to encourage the abandonment of travel by car. This makes the city greener and urban transport more environmentally friendly.

Acknowledgement: The publication of this article was financially supported by Poznan University of Economics and Business, Poland