



**Innovative design and operation of new or upgraded
efficient urban transport interchanges [Theme: SST.2012.3.1-2.]**

City-HUB Project



**City-HUB Fact Sheet N° 8.6:
Intermodal terminal of Miskolc, Hungary**

Role of interchange

The building of the station was built in 1901 and refurbished in 2003 with respect to the functions and design of the original building. However, intermodal facilities or design have not been implemented so far, and the accessibility of the interchange remained hard for pedestrians, bikers, people with disabilities and with prams. In order to improve the interchange, notable efforts have been spent on large scale project development with an intermodal approach. The aim of the planned project is to encourage people to prefer PT to other transport modes by providing more adequate, reliable interchange conditions, improving the accessibility of the city through which a notable contribution can be delivered for the reduction of the environmental impacts. Thank to this, PT could be a competitive alternative against the car. One of the external benefits is the revitalization of the surroundings (sport centre, thermal bath, retails).



Figure 1: Visualization of the new interchange

Location

The terminal in Miskolc, is located one of the most populated cities in Hungary. The intermodal terminal is planned to be built as a refurbishment of the main train station of Miskolc called Tiszai Pályaudvar (Tiszai Railways Station), located in the western part of the city at Kandó Kálmán square. Nowadays, this is the most important interchange in

Miskolc where the daily passenger flow amounts up to 5000 passengers daily, distributed into commuters from the surrounding villages (60%) and inhabitants (40%).

Modes of transport

Currently, there are several transport modes available such as train, tram (2 lines), local bus (6 lines), interurban bus (1 line), toll parking (50 places) and a taxi-rank. The planned upgrades includes a east-oriented head-end for the trams, to be replaced next to the local/interurban bus station. The interchange is expected to provide aesthetic, covered and spacious waiting areas, new parking lots as well as new functions. The bus station is planned be a decisive building of the square, and should function not only as a station but as a meeting point as well. Other functions, like P+R and B+R are planned to be incorporated, supplemented with bike stands, separated walkways and availability for a future implementation of a tram-train solution. The arrivals and departures of the current Búza tér bus terminal (located in the city centre) are planned to be transferred into this new intermodal centre. Therefore, the new terminal had to be designed with respect to the need of serving the increasing heavy traffic as well.

The financial and management plan is roughly outlined in the study. According to that, the common areas will be operated jointly which can be achieved either by founding a joint company or by a tender. The operation of other places is planned to be carried out by the Municipality while the maintenance cost are to be covered by different partners. According to the financial responsibilities presented in the study, the transportation providers will have the role of covering the costs of operational facilities. As for the facilities related to the supply of the transportation, the actors that should cover the costs are the transportation providers and the renters of the commercial facilities. Regarding the rest, the Municipality is planned to be responsible for the related payments.