

METRÓ 4

Hírlevél

BKV Rt. DBR Metró Projekt Igazgatóság

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METRO

www.metro4.hu

Surface developing

Extremely many uncertainties are still about Metro 4. However, one can be sure that it will be constructed. This is because it is required, and more and more needed since several decades the transport problems of the South Buda region cannot be solved in any other way in an efficient and durable manner. This is an axiom which has not been doubted by any professional forum. That's why we – as an organisation established in the interest of the implementation of a new metro line in Budapest – will strive after fulfilling all necessary preparing works necessary to launch actual metro construction as soon as a positive decision has been made. A part of such works is represented by the surface development in the areas concerned. We are deeply persuaded that the areas sacrificed for political skirmishing, in which – for reasons of repeatedly delayed metro construction – there were no possibility for any development, can finally join the dynamic development of other zones in Budapest. Those living in Bartók Béla út and its environment will in the end become a chance to live under safer and healthier circumstances worthy of the XXIst century. Construction works can be commenced early in the summer of 2002. However, surface corrections on the Pest side keep still us waiting. The authorities have not issued any license of railway authorities for Metro 4, so far. In addition, the proper version of the plan of development for the region has not been selected by the competent authorities. Consequently, the surface correction of the road between Baross tér and Thököly út cannot be started in this year.

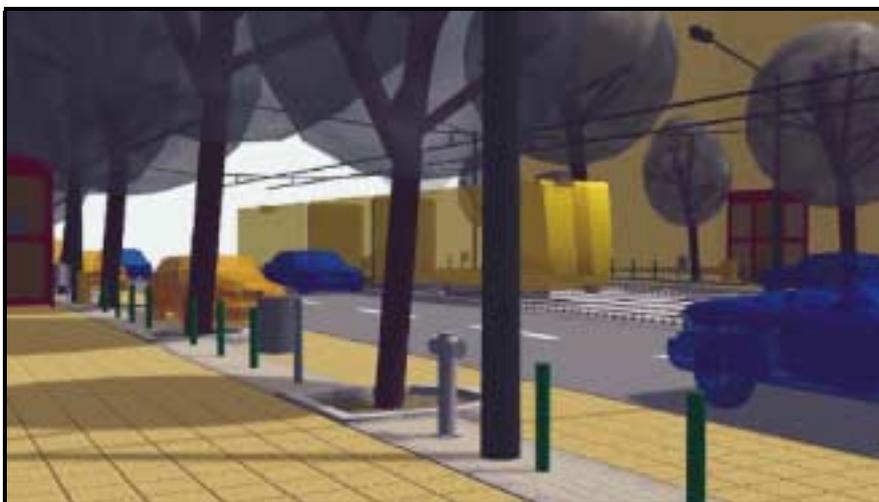


Tracks out of operation in Mórícz Zsigmond circus

Reconstruction of the South Buda region

Bartók Béla út and the connected squares are the areas with the most intensive traffic and transport junctions in the environment of South Buda.

Its special function can be attributed to the huge traffic of motor vehicles, on the one hand, and to the fact that Bartók Béla út is the skeleton route of public transport in this area, on the other hand. Most of people can get to their destination by touching this road.



Overview of the internal section of Bartók Béla út

In peak hours about 80 trams and 120 busses running along Bartók Béla út carry nearly 175,000 passengers altogether. There is no more place to start further vehicles or lines, although the demand is continuously increasing. The car traffic outgrew this road, as well. Cross section of Bartók Béla út and the configuration of its junctions were finalised in the 1930s. Although minor modifications took place since that, the road cannot face anymore the traffic of motor vehicles increased by a multiple. The flow rate of junctions is insufficient and, in addition, the block pavement became worn out and non uniform. Thus, it is no wonder that many people try to avoid the congested and jumpy main road. It is obvious that urgent solution is required, which cannot be anything else than metro. Since this is the only tool with high standard and safety, independent of surface circumstances and can enable fast transport.



Bartók Béla út – irregular parking

This has been recognised in countries with a more developed motorization than ours, and they consider metro construction as an investment in environment protection. Although metro construction in Budapest has been postponed many times because of known political reasons, but its preparation is in a phase when surface corrections can be carried out.

This advanced surface development programme will enable the inhabitants to live and travel under less detrimental conditions even until the putting into operation of Metro 4. This is because the surface transport will be improved as a result of this programme, and the area will be more ordered. Under the surface under reconstruction also the obsolete utility network can be replaced.

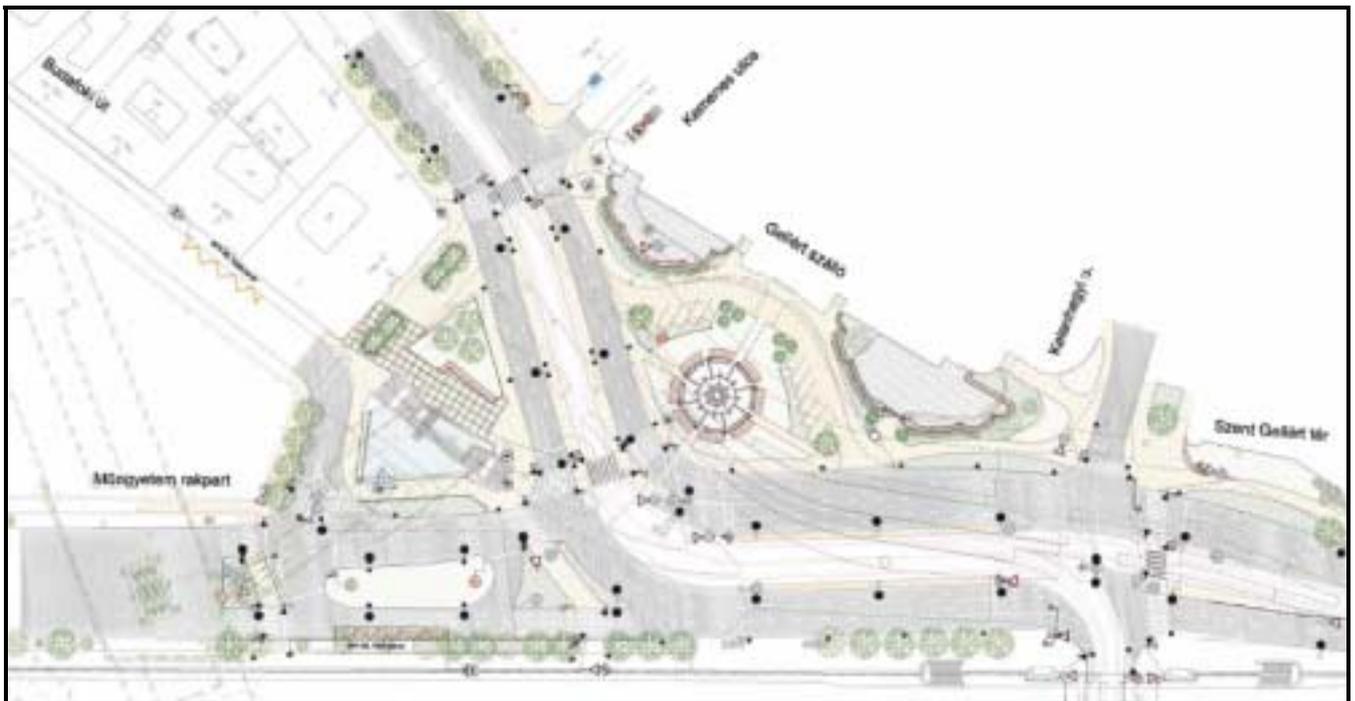
End of the chaos on roads

Within such a renovation the block pavement in Bartók Béla út, including the slippery and off-dated clinker, will be removed and substituted by high bearing capacity asphalt pavement. On the whole section between Kosztolányi Dezső tér and Szabadság bridge the car drivers can use two lanes on each side. In the by-streets – where supported by population – attenuated traffic zones can be marked where a speed restriction of 30 km/h is in force. The turning of vehicles will be more uniform and safer. In the junctions with light signals there will be a separate lane for turning to left, thus, the vehicles will not disturb each other in lane changing.

The parking will be more regulated and safer. Although the number of surface parking places will not be higher, the existing ones will be more transparent and useful. (Due to the restricted area, the only possible solution to increase parking places is to construct underground garages and parking houses, but this does not belong to surface development.) In order to protect pedestrians the sidewalks will be closed from parking vehicles, which will further improve the image of the area. At important locations the sidewalks will be covered by decorative pavement. Public lighting will be updated, and the candelabums designed will emphasise the character of boulevard of Bartók Béla út.

Public transport becoming faster and more comfortable

By making order among car traffic, also the public transport vehicles can advance faster. The track zone of trams will be reconstructed to have the function of so called public transport lane following the putting into operation of the metro, i.e. reserved not only for trams but also for busses. Among the advantages of this solution one can mention the uniformity of public transport vehicles since the joint frequency of them in stations will be decisive.



Reconstruction plan of the Szent Gellért tér

There will be no more constraints to select between two vehicles driving to the same direction: trying to guess whether bus or tram will come first, and no more pedestrians crossing the road among rushing vehicles. Another advantage of the implementation of such public transport lanes is to leave more place for parking lanes, bicycle lanes and green area.

The double status prior to and next to metro operation is valid for the planning and construction of subways. The subway in Móricz Zsigmond körtér will provide the passenger of the tram and bus terminal in Villányi út with comfortable and safe crossing possibility to the other side of the square and to the trams leading to Fehérvári út. The subway implemented in the intersection of Bocskai út and Fehérvári út will offer an easier changing possibility to tram passengers in the first years. Later on, metro passengers will be able to make advantage of this possibility, as well. Those living in this surrounding or started to shopping will not be forced any more to descend under the ground, since crossing possibilities will be preserved on the surface, too.

Within surface corrections the stations of several bus and tram lines will be moved in order to guarantee the safety of passengers and to exempt them from long walking.



Móricz Zsigmond circus – unregulated conditions

- The tram station in Fehérvári út will be on the market side for both directions, since most of the passengers have this destination.
- Chaotic conditions in Bartók Béla út will have an end: the platforms of tram 6 and of those running along Fehérvári út will be closer, and the stations of bus family 7 will be moved to the centre of square. Thus, the passengers changing vehicle have less to walk.



Damaged block pavement in Bartók Béla út

- The tram station in Kosztolányi Dezső tér will be in both directions at the left side of Bocskai út, at optimal distance from the bus terminal.
- An improvement can be expected in Szent Gellért tér, too, in moving tram stations more closer to housing zones, to the mouth of Bartók Béla út.



Overview of the external section of Bartók Béla út

Actualities

Building license for surface developments on the Buda side

In its decision dated November 22, 2001, the Municipal Transport Inspectorship awarded the building license for the reconstruction of Szent Gellért tér, Bartók Béla út (section Szent Gellért tér to Tétényi út), Móricz Zsigmond körtér, Fehérvári út (section Móricz Zsigmond körtér to Bocskai út) and of the junction Fehérvári út with Bocskai út. This building license became final on January 18, 2002.

Resolutions of the Municipal General Assembly on January 31, 2002

The Municipal General Assembly approved the investment programs related to the phase "A/1", section I of Metro 4 for the investments in road, utility and tram track reconstruction on the Buda side. The Mayor was requested to sign the license documents for this project.

The Municipal General Assembly empowered the Mayor to submit not later than April 30, 2002 the implementation of a second exit of the east-west metro line, as an alternative to impossible surface development became impossible due to the delayed license of railway authorities, including the draft programme of the surface development related.

Second exit of the station Keleti pu. of the east-west metro

Baross tér is the junction with the most intensive traffic on the Buda side, around which considerable developments are envisaged in the future. However, a second exit of the metro station is already required due to the increased traffic flow.

The licenses from railway authorities and building licenses for this second exit of the station Keleti pu. are in preparation on behalf of the BKV Rt. DBR Metro Project Management. The plans are partly completed and consultations are under way with licensing authorities. The new exit of this metro station will be located at the eastern side of the Keleti railway station, near Kerepesi út. According to these plans two new moving staircases will lead to a subsurface hall where further moving staircases start towards the starting side of the railway station, on the one hand, and to the enlarged subway in Baross tér, on the other hand. Thereupon a new subway corridor will lead under Kerepesi út towards Festetics utca. Also an elevator will be available for handicapped people.

Preparation of advanced surface development works on the Buda side

In the issue of February 6, 2002, of the Public Purchase Bulletin ("Közbeszerzési Értesítő") an invitation for pre-qualification appeared on the surface regulations of the Buda side within the project Metro 4 (reconstruction of utilities, road, sidewalk and tram track). The deadline of submittal of participating competitors expired on February 22. The constructing companies selected in pre-qualification received the tender documentation. The deadline of competition bids to be submitted is April 3. The commission will select by April 12 the companies constructing the road and sidewalk.

Environment protection license for Metro, Preliminary Environment Impact Study

In their decision of June 13, 2001, the Environment Protection Inspectorate for the Central Danube Valley refused the Preliminary Environment Impact Study. BKV Rt. DBR Project Management submitted an appeal against this decision.

The Higher Inspectorship for Environment and Nature protection revised the Preliminary Environment Impact Study and acquired further expertise papers. On the basis of them the Higher Inspectorship instructed the environment protection of first degree to a new procedure. The Environment Protection Inspectorate for the Central Danube Valley transmitted its resolution to the BKV Rt. DBR Metro Project Management specifying the condition of submittal of a new application for environment protection license.