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**Abstract**

The public transport hub Paderborn Hauptbahnhof has regional importance and is linking mainly short-distance rail with regional and city bus services. Paderborn is a regional centre in a rural area structure located in the east of North Rhine-Westphalia and in the region East Westphalia-Lippe. The station is located in the core city area of Paderborn and ca. 500 m west of the city centre.

The task was to create an integrated traffic concept for restructuring the different demands of usage in the station area due to the planning of a new car park building with bus station. It is a matter of a central traffic junction in the network of local public transport which is said to offer the passengers a multimodal mobility-supply for their individual choice of transport carriers.

Since the conversion on Bahnhofstraße with the station's courtyard which has a specific role in urban planning there is a structural high quality street area design. The bus station was conversed as well and now consists of a large-scaled roof for weather protection.

Nevertheless a list of lacks could be determined due to the analysis of today's shape: awkward route guidance, conflicts in point of pedestrians and cyclists in partly really tight side paths of the street, long waits for pedestrians at the traffic lights, conflicts with traffic of taxis and from dropping off and picking up by cars, barrier effect of track and industrial plants, etc. A new build of the dilapidated station building has to be implemented by the DB Station & Service AG.

The qualities of the station area are: A cycling station with guarded parking's and additional service supply, a great station's courtyard with visual axes in the direction of city centre plus an outstanding location in the network of tributary traffic carriers like local trains, bus services and motorized individual traffics.

A Mobility Centre is under construction and will be a comprehensive facility for all different transport carriers. The concept is a widespread costumer advisory office with every service of public transport and additional supplies: e. g. a Carsharing-service which has to be integrated into the transport hub as a new using requirement.

The purpose concept in restructuring the stations area refers the main role to the pedestrian traffic. Especially the station's courtyard is an entrance and orientation zone for the passengers and a central distribution point in the pedestrian network. A compactly and openly designed hub with short ways of changing and small losses of time ensures attractive travelling by public transport.

The station area is one of the most important components of identification and a fair impression in town with an outstanding importance in urban planning. User-friendly and functional bus service facilities have to be regarded as a main function of this public transport hub. An attractive supply of parking facilities for cyclists extent the

circle of influence for the station in a significant way and encourages intermodal transportation.

(...)

*In the essay there were quite a lot of planning ideas which not will be published here.*