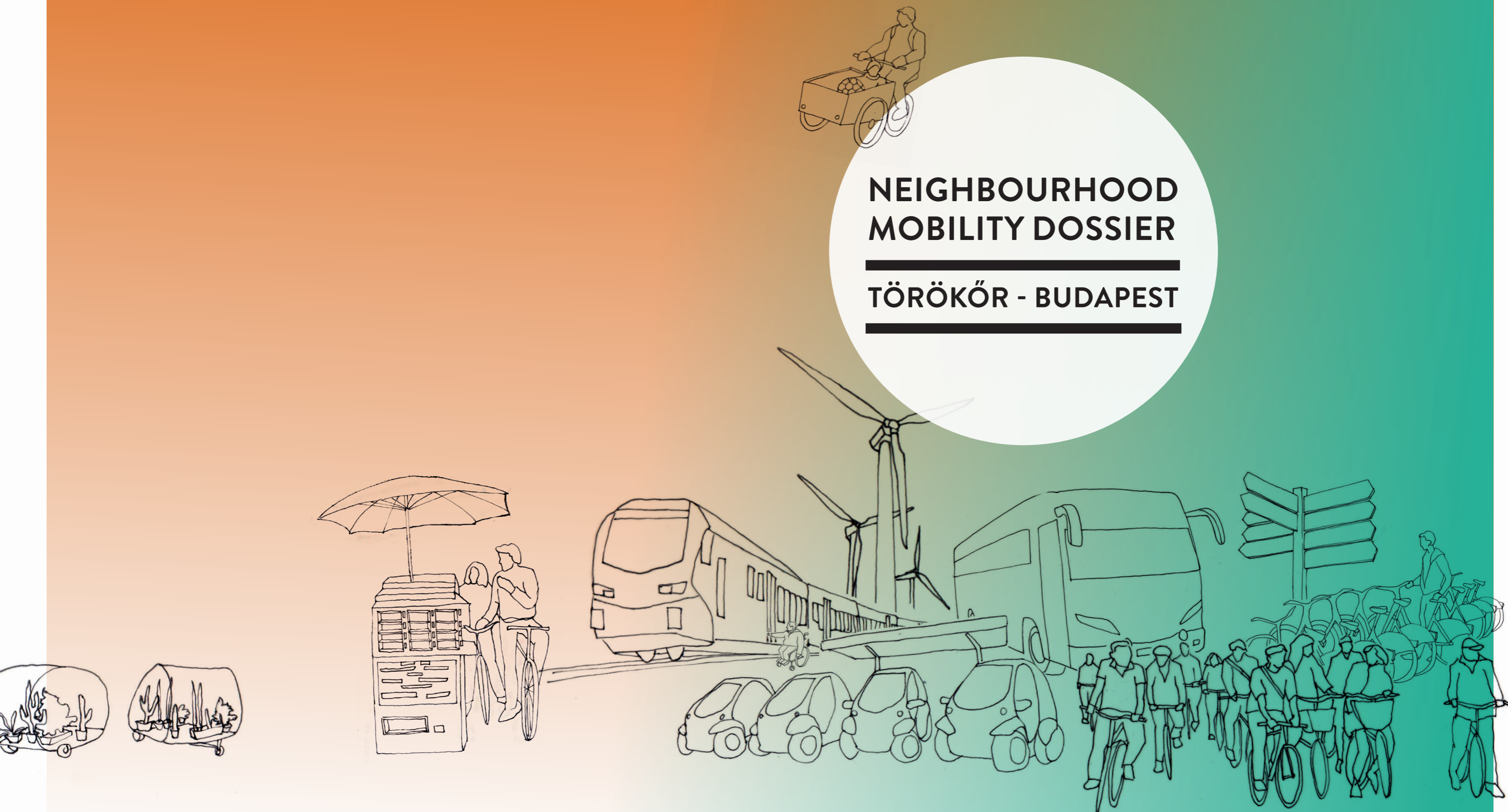


**NEIGHBOURHOOD  
MOBILITY DOSSIER**

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**TÖRÖKÖR - BUDAPEST**

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<b>Title</b>	Neighbourhood Mobility Dossier of Törökőr/Budapest in SUNRISE [within the phase of WP1: Co-Identification and Co-Validation of Problems and Needs]  Deliverable 1.2 of the EU Project ID: 723365
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Thematic walk with blind people  
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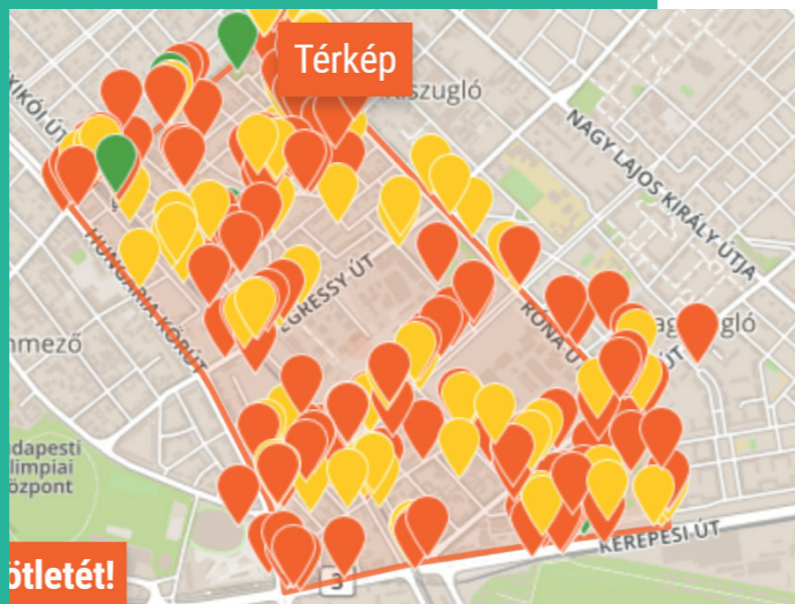
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On tour problem mapping  
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# 1.0

# INTRODUCTION

## 1.1. Objective and content of „Co-Identification“ and the Neighbourhood Mobility Dossier

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### **Occasion and Purpose**

A Neighbourhood Mobility Dossier has been produced in each neighbourhood as the final goal of „Co-Identification“. It aims to comprehensively capture the results of co-identification and co-validation process including the factual and subjectively perceived situation with regard to mobility and other related aspects. The Dossier serves as a guidebook for the neighbourhood themselves regarding the upcoming co-creative phases (co-development and co-implementation of sustainable mobility solutions), but also as an overview and inspiration for other cities and neighbourhoods regarding the co-creative development of sustainable mobility solutions. The set of the six Dossiers of each Action Neighbourhood constitutes the final product of the Co-Identification phase in SUNRISE. Additionally, a summarised overview of the results of the co-identification and co-validation phase will be integrated in the Neighbourhood Mobility Pathfinder.

### **„Co-Identification“: Objectives**

The main objective of Co-Identification was to ensure that all SUNRISE Action Neighbourhoods lay a solid foundation for the following activities. This encompasses the establishment of strategic local alliances and the thorough participatory identification of problems, needs, ideas and opportunities in each SUNRISE action neighbourhood.

### **Content and Structure of the Neighbourhood Mobility Dossier**

To get a first impression of the respective neighbourhood and its characteristics the Dossier starts with an introduction of the status quo situation of the neighbourhood in general and mobility wise followed by a description of the individual objectives, challenges, opportunities and limits regarding the SUNRISE process of the Action Neighbourhood.

The next chapter shows the Co-Identification process-design of the Action Neighbourhood including content about the tools and methods used and groups reached as well as information about the constitution of the Core Group (CG).



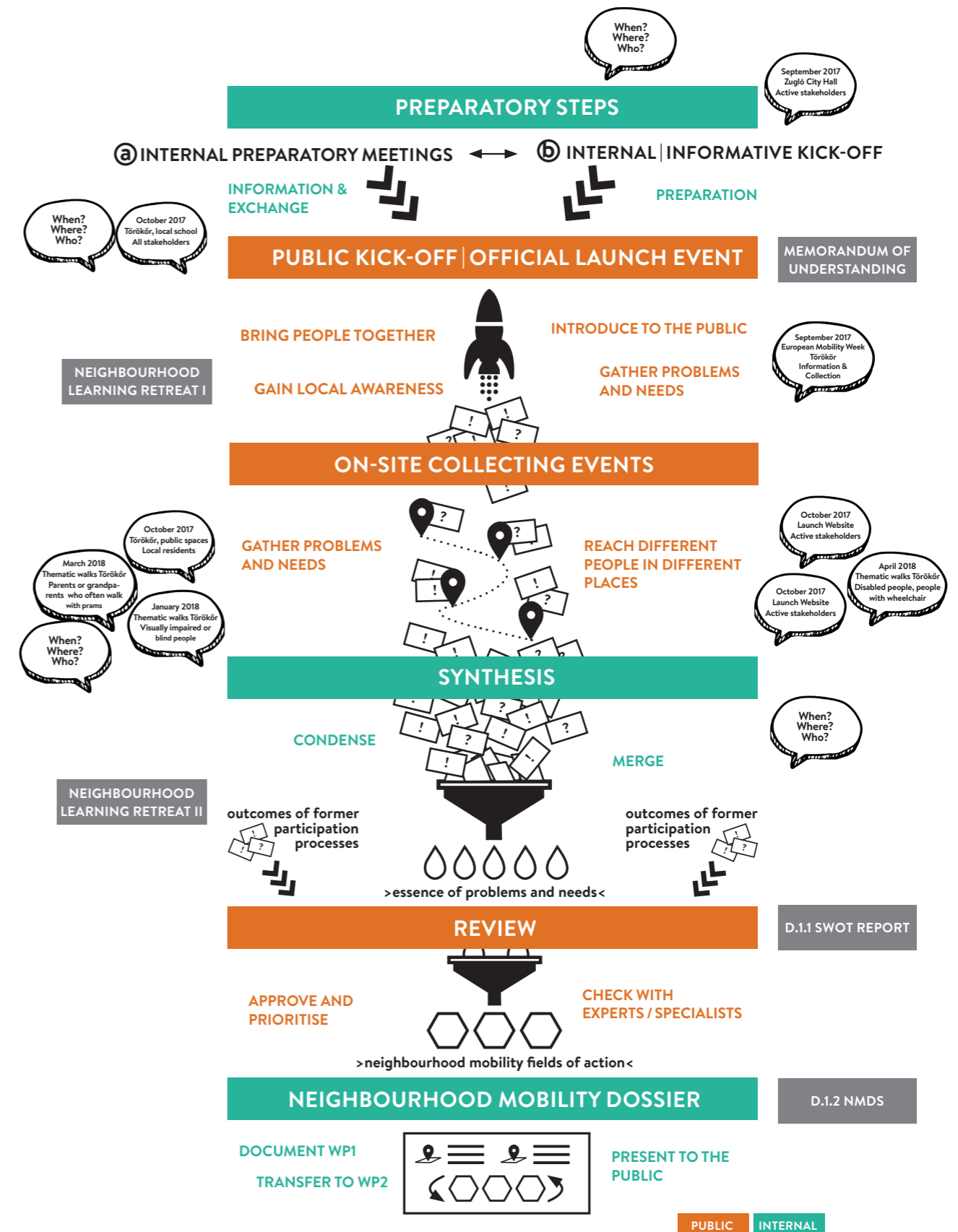
In chapter 2.4 the condensed outcomes of the collected problems, needs and ideas are illustrated and possible contradictions and correlations highlighted.

Afterwards the main outcomes of the top-down and bottom up SWOT Analysis of the neighbourhood are outlined by means of the derived strategies and corridors of options.

In the next chapter the lessons learnt of the Co-Identification process are illustrated firstly by pointing out the potentials and challenges that arose during the participation process in Co-Identification and played a significant role for the further planning and execution of participatory events. Secondly by naming and describing the most relevant drivers and barriers in the first work package.

Finally the next steps for the upcoming co-creation phase are outlined, based on the conclusion drawn from the participatory activities of the Co-Identification process.

In the last step the city gives an overview of what kind of data can be offered (data, calculations, modelling, legal expertise, money, speakers etc.)



Graphic of the ideal typical process of Co-Identification in SUNRISE with the different steps taken. ©urbanista

# 2.0 DOSSIER

★  
**Presenting  
Törökőr and  
its Mobiltiy  
Situation**

## 2.1. Status-quo description

### The general situation of the Neighbourhood

#### Törökőr in the context of Budapest

Törökőr is situated in Zugló, which is one of the 23 districts of Budapest, located in the transitional zone, between the core and the outskirts of the city. Budapest has 1,7 million residents, of which approximately 125.000 live in Zugló and 12.000 in Törökőr. The size of the neighbourhood is 1.75 km<sup>2</sup>.

Zugló became a district of Budapest in 1935. The first buildings of the neighbourhood were built between 1900 and 1930, when the main roads on its borders became structural elements of the City of Budapest. After WW2 industry and services

were settled here creating jobs for thousands, and new housing estates were built. From 1990 major industry has moved out, while small enterprises and new services were established. New housing estates were built on brownfield areas, but industrial-commercial areas still exist. Budapest has a two-tier administrative system: The Municipality of the Capital City of Budapest being responsible for the issues of city level interest, and 23 district municipalities responsible for the issues of district-level interest. The Municipality of Zugló is the 14th district of Budapest, and has a representative body with elected representatives.



The location of Törökőr in Budapest  
©Mobilissimus Ltd



The neighbourhood  
©Open Street Map (above), ©Google Earth (below)



### Social features of Törökőr

Törökőr has a population of 12.045 inhabitants. Numbers show that the population of the neighbourhood has been nearly unchanged since the 1990s, in the last ten years a slight increase can be observed.

The issue of ageing population seriously affects the neighbourhood. The 12.045 people that were registered in 2015 fell into the following categories: 0-14 years: 1545, 15-24 years: 970, 25-62 years: 6586, 62+ years: 2944. Ageing causes problems for the municipality to reorganise the institutions like kindergartens, or schools. It also has its effects on mobility. For instance, ageing has an effect on public transport as there are areas with more passengers that suffer from locomotor diseases.

The neighbourhood is divided into 5 smaller areas by the railway and three crossing collector roads; the Egressy road, the Mogyoródi road and the Fogarasi road. West from the railway older tenement houses and empty sites lay, with a high population density in the blocks of the old buildings. East from the railway in the northern area there are mainly family houses with lower density, while in the southern part a housing estate lays with high population density in the blockhouses. In the middle of the area mostly commercial units are located with a few residential buildings. Törökőr is home to middle-class people with higher qualification than the average of Budapest. 5 kindergartens, 2 elementary schools, 7 technical colleges and one high school are located in the area.



Population density in Törökőr, 2017  
©Municipal Data

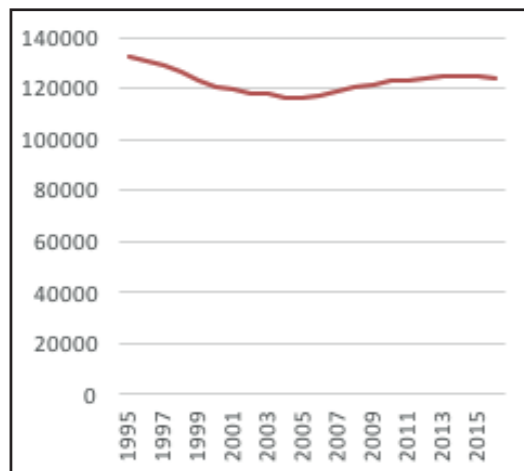
### Economic features of Törökőr

Zugló is part of an economically strong area of the Budapest Functional Urban Area, which has higher economic indicators than the Hungarian and EU average and high potential for further economic development. In the district, most of companies work in tertiary (service) and quaternary (R&D&I) sector providing higher added value products. The three most important sectors in the area are the technical scientific activities, the commerce and repair of motor vehicles and the information, communication sector.<sup>1</sup>

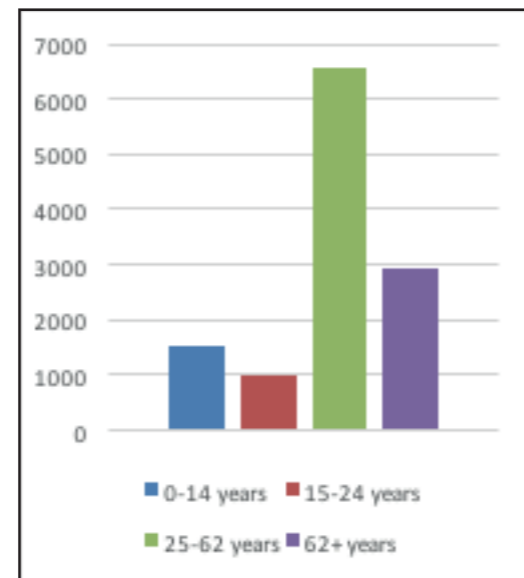
In the area of Törökőr 391 companies have operational permission, 70 companies have site permission and 7 gas stations are operating. The number

of cars per 1000 habitants in Törökőr is high (580)<sup>2</sup>, though this is partly due to the large share of the company-owned cars. Counting only the privately-owned vehicles, the number drops down to 240, which is less than the average in Budapest (284) and in Hungary (308).<sup>3</sup>

Budapest's most famous park, the City Park is located in the district. Despite the fact that park attracts many tourists from the country and from abroad, other areas of the district do not belong to the touristic destinations of Budapest. From the eight neighbourhoods located in Zugló, Törökőr is the third most expensive concerning the average price per 1 m<sup>2</sup> of a flat.<sup>4</sup>



The number of people in different age groups in Törökőr, 2015  
©Hungarian Central Statistical Office



The number of people in different age groups in Törökőr, 2015  
©Hungarian Central Statistical Office



### Environmental features of Törökőr

In the Pest side of Budapest (the area located east from the river Danube), Zugló is the greenest district. Besides the City Park which is located here, the houses usually placed into greenery or have some garden on their own. The City Park is located in the north-western corner of the district at the end of Andrásy Avenue. The park was created more than 100 years ago and since then it is the city's most prominent green area with a lake and other attractions (Széchenyi Thermal Bath, Vajdahunyad Castle, Municipal Grand Circus...etc.) used by locals and tourists throughout the year.

Besides the park, the other important natural element of the district is Rákos stream, which runs through the district from the east to the west, towards the river Danube, connecting

four different districts on its way. The stream has been regulated and directed into a concrete ditch much deeper than the usual water level, which resulted in the loss of the stream's natural environment. Plans have been made to revitalise the Rákos stream, to make the surrounding of it more natural and pleasant to use, but they have not been implemented yet.

The two main sources of air pollution in the district – besides the residential heating – are the industry and the vehicles. The main industrial sites causing the pollution are located outside of the area of Törökőr. Mostly the CO<sub>2</sub>, NO<sub>2</sub> and particulate matter pollution coming from the vehicles affect the area because lots of main roads with heavy traffic run around the neighbourhood (Hungária ring, Thököly road, Mogyoródi road).



Parking alongside of a residential street  
©Mobilissimus Ltd

### Description of the Mobility Issues in the Neighbourhood

Two city-level main roads and two district-level main roads run at the edge of the neighbourhood, causing congestion and a high level of air and noise pollution. Törökőr is divided from the inner city of Budapest by the main road Hungária ring. Along this road the volume of traffic has a significant negative effect for businesses (e.g.: the noisy surrounding is a big problem for office workers and also for enterprises in the HoReCa sector). Some can adapt to the circumstances by for instance, changing windows, or rebuilding their facilities. Others move from the place or suffer from the pollution. The number of private cars using alternative fuels is not known for the neighbourhood, but it is assumed that the number is very low.

The area suffers from a huge number of parking cars. 6,550 cars were registered in Törökőr in 2013, most of them are parked on public spaces; more than half of the cars are owned by enterprises. The area also serves as an “informal P+R” solution for commuters due to parking fees in neighbouring areas. Having the national sport stadium and Hungary's biggest sports court just across from the Hungária-ring also causes parking problems.

The neighbourhood has a reasonably well-developed public transport system, however, coverage is not satisfying as there are white spots (areas, which are not covered by the public transport routes) in the inner area. Getting to the main public transport lines causes problems for some groups of people (handicapped, aged or parents with babies).

Cycling is growing rapidly, the need for developing cycling infrastructure – cycling routes, bicycle parking – is evident. The public bike sharing system MOL Bubi does not reach Törökőr.

Within the area of the neighbourhood pedestrians can move in safe conditions. Conditions of crossings or harmonisations of traffic lights could be developed, but the main problem is on the borders of Törökőr, where the main roads block the movement and separate Törökőr from the neighbouring areas. New pedestrian crossings could improve the situation. The area is flat, ideal for walking and cycling.

Photos of the Törökőr Neighbourhood  
©Budapest Municipality



## 2.2. Objectives, challenges, opportunities

### Locally specific constellation of the main objectives, challenges and opportunities

#### Objectives of the Neighbourhood in the SUNRISE Project

The core group (CG) is an informal group of around ten residents who live in Törökőr and volunteered to take active part in the whole SUNRISE process, this way helping the management of the project and making decisions at some point (see more on page 26). The group set up its own hierarchy of goals for the project frame on the first CG meeting in autumn 2017. During the ranking process, the participants evaluated different possible objectives according to their own opinion. Based on the results the list and priority of the goals emerged (see the table below).

#### Main Challenges of the Project

One of the main challenges in Törökőr is to find the best and most suitable way to develop pedestrian friendly public spaces with the help of the redivision of roads and traffic calming measures. Those measures need to give special attention to the area of schools, kindergartens and day nurseries. Another challenge is to find out the real needs of locals concerning the public transport network of the area. Those findings should be addressed subsequently by the change of routes, the establishment of new routes or new stops. During the project, an important objective and challenge at the same time is to change the attitude

and mindset of people concerning mobility-consciousness. The reason for it is firstly that if locals do not have a different mindset, bad feedback could emerge after “unwanted” and not understood infrastructural changes, and secondly, that the real change of modal split only could happen if locals voluntarily chose active and sustainable mobility modes.

#### Main Opportunities of the Project

Törökőr has many wide, green streets which could be used more for cycling and walking. For this aim a change of street division and further measures are needed. It is the opportunity of

this project to be the starting point of this process. Since Zugló has its own municipality and representative body it has the power to influence the public transport routes in the area. Due to SUNRISE the municipality has the collected needs and problems of the residents concerning the topic. Those could be presented to the responsible organisations. Within the project one of the most important and long-lasting challenges and opportunities of the partners is to find ways to change the mindset and the way of thinking of locals. It also offers possibilities to motivate them to shift from individual motorised transport modes towards sustainable mobility modes.

Importance	Goal	Points <sup>5</sup>
1.	Community development (better cooperation between residents, and between different social groups)	6
1.	Enlargement of green areas	6
1.	Fostering the involvement of youngsters	6
2.	Facilitating the use of sustainable mobility modes	4
3.	Decreasing CO <sub>2</sub> emission	3
3.	Providing better accessibility	3
4.	Developing the mobility options of vulnerable people (e.g.: elderly, parents with children, visually impaired people, disabled people)	2
4.	Building a democratic society, fostering the locals' interest in public questions	2
5.	Safer mobility	1
5.	Decreasing noise pollution	1
5.	Facilitating the use of shared mobility solutions	1
5.	Proper control of illegal parking, more suitable parking regulations	1
6.	Increasing the area of traffic calming zones	0
6.	Better security	0

Hierarchy of goals of the Core Group (CG)  
©Mobilissimus Ltd

### The Participation Promise for SUNRISE Törökőr

The Participation Promise (or the goals of the project) as formulated in the Memorandum of Understanding:<sup>6</sup>

- Identification of the problems regarding broadly defined mobility in the Törökőr neighbourhood, with the involvement of the community.
- Development of sustainable solutions by common planning, taking into account all participants and modes of mobility, such as pedestrians, people with wheelchair, visually impaired, cyclists, elderly, young, people with small children, car drivers etc.
- Taking into account maximally the priorities of the local community when using the financial sources provided by the project (ca. 65 000 EUR).

- Development of the sustainable mobility action plan of Törökőr.
- Experimental use of participatory planning in mobility issues.
- Testing and disseminating sustainable mobility solutions
- Shaping attitudes.
- Local community development.

The participation promise was established by the Municipality of the XIV. District according to the aims of the project, the possible outcome of the process and the financial resources available within the project. The participation promise is available on the website of the project and have been presented and discussed on the first CG meeting as well

## 2.3. The Co-Identification Process

### Process and Events

#### Summary

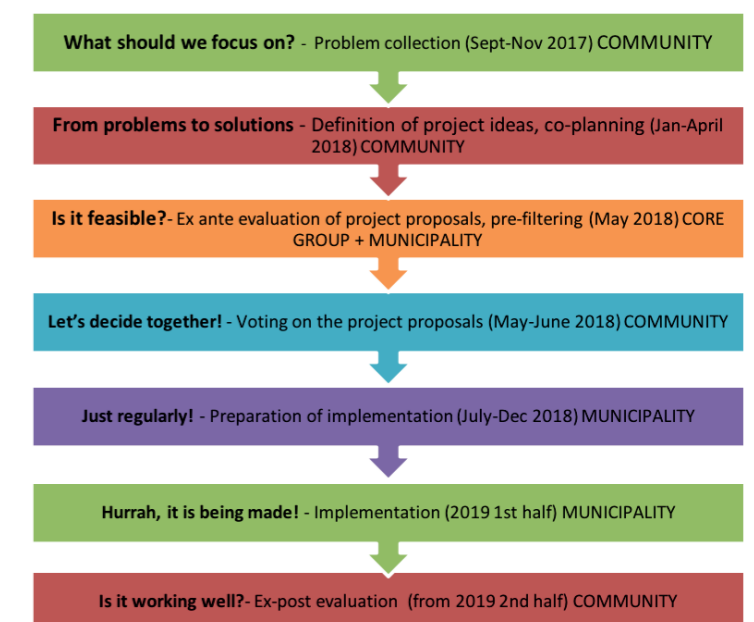
The SUNRISE participatory planning process in Zugló-Törökőr is seen as an opportunity to test various formats, with the ultimate goal to integrate successful formats in the municipal planning processes beyond the project lifetime. Consequently, a broad range of formats have been tested in the phase of co-identification of problems & co-validation of needs.

The collection of problems and strengths has been successful, as a large number of items have been collected by a wide range of events and tools (both online and offline, covering several areas of Törökőr), for all areas of the neighbourhood and also covering all mobility issues and transport modes. The CCF and CG meetings, as well as the thematic walks contributed to the more in-depth common understanding of specific areas or problems for different stakeholders.

Regarding the different methods used, some can be considered fully successful, while others could not contribute to the process to the envisaged extent; e.g. the open questionnaire mainly due to the overlap with the problem mapping; the customer service office due to the high need of human resources etc. For the next steps, the main conclusion is that currently only a small, committed group of people (the CG members) are willing to regularly spend time and effort on the co-creation process, mainly due to internal motivation. In order to reach a wider group of residents and stakeholders, the right formats have to be found, and the content has to be specific enough so that people can identify if they are directly affected and motivated to take part in the process.

#### The Process Design

The process of participation was planned in the autumn of 2017 and during the following months it went according to the plan. The main steps are described in the figure below. The participatory process involved many different methods, formats and events. The co-identification phase, when the collection of problems and ideas happened, took place between September and November in 2017. This was the most intensive phase of problem-gathering. For one week every day a stand was put up in different frequently used places in the neighbourhood and the local or those people who work or study in the area could share their problems, ideas or give feedback on the good solutions in the neighbourhood.





## 2.3. The Co-Identification Process

### Tools, formats, events

The SUNRISE participatory planning process in Zugló-Törökőr is seen as an opportunity to test various formats, with the ultimate goal to integrate successful formats in the municipal planning processes beyond the project lifetime. Consequently, a broad range of formats have been tested in the phase of co-identification of problems & co-validation of needs.

#### Activity 1 – Title: Core Group (CG) & Co-Creation Forum (CCF) meetings

This activity covers a series of events. An internal kick-off was held on 08/09/2017 to present the SUNRISE project and process and give insight into participation in general and the co-identification process (including the role of CG) to key stakeholders. The CCF kick-off on 09/10/2017 aimed for a wider audience (open for all) and already included the collection of SWOT items of the area. The SWOT describes a tool to analysis strenghts, weaknesses, opportunities and threats. We used two different techniques for the identification of problems and strengths in the area,

one was a mapping tool with the help of a big satellite picture of the area and the other was a questionnaire. The 1st (forming) meeting of the CG was held on the 09/11/2017. The 2nd CG meeting, held on the 17/12/2017, was dedicated to successful examples of participatory planning processes in Hungary and abroad, while the 3rd CG meeting on the 14/02/2018 to the SWOT presentation and validation and setting topics for the co-design workshops. On the 3rd workshop, after the presentation of the SWOT, the members discussed its items and added to the list, then the preparatory work for the co-design workshops started with 3 small groups that did a brainstorming exercise on possible workshop topics, which they shared and discussed amongst one another.

Participants were generally positive, but participation levels remain low. The core CG members (local residents) are people committed to



participation in general and therefore are stable, regularly contributing to the process. Other stakeholders are however harder to reach and integrate to a regular series of meetings.

#### Activity 2 – Title: Awareness raising events (neighbourhood festival, European Mobility Week)

Two existing events have been used to raise awareness about the SUNRISE process: A neighbourhood festival on 16/09/2018 in Törökőr, open air in front of the tennis club, as well as the main European Mobility Week event of Budapest, on 16-17/09/2018 at Andrassy Avenue.

The objective was to raise awareness about the co-creation process. This was more successful at the neighbourhood festival which was organised in Törökőr (also some SWOT items were already collected), while the EMW event was off site and most people were not relevant for Törökőr.

In the neighbourhood festival the SUNRISE project presented with its own tent, informational desk, problem mapping tool, questionnaire and different games connected to the mobility of the area. With the help of these tools and games the collection of SWOT items has been started.



SUNRISE flyers  
©Mobilissimus Ltd

#### Activity 3 – Title: MIZUglónk website and Facebook channel, local press

The main communication channels of the co-creation process towards the general public are the following:

- MIZUglónk website (<http://mizuglonk.hu/>) with a SUNRISE subpage;
- MIZUglónk facebook channel (<https://www.facebook.com/mizuglonk/>), the channel is followed by around 450 people
- local (municipal) newspaper (fortnightly)
- SUNRISE flyers

Articles, news, events are also shared at partners' websites and Facebook channels (Mobilissimus and BKK).



CCF Meeting  
©Mobilissimus Ltd



Neighbourhood Festival  
©Mobilissimus Ltd



## 2.3. The Co-Identification Process

### Tools, formats, events

The wider public is being informed about the co-creation process and its results. There is generally low level of interaction on the Facebook channels.

#### Activity 4 – Title: On tour problem mapping

After the CCF kick-off, a problem mapping tour was organised. For a week, a stand (table, chairs, project banner) was set up in several different frequented public spaces in Törökőr, in order to collect problems and strengths perceived by the residents (SWOT items). Nine locations were chosen for the tour; around half of them were in front of kindergartens or schools and half of them were near busy transport nodes (e.g.: in front of the metro station, near a big shopping mall). Thanks to the different locations, we reached a wide range

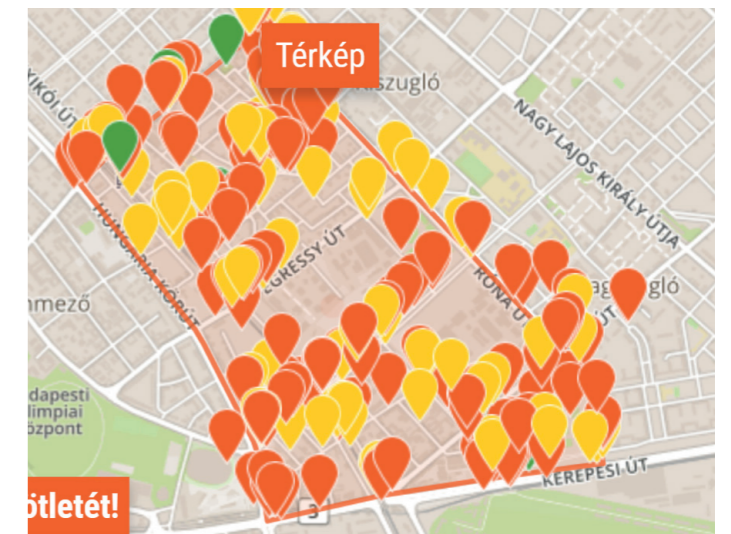
of people: those who are living in the area, those who work here and those ones who bring their children here to study as well. During the tour we used a big satellite picture of the area, where the participants could mark the locations of the problems, ideas or good solutions they experienced in the area with the help of different coloured stickers according to the different mobility modes.

During the tour we tried to contact everybody passing by the stand. People were generally reserved and not going up to the stands on their own initiative, they had to be approached personally. People approached were generally open to sharing their ideas, but were mostly sceptical (“nothing will happen anyway”). When they shared their experiences and ideas, we put marks on the map, this way everybody could see which locations had been identified as having more or fewer problems. Answers have been manually uploaded to the online mapping tool (see below). 280 items (problems, strengths, ideas) have been collected in total (on tour & online).



On tour problem mapping  
©Mobilissimus Ltd

questionnaire had three parts: the first was a table about the transport habits of the respondents (how often they use the different transport modes), in the second part there were open questions about the perceived problems and strengths of the different transport modes in the area and in the third part there were questions about personal data, which was required



Online problem mapping  
©Mobilissimus Ltd

to fill in, if the responders wanted to participate in the later activities. The questionnaire was promoted on the webpage of the project as well as on its Facebook channel.

Due to the overlap with other activities (especially the on tour and online problem mapping) the number of answers (57 in total, of which 42 on paper, 13 online and 2 blind-friendly) remained relatively low. Also, shops and services (hairdresser's etc.) were not open to host the ballot boxes.

#### Activity 5 – Title: Online problem mapping

The Nextseventeen online mapping tool has been provided and adapted by Urbanista, translated by Zugló and Mobilissimus and integrated into the MIZUglónk website.

People could pin locations on the online map with problems, strengths or ideas they know, and include description and photo. They could also comment on already uploaded ideas.

280 items (problems, strengths, ideas) have been collected in total (on tour & online). The answers of the on-tour mapping (see above) have also been manually uploaded to the online mapping tool, thus giving a full overview of items identified. The results were later exported to Excel, analysed by Mobilissimus experts, published on the MIZUglónk website and presented to the CG, who had the opportunity to review and discuss it, by adding the members' own opinions and experiences to it on the event or afterwards by e-mail.

#### Activity 6 – Title: Online and offline problem questionnaire

An open problem (and success) perception questionnaire has been developed and published on the MIZUglónk website, and also offline with ballot boxes at 9 locations (mostly schools, kindergartens) for 2 weeks. The format was successful earlier in other cities. Also, a blind-friendly version has been developed. The

The locations of the on-tour problem mapping  
©Mobilissimus Ltd



## 2.3. The Co-Identification Process

### Tools, formats, events

For this reason most were placed in schools and kindergartens, but a school holiday also negatively affected the number of answers.

The results were later exported to Excel and analysed by Mobilissimus experts, presented to the CG and also published on the MIZUglónk website.

#### Activity 7 – Title: Customer service office (ZETI office)

The plan was to upgrade the existing ZETI (energy efficiency consultancy for residents) customer service office to also serve as a regular contact point for residents about SUNRISE (with a limited opening time of one afternoon by week). This was not realized due to the location outside of the area, technical constraints (access to keys etc.) and limited human capacity to staff the office.

The office still serves as a meeting point for the CG, being much easier to access from the street than any municipal office.

#### Activity 8 – Title: Thematic walks

As the Institute of Blinds is based in Zugló, several people with visual impairment walk and travel day-by-day in the area. The aim of the first walk (18/01/2018 13:00) was to map out the specific obstacles and identify suitable solutions.

The second walk (13/03/2018 7:30) was a site visit to Újvidék tér, Bölcső utca and neighbouring schools and kindergartens to see the traffic

situation of the morning peak when schools start.

A few active and cooperative blind people and active and engaged local residents in the Újvidék tér area made both events successful, especially for raising awareness and providing in-depth local knowledge to municipal staff.



Thematic walk with disabled people  
©Jóügy



Thematic walk with blind people  
©Mobilissimus Ltd

### Target groups and participants

The stakeholder mapping was done at several preparatory meetings during the Summer 2017. In addition to brainstorming, several checklists have been used (e.g. from the SUMP Guidelines).

As there was already a participation process in the area before (Pillangó Park), the idea was to build on its existing core group and adapt it to the SUNRISE project's focus. Stakeholders would have included local residents, NGOs, institutions (schools, kindergartens) and local businesses. District councillors elected in Törökőr were also invited. Universities with campuses in Zugló or having relevant scope (transport engineering, communication, civic involvement etc.) were regarded as potential partners.

A group of stakeholders (around 20) were invited to the internal kick-off to present the project to them and discuss the way working of the CG. Invitations were mostly sent by e-mail. Later on, those residents who showed great interest to the project were invited personally to the CG.

To bring people to the CCF and make them interested in the project many different advertising methods were used. There were reports about the project in the local newspaper from time to time, on the website and on social media the events were always advertised. Before the thematic walks and workshops posters were put out in the relevant places and there were

leaflets dropped in to every mailbox in the neighbourhood. People could also openly register their interest at events (awareness raising events and the open CCF kick-off) and on the website (promoted also on Facebook).

#### Involvement of participants

- Local residents: currently only a small, committed group of people (the CG members) are willing to spend regularly time and effort on the co-creation process, mainly due to internal motivation. Since there is not a long history of co-planning in Hungary, the mindset of people towards this cannot easily be changed. SUNRISE is a good step, but the change of the attitude of a whole society always takes longer time. The lesson in the SUNRSIE project is that the best way to catalyse the participatory process is to find those key persons, who are local-patriots and feel committed to the development of the area.
- Blind people: direct approach via the Institute of Blinds (with seat in Zugló) proved successful.
- Universities: students of Central European University (CEU) have participated at several events. Budapest University of Technology (BME) organised a student case study competition on Zugló railway station (in Törökőr), where the winning team also built on the results of the SUNRISE problem mapping. The lesson is that with

## 2.3. The Co-Identification Process

### Target groups and participants

every participatory project is really important to try connecting it to other already existing projects with similar scope (in topic or in territorial), because this way more information is available and the projects can support each other to be more effective.

- People with little babies: The thematic walk with prams was not a success, not many people participated; even though the timing was probably good for them (in the morning). It is not easy to understand the reason for low participation. It could be either a lack of interest or not having seen the information, but the lesson here is that other tactics are needed to reach this group. Reaching out to this group personally or through kindergartens, local GPs, nurses rather than via online forums and posters, may be more effective.

#### People or groups to be activated within the next steps of bottom-up participatory activities

- Further local residents and other stakeholders: In order to reach a wider group of residents and stakeholders, the right formats have to be found, and the content has to be specific enough so that people can identify if they are directly affected and motivated to take part in the process. To reach also those groups who are not directly affected, awareness

raising programmes or projects are needed in order to convey how and why the quality of the neighbourhood and the situation of mobility affects their lives. Also, better communication of the Pillangó Park process is a prerequisite to save the credibility of the participation process, because the plan of the Pillangó Park was created by co-planning, but after the plans were ready, the Municipality has stopped communicating about the further steps of the process this way leaving the locals in uncertainty about the whole situation.

- Local institutions (schools, kindergartens): people who are willing to participate from schools and kindergartens in the area are especially important because through them, large groups of parents and children can be reached, and they can also have an important multiplicatory role in the process. Some representatives participated at the internal kick-off, but after that they did not follow the project. In their case a more direct approach should be used (e.g.: visiting them personally in their institutions).
- Local businesses: Local businesses are important for two main reasons. Firstly, the business starts to connect more to the neighbourhood, and therefore feel more responsible for it.

Secondly, they have the possibility and the resources to support a project which can be important for them as well. Businesses have to be addressed via direct contact, e.g. for sponsorship (when the measures have been identified).

In the project just a few local businesses have been contacted directly, the others only via e-mail, but since local businesses receive many ads through email, this way is not effective in their case.

### Constitution/Formation of the CG

#### Set Up of the Core Group

As there was already a participation process in the area before (Pillangó Park), the idea was to build on its existing core group and adapt it to the SUNRISE project's focus. A group of stakeholders (around 20) were invited to the internal kick-off to present the project to them and discuss the way working of the CG. The CG membership was however open: people could register at events and on the website, and also at the open CCF kick-off.

Based on the contacts from the previous participatory planning process of the Municipality 60 people received direct invitation to be a member of the CG and 3 more people registered on the first promotional activities. At the first CG meeting 7 people participated.

The CG was planned to be an informal group from the beginning, to avoid any administrative burden resulting from a legal form. As meeting place the ZETI office has been selected (see

below), being much easier to access from the street than any municipal office. The fund and operational costs of the CG are not high, partly thanks to the ZETI Office which is possible to use for this reason, only a small amount of printed materials and sometimes some beverage and snacks were needed, which were financed from the project budget.

#### Members of the Core Group

The CG officially consists of 10 people as of 06/04/2018 (those who have signed the Declaration of Membership<sup>7</sup> required to become a member). Nine of them are local residents and one represents a local business. From the residents, one is representing an informal local group (The neighbourhood group) and one is a civil member of the Municipality's Committee for Environment. Apart from him, two members have a background connected to the topic, they are urbanists, one of them currently on maternity leave and the other one already active in civic initiatives and a member of the



Hungarian Cycling Association. The others are motivated to be part of the CG because they feel responsible for their surrounding and the development of the area.

Fluctuation in membership cannot be measured yet, as there were only 3 CG meetings so far. The average participation from the CG's part is four people, plus the project partners (including NEM and Municipality). From the Municipality usually one or two people are present, who are responsible for the project.

#### **Responsibilities and powers of the Core Group**

The meeting rhythm and procedures are flexible, adapted to the actual phase of the project. The goal is to maintain a regular meeting rhythm, while avoiding unnecessary meetings when there are no questions to discuss or decisions to be made.

In addition to the meetings, there is a mailing list for the CG which is also used carefully and in a focused way to share relevant information. The presentations and minutes are made public on the MIZUglónk website.<sup>8</sup>

The core CG members (local residents) are people committed to participation in general and therefore are stable, regularly contributing to the process. Other stakeholders (e.g.: business owners, leaders or teachers of local educational institutions) are however harder to reach and integrate to a regular series of meetings. The

reason for it is that people who are working in the area, but living someplace else, rush home after the end of the workday and are not in Törökőr when the meetings and other events of the SUNRISE project take place. Another reason could be that they do not care as much about the area of Törökőr as they do about the areas where they live. A promotional campaign targeted specifically to those people who are not living in the area, but working here, could help to involve them more in the project.

### **The results of the Co-Identification phase: The process from collection towards synthesis**

The main steps of the organisation and pre-evaluation of the collected problems and suggestions:

- 1)** Collection of problems, suggestions and comments (683 items altogether).
- 2)** The organisation of the items into 48 thematic group within 5 different mobility modes and one additional category for the positive feedback.
- 3)** Localisation and visualisation of the items in a geographical information system (QGIS) in a way that they could be filtered either by theme or by area.
- 4)** The localisation of those focus points in the neighbourhood, in which multiple items focussed on the same topic and in the same area are grouped, identifying them as possible projects.
- 5)** From all of the possible projects selecting the ones which fit into the aim and scope of SUNRISE.
- 6)** Project creation from those items which could not be localised on the map, because they refer to the whole area.
- 7)** Project creation from those topics which spatially irrelevant, but were mentioned many times (e.g.: awareness raising).
- 8)** Experts' supervision of the project ideas, determining the future of those projects which are out of the SUNRISE scope.

## 2.4. Culminating Outcomes

**\* Which are the essential ideas, problems and needs on mobility in Törökőr?**



### Collected problems

#### Parking #1

- Residential parking problems, because the commuters use the area as Park and Ride (P+R) (22 mentions)
- Not enough parking lots (17 mentions)
- Illegal forms of parking (on the sidewalk, on green areas) (15 mentions)
- Unsuitable parking lots, parking cars obstructing the flow of traffic (6 mentions)
- On some streets the cars park on both sides, causing traffic-flow problems (5 mentions)
- P+R parking lots are not free to use (3 mentions)

#### Pedestrian traffic #2

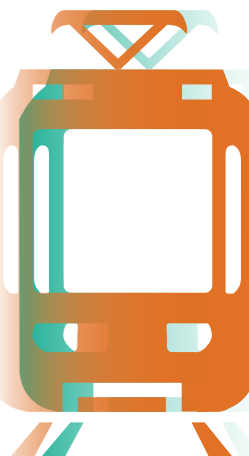
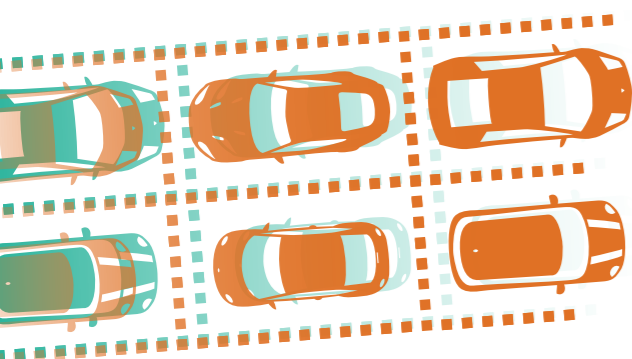
- Missing pedestrian crossing (26 mentions)
- On some streets the cars park on both sides, causing traffic-flow problems (20 mentions)
- Missing sidewalks (11 mentions)
- Missing, unsuitable public lighting (11 mentions)
- Inaccessible areas (curbs, lifts...etc.) (9 mentions)
- Short green light at the pedestrian crossings (8 mentions)
- Trash, dirt, public spaces in bad condition (8 mentions)
- Worn-out markings of the pedestrian crossings (4 mentions)

#### Bicycle traffic #3

- Missing bike paths and cycling infrastructure (27 mentions)
- Dangerous, unsuitable bike paths (12 mentions)
- Missing bike racks (12 mentions)
- Missing bike rental stations (5 mentions)
- One-way streets not suitable for cycling both directions (4 mentions)
- Car and bus drivers' ignorance toward cyclists (3 mentions)
- Bicycle racks not in the right places (2 mentions)

#### Public transportation #4

- Missing or unsuitable track for public transportation (pl.: Róna utca) (22 mentions)
- Traffic jam, missing bus or trolley lane (10 mentions)
- On some streets the cars park on both sides, causing traffic-flow problems (8 mentions)
- Train station in bad condition, not accessible and cannot be reached easily from different directions (8 mentions)
- Not full accessibility (not enough low floor vehicles, missing or broken elevators, narrow safety islands) (mentions 7)
- Delays, cancellations (5 mentions)
- Stops not suitable or not in the right place (5 mentions)
- Missing train station (4 mentions)
- Slow metro (4 mentions)
- Missing bus stops (3 mentions)
- Missing noise protection wall (2 mentions)





## 2.4. Culminating Outcomes

### Collected problems



#### Individual, motorized transport #5

- Dangerous intersections (e.g.: missing traffic lights) (46 mentions)
- Transit traffic on the residential streets, missing or not suitable traffic calming (tempo 30, speed bumps) (25 mentions)
- Dangerous street, pedestrian crossing, area (e.g.: around some institute) due to car traffic (12 mentions)
- Traffic jams on a regular bases (11 mentions)
- More traffic lanes are needed (more 4 lane roads) (10 mentions)
- Mogyoródi út is not renewed entirely (4 mentions)
- Too many cars (4 mentions)
- Pavement in bad condition (4 mentions)
- Some streets should be converted into one-way streets (3 mentions)
- Francia út is missing/ uncompleted in construction (2 mentions)

### Contradictions and Correlations

#### contradictions and correlations

Two main contradictions appeared during the whole process of the co-identification and the elaboration of the first draft list of the possible project ideas:

1) Between the problems and suggestions collected from the citizens, there were many which were not in line with the overall approach and aim of the SUNRISE project (e.g.: the wish for more parking spaces instead of green areas, increasing road capacity, etc.). These wishes and needs were sorted out and not used in the later phases of the process.

2) After the first draft list of the possible project ideas was concluded, it became obvious that many of the ideas are out of the scope of the SUNRISE project, mostly because the responsible authority for the realisation of the specific project is not the XIV. district of Budapest (Zugló), but a different organisation usually on higher level. Some projects were sorted out because they did not fit into the theme of transportation or referred to maintenance problems. The projects which were sorted out were handed over to the responsible organisations or authorities (e.g.: Centre for Budapest Transport (BKK), Hungarian State Railways (MÁV), Budapest Public Road (BK)).

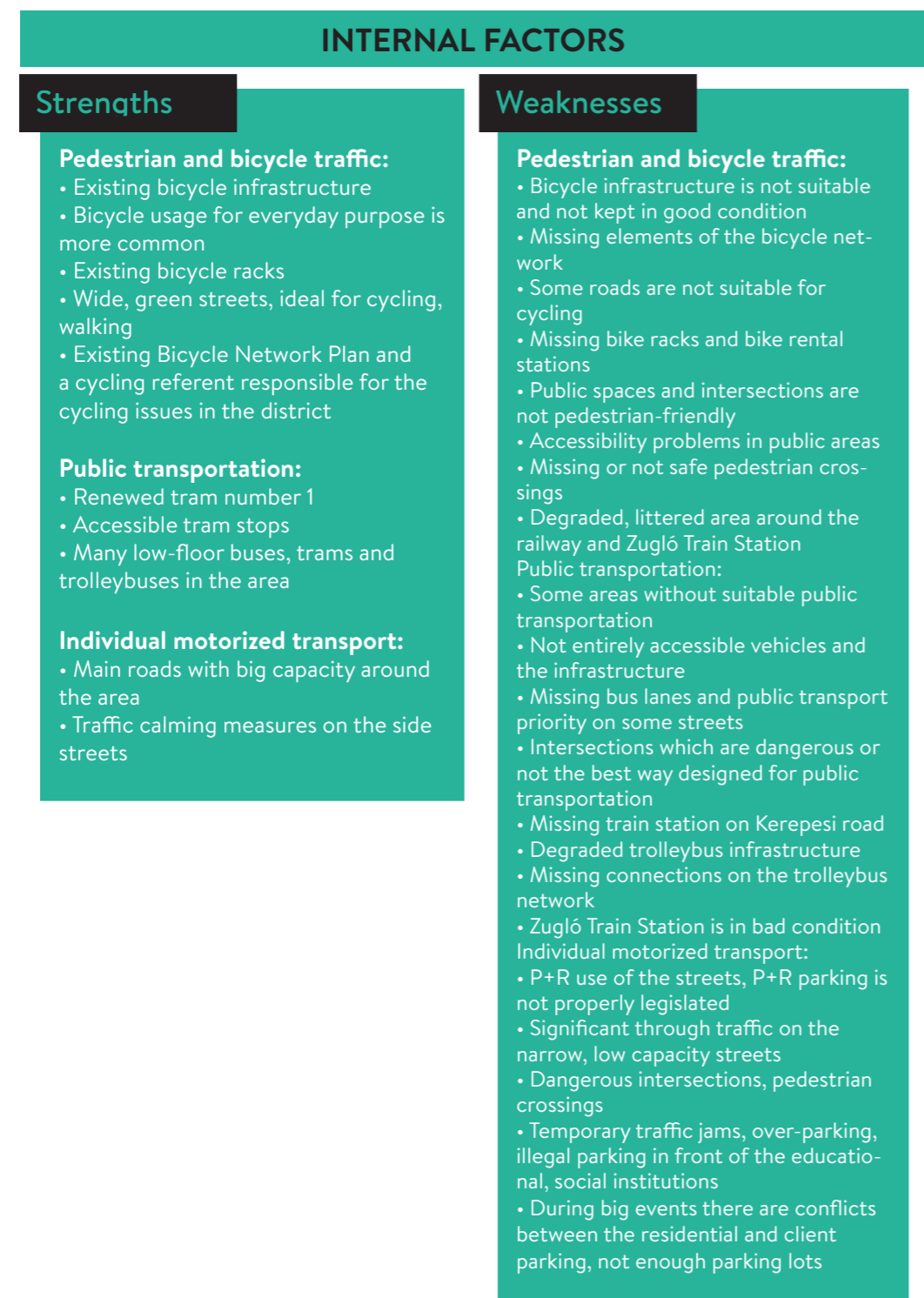
The most important correlations within the wishes and needs of the citizens and later on within the project ideas were those which overlapped with each other in theme and in area as well. This occurred most visibly in those three different areas of the neighbourhood, where many said that the creation of a home zone (with a 20km/h maximum speed) would be really useful while many only expressed the need for different traffic calming measures. Because of the correlation, we merged the ideas for little traffic calming interventions in these areas underneath the project ideas for creating home zones.



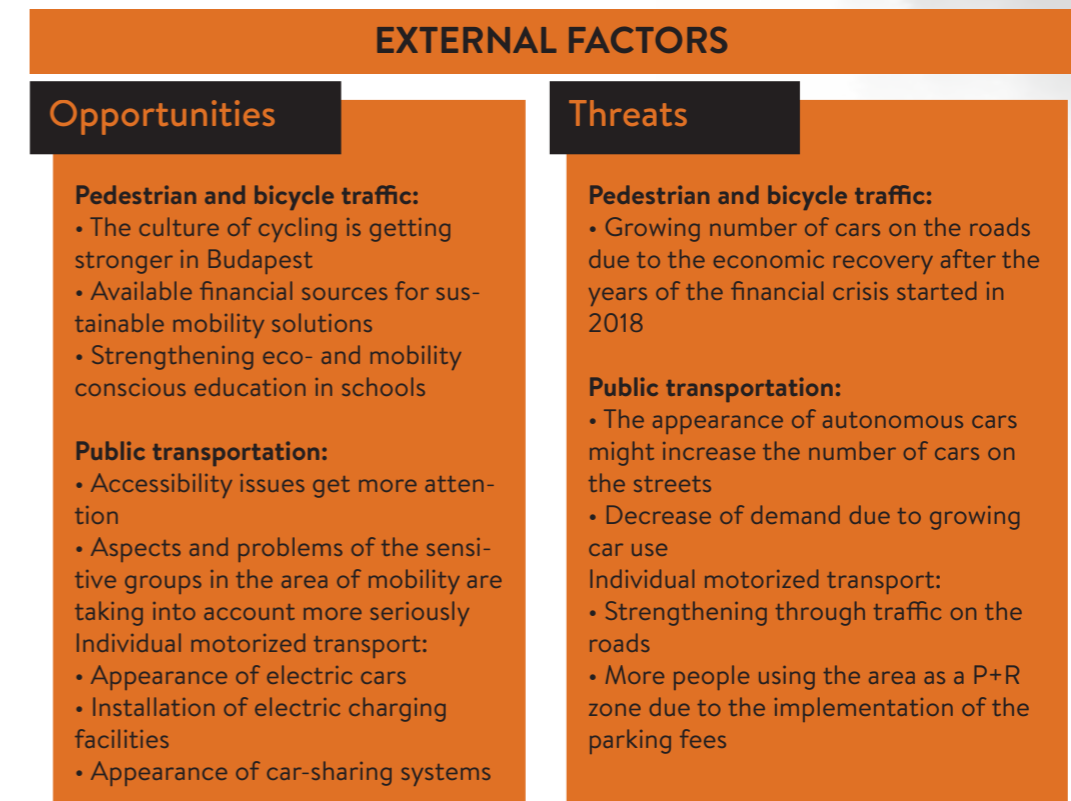
## 2.5 SWOT Analysis & Corridor of Options

### SWOT-Matrix

As a result of the co-identification phase a SWOT analysis was created to sum up the actual state of the neighbourhood's mobility and to state clearly the main strengths, weaknesses and those external factors, which could influence the future of Törökőr's mobility. During the co-identification phase and the status quo description we categorised and handled the SWOT items in three different categories according to the mobility modes they refer to: pedestrian and bicycle traffic, public transportation and individual motorised transportation.

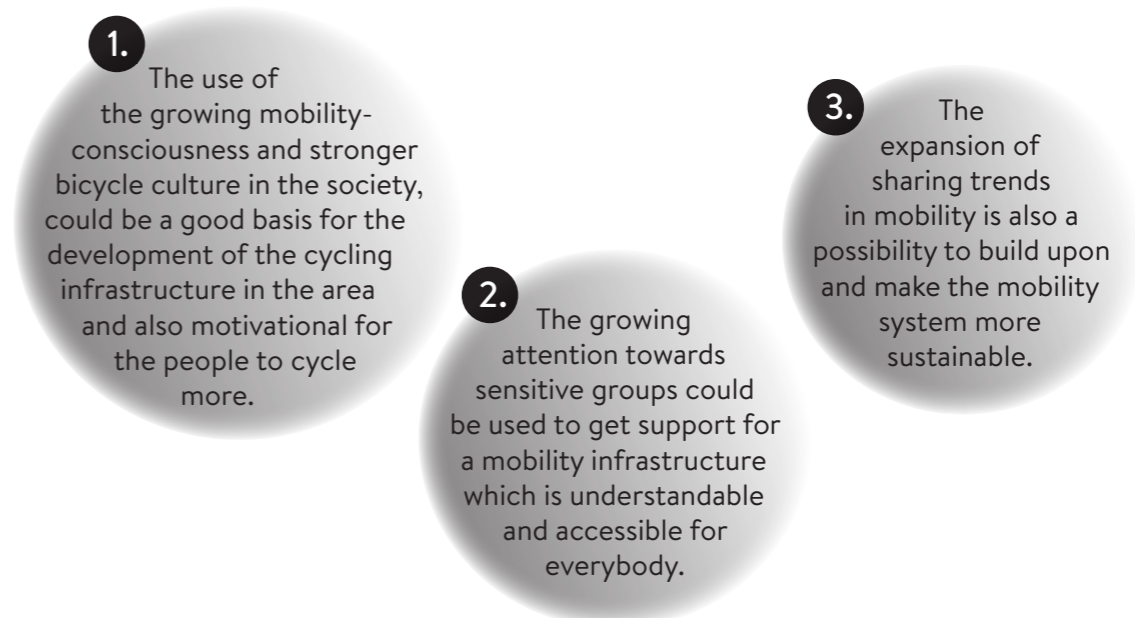


★ Which strategies support reaching the SUNRISE goals for Törökőr?



### SWOT-Strategies

With the "OW Strategy", the opportunities are used to reduce existing weaknesses. The dominance of weaknesses in the SWOT analysis of Törökőr resulted that the OW Strategy was taken into account.





## 2.5 SWOT Analysis & Corridor of Options

### Corridor of Options

#### Traffic calming measures in residential streets

Despite the fact that at the borders of the neighbourhood feeder roads connect the core of Budapest with the suburbs, in peak hours many drivers chose to go through the area aiming a fast transit passing. Tempo 30 areas exist in Törökőr, but in many cases drivers do not adhere to the speed restrictions. More and/or more serious measures are needed to make Törökőr quieter and safer for pedestrians and cyclists, especially around kindergartens, schools, playgrounds.

Possible specific measures:

- **Residential zone in the northern family house area**  
The design of a residential zone in the northern area of Törökőr is a complex measure which can take place only if the responsible bodies and authorities on local and city-level both approve the idea. The measure should be built upon an elaborated traffic management plan, which alters all the streets into one-way streets in order to exclude through traffic. The cost of full implementation may be high, not fitting into the budget of the SUNRISE project, but a basic version can be a result of the project.
- **Raised intersections for pedestrian priority**  
This low-cost measure can be useful especially near schools, kindergartens or green areas where children, as well as adults, cross the streets to reach their destination. The design of a raised intersection requires a traffic management plan and approval from the responsible authorities.
- **Chicanes**  
The introduction of chicanes on a residential street needs elaborated and detailed planning, especially because these forms of traffic calming are not yet common in Hungary. The cost of this measure can vary according to the design; in the case of the usage of simple mobile panels and plant boxes the cost is low, but in the case of a detailed and permanent design it can be higher. Since the measure directly affects only one street it is questionable if it is worthwhile to spend a large amount of money on it.
- **Speed bumps**  
Even though there are many speed bumps in the area, more are needed, and in a variety of forms, since the design of the existing ones is not suitable. This low-cost measure could be especially useful in the family house area or near the educational institutions.

★  
**Which are the possible options for actions in Törökőr?**

#### Reduced corner radii

The reduction of a corner radius gives more space to pedestrians in the intersections and at the same time makes the drivers more cautious because of the narrowed street width. It is a low-cost measure, but it still needs a simple traffic management plan and the approval by authorities.

#### Solutions for overdemand in parking

Using the area as a spontaneous Park&Ride zone is a serious problem, therefore solutions need to be found by managing the demand for parking and fostering the use of public transport or other modes and by restricting the illegal parking on sidewalks and green areas.

Possible specific measures:

- **Extension of the paid parking zone to cover the area of Törökőr**  
The regulation of parking and the determination of parking zones and paid parking areas within the capital is a joint responsibility of the districts and the City of Budapest. For this reason the decision on the expansion of the paid parking zone cannot be made in the Municipality of the XIV. District, the Municipality's role can be only to report the problems to the City of Budapest and lobby for the right decision. As a result of SUNRISE, the request of the citizens - to introduce paid parking in the area - can be represented to the Municipality of Budapest with a big support from the local residents.
- **Stricter control of illegal parking**  
One of the biggest problem concerning the illegal parking in the area is the discrepancy of the control. The vehicles parking on an appointed parking space without a parking ticket are controlled by a parking company, but those ones parking on green areas or illegal spots are controlled either by the police or by public-space controllers (similar to municipal police). To change this situation the adjustment of the system or an extended scope of the parking controllers is needed. The measure does not require high implementation cost, but rather the good cooperation between the different actors.

## 2.5 SWOT Analysis & Corridor of Options

### School mobility

In Törökőr and especially in the northern areas there are lots of schools, kindergartens and day-nurseries and many of them have serious problems regarding mobility (e.g.: huge amount of parking cars at the beginning and the end of school time, dangerous intersections and crossings, missing public lighting, etc.) Solutions to these problems mean both measures which aim to make physical, infrastructural changes (e.g.: new pedestrian crossings, proper sidewalks, etc.) and the change of the mobility habits of parents and children by changing their attitudes towards sustainable mobility solutions (e.g.: introduction of walking bus, bicycle train, etc.).

Possible specific measures:

- **Ban for motor vehicles/creation of dead-end streets in front of schools, kindergartens**  
The measure can have a high positive effect on the safety of school and kindergarten areas with relative low-cost interventions. Even the simplest solutions (e.g. only the placement of some mobile panels or plant boxes) can have really positive outcomes, but in the case of a stronger financial background the design of a beautiful public space is also possible.
- **Awareness raising, mobility-consciousness games/campaigns in schools (e.g.: STARS)**  
The implementation of the measure depends on three major factors: the financial background, the know-how and the willingness of the schools. The measure is low-cost, even small amount of dedicated money is enough for a programme, the know-how is available from public sources or earlier similar projects in Hungary and the third factor is the most unpredictable, the willingness of schools mostly depends on the mindset of the leaders.
- **New pedestrian crossings, building of the lacking sections of sidewalks**  
The elaboration of new pedestrian crossings or new sections of the sidewalk can be a big help for the pedestrians in the area. Both of the measures need a traffic management plan and the approval of the responsible authorities. The cost of these measures can be categorised as low- or medium-cost.

- **Designating Kiss&Go drop-off points near schools**

For the establishment of a Kiss&Go zone the approval of the local authorities and the understanding of the leaders and parents of the school is also needed. The action needs a traffic management plan, the solutions can be low- or medium-cost. In Hungary Kiss&Go zones are not common yet, that is why effective communication is very important and parents may need some time to adjust to the changes.

### Solutions for improving safety of pedestrian crossings

Existing pedestrian crossings in the area in many cases are not safe, because of the lack of streetlight or traffic lights, unforeseeable corners or sometimes they are dangerous just because of the missing attention of drivers. The improvement of these crossings is necessary with the attention for the different problems and surroundings of them.

Possible specific measures:

- **Improving public lighting (street lights)**  
Missing street lights are not only a mobility problem, but also a problem of public safety. The placement of new street lights needs thorough utility plans.
- **Installing traffic lights**  
Some of the intersections of Törökőr are dangerous in spite of the fact that pedestrian crossings link the pavements. The solution can be the placement of traffic lights, which needs a detailed traffic management plan and the reconsideration of the harmonisation of traffic lights in the area.
- **Traffic mirror**  
The placement of a traffic mirror is a low-cost and fast solution, which could be a big help at certain intersections and corners. Most of these intersections are not foreseeable because of dense bushes, but lay near to educational institutions, in an area, which is used constantly by children.



## 2.5 SWOT Analysis & Corridor of Options

### Solutions for improving accessibility for mobility impaired and blind/visually impaired

- The Institute for blind people is located near Törökőr and because of this many blind or visually impaired people use or live in the neighbourhood. They are a group with specific mobility needs and problems, which should be solved by making public transport easily accessible and creating blind-friendly public spaces for them.

Possible specific measures:

- **Lowering the curbs of the pavement**  
The measure is a low-cost solution, which does not need special permissions or plans, but could improve the mobility situation of the sensitive groups significantly.
- **Awareness raising within the society**  
Many creative modes of awareness raising exist, which can have a big impact on people who otherwise do not know how to help those who need it. These solutions usually are low-cost and the success of them highly depend on the good design and the well-worded message.

### Low-scale measures supporting cycling

There are several elements of the cycling infrastructure in the area (both bicycle lanes and bicycle parking facilities) but the cycling network is not complete and at some important locations bicycle parking facilities are missing.

Possible specific measures:

- **Installing new bicycle racks**  
New bicycle racks make the use of bicycle for everyday mobility much easier. The implementation does not need a big budget and can be done step by step. Possible locations for bicycle racks are in front of schools, kindergartens, shops, office buildings and parks.
- **Opening one-way streets to two-way cycling**  
If the specific road is wide enough the implementation of this measure does not need hard infrastructural changes, only the painting of the signs on the road and the putting of street signs at the ends of the road are necessary. The measure is low-cost, but can help a lot to connect the existing bicycle infrastructure and create a continuous bicycle network.

### Creating new bicycle routes (Róna utca, Mogyoródi út)

The bicycle network in the area is not continuous and there are important and frequently used streets where there is no infrastructure for cyclists even though in some of the cases the streets are really wide. The expansion of the network is necessary to foster the use of bicycles for everyday purposes. The difficulty of these interventions is that main roads are operated by the City of Budapest and not by the district.

### Shared mobility solutions

Shared mobility solutions currently are not available in the area. The extension of the already existing bike-sharing systems (MOL BuBi and Donkey Republic) or a station based car-sharing system could give the residents the possibility to use the shared mobility solutions.

Possible specific measures:

- **Extension of existing bike sharing system(s) to the area**  
The extension of the existing bike sharing systems can foster the use of active modes in the neighbourhood, but this measure meets serious obstacles since the system on the extended area might not be maintained economically. Furthermore, another obstacle is that extending bike sharing systems is not only an investment, but would probably need the constant co-financing of operation.
- **The establishment of the area's own bike sharing system**  
If it is not possible to extend the already existing bicycle sharing systems, the solution can be the creation of Törökőr's own bike sharing system. There are many different operational models, finding the right one probably would be one of the most important and hardest task.
- **Extension of existing station based car sharing system to the area**  
There is only one station-based car-sharing system in Budapest, which is mostly used by companies for business trips and not by residents. The popularity and promotion of the system is not strong either. That is why the extension and more visible promotion of the system is necessary. The implementation needs high investment cost, which does not fit into the budget of SUNRISE, but the project can have a major role in catalysing such a process.

## 2.6 Lessons Learnt

What went well? What didn't work?

### What went well?

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- Engaged core members of the CG
- People were generally open (even if passive)
- More concrete topics  
(more specific location/area, more specific topic) potentially attracting more people

### What should be developed further?

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- Low participation levels, especially when needing regular effort
- Weak outreach to local businesses, institutions
- Weak participatory culture (in general), trust must be built (results delivered)
- The online and offline questionnaires had been filled out only by a few
- Because of the big project team sometimes the information can easily get lost in between the different actors



## 2.6 Lessons Learnt

Main drivers

Institutional  
**Spatial**  
 Technological Cultural Positional  
**Financial** Political  
 Involvement/  
**communication**

Main barriers

Political/Strategic  
 Organizational  
**Cultural**  
 Technological  
 Involvement/  
 Communication  
 Spatial  
 Planning

- **CULTURAL - A handful of engaged residents**

The core group played a key role in the co-identification of problems, needs, and wishes. The members of the group mostly live in Törökőr and for this reason they are really motivated to help to improve the mobility situation of the area. Furthermore, since they use the streets and parks every day, they have a really deep understanding about the local problems.

- **FINANCIAL - SUNRISE funding available for a limited range of interventions**

The fact that at the end of the SUNRISE project some interventions will really take place was important, because it gave credibility to the whole process and this way helped to convince the people that it is worth participating and sharing their opinion.

- **Technological - Online mapping tool (Nextseventeen) provided by Urbanista presents motivating people to participate**

From all of the methods we used during the co-identification phase the online mapping tool was by far the most successful. People really enjoyed searching on the map for the streets where they live or the daily routes they use and to identify the locations where they experience difficulties in the area of mobility.

- **POLITICAL/STRATEGIC - Backlash of no (transparent) communication of the implementation phase of previous participatory process (Pillangó Park)**

Pillangó Park is the most important and the biggest green area in the neighbourhood. Since the park is in bad condition new plans were made during 2016 and 2017 with a participatory planning process involving local citizens. In the process, many workshops and meetings took place. The plans were ready in the summer of 2017, but the city council first did not accept the them, because of the high cost. This undermined the perceived effectiveness of participatory planning in the neighbourhood, which caused disappointment and distrust in similar projects among some residents. Later on, in the autumn of 2017 the city council accepted the plans and secured the financial background for the first phase of the renewal.

- **CULTURAL - Scepticism of people (“nothing will happen”)**

Participatory planning was not very common in Hungary in the past. Most of the time, residents were only informed about what is going to happen in their neighbourhood, but did not have the real power to influence the changes and therefore had a general lack of good experiences. This might be the reason why many people were mistrustful in the beginning. It was the project’s task to convince people that they can have a say in what the future of their neighbourhood will look like.

- **PLANNING - 1 week school holiday within the 2 weeks period (of problem questionnaire)**

Among all the methods we used in the co-identification phase, the questionnaire (both online and offline) was the least successful one. The paper-based questionnaires were put out in approximately 10 educational institutions for two weeks, but due to a lack of proper planning, the first week overlapped with the autumn holiday, when these schools and kindergartens are closed. This problem caused a low participation rate.

## 2.7 Following Steps

### Conclusion Drawn & Further Concept (Activities, Ideas, Wishes, ...)

For the next steps, the main conclusion is that currently only a small, committed group of people (the CG members) is willing to regularly spend time and effort on the co-creation process, mainly due to internal motivation. In order to reach a wider group of residents and stakeholders, the right formats have to be found, and the content has to be specific enough so that people can identify if they are directly affected and motivated to take part in the process.

The topics of the 3 design workshops were organised in March and April 2018 were selected in a way that

allowed residents and stakeholders to concentrate their efforts on the topics and areas most relevant for them. The voting on the measures to be implemented within the SUNRISE project had to be broadly available and easily accessible for the local residents and stakeholders, both online and offline.

The promotion of events and other contribution opportunities is key, in due time, with broad reach and in an appealing format. The 1st design workshop was e.g. promoted via leaflets distributed to the mailboxes of 1660 households in the area of Újvidék tér and Bölcső utca.

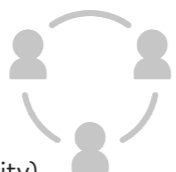
#### Technical Meetings March 2018

1

- What?**
- exchange information with key stakeholders (implementers)
  - pre-check the feasibility of some ideas
  - getting to know major projects affecting Törökőr (schedule of known road developments, possible rail projects) and the possibility to solve collected problems
  - provide the relevant collected problems to the partners to include them into their planning
  - inviting them to public design workshops

- How?**
- meetings
  - e-mail, phone...

- Who?**
- BKK (public transport authority)
  - Budapest Közút (road authority)
  - MÁV (Hungarian State Railways)



#### Design Workshops March - April 2018

2

- What?**
- Defining a set of measures to be prepared and planned with the involvement of stakeholders

- How?**
- public design workshops (with walks before)

- Who?**
- local residents
  - other local stakeholders
  - municipality
  - experts
  - possible implementers (road authority, PT authority etc.)



#### Study Tour Autumn 2018

3

- What?**
- get to know good practices from Vienna
  - reward CG
  - take home ideas (with proposed measures in mind)

- How?**
- 1-day study tour to Vienna

- Who?**
- CG members
  - municipality



#### Measure Development Autumn 2018

4

- What?**
- Develop proposed measures in detail (technical content, feasibility, costs...)

- How?**
- expert workshops

- Who?**
- municipality
  - experts
  - international experts (Koucky)
  - CG
  - possible implementers (road authority, PT authority etc.)



#### Measure Voting Autumn 2018

5

- What?**
- co-decision and selection on the set of measures to be implemented within SUNRISE

- How?**
- online and offline voting

- Who?**
- local residents
  - local stakeholders





## 2.8 Date & Expertise

### Ressources the city can offer



#### Active participation of municipal staff in the process

City staff will be present in the upcoming events and will help all along the process.



#### Provision of rooms for event

Either for outdoor or indoor events the city will provide a room or the necessary permit to use public space.



#### Access to municipal communication channels

Local municipal communication channels (local newspaper, website, facebook channel, mailbox leaflets...) will play an important rule in the future of the project as well.



#### The execution of the voting

The precise planning and execution of the voting procedure will be in the hands of the Municipality.



#### Cost estimates of the projects

The Municipality will give a draft estimation of the cost of the possible projects.



#### Technical design

After the voting, the projects chosen by the citizens will need more detailed planning, which will be managed by the Municipality.

**\*  
Which  
support is  
available for  
future steps?**

# 3.0

## REFERENCES

- 
- 1 source: ITS megalapozó – gazdasági SWOT analízis
  - 2 source: Municipal Data
  - 3 Hungarian National Statistical Office
  - 4 source: ITS megalapozó - 118
  - 5 note: The number of CG members who indicated they agree with the objective.
  - 6 see: [http://mizuglonk.hu/wp-content/uploads/Egyuttmukodes\\_SUNRISE\\_ZUGLO\\_20180201.pdf](http://mizuglonk.hu/wp-content/uploads/Egyuttmukodes_SUNRISE_ZUGLO_20180201.pdf)
  - 7 see: <http://mizuglonk.hu/wp-content/uploads/Tags%C3%A1gi-nyilatkozat.pdf>
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