

**CiViTAS FORUM 2010**

ANNUAL CONFERENCE • 27-29 SEPTEMBER • MALMÖ



# **Answers for Livability in Cities**

Civitas Forum 2010

Malmö

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# Overview

1. Introduction
2. „Current status” - Budapest 2010
3. Purposes, Programmes
4. Highstreet of the City [District V.]
5. „Bartok Bela Boulevard 2014”
6. Conclusions

# 1. Introduction

1. Urban sprawl – transit traffic
2. Increasing traffic
  - a) Growing mobility needs
  - b) Changing habits (increasing number of daily trips + longer trips: 6 km → 10 km)
3. Lack of demand management
4. Facing problems = new opportunities

## 2. „Current Status” – 2010 Budapest

1. Modal split (~ 58%:42% by workday trips)
2. Congestion
3. Outskirt shopping centers  
(„middle of nowhere”)
4. Mostly deserted (old) „high streets”
5. No political chance for urban road pricing  
(area or point pricing)
6. Significant transit traffic  
(across the Danube, ~630 000 PCU/Day)
7. Parking problems (lack of P+R, K+R, B+R)

**PAST ~1970**

Rákóczi Street





# PRESENT



**„Traffic situation of  
Budapest is worse today  
than it was yesterday, but  
– without quick and  
efficient interventions –it  
is surely better, than will  
be tomorrow.”**

**[Source: FŐMTERV L.S.]**



# Best practices



**Mariahilferstrasse**  
(Vienna, Austria)



**Hauptstrasse** (Graz, Austria)

Only tram, cycling and walking



# The Strand

(London, UK)



1. Physical separation
2. Separated PT (Taxi inc.) lane



# Earlier Budapest Experiment



Nagymező Street (Budapest)



Ráday Street (Budapest)



# 3. Purposes, programmes

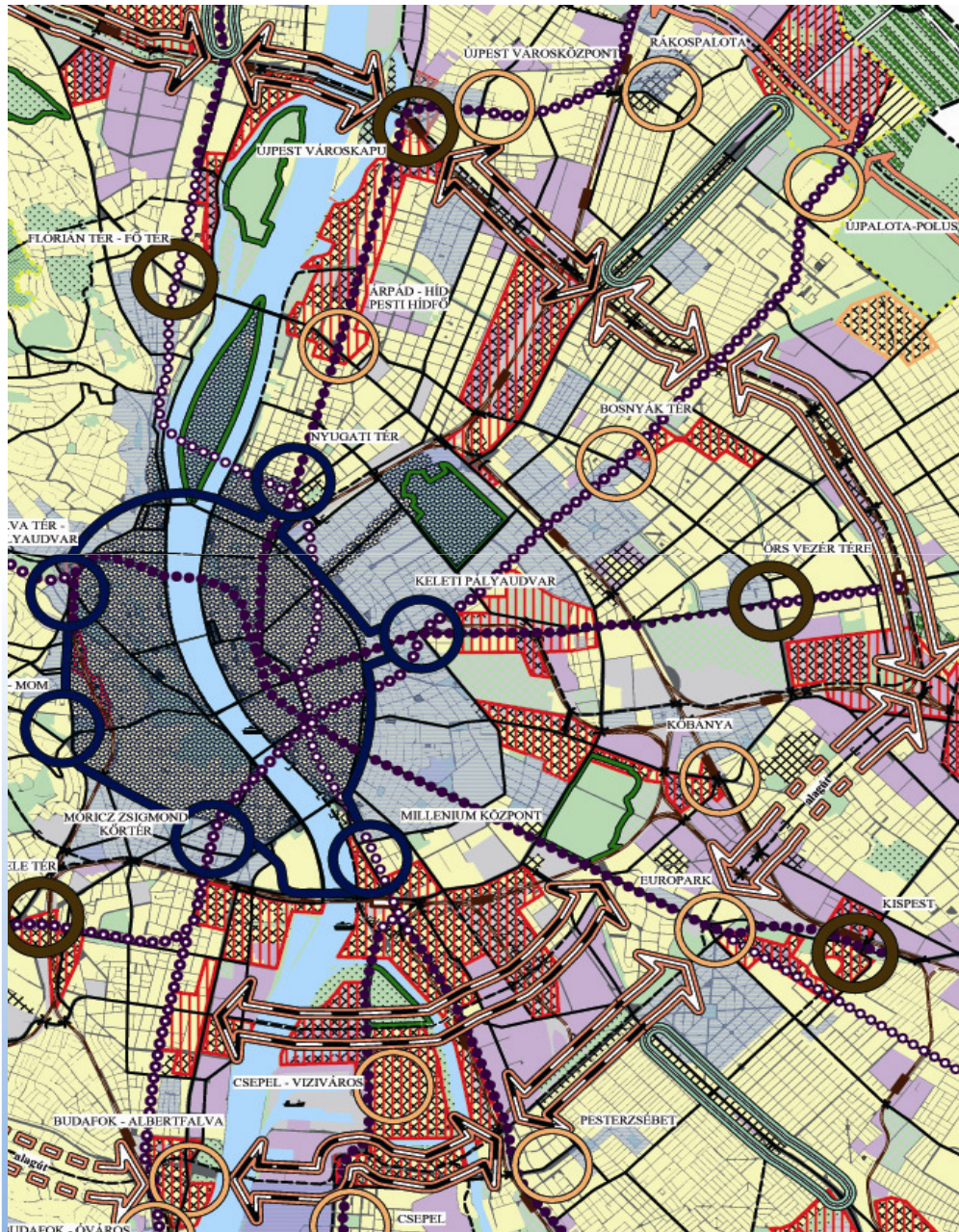
## Purposes:

1. Prevent further deterioration
2. Start to modify trends  
(transportation, shopping habits)
3. Change traffic order in the CBD  
(traffic calming)
4. Reclaim public space to people / to pedestrians  
(SHARED SPACE - public space for pedestrians + cyclists)

## Programmes:

Budapest Development Plan („BKRFT”) – big dreams without real conception  
„Heart of Budapest” (Budapest Szíve) Programme - 2008  
„Debarkation” (Partraszállás) Programme  
Bartok Bela Boulevard 2014 Project (New Highstreet of Ujbuda)\*

# Concepts for the development of Budapest



## 1. Inner city:

Complex Rehabilitation

Real estate support program

Improve the legal background

## 2. Danube (Duna)

Inner prom

Development of industrial coasts

## 3. Multicentral spatial system

Intermodal centers

„Local downtowns” – high street and main square programmes

## 4. Turn ex-industrial areas into park cities

Körvasúti körút („Rail Ring”)

Source: Éva Beleznay  
(Former Chief Architect)



# Intermodal Developments

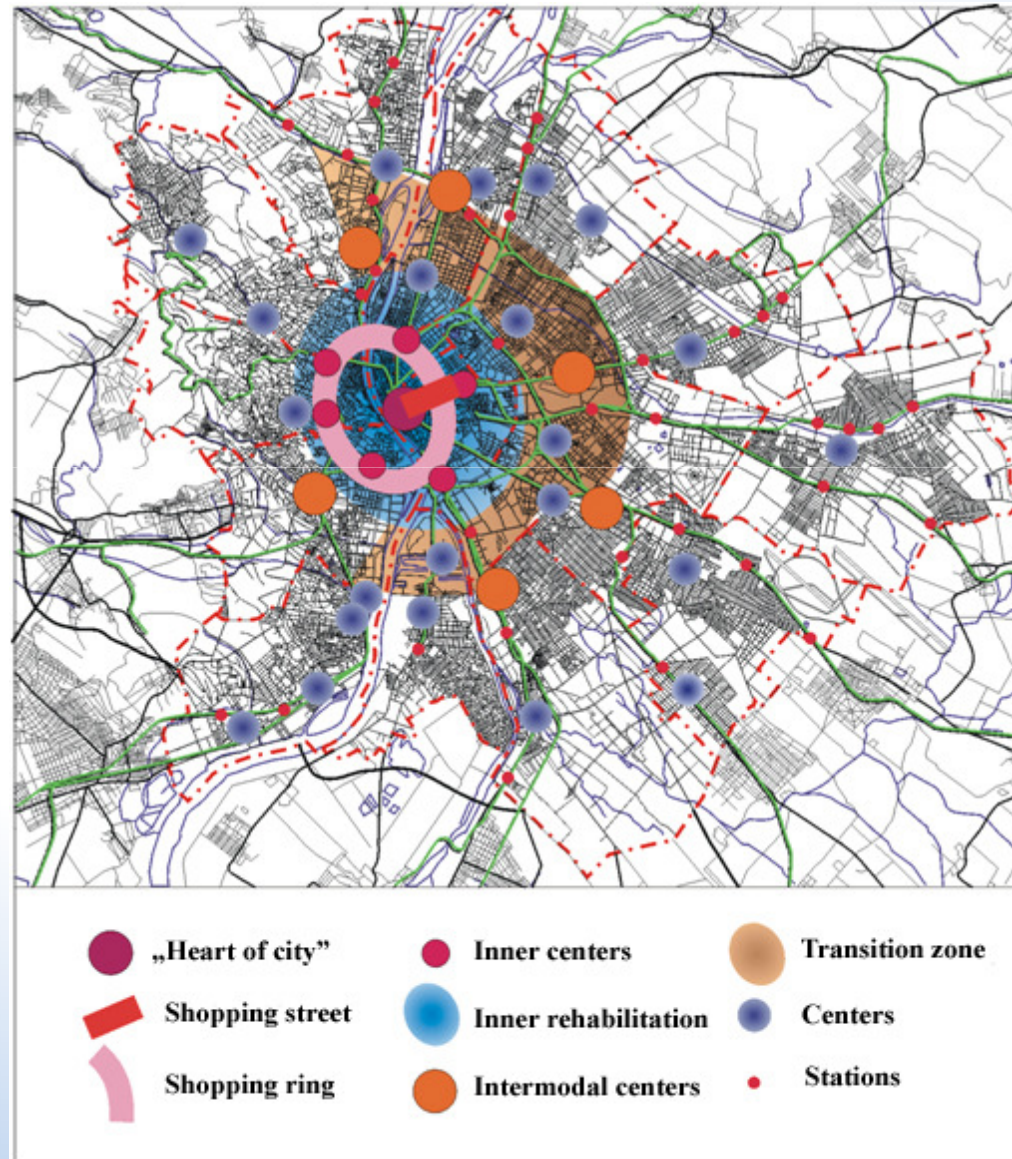
The map illustrates the intermodal transport network in Budapest, centered around the Danube river. It shows various transport modes and their integration points. The legend on the right identifies the following modes:

- repülőtér (airport)
- vasút (train)
- hév (cable car)
- metró (metro)
- városi-elővárosi gyorsvasút (urban-suburban rapid train)
- közúti gyorsvasút (road rapid train)
- villamos (tram)
- BKV autóbusz (BKV bus)
- Volán autóbusz (Volán bus)
- P + R parkolóhely (P + R parking area)

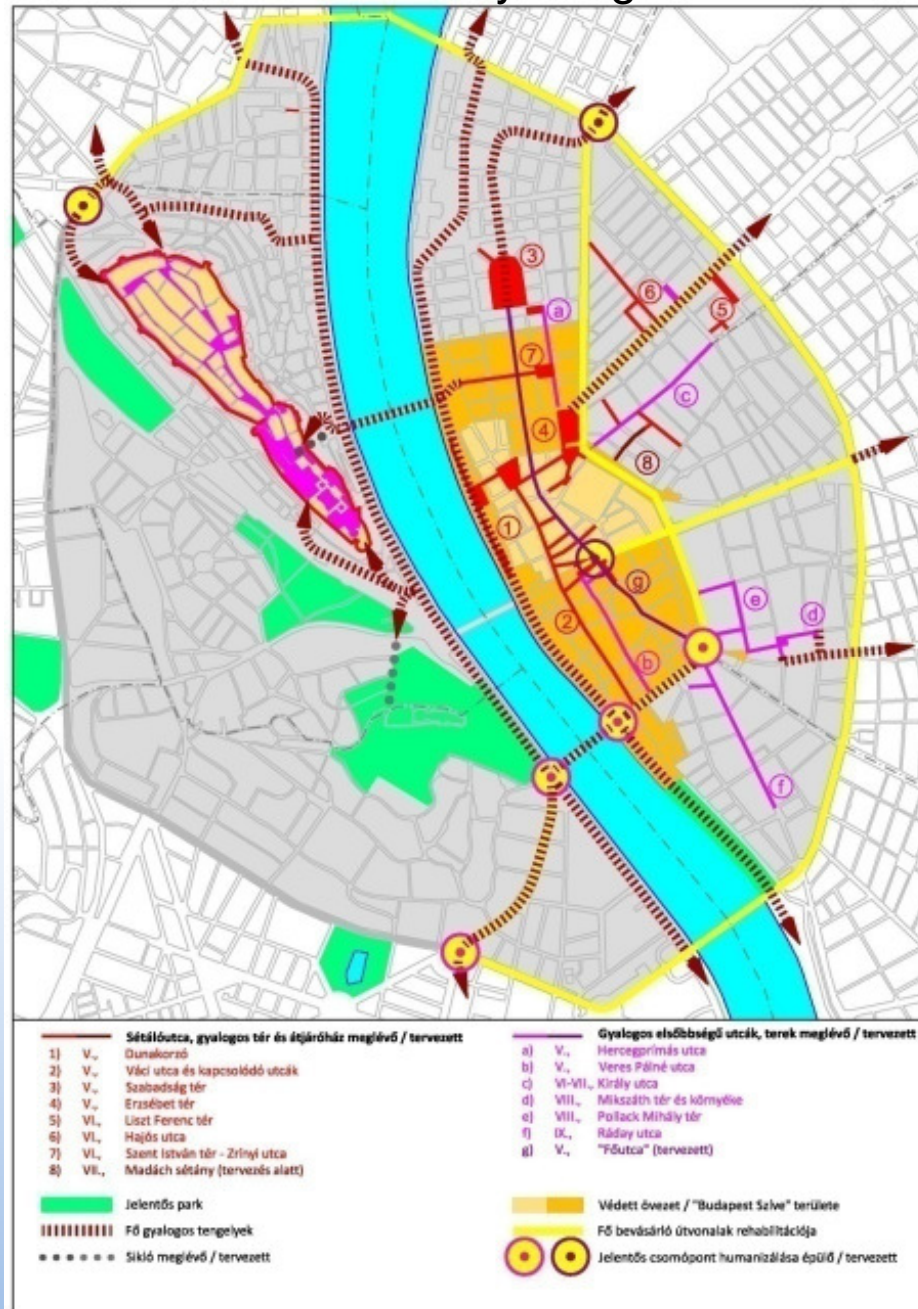
The map shows a dense network of these modes, with major hubs like the airport, central train station, and metro lines. Concentric yellow circles around key nodes indicate the catchment area or service radius for those nodes. The map also shows the Danube river and surrounding urban areas like BUDAÖRS and BUDAPEST.



# „Heart of Budapest” (Budapest Szíve Program)



## Normal workday congestion on the Pest side, east of Elisabeth Bridge



# Field of actions

Main areas of intervention:

1. Transport system (public transport and car traffic management)
2. Land-use system (use of public space)

## INTEGRATION





# Demands



Source: Dr. Laszlo Kalman  
traffic calming slide, SZIE 2008.

## **Principles**

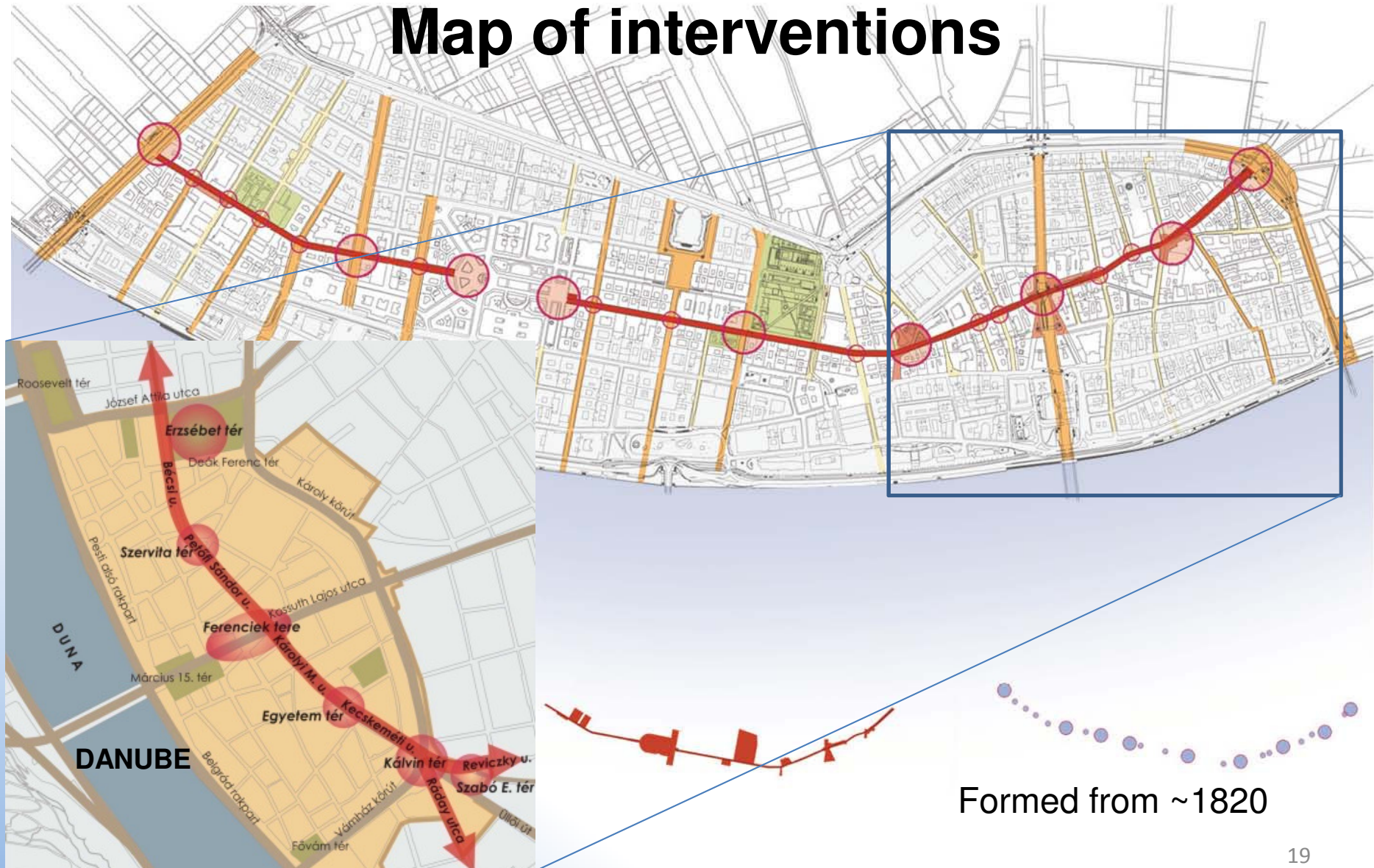
1. Integrated development (network and traffic flow).
2. Harmony of public-space layout and traffic demand (suppressed demand).

## **Purposes**

1. Satisfy all the essential traffic demand (residential, local, commercial).
2. Prevent further deterioration.
3. Improve quality of traffic and environment.

## 4. The High Street of the City

### Map of interventions



# Facts

1. Parts of the „Heart of Budapest” Programme
2. 3 years with planning (2007-2010)
3. 20 million EUR [7,3 mil. EU subsidy + local supporters]
4. Traditional historical downtown → ← Significant transit traffic  
[„Lisbon – Milano – Budapest - Moscow – Vladyvostok line”]
5. What we need: “street-alliances” + common thematic programme + space for the pedestrians
6. 2005: „It was embarrassing that nothing is going to happen. Civil tenders have started.”
7. Good example of basic concept
8. Lessons learned:
  1. Half of the plans have reached
  2. Became crowded – traffic engineering + information
  3. Hard to fit the legal regulations
  4. No cooperation between independent districts (exported congestions)







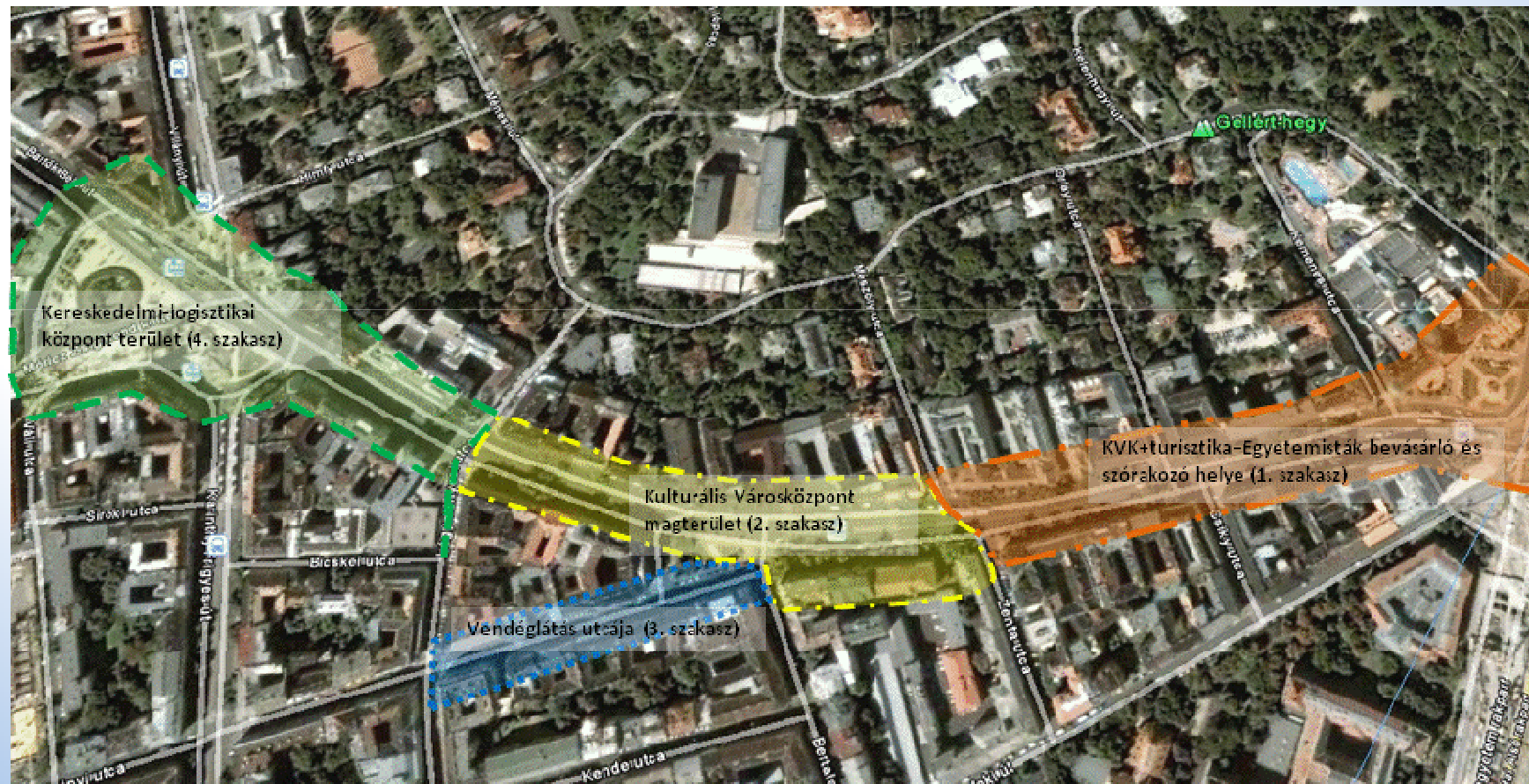
## „Mistakes”



# 5. The High Street of Újbuda („New Buda”)

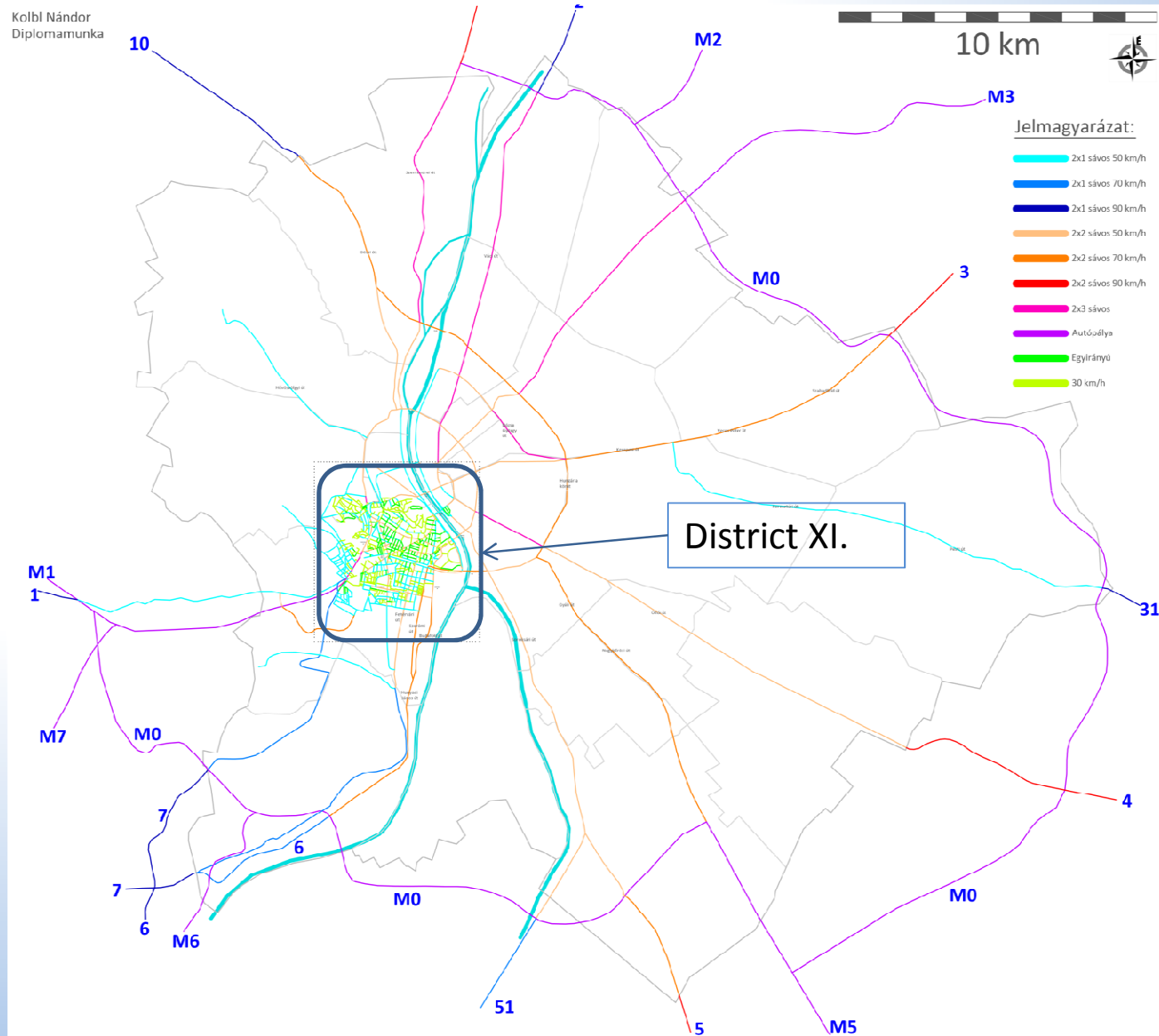
KVK ~ Cultural City Center

The main concept



In 2010: 40% transit traffic, 2x2 lanes + Tram + Parking 2 sides

# Map of the project





# Alternatives

## 1. **Version „A”:**

- a) Do nothing / Do minimum [**2x2** + Tram + parking 2 sides]

## 2. **Version „N”:**

- a) Bartók Béla Boulevard one-way [1x2 to South]
- b) 0 or minimal traffic to North

## 3. **Version „O”:**

- a) Bartók Béla Boulevard **2x1**
- b) Separated PT lane
- c) Tempo-30 zone

## 4. **Version „P”:**

- a) Bartók Béla Boulevard one-way [1x1 to South]
- b) 0 or minimal traffic to North

## 5. **Version „R”:**

- a) Traffic just in short sections
- b) Separated PT lane
- c) Development of the alternative route [Budafoki Road ]

## 6. **Version „S”:**

- a) Traffic just in short sections
- b) Separated PT lane

**Version „O”**

**Bartók Béla út páros oldal**

**Bartók Béla út páratlan oldal**

**Legenda:**

- célforgalom és kétoldali párhuzamos és/vagy 45 fokban parkolás
- szgk sáv és párhuzamos parkolás
- vilamos
- buszsáv
- szgk sáv
- szgk, csak célforgalom

**Készítette:**  
Budapesti Műszaki és Gazdaságtudományi Egyetem,  
Út és Vasútépítési Tanszék

**Megbízó:**  
Budapest, XI. kerület Újbuda  
Önkormányzata

**Bartók Béla út 2014**

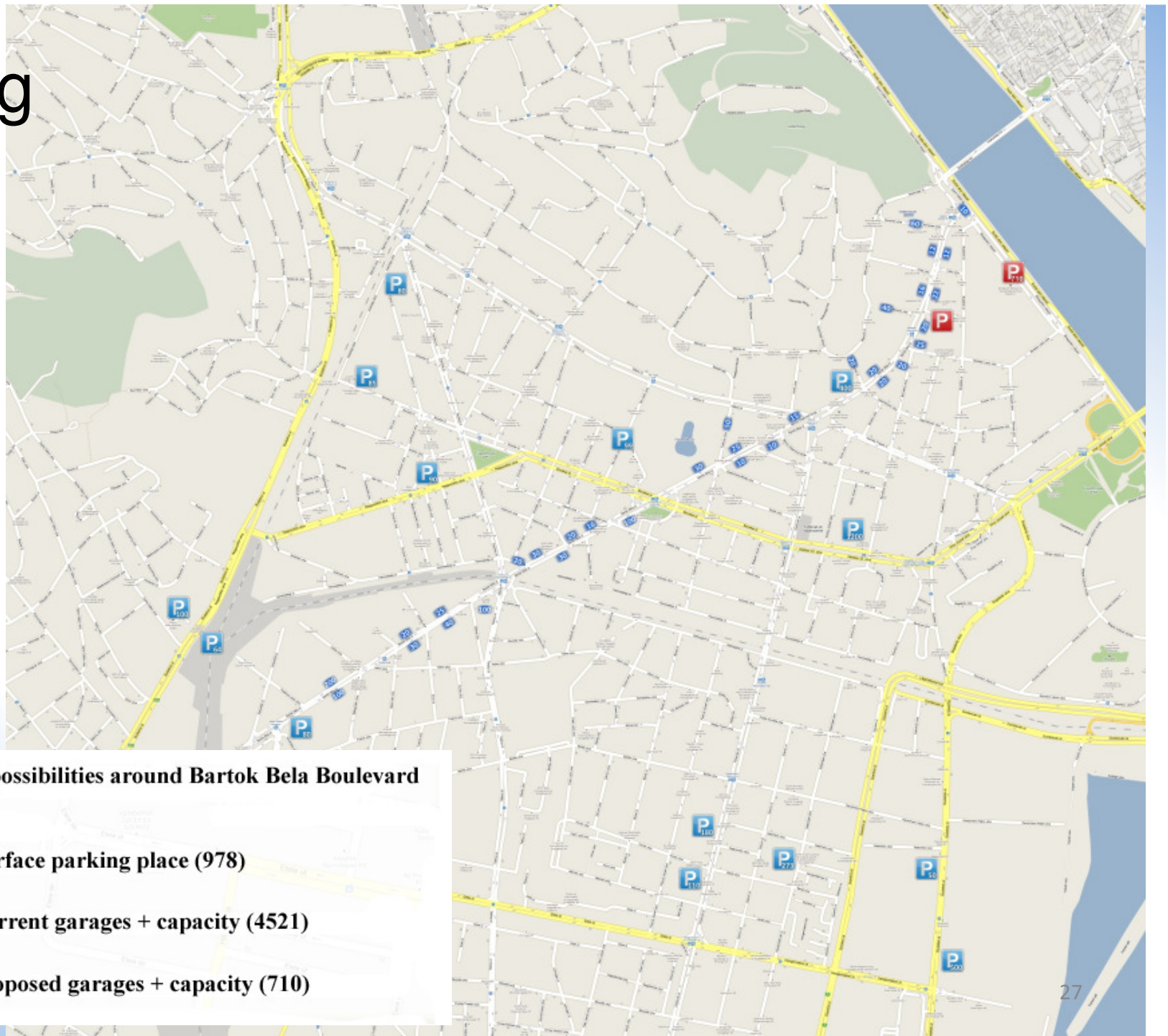
**„O” változat (2x1 sáv)**

**2010. június 30.**

**Tervszám: 3.**

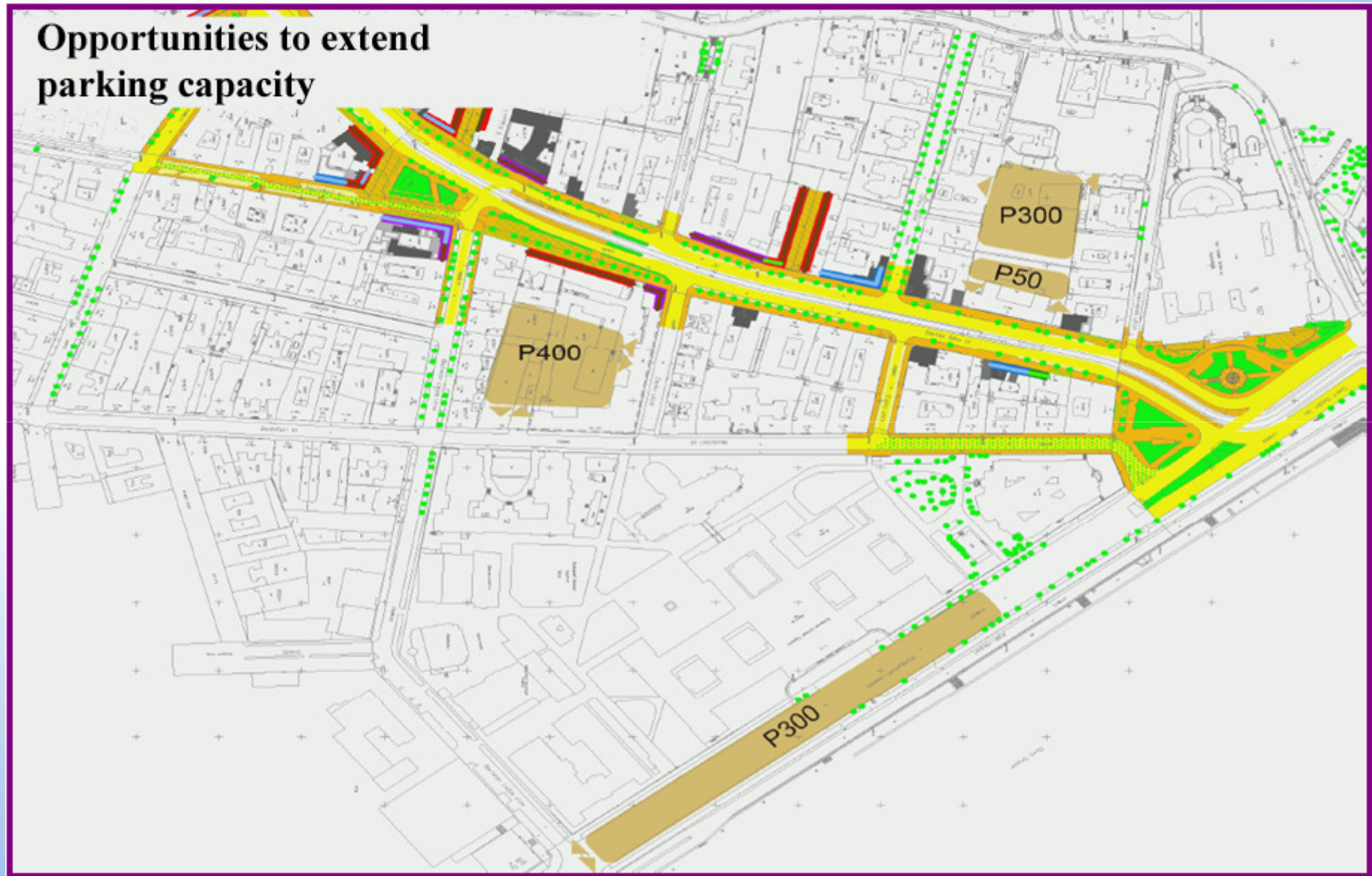


# Parking 2010





# Opportunities to extend the number of parking places



# 6. Conclusions

1. Preliminary results are convincing
2. Integration of land-use and transport policies
3. Fitting to the EU and National Transport Policy + Budapest and District Development Plan
4. On the other hand:
  1. Social acceptance – local communication, timing
  2. „Typical (Hungarian) mistakes”
  3. Cooperation between districts? [eg. parking management]
5. Mainly good direction in traffic management (traffic „evaporates”)

# Thank you for your kind attention!

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