With the support of the
Erasmus+ Programme
of the European Union

Urban Sustainable Mobility in focus: student education, community involvement and participative planning

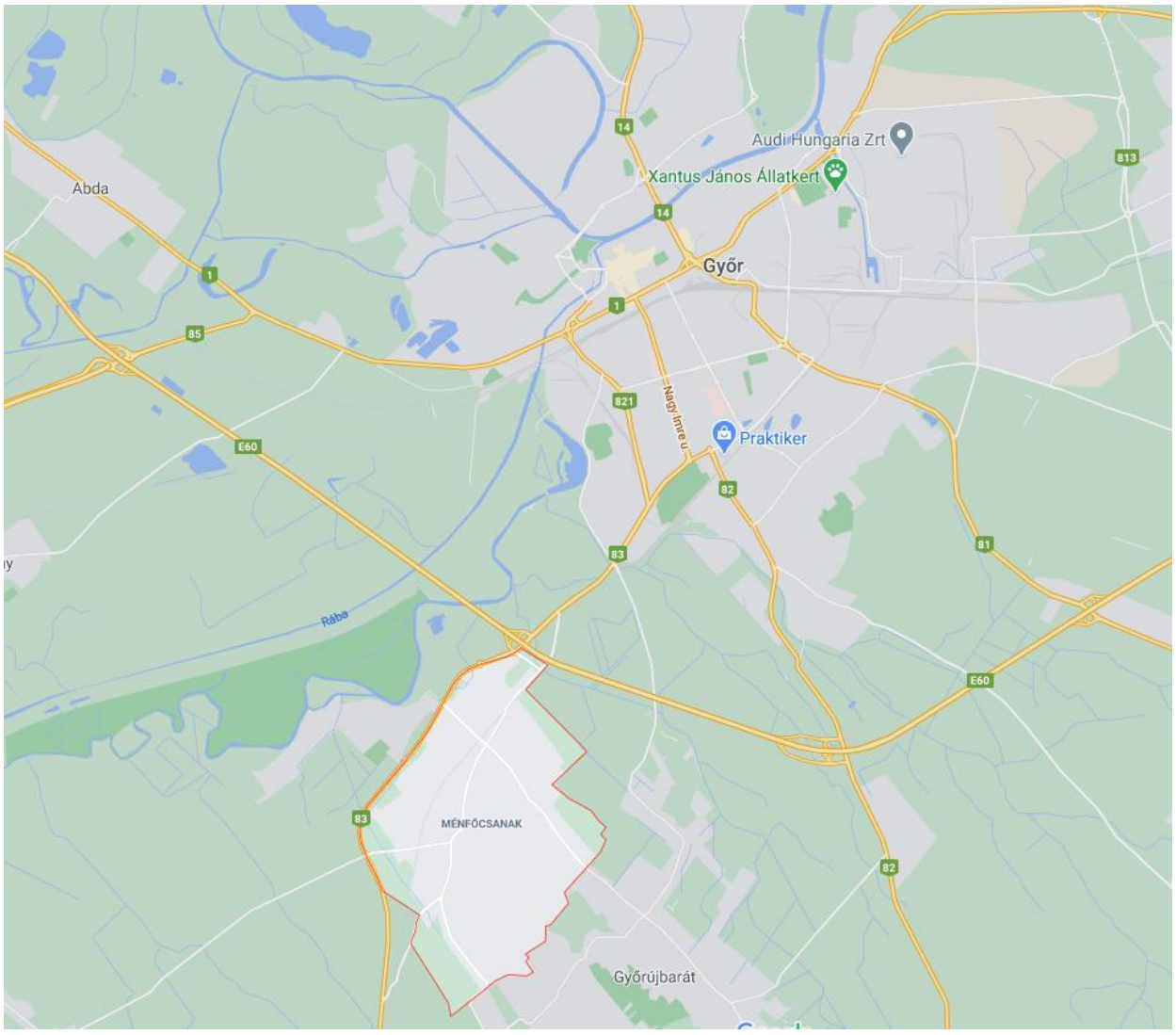
SUMP Research Report
Executive Summary
Győr, Hungary

Contributors:
Szörényiné Kukorelli Irén
Honvári Patrícia

December 2020

In the frame of the SUMP Research in Hungary, Széchenyi István University has conducted a comprehensive research, using different methodologies. The first part of the research involved *desk studies and literature reviews*. Relevant national literature and strategic documents were analysed in order to present the SUMP environment in Győr and the national institutional framework. As a second phase, the *examination and analysation of the selected case study area* has been conducted. Széchenyi István University and the Municipality of Győr has selected two neighbourhoods: Ménfőcsanak and Gyirmót, which are located next to each other. Both neighbourhoods are situated within the administrative borders of the city, however, in many aspects they show the characteristics of a suburban zone. As it is also visible on the map, the neighbourhoods are located further from the city centre (approximately 8 km), and this is the main reason of the transportation difficulties. Enhanced traffic is a serious problem, this is why offering a Sustainable Urban Mobility Plan would be a great asset to the case study area.

Figure 1: Location of the case study area and the centre of Győr



After the desk study and the case study analysis, *behaviours and opinions of residents' and key stakeholders' has been explored*. SIU has followed a three-step methodology, in order to have a wide feedback. The following table summarizes the different methodologies and main goals of the research phase. As it is visible, SIU has conducted *6 expert interviews, organised 2 focus group meetings and collected 512 responses in the frame of an online questionnaire survey*. Although the detailed description (and results) of each phases are described in the National Report, the Executive Summary will highlight the most important findings of each phase.

Table 1: Different methodologies and main results of the SUMP Research in Győr

Methodology	**Main goal of the research phase**	**Duration, timeframe**	**Results**
Interviews with stakeholders	Monitor the policy and action plan of the local authority, opinions regarding the wider implementation of SUMP	January, February 2020	6 conducted interviews, with local authority members, NGO representatives and educators
Focus group meetings	Collect challenges and problems in adopting a SUM policy, and monitor the potential in adopting a SUM policy in the case study area, proposals	September, October 2020	2 focus group meetings with 22 participants (14+8)
Online questionnaire survey	Analyse the current mobility practices, views on alternative mobility means, necessary improvements and attitudes	June to October 2020	512 collected responses, analysis of the questionnaire survey

According to **the desk study**, one of the most important problems is, that within the most relevant development strategies, like the National Development and Regional Development Concept (2014), the National Transport Infrastructure Development Strategy (2014), and the Jedlik Ányos Plan (2015) the guidelines of SUM planning are already included, however **no SUMP document has been worked out yet**. Among the development strategies of Győr, there are no SUMP documents either. Within the Integrated Urban Development Strategy and Development Concept, we can find plans and project ideas primarily focusing on transportation planning. Therefore, by starting the implementation of a SUMP planning process for the territory of Ménfőcsanak and Gyirmót, the UrbanSCOPE project will fill a specific gap. The size of this gap can be demonstrated by the fact that in Hungary, besides Győr, every city above 100.000 residents already possess a SUMP.

The Regional Development Concept of Győr-Moson-Sopron County, as well as the Integrated Urban Development Strategy of the City Győr can serve as a good basis for the elaboration of the city's SUMP. Besides these, the results of the TRAVELPlusPlan project (2010) can also support the process, which was focusing on the school-transport development based on the guidelines of SUMP. The above facts support that the UrbanSCOPE project is gap-filling for Ménfőcsanak and Gyirmót.

Ménfőcsanak is situated at the southern part of Győr, next to the road No. 83 and railway tracks towards the City of Pápa. It was annexed to Győr in 1970. Ménfőcsanak has a mixed, small-town built-up area which is a very popular for people moving from Győr to the suburban fringe. Gyirmót is a provincial settlement located in western direction from Ménfőcsanak and was also annexed to Győr in 1970. It is bordered by the nature floodplain-reserve of Rába and Marcal Rivers from west, and the road No. 83 from east.

The **analysis of the case study area** points out, that both neighbourhoods are located in a good traffic situation, Ménfőcsanak has a more central, while Gyirmót has a more "shady" position. This location creates a lot of possibilities, however a lot of difficulties as well. The main direction of the traffic runs towards the city centre, but the main roads also collect the traffic of other agglomeration settlements, therefore (especially during peak time) the access of the inner city is very difficult on public roads. The rapid population growth, the expansion of the settlement structure poses a great challenge on the public transportation, which is less and less competitive against the private cars. The reason behind this is that the public transport is limited mainly to buses, and although the network is quite well-developed, the travel time is long and difficult. The railway practically disappeared from the alternatives, despite the fact that the railway track is crossing the neighbourhood, and there are two train stops as well. Railway transport should be renewed, the building of new track sections and stations can be considered, in order to create a more sustainable urban mobility within the suburbia. The bicycle transportation is primarily significant within the neighbourhood and between the two neighbourhoods, commuting to the city centre by bicycle only gives an alternative to a low number of travellers.

Elected members and officials of the local authority also agreed with the importance of SUMP, as it was **observable during the interviews**. Interviewees supported the above mentioned railway developments, the elaboration of a suburban railway transport, and the harmonization of the bus and train transportation. Civil organisations and the locally elected representative of the neighbourhood emphasized the issue even more. For a more liveable district, private car use should be cut back in favour of the train transportation, while at the same time, the quality of local services, availability of public spaces, pedestrian pavements and safe bicycle lanes should be increased. SUMP planning was strongly supported to the whole territory of the city. There is a simultaneous need for awareness raising and the development of sustainable infrastructure in order to push back the private car use. Within this topic, Széchenyi István University can give support through the education.

During the two **focus group meetings**, both the residents, as well as representatives of civil organisations and local businesses have highlighted similar problems: overloaded roads due to the dominance of motorized transport, unused railways transport, districts without direct access to public transport. As a solution, participants emphasized the importance of the integrated bus-train season ticket and the elaboration of a suburban rail. The case study area has the potential to this, however it is a fact that it would require a serious investment. The elaboration of a safe cycle lane is not only a priority between the neighbourhood and the city centre, but also within the neighbourhood. At the moment, cycling in the neighbourhood due to the overcrowded streets (traffic, parking) is dangerous. Most of the services can be found in the city centre and in the neighbourhood centre, and therefore the even growing suburban zones create an increasing private

car traffic in order to reach and use these services. In order to reduce this kind of traffic, the diffusion of services would be required.

The **online questionnaire survey** and the answers of the residents showed similar trends. 512 citizens have filled in the survey, from which 154 lives in the case study area. The total and the case study area sample have been compared, and it was visible that the distribution is very similar regarding the age groups, the educational background, and the employment status. One third of the sample is aged between 36-45 years, both groups are characterised with a larger share of finished university degree, and in both samples 61% is employed full-time. Within the case study area, the share of families is 10% higher, which is usual in the suburban zones. As a result, shopping and taking kids to school and kindergarten is generally done by cars. Due to the lack of local services, two-car-households are typical, which obviously further enhances the traffic. The environmental consciousness of the residents is supported by the result that on short distances, walking and cycling are preferred as the ideal transport modes, while personal car would be ideally used for longer (above 4 km) distances. Environmental awareness is further strengthened by the result that 80-85% of the respondents (both in the total and in the case study area sample) agreed that private car-transport should be reduced in order to improve the condition of the environment, contribute to the fight against climate change and reduce the exhaust fumes.

The following tables **summarize the main results**, also reflecting to the different and similar outcomes of the methods. The first table (Table 2) contains those problems that were identified during the whole research, while the second table (Table 3) refers to the necessary and/or desired interventions. Both tables will be useful during the SUMP planning process.

Table 2: Transport-related problems within the case study area

Problems	**Desk study**	**Case study**	**Interviews**	**Focus groups**	**Survey**
Lack of SUMP (whole city of Győr)	X		X		
The two railway stops do not fulfil its purpose	X	X	X	X	
The train timetable is not suitable		X	X	X	
Enhanced parking space problems		X	X	X	
Increase of car traffic, overcrowded main road		X		X	
Limited capacity of side roads		X		X	
Bicycle lanes not only in the direction of the city center		X	X	X	X
More livable public spaces, better quality sidewalks				X	X
Dominant private car traffic	X	X	X	X	X
No harmonized local bus, regional bus and train tariffs and ticketing system		X	X	X	X
Public buses do not fulfil the needs		X		X	X
Excessive centralization of public services and residential services				X	X
New residential areas are left out from the public transport				X	X
More GyőrBike stations in Ménfőcsanak and Gyirmót					X

Table 3: Necessary/desired interventions for a sustainable urban mobility within the case study area

Necessary interventions	**Desk Study**	**Case study**	**Interviews**	**Focus groups**	**Survey**
Development of a suburban railway transportation	X	X	X	X	X
New railway station/stop including parking spaces for cars and bicycles in the centre		X	X	X	
Integrated tariffs and ticketing system for local and regional buses, as well as trains	X	X	X	X	X
Enlargement of main road No 83 (2x2 lanes)	X	X	X		
Better designed itineraries and stops in the bus transportation				X	X
More liveable and usable public spaces (parks, sideways, parking spaces)		X	X	X	X
Increasing the quality of local services			X	X	X
Healthier environment, decrease of emissions		X	X	X	X
Enhanced traffic safety		X			X

On the whole, it can be stated that residents of the case study area, representatives of civil organisations as well as members of the local authority consider sustainable urban mobility of extreme importance. Despite this, private car, as a means of transport is still dominant within the modal split. All actors prefer fixed-track transportation (railway), but the conditions are not given at the moment. However, in order to get closer to a sustainable mobility, these developments seem unavoidable. This development is also necessary due to the constant enlargement of the agglomeration, since the main roads of the case study area also collect the commuters from the surrounding settlements, making these roads (especially No 83) even more overcrowded. According to the results of the questionnaire survey and the focus group meetings it can be stated that residents and civil organisations have an environmental conscious thinking, which can be further increased through community partnerships.