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URBANSCOPE INTERNATIONAL CONFERENCE

EXPLORING THE RESIDENTS' AND KEY STAKEHOLDERS' BEHAVIOURS AND OPINIONS ON SUMP

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SHORT BACKGROUND ON THE SUMP-ANALYSIS

- UrbanSCOPE: focus on SUMP, bringing this concept closer to the citizens, offering an educational package and tools, improve the quality of higher education, engage and involve the local communities and stakeholders into the planning process.

- ***Where to start?***
- Conduct a „local sustainable mobility audit" in 3 cities (Darmstadt, Glyfada and Győr)
- In order to set the SUMP context and draw the necessary research findings.
- Collected the experiences, and presented in detail in the National SUMP Reports of each city, and the main findings were also gathered in the Synthesis Report

LOCATIONS OF THE SUMP-ANALYSIS

- The 3 project cities differ in terms of population, density and terrain morphology – presenting diversity in terms of the SUMP research conducted

Győr 

Population of 134.000 citizens, lowest population density among the 3 cities
Located on the flat Danube area
Major urban centre on the northwest of Hungary
Case study areas selected are satellite suburbs of the city

Darmstadt 

Population of 160.000 citizens, medium density
Located on the flat terrain in the southern part of the Frankfurt-Region
Case study area selected is part of the neighbourhood „Woogsviertel" located at the eastern part of the city – with a much higher population density

Glyfada 

Lowest population (87.000), but the highest density
South suburb of the Athens metropolitan region
Steeper terrain (on the foot of a mountain)
Case study area is a residential neighbourhood located to the south of the city

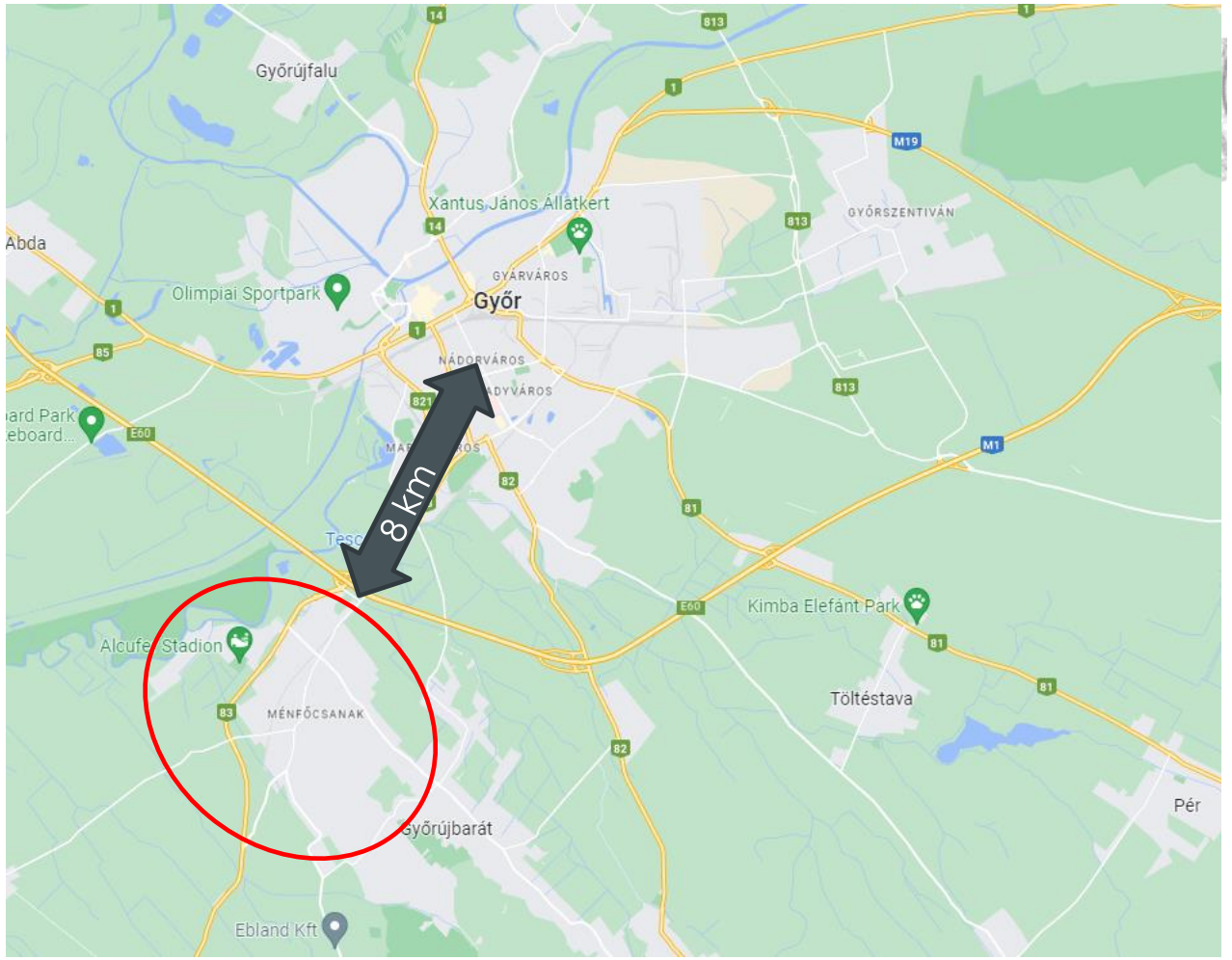
METHODOLOGY OF SUMP-AUDITS IN THE CITIES

- Applied the same methodology in each of the cities → *Case study areas*

SUMP ANALYSIS IN GYŐR

CASE STUDY AREA

- Győr-Ménfőcsanak and Gyirmót
- Formerly separate settlements, annexed to the City in 1970
- Mixed, small-town built-up area (suburban zone), very popular for moving out from Győr



MAIN PROBLEMS OF THE CASE STUDY AREA

- During the last decades, many people have moved here from other neighbourhoods of the city – Gyirmót has experienced smaller, while Ménfőcsanak bigger population growth

	1969		2011	
	Population	*Number of apartments*	*Population*	*Number of apartments*
Ménfőcsanak	5009	1475	9522	3610
Gyirmót	1206	341	1359	518

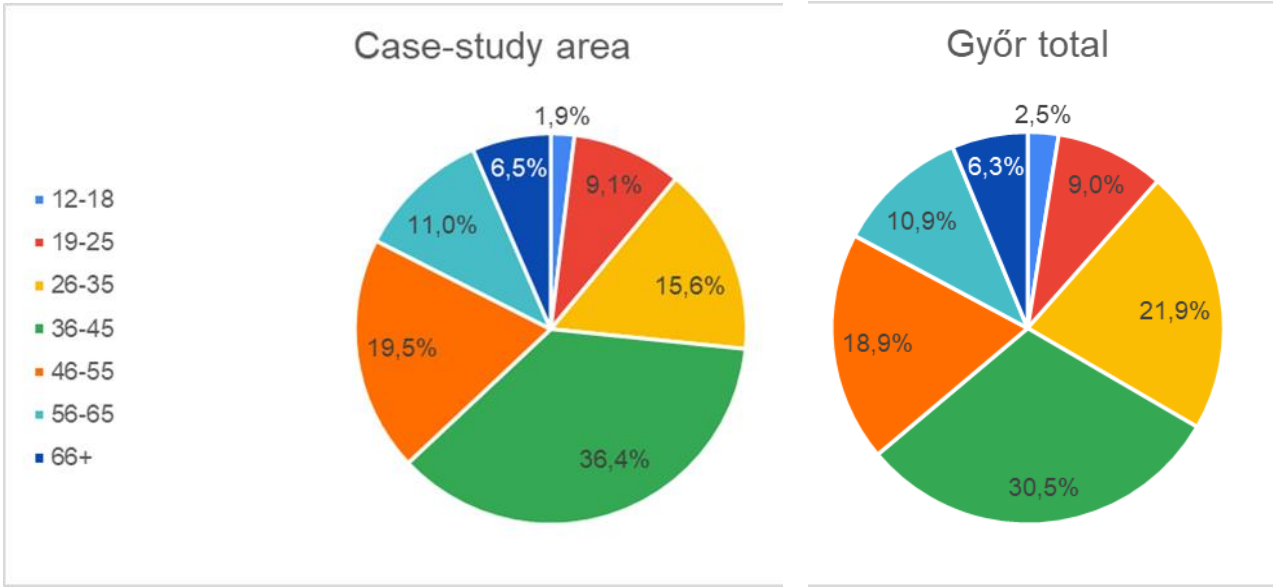
- One of the most problematic sport from transportation aspect: the dominant commuting platform are the public roads (private cars or local buses)
- The main transportation road (No. 83) also collects the traffic of other agglomeration settlements – the access to the inner city is very difficult
- Rapid population growth and expansion of settlement structure pose a great challenge on public transportation
- Railway practically disappeared from the alternatives, despite the fact that the reilway track is crossing the neighbourhood (with 2 train stops as well).

FINDINGS OF THE INTERVIEWS AND FOCUS GROUP MEETINGS

- **Elected members and officials of the local authority:**
  - importance of railway developments
  - elaboration of a suburban railway transport
  - harmonization of the bus and train transport
  - private car use should be cut back – the quality of local services, pedestrian pavements and safe bicycle lanes should be increased
- **Residents and representatives of civil organisation:**
  - overloaded roads due to the dominance of motorized transport
  - districts without direct access to public transport
  - safe cycle lane is a priority – especially within the neighbourhood

FINDINGS OF THE QUESTIONNAIRE SURVEY

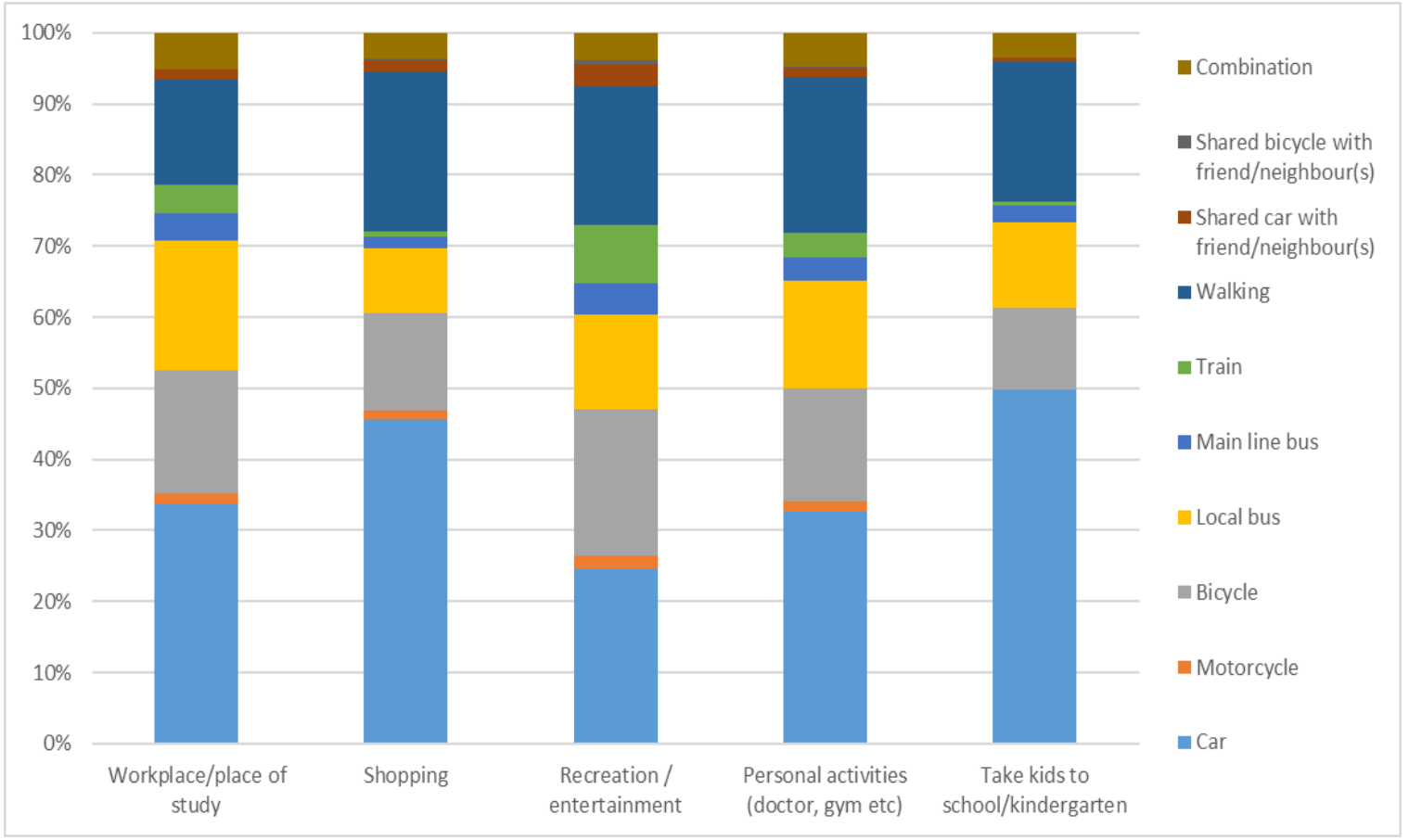
- Aim of the survey: define current mobility trends, habits and future intentions (mobility practives, views on alternative mobility means, attitudes towards a more sustainable urban mobility)
- Data collection: July – October 2020
- Altogether 512 responses were collected, all particpants are inhabitants of Győr
- Main idea: compose two groups from the responses (one containing the total sample, the other focsuing on the case study area) – the latter contained 154 responses (30% of the total sample)
- Comparison of the two groups, analyse and examine differences and similarities



CURRENT MOBILITY TRENDS

- Participants were asked to determine their most commonly used transport means accorsing to different destinations.
- Car is the most commonly used means of transport in all of the mentioned categories
- Some differences among the categories: car-dominance reached almost half of the distribution in 2 categories (taking kids to school/kindergarten and shopping)

Modal-split to frequent destinations (total sample)



CURRENT MOBILITY TRENDS - COMPARISON

- Focusing only on the case-study area, no significant differences at first sight (car is the dominant means of transport)

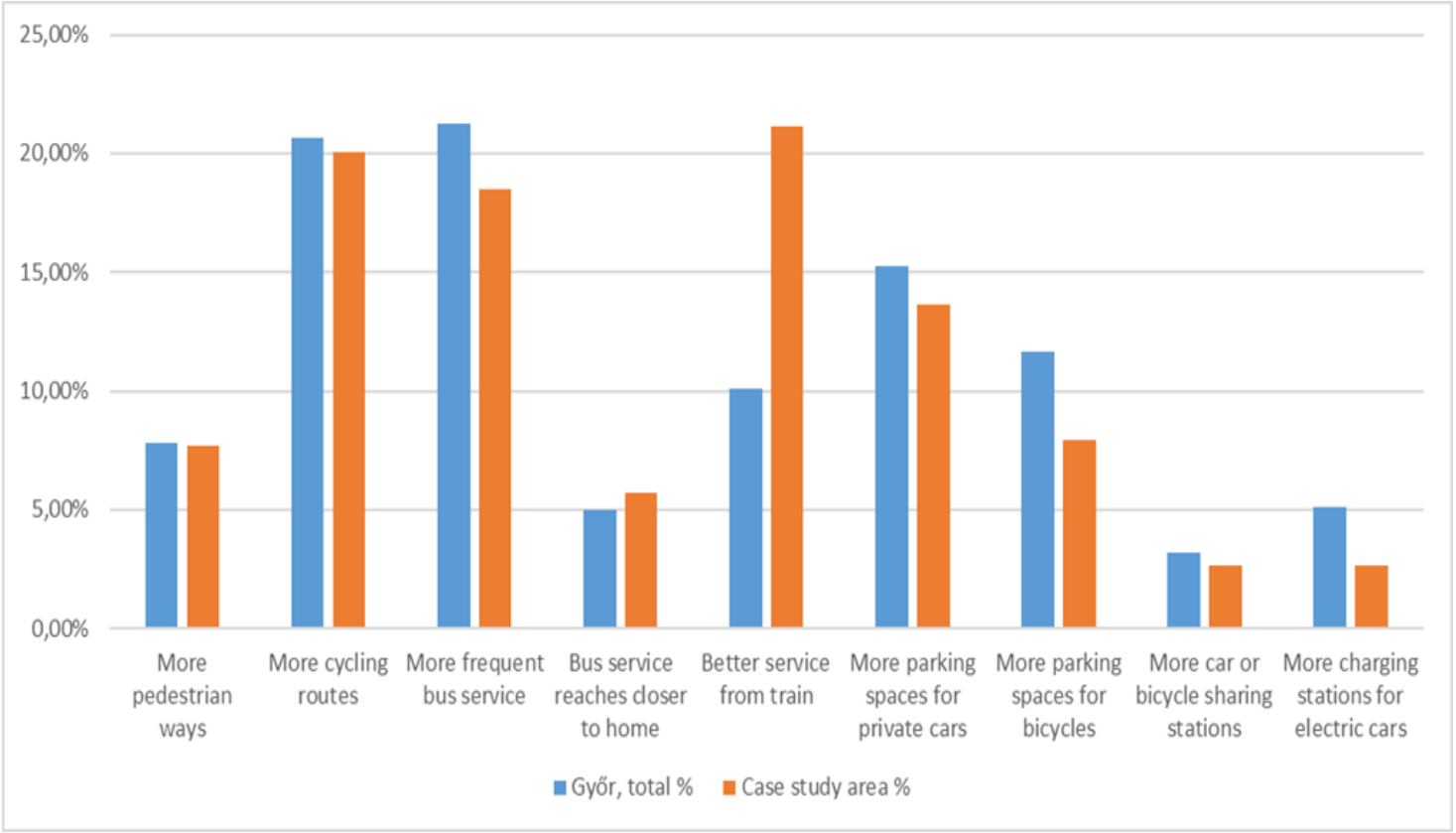
	Workplace		Shopping		Recreation		Personal activities		Take kids	
	Győr	*Case study*	*Győr*	*Case study*	*Győr*	*Case study*	*Győr*	*Case study*	*Győr*	*Case study*
Motorized transport	35,2%	40,4%	46,8%	54,8%	26,4%	35,5%	34,0%	44,0%	49,7%	59,4%
Public transport	26,1%	34,0%	11,6%	15,5%	26,0%	22,3%	21,9%	24,9%	15,0%	17,2%
Walking and cycling	32,2%	19,2%	36,0%	24,7%	40,1%	36,0%	37,8%	23,4%	31,2%	18,8%
Shared transport	1,5%	1,1%	1,8%	0,5%	3,6%	2,4%	1,5%	2,4%	0,6%	1,6%
Combination	5,1%	5,3%	3,7%	4,6%	3,9%	3,8%	4,8%	5,3%	3,5%	3,1%

Motorized transport = car and motorcycle, Public transport = local bus, main line bus and train, Shared transport = shared bicycle and shared car

- Table: summarizes the differences between the case study area and the whole city.
- Main derivation: in the use of motorized transport (more dominant in the case study area), and walking and cycling (less popular in the case study area)

NECESSARY IMPROVEMENTS

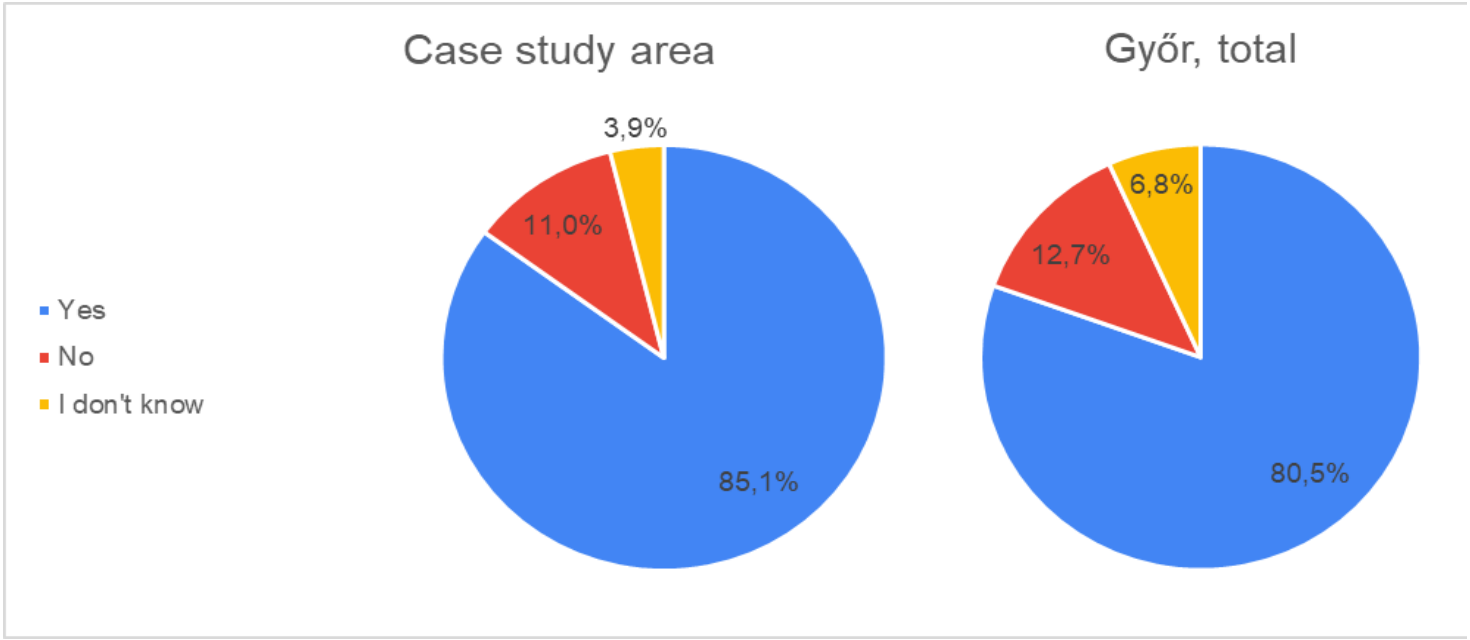
- Nine options were listed and residents could mark those areas that need developments.
- Apart from a few topics, the distribution of the total sample and the case study area is very similar.
- Total sample: more frequent bus service, followed by the need for more cycling routes
- Problems of parking spaces (more serious problem in the inner city)
- Biggest difference: the service of train



ATTITUDES OF THE RESPONDENTS

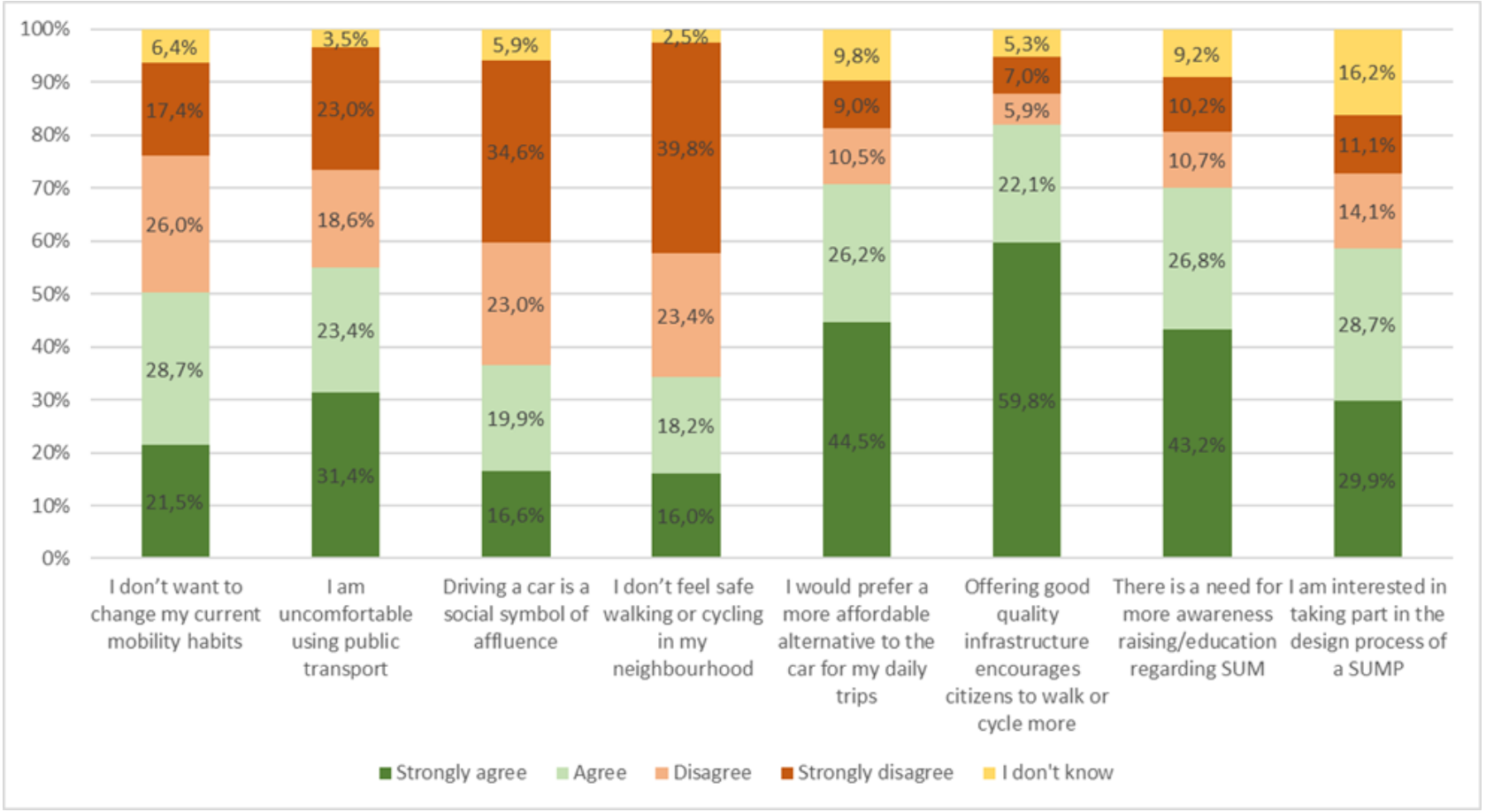
- People were asked whether they think that transportation by private cars should be reduced for environmental reasons and better quality of life.
- Results support that residents have a great awareness to environmental issues.
- We should not forget that the current mobility trend is obviously dominated by private car!

Do you think that transportation by private cars should be reduced?



ATTITUDES TOWARDS SUM

- Respondents were asked to rate their understanding with different statements.
- A more sustainable urban mobilty is an infrastructural/supply issue?
- Moving towards SUM also requires the changing of habits – it is also a demand issus.
- Almost half of the respondents agreed that they do not want to change their current mobility habits.



CONCLUSIONS & OUTLOOK

- Residents of the case study area, representatives of civil organisations and members of the local authority consider sustainable urban mobility of extreme importance
- Despite this, private car is still dominant within the modal split
- All actors prefer fixed-track transportation (railway) but the conditions are not given at the moment
- This development is also necessary due to the constant enlargement of the agglomeration
- Residents and civil organisations have an environmental conscious thinking, which can be further increased though community partnerships

- *Beginning of a new era?*

THANK YOU FOR YOUR ATTENTION