

Overall objective and description



The Future mobility in Budapest aims to rely less on private cars and **promote active and shared mobility**. Thus, it requires modifying the **public space distribution**. First, encouraging people to leave motorised vehicles by replacing crowded streets with traffic-calming zones enriched with green spaces and street furniture. Second, shifting the space dedicated for private car parking to micromobility modes.



BUDAPESTI
KÖZLEKEDÉSI
KÖZPONT

BUDAPEST  KÖZÚT

Reorganising traffic & urban space reallocation



Use case 1 in Budapest introduced **traffic management changes**, such as the reorganization of some streets' directions with the aim to understand the impact of reallocating public sphere for leisure activities. Different **data collection methods complemented with surveys and local workshops** provided the source of information to measure the effects of these measures.



Creation of micromobility points

The second use case focused on developing **modal shift opportunities** between public transport and shared mobility services by setting up points (**parking sites**) to make shared services reliably available in a concentrated area. Finding the correct locations required collecting data and using a macroscopic transport model with all the mobility modes (public transport, private cars, cycling, walking). The simulation of **different scenarios** showed that the installation of the micromobility points boosts the use of micromobility modes by 11.9%.

Impact



The development of the use cases in Budapest demonstrated it is possible to reach its ambition to **increase the modal share of shared mobility solutions by 11.9%**.

Learnings and recommendations



- To increase the use of space for leisure activities anticipate the permissions of restaurant for installing **terraced in the vacated parking spaces** and set up benches, **street furniture**, bicycle racks, points on the place of closed parking slots.
- Create **cooperation** between the public transport and the shared mobility modes.
- Regarding the design of the Mobility Points, "**less is more**" because of the financial and operational requirements.

Key advices for data collection



Combine data and simulation techniques for finding the best locations before installing the micromobility points and demonstrating the impacts on mitigating the negative externalities of transport (air pollution, traffic congestion).