• research,
• policy analysis,
• advocacy,
• education support,
• awareness raising campaigns

to promote and advance intersectional approaches to combating environmental degradation and social injustice in Central Eastern Europe.

PAD aims to tackle inequalities in access, affordability and quality to environment and public space and services.
Urban residents’ mobility choices are strongly linked with density. In denser areas there is a higher propensity to opt for modes other than private cars. The shorter trip distances associated with high density areas naturally lend themselves to more walking and cycling. Higher density areas also involve high concentration of activities, thereby allowing public transport to efficiently connect the locations where the origins or destinations of trips are concentrated.

**BUDAPEST PUBLIC TRANSPORT**

**CITY MUNICIPALITY OWNED, INTEGRATED**

**FARES:**
- **SINGLE TICKET** 350 HUF (1.04 GBP)
- **TRANSFER TICKET** 530 HUF (1.58 GBP)
- **MONTHLY PASS** (28.32 GBP)

**AVERAGE SALARY:**
~190 000 HUF (566.4 GBP)
BUBI- COMMUNITY BIKE SHARE SYSTEM

Budget: 3.5 mEUR
EU co-funding: 85 %

Technical content:
- 15 km² operational area
- 75 locations
  - (57 in Pest, 16 in Buda, 1 on Margitsziget)
- Average distance between locations: 320 m
- 1000 bikes, 1500 docking units

BKK is owned by the Municipality of Budapest (100%)
- The 85% of the project is financed by EU fund (only implementation).
- The scheme supplier has to operate the scheme for 5 years.
Network

Target areas:
I. Inner city – Bubi area
II. Outer Ring Road – dense network
III. Suburban area – local network and combined travel
<table>
<thead>
<tr>
<th>Main roads</th>
<th>Bike lanes, sharrow</th>
<th>Opening one-way streets for bike traffic in both directions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Road reconstruction</td>
<td>In the whole area, complex</td>
</tr>
<tr>
<td></td>
<td>Correction of the network</td>
<td>Defining the right of way</td>
</tr>
<tr>
<td>Bus+bike lanes</td>
<td>Every new installation</td>
<td>Bike-stands, parking</td>
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<tr>
<td></td>
<td>Depends on the road layout and traffic</td>
<td>Bike parking facilities and B+R</td>
</tr>
<tr>
<td>Advanced stop-lane</td>
<td>Priority of bikes, increased safety</td>
<td>Traffic calming</td>
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<tr>
<td></td>
<td>Helps to cross the junction and turning</td>
<td>Pedestrian + bike zone</td>
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<tr>
<td></td>
<td></td>
<td>Reducing speed</td>
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<tr>
<td></td>
<td></td>
<td>Eliminate obstacles</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ramps, curbs, dead-ends, short cuts</td>
</tr>
</tbody>
</table>
UNCOVERED DISTRICTS/NEIGHBOURHOODS

KÜLSŐ-ÚJLIPÓTVÁROS
LŐPORTÁRDŐLŐ
NÉPSZÍNHÁZ NEGYED
KÖZÉPSŐ-JÓZSEFVÁROS
KÖZÉPSŐ-FERENCVÁROS
BUDAPEST BIKE SHARE EQUITY PROJECT
Participation-based urban mobility research and system development planning social inclusion through bike-share programs

Objectives:
• Reduce socio-spatial inequalities in access of urban mobility;
• Ensure all residents are offered optimal transport options that enable access to key destinations and services;
• Improve the social accessibility of everyday urban mobility;
• Contribute to enhancing the attractiveness and quality of the urban environment and urban design for the benefits of lower income citizens, young adults and students.

Activities:
• Qualitative research with local stakeholders and neighbourhoods’ residents about social accessibility of urban mobility
• Neighbourhood-based social equity bike-share pilot programs
• Creating Integrated Urban Mobility Social Accessibility Decision Support Tool