

BUDAPEST BIKE EQUITY

In the recent years large scale bicycle infrastructure developments and bike share network expansion is taking place in Inner Budapest, Hungary, however, low-income neighbourhoods are not sufficiently involved in bike infrastructure planning. In these neighborhoods socially marginalised, vulnerable and immobile residents' proportion is higher than in the city's average population. Conversely, on the relatively flat part of Budapest, the neighbourhoods that receive the most bike infrastructure development are typically affluent neighbourhoods where the residents have more access to social capital. The impacts of this unequal distribution of resources are not only limited to mobility. Cycling provides quantifiable social, environmental and economic benefits to communities and individuals at almost every level. It reduces significantly lowers individuals' and families' transportation costs, improves the physical health of residents, the environmental health of a city district, increases emotional well-being, and boosts the economy of low-income or struggling neighbourhoods, not to mention the interpersonal and social benefits of a strong biking community. The lack of accessible cycling infrastructure and possibilities in low-income communities is not merely a transportation issue, but actually prevents those communities from accessing the significant positive feedback loops of cycling, thereby exacerbating the social and economic inequalities between them and their higher-income counterparts.

The Budapest based PAD Foundation started to map the socio-spatial characteristic of the low-income neighbourhoods in and around the city center in order to make suggestions to the Budapest public mobility manager company (BKK) - runs the bike share system (BUBI) - in their ongoing bicycle development plans. Mapping and discussing the hindering factors of such an attempt on the example of Budapest is important to make longterm sustainable solutions for equal access to public transport.

UNCOVERED AREAS

1 KÜLSŐ-ÚJLIPÓTVÁROS

A traditionally working-class neighbourhood, which has experienced gentrification processes due to the corporate office-building boom of the 1990s. These developments were largely criticized, mainly for growing social vulnerability of local low-income residents and their gradual move to other still affordable neighbourhoods.

2 LŐPORTÁRDULÓ

Previously an industrial zone, it was rebuilt as a residential district for craftsmen and small family-based entrepreneurs from the late 1920s. Today, the neighbourhood is a mix of low-cost slums and new real-estate developments with unequal socio-spatial processes.

3 NÉPSZÍNHÁZ NEGYED

It has a worse reputation, due to prostitution that was rampant until the 1990s, which has been mostly eliminated throughout the district. It is a traditional craftsmen quarter, which became a slum in the previous decades. Comparing the district to Budapest it has a significantly higher rate of unemployment. The distribution of jobseekers by education level mirrors the working and lower class background of the district, the proportion of jobseekers with lower than secondary education is ten percentage points higher in the district compared to Budapest. Népszínház negyed is an important place of concentration for foreigners, especially in the young active age group, where their ratio reaches ten per cent of the total young active age group of the district. The presence of foreign business operations and enterprises is well noticeable in the district. There are a variety of Chinese, Arabic and Turkish retail shops and fast food restaurants mostly located by the main streets, called Népszínház.

4 KÖZÉPSŐ-JÓZSEFVÁROS

A traditional craftsmen's neighbourhood, which became a socially excluded area in the previous decades, is currently under re-development. The dilapidated 19th century housing stock has been demolished to make way for large office blocks and housing developments. The effects and methods of the developments were largely criticized by experts and civil society, mainly for the destruction of the architectural heritage of the area and growing social vulnerability of the neighbourhood's lower income residents.

5 KÖZÉPSŐ-FERENCVÁROS

Mainly due to the recent large-scale housing redevelopment and gentrification, in the last 15 years the former working-class Középső-Ferencváros has become one of the most attractive districts of the contemporary Budapest. It is massively popular with middle class young (creative) professionals, families and university students. Ferencváros has home to various ethnic minorities such as Bulgarians (the largest group), Germans, Croats, Serbs, Slovaks, and Roma. The Roma population has been decreasing in the past 10 years as many of them have gravitated to neighbouring districts with cheaper accommodation.

Due to the large universities located in the district (Corvinus, Semmelweis) and some other in the vicinity (Budapest University of Technology and Economics), the neighbourhood has also recently experienced an influx of foreign students of German and Norwegian (Semmelweis University of Medicine), Arabic, Pakistani, and Indian, and African backgrounds, who rent apartments alongside Hungarian students coming from the countryside. Small Chinese and Vietnamese enterprises have also cropped up, these are mostly fast food restaurants and second-hand clothes shops.

SEGREGATED AND TWO-WAY CYCLE LANE ZONE

BIKE-NETWORK DEVELOPMENT ZONE

COMMUNITY BIKE DOCKING STATION DEVELOPMENT ZONE

DANUBE

BUDAPEST



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 via cycling that enable access to key destinations and services;
- Improve the social accessibility of everyday urban mobility;
- Contribute to enhancing the attractiveness and quality of cycling possibilities 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 focus bike-share pilot programs
- Creating Integrated Urban Mobility Social Accessibility Decision Support Tool