

STAKEHOLDERS' INPUT WITHIN HU MOBILITY PLANNING

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1. Summary

In the Hungarian region, Budapest University of Technology and Economics (furthermore BME), as MoveCit project partner undertook the task to elaborate three Workplace Mobility Plans. The partners were the City Hall of Békéscsaba, the Centre for Budapest Transport (furthermore BKK) and the BME Faculty of Transportation Engineering and Vehicle Engineering (furthermore BME KJK). The basic attitude of the stakeholders meeting was an uplifting feeling, that in this project not the clients, partners and citizens are in the spotlight, but the colleagues of these institutions.

The methodology was the same in each location: one-two events for presenting the results of the online survey, widely collecting problems, ideas, suggestions and experience from all type of modes. And another one-two events for defining and specifying the proper measures of the identified problems. In case of Békéscsaba and BKK, it was useful that BME project partners didn't have any commuting experience related to these locations. With a fresh and independent eye, they provide a new approach to old problems. Setting up Mobility Teams in each location guaranteed that feasible and effective measures were planned. The stakeholder meetings were also capable to raise awareness of sustainable transport modes.

On the one hand, during the planning processes, all stakeholders understood that changing commuting habits is an effective way to handle mobility problems of their cities. As they are representative actors of their institutions, they must show good examples. On the other hand, uncertainties about the budget, which could be allocated to these measures, brought a sceptic attitude. It became a common opinion, that state or EU applications and funds should be set up to boost commitment towards measures of sustainable commuting.



2. Date and place

2.1. Stakeholder Meeting No. 1, BME

Date: 25th of August 2017

Place: Budapest University of Technology and Economics, St. Building, Room 427

2.2. Stakeholder Meeting No. 1, BKK

Date: 28th of August 2017

Place: Centre for Budapest Transportation, BKK, Rumbach Center

2.3. Stakeholder Meeting No. 1, Békéscsaba

Date: 8th of September 2017

Place: Mayor's office, Békéscsaba

2.4. Stakeholder Meeting No. 2, Békéscsaba

Date: 8th of September 2017

Place: Mayor's office, Békéscsaba

2.5. Stakeholder Meeting No. 2, BKK

Date: 13th of October 2017

Place: BKK, Rumbach Center, Budapest

2.6. Stakeholder Meeting No. 2, BME

Date: 17th of October 2017

Place: BME, building St., Budapest

2.7. Stakeholder Meeting No. 3, Békéscsaba

Date: 14th of November 2017

Place: Mayor's office, Békéscsaba

2.8. Stakeholder Meeting No. 3, BKK

Date: 17th of November 2017

Place: BKK, Rumbach Center, Budapest



2.9. Stakeholder Meeting No. 3, BME

Date: 22th of November 2017

Place: BME, building St., Budapest



3. Number and types of participants/target groups

3.1. Stakeholder Meeting No. 1, BME

The stakeholder meeting was open to any colleagues. Directly addressed colleagues represented the Maintenance Management of the University and leaders of the Faculty and Departments.

Participants:

- MoveCit Members:
 - o Dr. Esztergár-Kiss Domokos, Aba Attila
- Leaders
 - o Dr. Varga István, dean of the faculty, Faculty of Transportation Engineering and Vehicle Engineering
 - o Dr. Tóth János, head of the department, Department of Transport Technology and Economics
- Maintenance Management
 - o Mikó Zoltán, Kreutzer Richárd, Chancellery of Budapest University of Technology and Economics
- Colleagues with no dedicated tasks
 - o Földes Dávid, Dr. Lovas László, Dr. Bohács Gábor

3.2. Stakeholder Meeting No. 1, BKK

To the first stakeholder meeting colleagues experienced in research, development and strategy were invited, also a member of HR was invited.

Participants:

- MoveCit members:
 - o Dr. Esztergár-Kiss Domokos, Aba Attila
- HR representative
 - o Andrásy Szilvia, HR
- research, development and strategy
 - o Bereczky Ákos, Kerényi László Sándor, Dalos Péter, Válóczy Dénes, Kőríz András

3.3. Stakeholder Meeting No. 1, Békéscsaba

To the first stakeholder meeting colleagues from facility management, mobility expert and strategy were invited.

Participants:

- MoveCit members:
 - o Aba Attila
- Notary office:



- Dr. Deák Zoltán
- Strategy department
 - Wittmann László, Fodor Anikó, Bába Sándor
- Facility management
 - Balogh István
- Local expert
 - Varga Róbert

3.4. Stakeholder Meeting No. 2, Békéscsaba

The second stakeholder meeting was intended to cover all departments of the Municipality.

Participants:

- MoveCit members:
 - Aba Attila
- Strategy department
 - Wittmann László, Fodor Anikó
- Colleagues from each department:
 - Orodán Zsuzsa, Ceglédi Norbert, Hegyesi Imre, Kósa Edit, Balogh István, Petrovszki Zoltán
Dr. Tógye Ildikó, Baloghné Bagó Gabriella, Csizmadia Bernadett, Turák Helga, Balogh Tamásné, K. Szabó Gábor, Belanka Zsolt, Dr. Deák Zoltán

3.5. Stakeholder Meeting No. 2, BKK

To the second stakeholder meeting colleagues experienced in research, development and strategy were invited, also a member of HR was invited.

Participants:

- MoveCit members:
 - Dr. Esztergár-Kiss Domokos, Aba Attila
- HR representative
 - Andrásy Szilvia, Dr. Albert Judit
- research, development and strategy
 - Bereczky Ákos, Tóth Patrik, Válóczy Dénes, Kőríz András
- mobility management
 - Dr. Denke Zsolt

3.6. Stakeholder Meeting No. 2, BME

The stakeholder meeting were open to any colleagues. Directly addressed colleagues represented the Maintenance Management of the University and leaders of the Faculty and Departments.



Participants:

- MoveCit Members:
 - o Dr. Esztergár-Kiss Domokos, Aba Attila
- Leaders
 - o Dr. Varga István, dean of the faculty, Faculty of Transportation Engineering and Vehicle Engineering
 - o Dr. Tóth János, head of the department, Department of Transport Technology and Economics
- Maintenance Management
 - o Mikó Zoltán, Kreutzer Richárd, Chancellery of Budapest University of Technology and Economics
- Colleagues with no dedicated tasks
 - o Földes Dávid, Dr. Lovas László, Dr. Bohács Gábor

3.7. Stakeholder Meeting No. 3, Békéscsaba

To the third stakeholder meeting Békéscsaba City Hall's Mobility Team were invited.

Participants:

- MoveCit members:
 - o Attila Aba
- Mobility Team:
 - o Dr. Deák Zoltán, Wittmann Laszlo, Fodor Anikó, Balogh István
-

3.8. Stakeholder Meeting No. 3, BKK

To the third stakeholder meeting colleagues experienced in research, development and strategy were invited, also a member of HR was invited.

Participants:

- MoveCit members:
 - o Dr. Esztergár-Kiss Domokos, Aba Attila
- HR representative
 - o Dr. Albert Judit
- research, development and strategy
 - o Bereczky Ákos, Halmos Tamás, Lénárt Máté, Tóth Patrik, Kőríz András, Dalos Péter

3.9. Stakeholder Meeting No. 3, BME

In the third stakeholder meeting members of the Mobility Team were involved.



Participants:

- MoveCit Members:
 - o Dr. Esztergár-Kiss Domokos, Aba Attila
- Mobility Team
 - o Dr. Mándoki Péter (vice dean), Dr. Bohács Gábor, Dr. Lovas László, Földes Dávid



4. Topics tackled and links to deliverables, outputs

4.1. Stakeholder Meeting No. 1, BME

The following topics were discussed.

1. Information about previous meetings and survey

A short presentation was held to show the most important results of the survey. This gave us a common baseline for further planning steps.

2. Discussions in the topic of Mobility team

a. Institutional questions - is this a Faculty problem, or is this a University problem

Engagement is stronger from Faculty site, and the problems are different for each institution and building. However, budget of maintenance is related to the University. Although developing a Workplace Mobility Plan for the whole University would be an official solution, it has organizational barriers. Therefore we decide to put the Faculty first, and activities towards the University will be typically lobby actions. It means, that for some actions will be hard to find financing source.

b. members of mobility team, who represents their positions

- i. economic vice-dean
- ii. maintenance management
- iii. engaged colleagues in education

3. Goals

Several goals related to commuting, such as the liveability of the Campus, and a healthiness of the colleagues are represented in the official Organization development plan of the University. Moreover, the Faculty of Transportation Engineering and Vehicle Engineering is highly engaged to the sustainability of the (transport and vehicular) systems we educate. Authenticity towards our students is essential, it has a multiplier effect as they will be the planners of the future.

4. Problems and solutions

a. End-point infrastructure for cyclist

There is some solution in building ST for showering. However, in current state this is not applicable, because no dressing room and cloak is available. Further development will be done by maintenance site, although, financing source still missing. Bike-lockers are quite good, however bikes with baby-trailer or cargo bikes are over-sized, and hard to use.

b. Road reconstructions around Campus

A huge loss of free public parking places will be done soon. It generates in-campus parking demand, which is over capacity even nowadays. This development could turn some colleagues to public transport and/or biking. However, more information would be helpful how to reach these sustainable modes.

c. How not to buy a private car?

For some colleagues it's a must sometimes to use their own cars (e.g. moving heavy or large goods). Since they own a car, it becomes more economic to use it, than to leave it at home. A solution for a so-called "key-car" would be useful, or an institutional contract with GreenGo car-sharing. If a colleague could count on an institutional car, they would recede or at least postpone buying an own car.

d. In-campus parking places management



Some solution with applications would be good to reserve parking place, or at least check where is available. If a reservation system will be set up, prioritisation can be applied (e.g. long-distance, or rare travellers get priority).

e. Easy financial support

Financial actions are always the best for modal shift. BuBi (bike-sharing) pass is guaranteed for some Department, it was mentioned as a best practice to other departments.

f. Solutions for waling inside the Campus

The longest route between two buildings of the Campus can take 20 minutes. Shorten the time of long distance walking can be done by e-rollers. Also, as a long-term solution, autonomous bus service was mentioned.

All mentioned topics added essential inputs to D.T3.2.9 Institutional mobility plan for Budapest University of Technology and Economics, (6.1. Commitment and involvement, 6.2. Aims and specific targets, 7. Analysis of the existing situation, 7.1. Description of your institution(s), 8. Planned measures).

4.2. Stakeholder Meeting No. 1, BKK

The following topics were discussed

1. Information about previous meetings and survey, establishing aims and targets

After presentation of the survey, it was a common conclusion, that the share of public transport rides is satisfactory. It shows that free public transport pass has a major effect on mode choice. Therefore, we had to discuss what relevant aim should apply for BKK in this workplace mobility planning process. The first thing came up, that this survey is really something to be proud of. Exploitation of this is a great chance to show the companies social responsibility. The second thing came up, that there is no situation that could not be improved. The following buzz words came up during setting up goals: reducing knowledge gaps (basically related to bike-sharing, and workplace facilities), increasing consciousness and supporting colleagues to avoid peak-time in public transport.

2. Problems and suggested solutions

a. Knowledge gaps

It was an interesting outcome of the survey, that some of the colleagues had no knowledge about which workplace facilities are available. As a general idea came up, that everybody should get a small information publication. In this leaflet, the actual workplace is described in detail with information such as bike shelter, dressing room availability, or an info map about which is the quickest way from which area of the city.

Although the average knowledge level about sustainable mobility is higher amongst the colleagues, than in the society, raising consciousness of mode choice is still a task. Gamification or any other modern approach is needed to involve and engage colleagues to sustainable mobility, some of these ideas were already discussed. The effect of the surprise is also helping to propagate, so further specific solutions are not mentioned here.

b. Administrational gaps

Since BKK is the operator of the bike-sharing system, discounted passes are available to colleagues. However, HR leader said that the numbers of the required passes are surprisingly low. A discussion was emerged about the necessary administration during the extension of an expired pass. This extension process should be reconsidered.

a. Suggested solutions



Amongst colleagues of BKK, there is a wider knowledge on sustainable mobility. New ways for raising awareness is needed, such as gamification or took personal mobility plan into the recruitment system.

3. Mobility team - scope of the mobility plan

During the discussion of Mobility Team, the scope of mobility plan was discussed. There is an opportunity to widen the mobility plan. It would mean that various locations, various work schedules and other companies in the holding would be also considered. This idea needs clear management support, until that the Mobility Team will not set up.

All mentioned topics added essential inputs to D.T3.2.9 Institutional mobility plan for BKK, (6.1. Commitment and involvement, 6.2. Aims and specific targets, 7. Analysis of the existing situation, 7.1. Description of your institution(s), 8. Planned measures).

4.3. Stakeholder Meeting No. 1, Békéscsaba

1. Mobility team - scope of the mobility plan

The mobility team will be a group of three colleagues from strategy and facility management. Fodor Aniko from strategy, Dr. Deák Zoltan as a contact to notary and Balogh István, who is responsible for facility management. There was a discussion on scheduling execution of the workplace mobility plan, and we agree that two horizons will be used: short-term ends at the end of 2019, and long-term starts in 2020. The main scope of the mobility plan will be developing cycling end-point infrastructure.

2. Leaning on urban plans

Békéscsaba is a cycling friendly city, with one of the most developed cycling infrastructure in and around the city. Also, the culture of biking is exemplary, as in Békéscsaba every “driver is a rider” and opposite. Drivers look at cyclists in a cooperative way.

In the next phase, Békéscsaba will build 30 km bicycle infrastructure. The Municipality is always looking for funds and other opportunities to develop their own facilities, and hoping that with the help of the preparing Workplace Mobility plan their biddings will be more successful.

3. Main barriers and current state of traffic in the city

Several barriers were identified during the discussions. Lack of information about sustainability and health preservation or shortage of financial sources for the operation of municipality are the main gaps. Whereas driving a car is not as harmful as in larger cities: as one participant said that if there is traffic jam in the city, the total travel time deteriorate from 7 minutes to 8 minutes. Interpretable travel time shortening is not applicable here.

One of the buildings has a special problem, as it is not accessible with bike legally. However, this workplace has a huge amount of biker colleague and a large bike-shelter. The bike shelter only accessible via a pedestrian area. This is a standard conflict point between pedestrians and bikers, and the police usually impose sanctions against bike riders. Two step solutions are needed: one is an info campaign on legal issues, and a long-term solution to avoid conflict point.

All mentioned topics added essential inputs to D.T3.2.9 Institutional mobility plan for Békéscsaba, (6.1. Commitment and involvement, 6.2. Aims and specific targets, 7. Analysis of the existing situation, 7.1. Description of your institution(s), 8. Planned measures).

4.4. Stakeholder Meeting No. 2, Békéscsaba

1. Presentation on survey and current state of transport in the city



Share of pedestrians is very high, thanks to the location, which is just next to the new pedestrian friendly zone in the city centre. However, share of public transport is quite low, as colleagues have quality problems on public transport's level of service. The municipality is easily accessible with bike also, but in bad weather conditions, people usually choose the bus.

2. Problems and solutions

a. information and organizational issues

In almost every department, client visiting is all-day. There is specific visiting time, but no citizen was refused out of visiting time. It means, flexible working time and home-office is not a good solution generally saying. Yet there is no any info sheet on how to commute, official info is not available. Every Tuesday supposed to be a no client day, but on these days colleagues should catch up with themselves. It should be considered to let one home office day in every two weeks.

b. cycling

Cycling is one of the main mode to commute not just in the Municipality, but in the whole city. Based on survey and on additional comments, linking infrastructures of Békéscsaba is in a very good state, both road and cycling infrastructure are far from their capacities. End-point infrastructures are weak points, there is not enough bike-shelter, and no locker room, and showers. There is a definite demand on showers, which would help the colleagues to use their bike out of the main biking seasons (autumn and spring).

c. private car

Parking places are almost next to the offices, it offers a comfortable service for the car-commuters. From five to ten times a year, the parking lot is full. The other days, it just hard to find a place if the driver come late.

Paying a fee, at least an emblematic fee is unimaginable, but also the municipality is on the verge of its parking capacities. Moreover, there is a need to dedicate parking spaces to visitors, which would decrease the parking capacity, and giving more place to bike-shelters also decrease the parking capacity.

Car-pooling usually means, that parents bring their children to school. From some remote place colleagues have been organized themselves into one car, but the flexible work-time do not help the spreading of car-pooling. Several colleagues use car to site visits in and around the city.

d. public transport

i. local buses

It was a common statement, that service level of local public transport is quite low. The main problem is with the service frequency, two buses per hour is just not a reliable service. However, the walking distance from bus stops to the office is satisfactory.

ii. regional buses and train

Regional buses from the east stops next to the office, but from the other relations, they go directly to the main station. From the main station it's half an hour to walk to the office, but colleagues still choose to walk, then to buy two passes. It can be a solution if the service provider would offer combi-passes.

All mentioned topics added essential inputs to D.T3.2.9 Institutional mobility plan for Békéscsaba, (6.1. Commitment and involvement, 6.2. Aims and specific targets, 7. Analysis of the existing situation, 7.1. Description of your institution(s), 8. Planned measures).



4.5. Stakeholder Meeting No. 2, BKK

While in the first meeting, it was unclear how to scope the plan, in this event the decision was done, that this mobility plan only reflects on the Rumbach Center site of BKK. As a free conversation, we reflect to the site investigations, and realized, that Rumbach Center is an optimal place for BKK.

On the first part of the second meeting, the Mobility Team of BKK were set up.

The basic approach of setting up the mobility team is volunteering. Three expert area will be represented in the Mobility Team: human resources, mobility experts and facility management experts, as these three areas can cover all the knowledge and experience, what is needed during mobility plan development, and measure implementation.

On the second part of the second meeting, some measures were finalized.

1. Simplification of bike-sharing for employees

Bikes-sharing services of BKK is available for co-workers on a reduced fee. However, co-workers are not notified, when their passes expire. The main suggestion is to let the co-workers contracting with no expire date, so fee collection should be automatic. Also, new bike-sharing packages suggested to be developed, since the maximum number of bikes sometimes insufficient (with one contract, four bikes is the limit), and sometimes the maximum free time limit also not sufficient. However, nowadays BKK only have limited product in bike-sharing and they don't have special opportunities for internal use.

2. Establishing BKK Innovation Lab

During the Mobility Plan process, a bikers-breakfast were organized in BKK. The attendants were asked whether they would like to take part in programs and measures such as MoveCit. Around one and half hundred people indicated their interest, so an Innovations Lab will set up to exploit this potential. In the Innovation Lab, BKK can build collegial community or test services in research and development projects. In this way, BKK can be a leader in Innovation and a prosperous employer.

3. Purchasing bicycle tool kit

In the Rumbach Center, BKK has good facility for bikers: covered, guarded bike lockers, dressing room and shower rooms are available, and are well exploited by colleagues. Biking can be more reliable, if you have a proper service tool kit in the workplace (too), and a pump. In any case of emergence, these can be available. Some more details must be examined, such as place of pumps, and access to tool kit. Also, workshops were mentioned held by "hard-biker" colleagues to colleagues with less experience in repairing bikes.

4. Open route test for colleagues with bike-sharing

This measure supposed to be a raising awareness campaign, a knowledge expansion project and a team building opportunity. The main idea is to show co-workers the biking infrastructure around Rumbach Center, where is safe, fast and comfortable to ride. With bike-share bikes, those can also take part, who are not yet into commuting by bike. This is also a testing event, and letting test is the best way to engage colleagues. So, while they are learning new ways, they also campaign biking and feel good together at the same time.

All mentioned topics added essential inputs to D.T3.2.9 Institutional mobility plan for BKK, (8. Planned measures).



4.6. Stakeholder Meeting No. 2, BME

On the second stakeholder meeting of Budapest University of Technology and Economics (BME), Faculty of Transportation Engineering and Vehicle Engineering (BME-KJK), we decided two short the measure list. From several good ideas, we decided to implement the following measures:

1. E-roller purchase to handle in-campus demand
2. Bike sharing pass for the departments
3. Shower and dressing room development in building St.
4. Lobbying towards chancellery for more shower and dressing rooms in other buildings of the university
5. Complex handling of campus parking system
6. Lobbying and professional advice for a better cycling infrastructure around the campus
7. Raising awareness game or race between departments
8. Cycling locker development
9. Campus shuttle service with automotive buses

We also tackled the problems with the cafeteria system (it promotes car commuting, and public transport commuting, but not biking), although it is decided yet to handle as a measure.

The first couple of measure was discussed in detail in this event.

E-roller purchase to handle in-campus demand

Analysing the workplace mobility of the BME Faculty of Transportation Engineering and Vehicle Engineering, we identified the in-Campus commuting problematic due to the long distances. Private cars are not sufficient due to the lack of parking lots or the time-consuming search of a parking place. Journey time with public transport is also inappropriate, and bike-sharing BuBi comes with the same problem since the collection terminals are outside of the Campus. Solution for the BME problem is a purchase of electric rollers.

Bike sharing pass for the departments

On the Department of Transport Technology and Economics, there is a best practice: the community buy one yearly bike sharing pass, and share the account name and code. This practice should be adapted on the other departments. This solution is good for those who not really into bike sharing, but occasionally they could take advantage of it.

Shower and dressing room development in building St.

Shower and dressing room is not fulfilling the needs of the colleagues. The main problem is that this is too far from the departments, and doesn't have locked personal lockers. Also, ventilation is not solved properly, and to reach the room there is some lab rooms, where there can be education. With some little developments, it can be a good end-point infrastructure for bikers.

Lobbying towards chancellery for more shower and dressing rooms in other buildings of the university

There are all-university plans to create more complex sites for dressing and showers in building K, it is a long-lasting development. To create new opportunities, we suggest to the chancellery to let the use of the BME Sport Center for short visits. It means, a biker can go to the BME Sport Center, and have a shower, and if they can get out in 15 minutes, it would be free of charge, or it would cost a symbolic price.

All mentioned topics added essential inputs to D.T3.2.9 Institutional mobility plan for BME KJK, (8. Planned measures).



4.7. Stakeholder Meeting No. 3, Békéscsaba

On the last stakeholder meeting, we discussed the measures as follows. The main goal of the Workplace Mobility Plan should harmonize with the city's main goals: Békéscsaba is a cycling city.

1. Workplace cycling infrastructure development

None of the buildings at City Hall of Békéscsaba have dressing rooms and showers. However, in the main building, a previous kitchen can be formed to dressing room, and showers, as this room has the water and plumbing supply. Also, next to the building of Szabadság tér, there is an outbuilding which is also can be developed for a cycling end-infrastructure. Since in Békéscsaba, cycling is so spread and loved, and the city provides an excellent bike road network, only the end-point infrastructure is missing for the colleagues of City Hall.

2. Charging points for electric vehicles and bikes

One of the colleagues of City Hall of Békéscsaba currently have pedelec (electric bike), but he doesn't have the opportunity for charging the bike during work hours. Also, the city has a fund to implement electric car chargers close to the buildings. As a first step, it is suggested to develop classic charging infrastructure, both for cars and bikes (e.g. with an extension cord). Later, dedicated places would be a better solution for each mode.

3. Overview of parking system

Since parking lots of the City Hall reaches its capacities from time to time, a deep analysis should be done to see how the problems can be solved. As a main impact from collegial forums, parking fee is highly rejected idea. The demand over capacity appears typically on rainy days, and when the council has general or committee meeting. An idea came up to offer places a bit farther, but these places would be guaranteed. The city owns a parking garage with a 50% share, and it would be efficient for this purpose. However, a general solution would be the decrease of the share of commuting with cars.

4. Szabadság square cycling networks development

Around the Szabadság square building there is several occasions, when bikers are act against the rules. It is because to be rule-follower is riskier, because this road section has a bus traffic. So, bikers usually ride their bikes between pedestrians on the pedestrian area. Also, there is a larger, not really workplace commuting related problem: there is a lack of biking infrastructure element. A general solution should be a revitalization to the whole square: there are unnecessary car lanes, but no bike lanes.

5. Car-free day in the City Hall

As a celebration of the bikers, a car-free day should be implemented. On this day, every biker gets a breakfast, hopefully from a colleague from the management. This measure should be implemented after all the necessary biking infrastructure is done. It would be a yearly raising awareness campaign, to which other companies can join later.

6. City Hall owned bikes

For business purposes (e.g. site visits, official audits, etc.), an own bike park would give the chance to the colleagues to choose between sustainable and non-sustainable modes. Even if someone commutes by car, they can reach their business travel destinations by bike.

All mentioned topics added essential inputs to D.T3.2.9 Institutional mobility plan for City Hall of Békéscsaba, (8. Planned measures).



4.8. Stakeholder Meeting No. 3, BKK

This event was the last event before delivering the Workplace Mobility Plan for BKK. During the discussions, we finalized the documents, and the measures in details. The total number of measures will be ten, and the following six were discussed in this event:

1. Information services about opportunities in and around Rumbach Center

During the analysis we found out that some colleagues don't have proper information on the services available at Rumbach Center. For example, Rumbach Center have dressing room and shower room for co-workers, or the way they can apply for bike-sharing pass. The suggestion was to create an info sheet, a leaflet, a flyer to give an overview of the Rumbach Center facilities, the surrounding area's infrastructures, the biking and walking isochrones from the location, etc. It can be paper-based or in available online too. Further details should be done by Internal Communication and Mobility Team experts.

2. Workplace mobility plan for other sites of BKK

Only the half of BKK staff works in the Rumbach Center. The other locations have unique problems and demands; therefore, a decision was made to limit the scope of this Workplace Mobility Plan to only the Rumbach locations. However, after the experience of this plan, BKK plan to extend these program to other locations too. It is planned as a long-term measure.

3. Electric charger points in the Rumbach Center

Some of the colleagues currently have pedelec (electric bikes) and soon they will test electric car for a while. It means there is a demand for charging infrastructure. There could be several solutions, as a first step, classic 230V plugs planned to be available for both car and bike charging. The working hours are long enough to charge batteries without fast charger (with higher voltage). A discussion must take over on who pay the charging power. As a first suggestion, for bikers it can be free, but for e-car it should be only discounted.

Since the business centre is not owned by BKK, they are only renters, the final solution should be based on an extensive reconciliation between BKK and operators of Rumbach Center.

4. Diesel fleet replacement with eco-friendlier cars

BKK has a car park for scene investigation, for traffic management, for infrastructure management or for colleagues in the management. As a long-term plan, BKK wants to change continuously the car park of the company from diesel to eco-friendlier cars.

5. Bicycle fleet development

Also as a long-term measure, a company owned bike park also planned to be purchased. It should contain collapsible bikes, electric bikes and cargo bikes, to meet special needs. The operation of this bike-park would be the same, as now the car park works: online bookable and free use.

6. Purchasing handcycle and integrating a bike-sharing system

A couple of years ago, BKK tested a hand bike tricycle manufactured by Stringbike company. This instance was painted to BuBi bike sharing colours. The idea was to purchase this bike, and maybe a couple more, and integrate it to BuBl bike sharing system. This bike could be a tool of raising awareness of equal opportunities, and can give at the first-time disabled colleagues of BKK to feel the BuBl experience, and later for anyone else.

All mentioned topics added essential inputs to D.T3.2.9 Institutional mobility plan for BKK, (8. Planned measures).



4.9. Stakeholder Meeting No. 3, BME

On the last stakeholder meeting, we discussed the last three measurements, and specified the e-rollers in detail.

As a first idea, e-rollers planned to be a powerful, fast and robust vehicle. The main objective behind this idea was that fastness is essential. However, in further discussions we realized, that several stairs are in the campus, where weight can be a barrier. Also, locking and storage of these gadgets are also easier if they are light weighted. Finally, we decided that a classic outlook of the e-roller will be purchased. This is also going to be a pilot action in the MoveCit project.

On the second part of the event, we discussed the rest measures in detail.

Raising awareness game or race between departments

A game or race should be implemented between departments. In this game, for a specific time range colleagues can collect their commuting habits, and they can earn plus points for biking, using public transport or walking, and minus points, if they use the campus parking spaces. A notable price would go to the winners, and runners-up.

Cycling locker development

Current cycling lockers are performing very well, but in the close future, they need some development. First demand will be charging points. Pedelecs (electric bikes) are currently used by co-workers of the University, but nowadays this bike types are rare. The other demand will be longer places for bikes with trailer, or for cargo bikes. These types currently not fit into the shelters. If there will be an infrastructural development, we suggest taking the chance, and develop the cycling lockers too.

Campus shuttle service with automotive buses

The main problem with public transport around campus, is that from the middle, every stop or station is in an uncomfortable walking distance. Especially it is, when the weather is bad. Also, between buildings, there are long distances, not just for lecturers, but for students too. To couple these problems, a far-fetched idea came up to develop automotive internal buses. As Budapest University of Technology and Economics are committed to innovation, these services can be also a test project for several departments of the University, e.g. testing sensors, automotive operations etc.

All mentioned topics added essential inputs to D.T3.2.9 Institutional mobility plan for BME, (8. Planned measures).



5. Expected effects and follow up

5.1. Effects and impacts

Stakeholder meetings had the same characteristics in all Hungarian sites, and had the same effects and impacts also. The effects and impacts can be summarized in three groups:

1. The first events were essential to deeply understand what are behind the statistics. The spoken details during free discussions had as significant effect on the planning process as the online surveys. The better understanding of the current situations brings an impact on the effectiveness of the measures.
2. All events were also raising awareness campaigns: every attendant analysed their own commuting habits during discussions, and it influences conscious travel mode choice.
3. Since all the measures thoroughly discussed on these meetings, a preliminary commitment has been established towards the measures. In some case, planners perceived significant resistance against suggested measures, so these measures were rejected.

Whereas all stakeholder meetings were in good mood and with positive attitude, scepticism raised every time budget became a topic.

5.2. Follow up

In every site, the first activities have already started, or will start in 2018. BKK Innovation Lab started in 2017 November, Békéscsaba City Hall implement their first electric charging point in 2018, and Budapest University of Technology and Economics will purchase their electric rollers in the beginning of 2018. This last measure will be a pilot action for MoveCit too.

All Mobility Team members from every institute took part in a Training day in 2017 October.

At spring of 2018, another online survey will be done in all sites. The purpose of the survey is on the one hand raising awareness campaign, and on the other hand check for changes. This time members of the management are asked to help getting all the responses from their subordinates.



6. Annexes

6.1. Invitation and Agenda

6.1.1. Stakeholder Meeting No. 1, BME

For this specific meeting, personal emails were sent as invitation. An example is shown below.

Feladó: Domokos Esztergár-Kiss <esztergar@mail.bme.hu>
Dátum: 2017. augusztus 21. 14:53
Tárgy: MoveCit projekt - munkahelyi mobilitási terv megbeszélés
Címzett: kreutzer.richard@mail.bme.hu

Tisztelt Kreutzer Richárd!

A MoveCit projekt keretében a KJK számára is készítünk egy munkahelyi mobilitási tervet. Ebbe a tervezési folyamatba szeretnénk a munkatársakat és az üzemeltetés képviselőit minél jobban bevonni. A terv értékét növeli, ha meg tudjuk hallgatni a valós problémákat, és azokra közös gondolkodással megvalósítható megoldásokat dolgozunk ki.
<http://www.interreg-central.eu/Content.Node/MOVECIT.html>

Éppen ezért szeretnénk egy beszélgetést szervezni augusztus 25-én, pénteken 10 órakor az St 427-es teremben.
Kérdés, hogy alkalmas lenne-e Önnek vagy egy kollégájának az időpont?
Üdvözlettel:

Dr. Esztergár-Kiss Domokos
nemzetközi projekt koordinátor

Budapesti Műszaki és Gazdaságtudományi Egyetem (BME)
Közlekedésmérnöki és Járműmérnöki Kar
1111 Budapest, Műegyetem rkp. 3.
[+361-463-1029](tel:+3614631029)
esztergar@mail.bme.hu
www.kozlekedes.bme.hu

Agenda were included in the emails, with the following points:

- presentation on MoveCit
- results of the survey
- identification of problems

6.1.2. Stakeholder Meeting No. 1, BKK

For this specific meeting, the invitation was an MS Outlook meeting scheduler.



<p>Aug 28 Mon</p>	<p>MOVECIT - munkahelyi mobilitási terv ...</p> <p>When Mon 2017-08-28 10:00 – 11:30 (CEST)</p> <p>Where Tárgyaló RC 4.em Jobb (J405 - 10 fő)</p> <p>Who BERECZKY Ákos (BKK), VÁLÓCZI Dénes (BKK), KERÉNYI László Sándor (BKK), TÓTH Patrik (BKK)...</p> <p>Add to calendar »</p>	<p>Agenda Mon 2017-08-28</p> <p>10:00 MoveCit BKK</p> <p>10:00 MOVECIT - munkahelyi mobilitási terv ...</p> <p><i>No later events</i></p>
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Agenda were included in the emails, with the following points:

- presentation on MoveCit
- results of the survey
- identification of problems

6.1.3. Stakeholder Meeting No. 1, Békéscsaba

The following letter were sent to the colleagues.



BÉKÉSCSABA MEGYEI JOGÚ VÁROS

JEGYZŐJE

Békéscsaba, Szent István tér 7.

Postacím: 5601 Pf. 112.
Telefon: (66) 523-800

Itt. sz.: IV. 729/2017.

Ügyintéző: Fodor Anikó

Mell.:

Hív. sz.:

Telefax: (66) 523-804
E-mail: jegyzo@bekescsaba.hu

Tárgy: MoveCit projekt

Kedves Kollégák!

Békéscsaba Megyei Jogú Város Polgármesteri Hivatala a Budapesti Műszaki és Gazdaságtudományi Egyetemmel (BME) együttműködésben részt vesz a MoveCit projektben. Ez a projekt a munkahelyi ingázást vizsgálja és javaslatokat készít a munkába járási feltételek javítására. A projekt első lépéseként egy online kérdőív került szétküldésre, melyet a polgármesteri hivatal munkavállalói közül közel hatvanan töltöttek ki. Ezúton is köszönöm az ebben való részvételt, az így begyűjtött adatsor hatékonyan támogatja a tervezést.

A következő véleménynyilvánítási lehetőség egy munkavállalói fórum lesz

2017. szeptember 8-án, pénteken 13:00-kor a polgármesteri hivatal III. tárgyalójában.

Erre az alkalomra szeretettel várjuk azokat a fenntartható közlekedési módok iránt elkötelezett munkavállalókat, akik részt vennének a tervezés további részében, vagy akik tapasztalataikat, javaslataikat a kérdőívezés során nem tudták maradéktalanul megosztani. Ezen az alkalmon a tervezést végző BME-s kolléga röviden ismerteti a projektet, beszámol a kérdőívezés eredményeiről, ezt követően pedig szabad beszélgetésben járjuk végig az egyes közlekedési módokhoz kapcsolódó problémákat és javaslatokat. A fórum tervezetten egy óráig lesz.

Várjuk szeretettel!

Békéscsaba, 2017. augusztus 31.

Üdvözlettel:



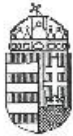
Dr. Bacsa Vendel
jegyző

Agenda were included in the emails, with the following points:

- presentation on MoveCit
- results of the survey
- identification of problems



6.1.4. Stakeholder Meeting No. 2, Békéscsaba



BÉKÉSCSABA MEGYEI JOGÚ VÁROS
JEGYZŐJE
Békéscsaba, Szent István tér 7.

Itt. sz.: IV. 729/2017.
Ügyintéző: Fodor Anikó
Mell.:
Hív. sz.:

Postacím: 5601 Pf. 112.
Telefon: (66) 523-800

Telefax: (66) 523-804
E-mail: jegyzo@bekescsaba.hu

Tárgy: MoveCit projekt

Kedves Osztályvezető Kolléga!

Békéscsaba Megyei Jogú Város Polgármesteri Hivatala a Budapesti Műszaki és Gazdaságtudományi Egyetemmel (BME) együttműködésben részt vesz a MoveCit projektben. Ez a projekt a munkahelyi ingázást vizsgálja és javaslatokat készít a munkába járási feltételek javítására. A projekt első lépéseként egy online kérdőív került szétküldésre, melyet a polgármesteri hivatal munkavállalói közül közel hatvanan töltöttek ki. Ezúton is köszönöm az ebben való részvételt, az így begyűjtött adatsor hatékonyan támogatja a tervezést.

A következő véleménynyilvánítási lehetőség egy munkavállalói fórum lesz.

2017. szeptember 8-án, pénteken 13:00-kor a polgármesteri hivatal III. tárgyalójában.

Ere az alkalomra minden osztályról **kérem néhány munkatárs (2-3 fő) részvételét**, akik a fenntartható közlekedési módok iránt elkötelezettek, akik részt vennének a tervezés további részében, vagy akik tapasztalataikat, javaslataikat a kérdőívadás során nem tudták maradéktalanul megosztani. Ezen az alkalmon a tervezést végző BME-s kolléga röviden ismerteti a projektet, beszámol a kérdőívadás eredményéről, ezt követően pedig szabad beszélgetésben járjuk végig az egyes közlekedési módokhoz kapcsolódó problémákat és javaslatokat. A fórum tervezetten egy óráig lesz.

A mellékelt levelet kérem szíveskedjen eljuttatni azoknak a kollégáknak, akik részt vesznek a fórumon.

Kérem szíveskedjen visszajelezni Wittmann László osztályvezető részére e-mailen (wittmann@bekescsaba.hu) **2017. szeptember 5-ig**, hogy osztályáról kik azok a munkatársak, akik részt fognak venni a fórumon.

Békéscsaba, 2017. augusztus 31.

Üdvözléssel:

Dr. Bacsa Veronika
jegyző



Agenda were included in the emails, with the following points:

- identification of problems
- suggestions on measures

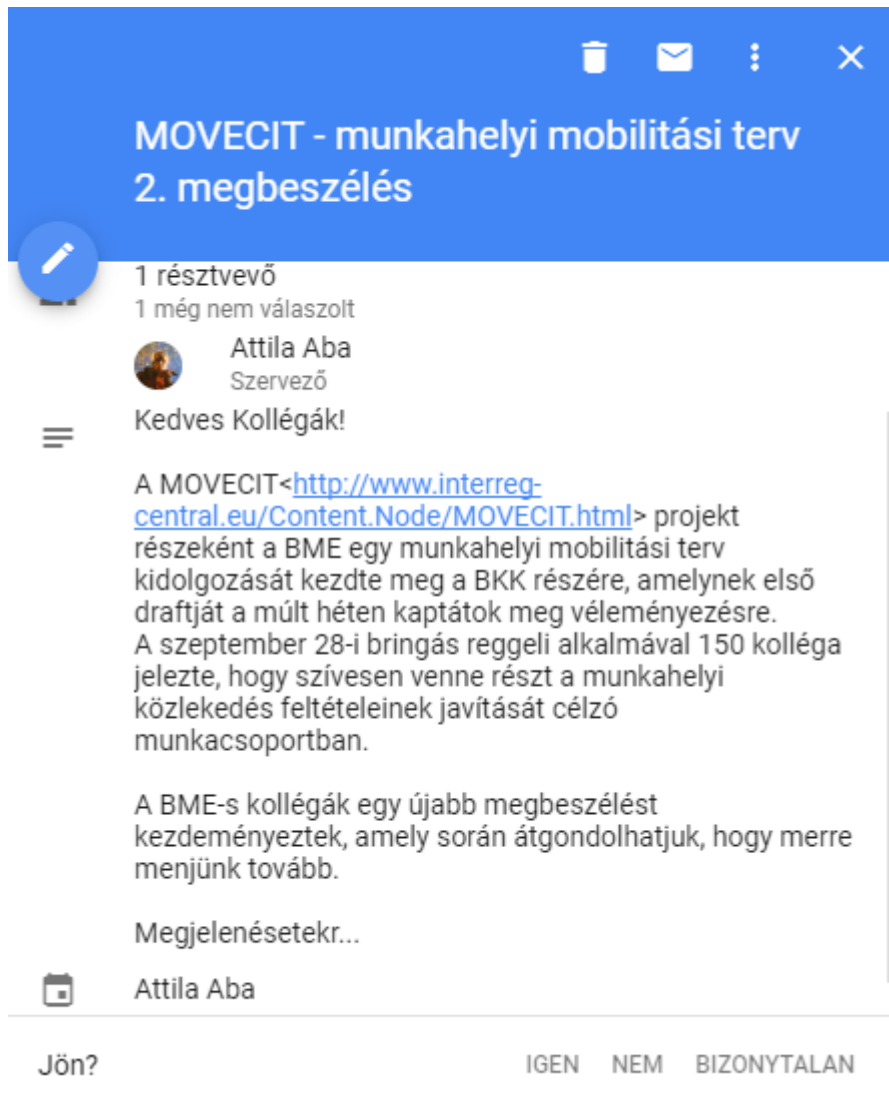
6.1.5. Stakeholder Meeting No. 2, BKK

For this meeting, Outlook meeting request was sent as an invitation, with the following agenda:

- Mobility Team specification



- suggestions on measures



The screenshot shows a meeting invitation window with a blue header. The title is "MOVECIT - munkahelyi mobilitási terv 2. megbeszélés". Below the header, it indicates "1 résztvevő" and "1 még nem válaszolt". The organizer is "Attila Aba" with the role "Szervező". The message content is in Hungarian and discusses the development of a workplace mobility plan for the MOVECIT project, mentioning a meeting on September 28th and a survey of 150 colleagues. At the bottom, there is a "Jön?" (Will you attend?) question with three response options: "IGEN" (Yes), "NEM" (No), and "BIZONYTALAN" (Uncertain).

6.1.6. Stakeholder Meeting No. 2, BME

For this specific meeting, personal emails were sent as invitation with the following agenda:

- identification of problems
- defining and detailing measures

6.1.7. Stakeholder Meeting No. 3, Békéscsaba

For this specific meeting, no invitation was sent, the meeting was organized via telephone. The agenda was the following:

- defining and detailing measures
- finalizing Workplace Mobility Plan



6.1.8. Stakeholder Meeting No. 3, BKK

For this meeting, Outlook meeting request was sent as an invitation. The agenda was the following:

- defining and detailing measures
- finalizing Workplace Mobility Plan

6.1.9. Stakeholder Meeting No. 3, BME



For this specific meeting, personal emails were sent as invitation with the following agenda:

- defining and detailing measures
- finalizing Workplace Mobility Plan



6.2. List of participants


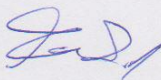



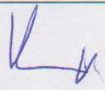
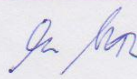
6.2.1. Stakeholder Meeting No. 1, BME

Stakeholder input - List of Participants


Date: 2017.08.25

Place: Budapest University of Technology and Economics

Name	Company	Email	Signature
Bohács Gábor	BME ALRT	gabor.bohacs@ logisztika.bme.hu	
FÖLDES DAVID	BME KUKG	FOLDES.DAVID@ MAIL.BME.HU	
Mikó Zoltán	BME Karc.	miko.zoltan@mail.bme.hu	
KREUTZER RICHARD	BME KANCÉLÁRIA	KREUTZER.RICHARD@ MAIL.BME.HU	
LOVAS LÁSZLÓ	BME ISZT	LOVAS@KGE.BME.HU	lovas laszlo
TÓTH JÁNOS	BME KUKG	toth.janos@mail.bme. hu	Toth Jan
ESTERHÁZ KEISS DORRÓ	BME KUKG	esterhaz@mail.bme.hu	
VARGA JANINA	BME KJK	ivanga@mail.bme.hu	
ABA ATTILA	BME KSK	aba.attila@mail. bme.hu	



6.2.2. Stakeholder Meeting No. 1, BKK

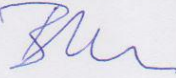
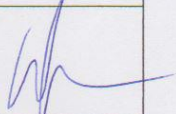
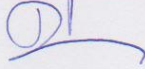

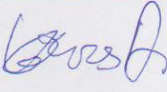
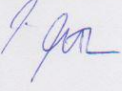


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Stakeholder input - List of Participants

Date: 2017.08.28

Place: BKK, Centre for Budapest Transport

Name	Company	Email	Signature
BERECZKY Akos	BKK Zrt.	akos.bereczky@bkk.hu	
KORCZY László szász	Sulh Zrt.	laszlo.korczy@shk.hu	
Dalos Peter	BKK Zrt	peter.dalos@bkk.hu	
Válczi Dénes	Bkk közlekedéstechn.	denes.valaczi@bkk.hu	
Kónizs Andriás	BKK NS	andras.laszlo.konizs@bkk.hu	
ADA ATILA	BME KÖZG	ada.atila@mail.bme.hu	
ANDRÁSI SILVIA	BKK	silvia.andrassy@bkk.hu	
ESZTERGÁNY KÖZ DORNYÓSI	BTE KÖZG	esztergany.koz@bte.hu	






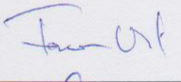
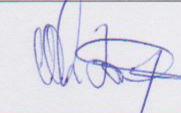

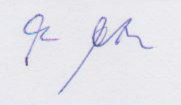
6.2.3. Stakeholder Meeting No. 1, Békéscsaba



Stakeholder input - List of Participants

Date: 2017.09.08



Place: 3rd meeting room, Mayor's office, Békéscsaba

Name	Company	Email	Signature
DR. DEÁK ZOLTÁN	BCSNJÜ PH	deakz@bekescsaba hu.	
Balogh Sándor	B.C.S.17.8. V. P.H.	dekescabe.hu	
Baba Sándor	Bcs. NJÜ. Polgári Szolg.	baba@bekescsaba.hu	
Fodor Attila	NTJÜ Pöte. H.Ü.	fodor.atala@ Wescsaba.hu.	
Wittmann Zoltán	- 11 -	Wittmann@ bekescsaba.hu	
Varga Róbert	Premium Relations	rdcent.varga@ prv.hu	
ABA ATTILA	BME KÜKG	aba.attila@ mail.bme.hu	

N/A



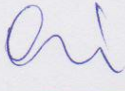


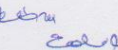







6.2.4. Stakeholder Meeting No. 2, Békéscsaba

Stakeholder input - List of Participants

Date: 2017.09.08

Place: 3rd meeting room, Mayor's office, Békéscsaba

Name	Company	Email	Signature
ORODAN ZSNZSA		orodan@bekeracsaba.hu	
Cesledi Wolbert		cesledi@bekeracsaba.hu	
HEGYESI IRE		hegyesi@bekeracsaba.hu	
KOSA FBIT		kosa@bekeracsaba.hu	
Balogh Estera	B.M. & V. P.H.	balogh@bekeracsaba.hu	
Petrovics Zoltan		petrovi@bekeracsaba.hu	
Vagyell	DMU. Foglatasi Hivatal	vagyell@bekeracsaba.hu	
Balogh Zsolt Enice		balogh@bekeracsaba.hu	
Csizmadia Bernadett		csizmadia@bekeracsaba.hu	

1/2



Stakeholder input - List of Participants

Date: 2017.09.08


Place: 3rd meeting room, Mayor's office, Békéscsaba

Name	Company	Email	Signature
TURAK HELGA	BÉKÉSCSABA MŰ. P. M. KÖZÉP-ÉPÍTÉSEI KÖR.	turak@bekescsaba.hu	
BALOGH TAMÁSÉ		baloght@bekescsaba.hu	
K. Szabó Gábor		kszabo@bekescsaba.hu	
Wittmann László	Polg. Hiv. STRAFO	wittmann@ bekescsaba.hu	
BELANKA ZSOLT	Polg. Hiv. 3110	belanka@bekescsaba.hu	
DR. DEÁK ZOLTÁN	Polg. Hiv. 3110	deakz@bekescsaba. hu	
JODOK ANIKÉ	Polg. Hiv. Kcs.	jodok.anika@ bekescsaba.hu	


2/2



6.2.5. Stakeholder meeting No. 2, BKK

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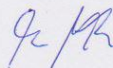

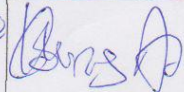

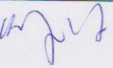
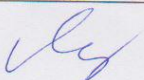

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Stakeholder input - List of Participants

Date: 2017.10.13

Place: BKK Centre for Budapest Transport, Rumbach Center B406

Name	Company	Email	Signature
Válcza Denes	BKK	denes.valcza@ bkk.hu	
Berecz Attila	BKK	atlas.berecz @bkk.hu	
ABA ATTILA	BME	aba.attila@ mail.bme.hu	
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dr. Albert Judit	BKK-SI	judit.albert@bkk.hu	
ANDRÁNY SZILVIA	BKK HR	szilvia.andrany@ bkk.hu	
DR. DENKE ZSOLT	BKK MM	ZSOLT.DENKE@ BKK.HU	




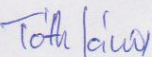

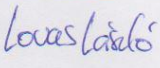
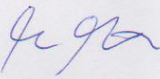
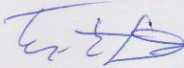
6.2.6. Stakeholder meeting No. 2, BME



Stakeholder input - List of Participants


Date: 2017.10.17


Place: BME Faculty of Transportation Engineering and Vehicle Engineering,
St 428

Name	Company	Email	Signature
Péter Mándoki	BME	mandoki.peter@mail.bme.hu	
János Tóth	BME	toth.janos@mail.bme.hu	
KREUTZER Richard	BME	KREUTZER.RICHARD@mail.bme.hu	
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ABA ATTILA	BME	aba.attila@mail.bme.hu	
ESTERGOMI László	BME	estergomi.laszlo@mail.bme.hu	



6.2.7. Stakeholder meeting No. 3, Békéscsaba





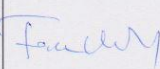
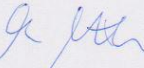




Stakeholder input - List of Participants


Date: 2017.11.14

Place: Town Hall of Békéscsaba


Name	Company	Email	Signature
Borbola István	Békéscsaba City of County Jász	borbola@bekescsaba.hu	
Wittmann Lehel	- II -	wittmann@bekescsaba.hu	
Balogh István	- II -	baloghi@bekescsaba.hu	
DR. DEÁK ZOLTÁN	- II -	deakz@bekescsaba.hu	
Fodor Attila	- II -	fodor.atta@bekescsaba.hu	
ABA ATTILA	BME KÖZG	aba.attila@mail.bme.hu	



6.2.8. Stakeholder meeting No. 3, BKK

Interreg 
CENTRAL EUROPE European Union
European Regional
Development Fund

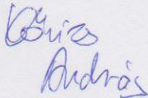



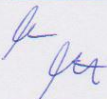




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Stakeholder input - List of Participants


Date: 2017.11.17

Place: BKK Centre for Budapest Transport, Rumbach Center

Name	Company	Email	Signature
KÖRISZ ANDRÁS	BKK Zrt.	andras.laszlo.korisz@bkk.hu	
Tóth Patrik	BKK	patrik.toth@bkk.hu	
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Albert Judit	BKK	judit.albert@bkk.hu	
ABA ATTILA	BME KUG	aba.attila@mail.bme.hu	
Bereczki AKOS	BKK →	akos.bereczki@dss.hu	
ESZTERGÁNY USZ DORTOLÓSI	BME LMK	esztergany@mail.bme.hu	
NEMES TAMÁS	BKK	TAMAS.NEMES@BKK.HU	
LÉNÁRT MÁTÉ	BKK	mate.lenart@bkk.hu	



6.2.9. Stakeholder meeting No. 3, BME


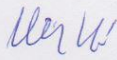



Interreg 
CENTRAL EUROPE European Union
European Regional
Development Fund

MOVECIT

Stakeholder input - List of Participants

Date: 2017.11.22

Place: BME Faculty of Transportation Engineering and Vehicle Engineering,
St 428

Name	Company	Email	Signature
ABA ATTILA	BME KUKG	aba.attila@ veail.bme.hu	
MANDOLI PÉTER	BME KUKG	mandoli.peter@ mail.bme.hu	
LOVAS LAJLÓ	BME FSZT	LOVAS@KGE.BME.HU	LOVAS LAJLÓ
CSUTERNÁK DOROTTYA	BME KUKG	csuternak@mail.bme.hu	
FOLDES DAVID	BME KUKG	FOLDES.DAVID@ MAIL.BME.HU	
BOKÁCS GÁBOR	BME KUKG	gaborsbokacs@logisztika. bme.hu	



6.3. Pictures

6.3.1. Stakeholder Meeting No. 1, BME



6.3.2. Stakeholder Meeting No. 1, BKK



6.3.3. Stakeholder Meeting No. 1, Békéscsaba

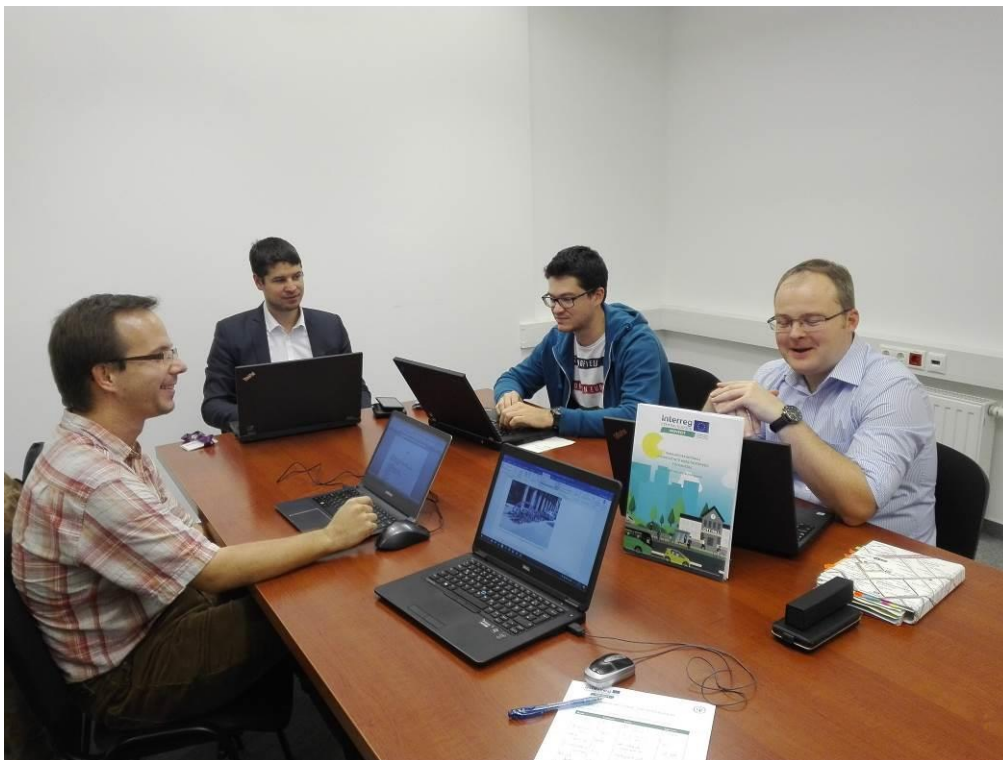


6.3.4. Stakeholder Meeting No. 2, Békéscsaba





6.3.5. Stakeholder Meeting No. 2, BKK

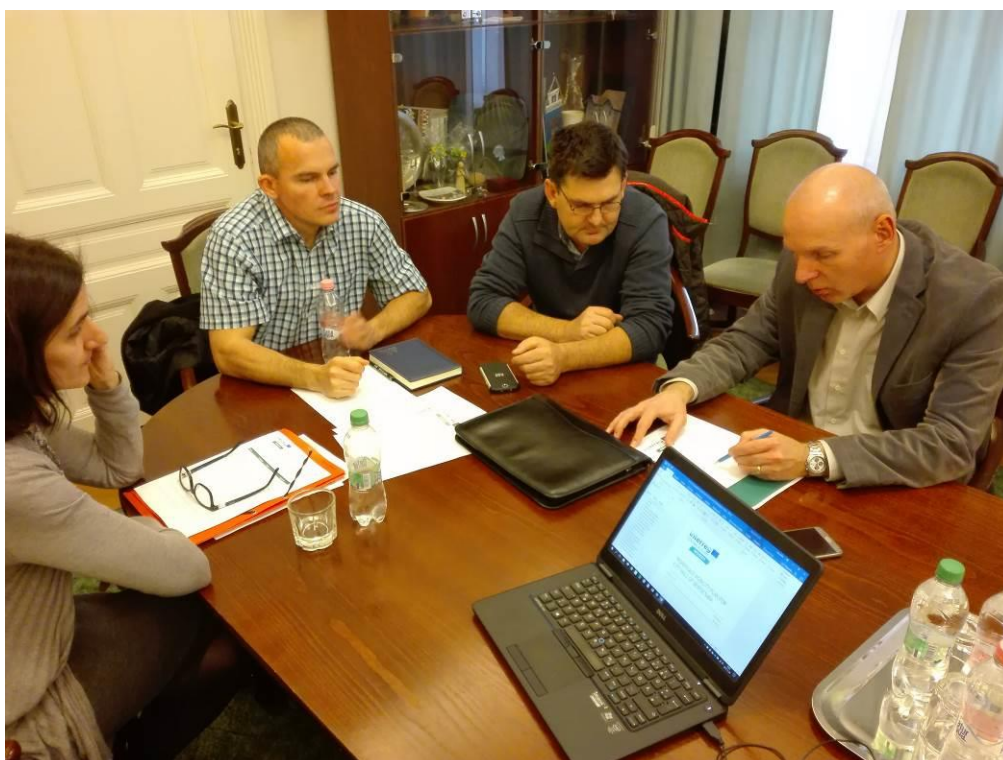




6.3.6. Stakeholder Meeting No. 2, BME



6.3.7. Stakeholder Meeting No. 3, Békéscsaba

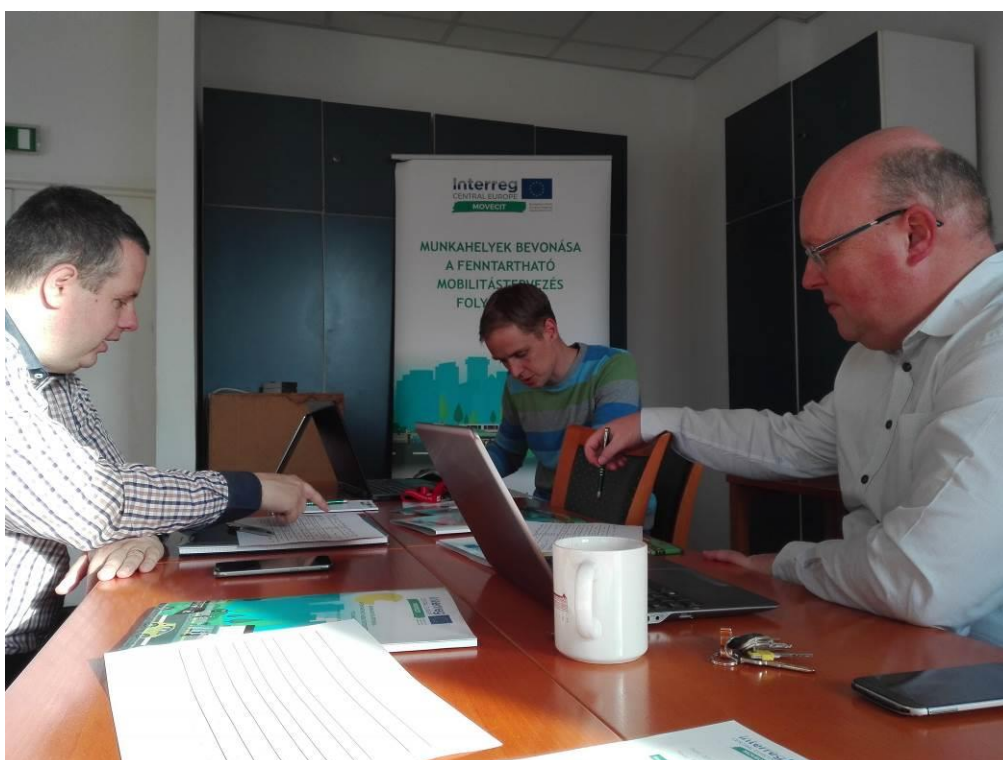




6.3.8. Stakeholder Meeting No. 3, BKK



6.3.9. Stakeholder Meeting No. 3, BME



6.4. Media coverage

No media coverage was done.



6.5. Web-links

No web announcement was posted.