



New avenues – Budapest



Podmaniczky Programme

2005-2013

Budapest's Medium-Term
Development Programme



Budapest
Főváros Önkormányzata

bp
Podmaniczky
Program 2005-2013



This material is the summary of
Podmaniczky Programme

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The Podmaniczky Programme – the Medium-Term City Development Programme for Budapest – is a significant new initiative in the annals of urban planning in Budapest. Up to now the milestones in this field have been: quantitative analysis; the introduction of a rolling seven-year plan, which ensured the adoption of far-sighted development policy; the long-range City Development Concept.

In accordance with the values embodied in the City Development Concept and the strategic aims therein, the Podmaniczky Programme contains medium-term action programmes – concurrent with the EU's next planning period, extending up to 2013 – which give clear guidance to parties involved in urban development. This guidance describes what aims the City Council has, what areas it wants to see developed, and what programmes and major projects it wants to see executed. Thus the Podmaniczky Programme forms the basis for a further seven-year round of development planning, as well as for local authority sector-based planning.

However, we know that the majority of the various development projects realised in the city are not executed by the City Council, but by other parties in the public and private spheres (governmental and regional bodies, district councils, or – most often – private developers), in consultation with elements within civil society. In recognition of this, the Programme is not merely a guide for the institutions of the City

Council, but it provides a solid foundation for planning and implementation activities at national and regional level which are related to the capital, be they area-based or sector-based. In addition we hope that City Council projects which are decided on well in advance and realised according to a clear programme will help to procure support from the EU, and also encourage district council and private developments in their respective areas. The effects of synergy will spur on and accelerate those central elements in urban development: the renewal and further advancement of development areas.

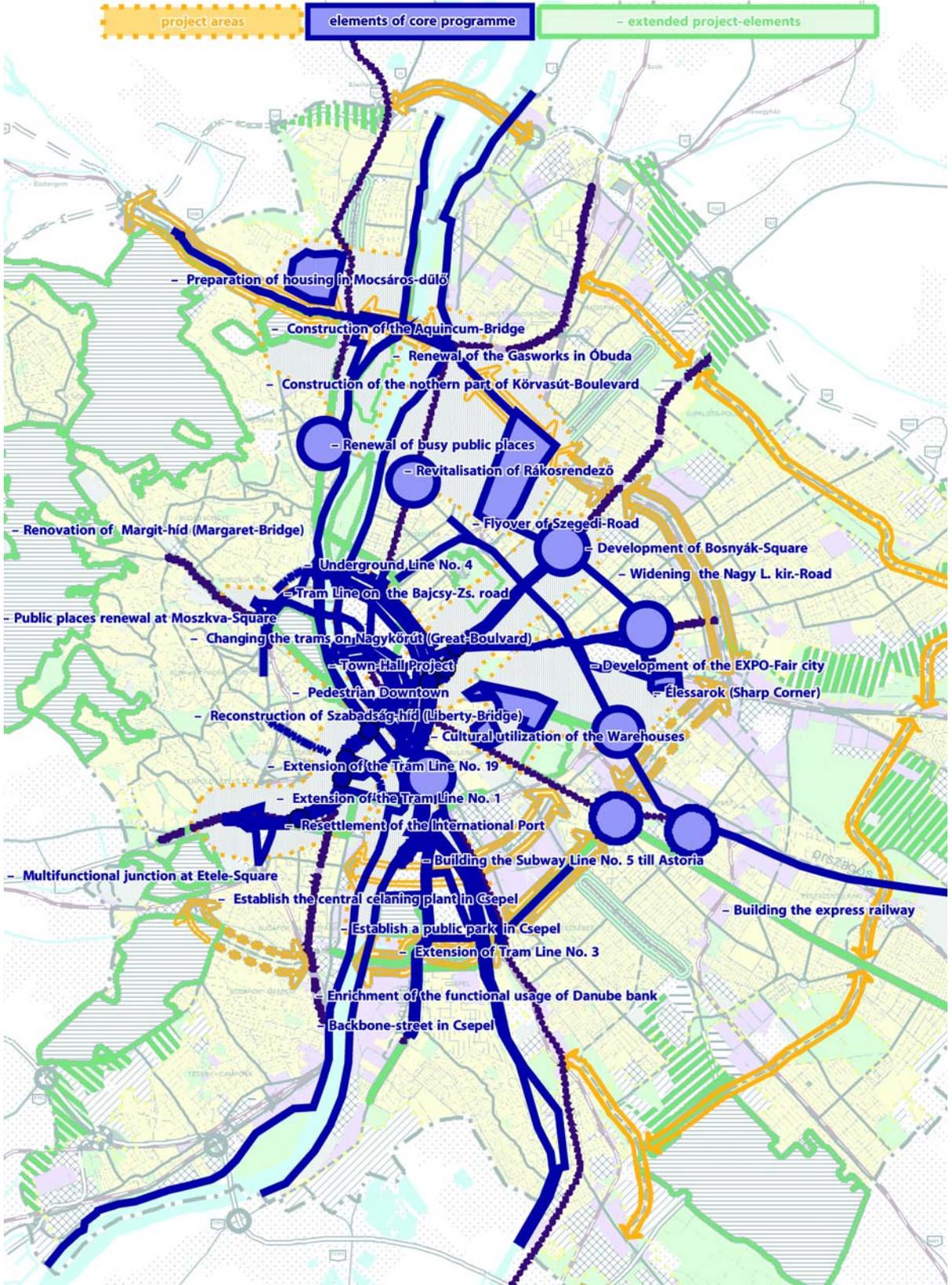
Thus the Podmaniczky Programme is still open – even when plans have been approved and clearly defined. In addition to the investments of the Core-Programme (realised in any event), the expected annual investment budget keeps 30% in reserve for the realisation of the City Council's own projects which are in line with the Programme but independently conceived, or for state, district or private developments to be outlined at a later date.

Dear Budapest Partner,

Budapest City Council is a collaborating partner for all those who strive for fair and honest co-operation in enabling the Hungarian capital to become as competitive, liveable and socially cohesive a European metropolis as it can.

This is what the Medium-Term City Development Programme stands for.

Core programme of the Podmaniczky-programme



THE PODMANICZKY PROGRAMME

The Medium-Term Development Programme of Budapest is named after Baron Frigyes Podmaniczky. Baron Podmaniczky was one of Budapest's leading politician following the Settlement of 1867. His aim was to make Budapest one of Europe's intellectual, political and cultural centres. The development programme is medium-term, because it is expected that the development projects in the programme would be carried out between 2005 and 2013.

There are three main objectives which aim to achieve this: the town should be made more pleasant to live in; it should become more competitive and it should show more social awareness. To give only a few examples: the pedestrianised city centre, the improvements in public transport, the development of certain inner areas, will all make living conditions for the city's inhabitants much more pleasant. The national highways and other transport initiatives (like the Aquincum



The goal of the programme

Budapest's Medium-Term Development Programme intends to launch a new, dynamic development period in the future of the town so that Budapest and the region around the capital, the Central Region, can be raised up to take its rightful place as a European city of major importance. The most important aim of the programme is to ensure that the inhabitants of the town themselves love living here.

bridge and the northern part of the Circle Railway) the support for the developments of science park and the techno polis projects as well as the strengthening of town rehabilitation projects, and developments in the health sector, all aim to counter the partitioning of the town.

This programme uses new ideas and the influences from various projects are designed to reinforce each other. It takes also into account that community devel-

opments should encourage a great amount of private investments, which will add to substantial improvements in the conditions of people living here and the experience of those visiting the town.

The Context of the Podmaniczky Programme.

The goal of the programme in the first place is to establish the role of the Budapest City Council. It is to draw up a document that can be debated widely and is in harmony with the social demands of both present

the same time it believes that the planned development projects of Budapest will influence the work of other town development agencies such as governmental organisations, district councils and private investors.

It is equally important that the programme should co-operate with the surrounding and more distant regions, and also with other nationwide plans. Such plans include the Strategic Plans of the Central Region, the National Development Concept and the 2nd National Development Plan of 2007-2013 that is presently being drafted.



and future. Such functions of Budapest Council would include the budget for town development and the setting up the right kind of organisational structure. Another goal of the programme is to help by giving information about city development opportunities to other town developers. By doing so the City of Budapest will become a reliable partner for the government, private and civil sectors. The Medium-Term Programme shows only the plans of the City Council. At

These connections mean that realising this programme is going to strengthen the country as a whole, along with the developments of those partners who are interested in the revitalisation of the town. At the same time the programme aims to make sure that Budapest and its environs receive as much European Union aid as possible in the 2007-2013 period.

One can only have a development project on this scale – widely accepted and bringing in the greatest amount of private investment – by generating a lot of public support.

In order to do that the social harmonization of the programme started in March 2005 with a series of debates. These debates were most intensive in May 2005 when district, governmental, economic and developmental circles, architectural and civil organisations and other groups looked through the programme and formulated their critical assessments.

The regional and the horizontal key aspects of the Podmaniczky Programme

According to the priority sectors of Budapest's Town Development Concept the programme is based on thematic segments. These segments contain all necessary medium-term developments. Regional and sectional priorities were produced on the basis of these.

There are several highlighted developmental regions.



These were included in the final version of the programme accepted by the General Assembly of the City Council.

The developmental elements changing the functioning, the life, and the outlook of the town are not connected closely to regions by the innovative developmental elements of the **horizontal programmes**

If one considers the sheer extent of the whole programme the **highlighted** developmental regions mean a considerable narrowing of focus.

Developments in the period until 2013 which concentrate on the following regional key aspects can be realized

The improvement of the public transport system by **constructing the No. 4 underground** between Etele Square and Bosnyak Square

In North Budapest regenerating those areas of Buda and Pest that will be connected by the Aquincum Bridge. This bridge will be the first stage of the Circular Railway Line. The development will focus on such cont-

An **internal temporary zone**, that would be both a social rehabilitation and a so-called "brown field" revitalisation model area (an Eastern Gate) between the Magdolna quarters – Orczy Square – Népliget – The Exhibition Town of Hungexpo.

To develop the core of a **Technopolis area in South Budapest** on the southern boundary of the central area by developing the universities and connected institutes e.g. Info park. Impetus will also be given to develop transport links and the environment



roversial areas as the Óbuda Gasworks, the Mocsáros field, the Római embankment, or on the Pest side the "rust belt" areas of Rákospuszta and Újpest.

The **revitalisation of Budapest's centre** by restricting traffic and the development of small businesses and trade especially within area of the Kiskörút.

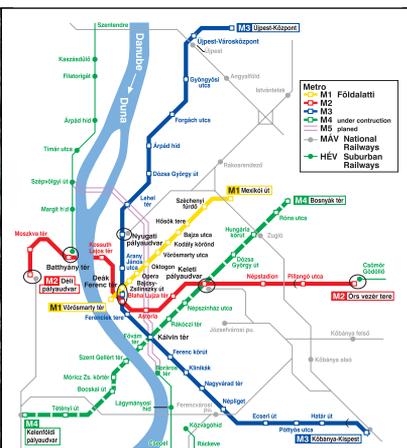
of the northern part of Csepel Island, which would improve logistics between the Szabadkikötő (the Free Port), the BILK, and Ferihegy airport.

To solve Buda's traffic congestions by restructuring **Buda's centre, Moszkva Square**, that solving this problem requires looking beyond substantial redevelopment of the Square itself at some other areas of Buda (including BAH Csomópont, Budagyöngye and Hűvösvölgy).

There are many developmental possibilities within the **inner and outer parts of the metropolitan area**. These should be chosen by the most important participants in each part (the councils, and the private sector) and they should be realised by co-operating together in the medium-term programme.

Among the **horizontal projects** socially acceptable and environmentally-friendly transport should be encouraged. By forming the Budapest Transport Association and the construction of internodes, the

like railway stations, major intersections, as well as the widening of certain cultural and tourist sites, improvement of the suburbs, experimental rehabilitation of housing estates, construction of new suburban residential areas and increase of landscaped areas. Environmental improvement would also be achieved via a complex system of waste management and the modernization of the centralised heating system.



expansion of railway transport, the construction of the No. 5 underground line, development of the P+R system, creation of a unified parking policy, further development of the suburban railway network, and the expansion of the of cycle paths systems.

The goal of a liveable and population-retaining city is served by the speeding up of the regeneration of residential and public spaces, including the improvement and accessibility of high-traffic nodes

To strengthen the competitiveness of the city one could mention several good things offered by horizontal programmes. A spirit of innovation, efforts to consolidate Budapest's reputation as a centre of learning, building up relations between the economic and political sides of these institutions. Also an emphasis should be placed on economic developments based on clusters such as IT.

It would also be necessary to strengthen the background of the programme's IT developments within the

administrative and educational sectors. (This would include the teaching of foreign languages and the increased use of computers.)

Tourism may be improved by the redevelopments of spas, by encouraging small trade in the central area and by good marketing. This is all about maximising the capital's touristic potential along with the foundation of the hi-tech area, the provision of information systems in public places and the development of public transport.

The measures for solidarity include the funding of social housing, standardization of the welfare system, fresh initiatives to relieve homelessness, regional reform of the health service (based on the national medical reform and the strengthening of the Central Region) making buildings, parks and transport more easily accessible and balancing inequalities in the education system by providing extra funding for schools in deprived neighbourhoods.



Another way to strengthen the competitiveness of the town among the programmes would be to develop the missing elements of the most important public roads and network elements or the model projects aimed at rejuvenating the so called "rust belt" areas.

The most important part of the Podmaniczky Programme, the Core Programme

The ideas briefly outlined above include regional and horizontal programme elements that in theory could be realised in the medium-term. However, given the city council's budget it would be very unlikely for all this to be implemented. Among the necessary development programmes choices would have to be made. This choice is presented in the Core Programme of the Medium-Term Programme. In other words, the Programme includes in that time – frame the most essential community development projects that might realistically be achieved. The initiatives outside the Core Programme would be realised depending on finances and on the co-operation of the business partners.



Core programme

The most important programmes to be carried out:

- ▶ Completion of Sections I. and II. of No. 4 underground line
- ▶ The rejuvenation of the No. 2 underground line
- ▶ Changing the trams of the Nagykörút (Great Boulevard)
- ▶ The rejuvenation of Margit Bridge
- ▶ The redevelopment of the Central Wastewater plant and connected factories
- ▶ The Southern Buda wastewater plant
- ▶ The medium-term realisation of the regional hospital programme
- ▶ The complex waste management programme
- ▶ Greater accessibility of public areas, public institutions and public transport

Programme elements resulting in a more dynamic town

(These would need considerable financial support by the City Council)

- ▲ The pedestrianisation programme of Kiskörút
- ▲ The complete setting up of the Budapest Transport Association (BKSZ)
- ▲ Enlargement of the P+R system
- ▲ Realisation of a common parking policy
- ▲ Continual updating of public transport vehicles
- ▲ The redevelopment of Moszkva Square
- ▲ The building of roads with restricted vehicular access.
- ▲ Improvement of the accessibility of the river Danube primarily by widening the Buda embankment
- ▲ Making the redevelopment of public roads more intensive
- ▲ Widening Nagy Lajos király Road



- ▲ Enlargement of the cycle path network
- ▲ Intensive support of town rehabilitation and the enlargement of the areas of town rehabilitation
- ▲ The development of green areas (Orczy Garden, and the park on Csepel Island)
- ▲ Rejuvenation of busy underpasses
- ▲ Increased cleaning of public places – above the earmarked sources
- ▲ Exploiting the hi-tech area to its fullest potential.
- ▲ Improving the quality of trading standards
- ▲ Encouraging tourism by means of effective marketing



Programmes to be realised by considerable governmental or EU funding:

(These can only be realised if the necessary funding is obtained)

- ▶ The Ferihegy express – on the MÁV line
- ▶ The continuation of the No 1 tramline to Fehérvári Road, and extending the No. 3 tramline to the south
- ▶ The Aquincum Bridge and the northern sections of the Central Railway
- ▶ Stage I of No. 5 underground. The Csepel Hév (suburban train) to be extended as an underground line as far as Astoria.
- ▶ The internodes of Etele Square
- ▶ The extension of the No 19 tramline to Info Park
- ▶ The redevelopment of the centralised heating system



PPP type projects (public-private partnership, a combination of public and private funding)

(This is where the Council only intermediates, helping with developmental plans which for the most part are realised by private funding)

- ▶ The County Hall project
- ▶ The development of the cultural centre at Erzsébet Square
- ▶ The complex development of the Zsidónegyed (Jewish Quarter)
- ▶ Recreational and cultural use of Közraktárak
- ▶ Utilising the area at Gázgyár
- ▶ Development of housing projects on areas owned by the City Council (Mocsáros, the tip of Csepel Island)
- ▶ Securing the functions of an International Port
- ▶ Helping to revitalise brownfield areas not owned by the Council (Expo, Ganz, Rákosrendező)

The projects listed use up to 70% of the money earmarked for development by the Council (about 480 billion HUF) Additional funds would finance such developmental projects which are not included in the Core Programme (such as the redevelopment of institutes) and they make such developments possible which currently cannot be finalised at the time of the medium-term programmes.

The Core Programme within the medium-term Town Rehabilitation programme will be the most important and most useful development document of the Council. It will actually decide which projects get council funding until 2013. For this reason the medium-term programme cannot be changed each year but if accepted will have to be realised by all means possible.

Because of this, it is important that the programme should reflect the opinions of the city's inhabitants and the ideas of potential investors. We welcome your thoughts and contributions about the programme.

- ▶ The entire Podmaniczky Programme can be seen on the www.budapest.hu homepage.
- ▶ Please share your ideas, suggestion, opinions with us or your business proposals by sending them to the Deputy Mayor's Office Manager Ms. Eva Beleznay beleznaye@budapest.hu or to Studio Metropolitana Urban Research Center info@studiometropolitana.hu







www.budapest.hu

