

Summary Report

2. Community Assembly

October 11-12, 2025

Introduction

The Municipality of Budapest Capital City District XVIII, Pestszentlőrinc-Pestszentimre, is one of the few municipalities in the country that, in a forward-looking manner, involves district residents in identifying local problems and planning the future of the district through the community assembly method, which is not yet widespread even at the European level. This summary contains the experiences of the community assembly's October "elaboration" weekend.

Location: 1184 Budapest, Üllői út 400., Municipality of Budapest Capital City District XVIII Pestszentlőrinc-Pestszentimre, Assembly Hall

Date: October 11-12, 2025

General Experiences

On the weekend of the community assembly, 45 district residents participated. Of the 35 district participants of the educational day, 5 did not show up, which represents a 14% dropout rate. However, during the selection process continuing after the educational day, an additional 15 residents who did not attend the educational day but appeared at the community assembly were reached. Thus, overall, the number of participants increased by 29% compared to the educational day.

When selecting participants for the community assembly, a primary consideration was to ensure territorial, gender, and age representativity to the extent possible. From a territorial perspective, concentration can be observed in certain district areas (for example, within the quadrangle of the Havanna-Szent Lőrinc-Bókay-Gloriett settlements or the triangle of Újpéteritelep-Belsőmajor-Erdőskert), while other district areas are underrepresented (Bélatelep, Kossuth Ferenc-telep, Liptáktelep, or Szemeretelep). This aligns with domestic and international experiences of community assemblies, as territorial distortion often occurs due to random selection and the lack of influence over actual attendance.

Regarding the gender ratio, 27 women and 18 men participated in the community assembly, which – although the proportion of women within the district's population is also higher (53%) – resulted in a slight overrepresentation of women (60%), however, this is considered methodologically appropriate.

The age distribution also followed the characteristic pattern of the community assembly methodology, with an overrepresentation of older individuals and an underrepresentation of younger ones. The participation of younger age groups may be hindered by their interests or other commitments, whereas the middle-aged and older adults show a higher level of engagement in community matters, particularly in the case of the older age group, for whom other commitments do not necessarily constitute an inhibiting factor.

The following map shows the distribution of participants by place of residence and gender (red – female, blue – male). Residents who attended the educational day but did not appear at the community assembly are marked in green.

Figure 1 – Distribution of participants by region and gender

Source: Google My Maps

On Saturday morning, residents were assigned into five teams of 8-11 members each, primarily based on geographic location. The teams – designated by the colors blue, orange, red, yellow, and green – were determined according to the addresses of the applicants during the preliminary registration, with specific district areas allocated.

Methodology

In the selection methodology, quota sampling was applied to strive for representativeness. The base database was provided by a previous large-sample district survey, in which participants indicated their willingness to attend a potential community assembly. The database was based on the feedback of a total of 499 individuals. Using the demographic data of the resident population by gender and age group from the Hungarian Central Statistical Office (KSH), the demographic profile of each district area was prepared. Based on this data, territorial quotas were determined, which represented the weighting of

district areas according to population and population density proportions. The demographic quota simultaneously included both gender and age group quotas.

The age distribution was classified into four aggregated categories:

18–35 years,

36–45 years,

46–65 years,

Over 65 years old.

When forming the ideal sample of 75 individuals, we took into account the age and gender ratios characteristic of each district area, as well as the population density indicators defining the given region. Accordingly, proportionally fewer residents were engaged from the more densely populated neighborhoods, while more residents were approached from the less densely populated, larger areas. This was important because the territorial extent also influences the character and problem structure of the districts. During the educational day, participants were grouped into district-area groups based on postal codes, which originally would have allowed for the creation of eight groups. However, due to methodological limitations, it was necessary to merge territorial units. The primary criteria for merging were similarity in character and proximity in settlement structure. As a result, five territorial groups were formed, each representing a population ranging between 17,000 and 22,000 people. At the start of the community assembly, minor adjustments were also necessary to maintain proportional group distribution and group dynamics. In the final arrangement, care was taken to ensure that each group had a balanced number of members, with none exceeding 12 individuals. This division ensured effective work and representative participation, thus the previous four-group division used in the focus group survey had to be expanded to five groups.

Table 1: The territorial groups and represented district parts

The quotas established based on KSH data were applied to the applicant database. Systematic sampling was conducted according to the age groups, genders, and territorial aggregates defined in the quota matrix. In the first round, the database was arranged in alphabetical order, and every second applicant was invited. If there were insufficient applicants in a given category, the shortfall was compensated by the first registered individual. In the second round, selection followed the same principle: the first element of each alphabetical list was selected, and in case of shortage, the last element of the list was chosen. To achieve full representativity, the involvement of 96 individuals would have been necessary, while the sample aiming for representativity consisted of 76 individuals. According to international practice, a 20–40% dropout rate and a maximum 60% commitment rate among those contacted in the second round are considered acceptable. In the absence of pre-screening, a 2% willingness to respond is

also deemed successful. Overall, the previous large-scale district survey provided a reliable basis for sampling, and during the two selection rounds, nearly 25% of those contacted were successfully involved in the community process, which is more than ten times the value without a pre-screening process.

Table 1: Quotas and the ideal and representative number of participants representing the territorial unit based on postal code area aggregation into 8 groups.

The sample selected in the first and second rounds can be considered representative by age group and gender, proportionate to the population, taking into account the territorial quota.

Table 3: The relationship between the selected sample and the district's demographics.

Compared to the registrants and the education day, the teams determined according to the district parts based on the addresses of those who actually appeared at the community assembly had to be minimally adjusted on Saturday morning (by assigning the Ganzkertváros district part, initially allocated to the Yellow Team, to the Orange Team). Additionally, there were occasional situations where a district resident was not assigned according to their own district part (e.g., a resident of Újpéteritelep took a place in the Red Team), but this did not cause any disruption to the successful execution of the program. The district parts providing the designated teams are shown in the figure below.

Figure 2 – Group allocation by district parts

Source: Own editing

The general attitude and approach of the participants divided into teams seated at separate tables can be positively evaluated. They arrived at the event openly and with interest, so after the greetings and introductory presentations, meaningful joint thinking could begin within the framework of the icebreaker conversations. The professional dialogue and discourse also characterized the attendees during the breaks, as they turned to the organizers, presenters, and facilitators with their questions with interest.

In accordance with the general practice of community assemblies, various attitudes and motivations were also observed among the residents of the 18th district. Each team had two to three leading voices who showed strong interest in public affairs, were confident, and willingly took the floor. An important task of the facilitators, alongside the leading voices, was to involve the other participants and provide space for their opinions within each team. Additionally, each team had one to three reserved observers who were less likely to initiate or speak up, taking on a role mainly encouraged by the facilitators.

Naturally, there were also critical participants who could mainly come into conflict with the leading voices. Fortunately, such situations did not characterize the weekend of the community assembly. Finally, community-oriented, moderating participants also appeared, who worked to create a constructive and positive atmosphere. All five teams—Kék csapat, Narancssárga csapat, Piros csapat, Sárga csapat, and Zöld csapat—contained these subtypes, but this caused no disadvantage or harm to the successful execution of the program. On the contrary, some reserved participants became more relaxed by the second day and took on a much more active role during the Sunday program element.

The individual professional program elements and blocks were structured according to the following methodology and concluded with the following results. At the end of each block, the teams presented their own results, which the assembly participants voted on site, indicating whether they supported, did not support, or abstained regarding the given proposal. The work and results of each team are detailed in the team- and program-level itemized summaries; therefore, the general summary focuses on the compilation of proposals and the outcomes of the related votes.

Professional Program Elements

Transportation I. – Development of Public Transportation

In the first session on Saturday, following the exploration of local challenges identified during the educational event in September, the participants first identified the main transportation problems and network deficiencies of the district through a problem-identification, icebreaker discussion. Subsequently, the teams were tasked with developing a realistic, local community transportation network development proposal that, in addition to addressing the identified deficiencies, also provides feeder connections to the Ferihegy rapid railway and expressway.

During this process, it was necessary to identify – and mark on a working map – the less explored areas of the district where the availability and frequency of public transportation means fall short of the desired level, as well as those services that residents consider important in their daily lives but are problematic in terms of accessibility. Subsequently, one or more starting and ending points of a new public bus network had to be determined, along with the proposed route network. After finalization, the proposal was presented in a five-minute presentation by the spokesperson or spokespersons designated by the team, addressing how they reached their decision, which deficiencies the team aimed to address with the new network or networks, what solution proposals were developed, and what the final outcome was.

The teams worked in a constructive, cooperative atmosphere. The small group work enabled every participant to actively engage in the planning process. With the help of the facilitators, initial differences of opinion quickly transformed into productive discussions, and in most groups, consensus on priorities was rapidly established. The participants' local knowledge and practical experience greatly contributed to the realism of the proposals; however, in several groups, there was also a stronger representation of the interests of their own residential areas. Despite the technical difficulties of the task, the majority of the teams were able to develop a common standpoint, which they presented in the form of clear, feasible transportation proposals.

Blue: proposed three new or modified bus routes to connect the more isolated parts of Pestszentimre (Belsőmajor, Erdőskert), improving access to shopping centers, healthcare institutions, and the Ferihegy express railway.

Orange Team: planned a new electric bus route between Ganzkertváros and Vecsés, which would connect the network of local educational, social, and recreational services, improving access to Ferihegy and the shopping centers.

Red: developed a fast north-south main line and a demand-responsive, telebus-type route to better connect Erzsébettelep and Bélatelep, linking to the district's internal and external transportation hubs.

Yellow: outlined three new bus routes to replace the infrequently running lines and to improve the Gloriett-Ganzkertváros connection, using minibuses and express solutions for faster travel.

Green: proposed the further development of bus 142E and the establishment of new stops and related routes to strengthen the connection between Havanna, Szemeretelep, and Ferihegy, as well as to improve access to the service centers in Kispest.

Regarding the proposals, the participants of the assembly voted, during which they could indicate their support or opposition to the given concept with a yes, no, or abstain vote. Based on all of this, the result of the first block was as follows.

Regarding the proposals, 42 participants (93% of all participants) cast their votes. The proposal of the Blue Team received the most supporting votes without any opposing votes. The Red Team received the second highest number of supporting votes, but they also had the most opposing votes. The third highest number of supporting votes was given to the Orange Team's proposal, followed by the Yellow and Green development concepts in that order. The differences in support were primarily due to the territorial relevance, novelty, and practical feasibility of the proposals, as well as how personally affected the participants felt by the respective development line.

Figure 3 – The voting results of Block I

Source: own editing

Transportation II. – Local-scale transportation challenges and potential solutions

In the second block of the first day of the community assembly, the participants shifted from district-level, community-scale issues to addressing local transportation problems. This block also began with a preparatory discussion, during which the participants selected one issue to address from the three main problem groups – accident hotspots; poor transportation accessibility; excessive pollution caused by

transportation – using a map-based presentation of the problems identified by district area during the September education day.

The teams' task was to develop a proposal package related to the selected problem group and to identify the stakeholders involved. During this process, the participants gathered ideas on how the selected problem could be addressed or resolved. The participants evaluated the emerging proposals and, based on these, developed the solution proposal package, using map-based visualization tools. Regarding the proposal package, they also defined the circle of stakeholders, identifying who could be potential supporters, who were neutral, and who were opponents. Finally, the selected spokesperson or spokespersons presented the proposal in five minutes, addressing the rationale for choosing the problem, the elements of the solution proposal package, and the findings related to the stakeholders.

In the second block, the teams' work continued to be characterized by a collaborative, yet somewhat more focused and goal-oriented dynamic than in the first phase. Due to the more specific nature of the task, consensus was reached more quickly regarding the identification of problems and intervention points; however, technical issues—particularly the details of traffic management and road safety—more frequently led to debates. Participants generally made good use of their local knowledge, argued with practical examples, and most groups succeeded in integrating environmental, traffic, and community aspects. Identifying stakeholders proved to be a more challenging task, with only the clearly involved parties being named in many cases. Overall, in the second block, the groups formulated more mature proposals based on local experience that directly improve everyday quality of life.

Blue: Developed proposals to reduce the traffic load in Pestszentimre and make it safer, such as the one-way designation of Vasút Street, traffic organization of Szálfa Street and Nagykőrösi Road, as well as the creation of "quick drop-off zones" around schools. Additionally, they suggested addressing accident hotspots with tactical urban interventions (flower boxes, parking restrictions) and establishing a public restroom in the city center.

Orange Team: Prepared a project package titled "Calm Traffic Flow on Üllői Road," which aimed at improving the safety, traffic light coordination, and accessibility of the intersections along Üllői Road. Their proposals included the reorganization of traffic at Szarvas Csárda Square, making the school environments safer, and ensuring the accessibility of tram stops.

Red: focused on making the intersection of Felsőcsatári Road and Gyömrői Road safer, as well as reducing traffic in the Lakatos housing estate and Bélatelep. They also proposed the installation of speed measuring devices, the creation of new pedestrian crossings, and the connection of the bicycle network.

Yellow: examined the accident hotspots in the Gloriett–Almáskert area, with a focus on transforming the intersection of Méta Street and Ipacsfa Street into a roundabout with traffic diversion. Their additional proposals included the establishment of a traffic light junction on Cziffra György Street, repainting pedestrian crossings, as well as the introduction of speed-sensitive traffic lights and improved public lighting.

Green: focused on reducing traffic-related burdens and improving livability, including relocating the terminus of bus line 136 and making Kolozsvári Street one-way. Additionally, they initiated traffic reduction on Petőfi Street, vegetation maintenance, the establishment of a pedestrian crossing, and the review of parking regulations.

The results regarding the proposals of the second block were as follows. In this phase, 41 participants voted (91%). The proposals ranked in the top three were separated by a minimal margin of one vote each, while they each received the same number of two negative votes. Based on this, the order of the top three was: Yellow, Blue, Red, followed in sequence by Green, and finally Orange. The differences likely reflected that the participants preferred immediate, local, and visible impact measures, whereas they were more cautious and divided regarding more complex, long-term solutions or those requiring changes in habits.

Figure 4 – Voting Results of Block II

Source: own editing

Green Areas – District Green Space Development Proposals

The participants of the community assembly ultimately focused on the development of district green spaces on Sunday, the second day of the assembly, following the exploration of local challenges identified during the September educational session. Each team was required to develop a green-focused development proposal for a selected green area, public space, or underutilized area within the district section they represented. To assist in formulating the proposal, participants received playful support on a team basis. The board game developed specifically for this purpose helps participants define the functions of the selected area and the actions necessary to establish these functions.

The task began with the selection of the development area, to which any team member could propose suggestions; from these suggestions, the team itself ultimately chose the area to be developed. Subsequently, the team members reviewed the available function cards, from which, by mutual agreement, they selected up to five cards for their own proposal. Following this, the team associated action cards (up to ten) with the selected function cards, enabling the formulation of the proposal at a specific action level. Team members had the opportunity to formulate their own proposals or dissenting opinions if they did not find an action card suitable for the proposed intervention. After reaching an agreement on the proposal and finalizing it, the spokesperson or spokespersons presented the project in five minutes, addressing the rationale for the site selection as well as the chosen functions and actions.

On Sunday, the teams worked together clearly in a well-coordinated and practiced manner: in addition to previous joint work, the interactive planning tool also created a relaxed, inspiring atmosphere. Due to the nature of the task, group dynamics were less conflictual, characterized more by creative brainstorming and the joint shaping of a vision for a more livable urban environment. In most groups, participants' personal connections to green spaces – favorite walking areas, playgrounds, parks – provided strong motivation. Cooperation between different generations also became more balanced, and considerations of environmental awareness, community experience, and sustainability were prominently reflected in every proposal.

Blue: proposed the complex renewal of the underutilized green area of Belsőmajor, combining transportation, recreational, and nature conservation functions. The development of the area would be carried out in multiple phases, integrating a bus terminal, educational trail, running tracks, and marshy habitats, along with a maintenance model based on civil participation.

Orange: aimed at greening the environment around Lőrinc Center and the underutilized areas of Ganzkertváros, with particular attention to reducing dust pollution and the heat island effect. The proposal included planting new trees, rain gardens, green roofs, a community recreational park, and the establishment of a local community garden.

Red: planned the transformation of Piac Square into a community park that integrates with the planned social rental housing (swallow house) and the adjacent KRESZ park on the neighboring plot. Key elements of the concept included a small market for local products, features supporting learning and interaction, bird feeders (swallow nests) and tree adoption, rainwater retention, and the creation of a pedestrian-cyclist "green corridor."

Yellow: Along the Nagy Burma – Halmi Forest axis, a complex, nature-oriented landscaping and transportation development concept was developed. The plan emphasized the introduction of native species, composting, the establishment of fruit trees and fairy gardens, as well as the creation of water retention and microclimate-improving elements.

Green: focused on the development of Bókay Garden, by creating a green space action package that combines educational and community functions. The proposal included the establishment of a school garden, fairy gardens, rainwater storage, and a local producers' market, aimed at strengthening community decision-making and environmental awareness.

The following results were obtained regarding the proposals. The majority of the 42 voters once again supported the Blue team's proposal, closely followed by the development concepts of the Red, Yellow, and Orange teams. In contrast, the Green proposal, ranked fifth, received surprisingly low support (31%), which was primarily due to the choice of development location (Bókay Garden).

Figure 5 – The voting results of Block II

Source: own editing

Summary, Feedback

After the event, the participants completed a detailed evaluation form, which provided an opportunity to give feedback on the organization of the event, its content, and their personal experiences. The evaluation was conducted on a scale from 1 to 6, where 1 represented the least positive and 6 the most positive opinion. The quantifiable questions were as follows:

How useful was the event for you? (1: not at all, 6: very useful)

Please rate the following (1: not good at all, 6: very good)

Location

Organization, Execution

Catering (meals)

Preparation of the Professional Program

Implementation of the Professional Program

Day One – October 11 (Saturday) – Transportation

How useful did you find the following agenda items? (1: not useful at all, 6: very useful)

Presentation of the Results of the Educational Day

Presentation of Good and Bad Practices

Group Problem Solving (Transportation)

Line Network Planner Task

Presentation of the Teams' Proposals

Voting, Announcement of Results

How involved did you feel in the collective thinking and decision-making process? (1: not at all, 6: fully)

I feel that the proposals of my team represent my opinion. (1: not at all, 6: completely)

I feel that I have learned from my team. (1: not at all, 6: completely)

Second Day – October 12 (Sunday) – Green Spaces

How useful did you find the following agenda items? (1: not useful at all, 6: very useful)

Presentation of the Results of the Educational Day

Group Discussion on Green Spaces

Ecosystem Services Board Game

Presentation of Proposals and Voting

Joint Formulation of the Day's Message

Ceremonial Closing

How much did the board game help in understanding the possibilities for green space development? (1: not at all, 6: fully)

How much did you feel that the jointly formulated proposals are realistically achievable? (1: not at all, 6: completely)

How satisfied were you with the event overall? (1: not at all, 6: absolutely)

The averages of the aggregated results are illustrated in the following tables.

The implementation of the Community Assembly can be regarded as an unequivocal success. Both the engagement, the presentations, and the professional program elements contributed to ensuring that the participants not only enjoyed themselves but also formulated substantive professional development proposals.

Regarding the votes cast on the proposals, it is important to emphasize: the community assembly is not a competition, and the essential outcome is not the ranking of ideas developed by the individual teams. All 15 well-considered, discussed, elaborated, and presented proposals are intended to be brought to the local and sectoral policy planning table. The individual rankings can, of course, indicate a kind of priority or support list, which can also be taken into account later. However, there is no doubt that the winner of the day is all participants and the district itself, as the proposals can designate actual development directions responding to local needs for the future.

The general satisfaction is also supported by the feedback collected at the end of both days. At the end of the days, residents could summarize in a single word what the community assembly gave them, what it meant to them, and what associations or feelings they had regarding the weekend. Based on the attached word clouds, there is no doubt that the vast majority found the two days useful, productive, and enjoyable. A clear openness and enthusiasm for continuation were evident.

Based on all of the above, further developing the catchphrase visibly present in the word cloud of one of the enthusiastic teams, the main experience of the weekend is:

“The community is the winner!”

Figure 6 – The closing word clouds

Source: own editing

1. Community Assembly Public Transportation Summary I.

Blue Team

The second community assembly organized for Budapest District XVIII, Pestszentlőrinc-Pestszentimre, or the first community assembly elaboration weekend, during the first block of the first day, following the participants' familiarization with the local challenges identified during the educational – September – session, first identified the district's main transportation problems and network deficiencies through a problem-identification, icebreaker discussion. Subsequently, the teams' task was to develop a realistic, local community transportation network development proposal that, in addition to addressing the identified deficiencies, also provides feeder connections to the Ferihegy rapid railway and expressway.

During this process, it was necessary to identify – and mark on a work map – the less explored areas of the district where the availability and frequency of public transportation means fall short of the desired level, as well as those services that residents consider important in their daily lives but are problematic in terms of accessibility. Subsequently, one or more starting and ending points of a new public bus network, as well as the proposed route network, had to be determined. After finalization, the proposal was presented in a five-minute presentation by the spokesperson or spokespersons designated by the team, addressing how they reached their decision, which deficiencies the team aimed to address with the new network or networks, what solution proposals were developed, and what the final outcome was.

The Kék Csapat arrived from one of the outermost parts of the district, Pestszentimre, which is almost merged with Gyál, and is connected to the center by Nagykőrösi út and the 142 railway line. The group members came from the Újpétertelep, Belsőmajor, Erdőskert, and Kossuth Ferenc-telep district areas. The examined area can be considered isolated in certain cases; connections to both the district and the city center are not necessarily ideal. Basic healthcare, administrative-governmental, and service facilities are more difficult to access and sometimes only reachable by public transport after multiple transfers. The group identified three main problems related to the current public transportation network:

The areas of Belsőmajor and Erdőskert are not connected by public transportation, and as a result, some residents are forced to use private vehicles. Although many families in the residential park sections often do not wish to use public transportation, a significant community feels excluded and forgotten because of this.

Due to the structure of the district parts, dense construction, and narrow streets, public transportation is limited to certain streets, which disproportionately increases the load in some cases, while other streets remain unserved.

There are transportation routes directed towards the Budapest center, although they are not necessarily fast or of good quality. However, considering the entire district, lateral travel is possible only with many and inconvenient transfers, as the main transfer points lack adequately developed infrastructure.

The group has created three proposed public transportation routes, two of which supplement existing bus services, while one establishes a completely new route alignment.

By extending the existing Soroksár 123 route, the southern part of the district would be connected to the shopping center area located at the border, as well as to the South Pest central hospital, the Jahn Ferenc Hospital. The newly created 123+ route would have 2 stops in the shopping center area, which would allow coverage of the large area of the center. Then, turning onto Ady Endre Street, it would reach the center, Heroes' Square, with stops at the cross streets Arany János, Törvény, and Vezér. This would be a solution to the current poor connection to the hospital and shopping opportunities.

In the case of the existing route 182, the terminus would be relocated from the Krepuska Géza housing estate to a newly established terminus in the Almáskert area. The 182+ route would continue to Határ Street via Nemes Street, then turn onto Iharos Sándor Street from Határ Street. It would turn back on Alacskai Road and connect to Királyhágó Street. Continuing past Kétújfalu Street, it would reach Béke Square, then proceed along Üllői Road to reach the Ferihegy Market Central terminus.

The group has also developed a service route exploring the district. The starting point of bus number 18 is the new bus terminal established on the site of the old cemetery on Kalász Street in Belsőmajor. Turning onto Nagykőrösi Road, the route would continue to Nemes Street, where it would cross the railway and pass through the district center, Hősök Square. At the Kastélydomb stop, it would continue along Kísfaludy and then Lőrinci Road. With the opening of Ipacsfa Street, it would provide a new connection towards MOHU, as well as to the industrial and service facilities located along the road. Continuing along Méta Street, then proceeding via Kele and Margó Tivadar Streets, it would connect the Szent-Lőrinc and Havanna housing estates. Turning onto Baross Street, it would continue to the Town Hall building, where it would turn onto Gyöngyvirág Street and proceed all the way to the railway. Running parallel there, it would pass the Sárkány Center and then, touching the Lakatostelep, it would turn onto Margó Tivadar Street at the OTP. From there, the route would continue through the previously mentioned stops. The looped solution serves to provide access to various central services. The route could also operate as an express service, or with smaller buses powered electrically for quieter operation. Potentially, it could function on an on-demand basis. At the Sárkány Center turnaround, the route also provides a connection for future railway or Ferihegy airport express rail services. It connects almost all housing estates in the district and, with the help of transfer points, makes services accessible.

The developed route, however, bypasses Szarvascsára Square and the Gloriette, which is currently overcrowded, but it serves the SZTK and provides residents with direct access to the Municipality, the Government Office, and the city market without transfers. The uncovered Ipacsfa Road eliminates a

dangerous accident hotspot and reveals an industrial-service area, which is a major commuting point for the district. The developed route, together with the two further developed routes, connects the district section to the Ferihegy express corridor and the Nagykőrös express and railway corridor, thereby reducing the isolation experienced in the district section.

Orange Team

The second community assembly organized for Budapest District XVIII, Pestszentlőrinc-Pestszentimre, or the first community assembly elaboration weekend, on the first day's first session, following the participants' familiarization with the local challenges identified during the educational – September – occasion, first identified the district's main transportation problems and network deficiencies through a problem-identification, icebreaker discussion. Subsequently, the teams' task was to develop a realistic, local community transportation network development proposal that, in addition to addressing the identified deficiencies, also provides feeder connections to the Ferihegy rapid railway and expressway.

During this process, it was necessary to identify – and mark on a work map – the less explored areas of the district where the availability and frequency of public transportation means fall short of the desired level, as well as those services that residents consider important in their daily lives but are problematic in terms of accessibility. Subsequently, one or more starting and ending points of a new public bus network had to be determined, along with the proposed route network. After finalization, the proposal was presented in a five-minute presentation by the spokesperson or spokespersons designated by the team, addressing how they reached their decision, which deficiencies the team aimed to address with the new network or networks, what solution proposals were developed, and what the final outcome was.

Among the participants, those over 50 years of age were overrepresented, which fundamentally shaped the group dynamics. During the icebreaker conversation, the initially tense atmosphere eased relatively quickly; utilizing the limited available time, everyone was able to express their main complaints. The facilitator only had to intervene once to indicate that one participant was monopolizing the conversation. Primarily, two to three individuals energized the discourse in order to assert their own interests and ideas; however, no significant conflicts arose from this. The small group size (6 people) provided an opportunity for everyone to engage constructively in the work process.

As the first part of the task, the group members identified the areas of the district that are less covered by public transportation; by consensus, the Ganzkertváros and Krepuska Géza-telep neighborhoods were designated. In their opinion, the transportation network in these neighborhoods requires partial reorganization as well as development.

The group members endeavored to link as many (public) services as possible along the route of the 'theoretical' line, thereby supporting its relevance. Among the services are several educational institutions (Budapesti Bambi Nursery, Hétszínvirág Kindergarten, Kandó Téri Primary School), a public

space serving a recreational function (Kandó Square), and a nursing home (Alacskai Úti Nursing Home). The wide range of users of these services can ensure the utilization (and sustainable operation) of the line.

When determining the starting and ending points, the primary planning consideration was that the larger shopping centers are difficult to reach directly by public transport from the city districts. One terminus of the route was designated as the parking lot of the Auchan store in Soroksár, but a separate bus stop would also be established near the Ikea store. The other terminus was designated near Market Central in Vecsés, thereby ensuring feeder connections to the Ferihegy railway and the expressway. The route would serve Ganzkertváros along Halomegyházi Street and Gyergyó Street, and on the return trip, it would run along Királyhágó Street, thus providing transfer opportunities to several local routes (e.g., 166, 182, 254E, 255E, 266, 282E).

Through their local knowledge, the group members fully took into account the capacities of the affected streets when designating the network. Based on the expected number of passengers, they would consider a small-sized bus optimal. Since the route would mostly operate in a suburban environment, they would prefer purely electric (EV) buses to minimize noise and air pollution. The schedule was determined by the participants based on the use of (public) services. Accordingly, on weekdays during the school term, the service would run more frequently, every 30 minutes, and less frequently on weekends, hourly.

Red Team

The second community assembly organized for Budapest's 18th district, Pestszentlőrinc-Pestszentimre, or the first community assembly elaboration weekend, on the first day's first session, following the participants' familiarization with the local challenges identified during the educational – September – occasion, first identified the district's main transportation problems and network deficiencies through a problem-identification, icebreaker discussion. Subsequently, the teams' task was to develop a realistic, local community transportation network development proposal that, in addition to addressing the identified deficiencies, also provides feeder connections to the Ferihegy rapid railway and expressway.

During this process, it was necessary to identify—and mark on a work map—the less explored areas of the district where the availability and frequency of public transportation means fall short of the desired level, as well as those services considered important by residents in their daily lives that pose accessibility problems. Subsequently, one or more starting and ending points of a new community bus network, as well as the proposed route network, had to be determined. After finalization, the proposal was presented in a five-minute presentation by the spokesperson or spokespersons designated by the team, addressing how they reached their decision, which deficiencies the team aimed to address with the new network or networks, what solution proposals were developed, and what the final outcome was.

The Red Team, representing the Erzsébettelep – Bélatelep – Lakatostelep – Rendessytelep – Liptáktelep – Havanna-lakótelep – Lónyaytelep districts, based its proposal package on the deficiencies identified during the problem-identification and icebreaker discussion, with the central element being the

development and network integration of Erzsébettelep and Bélatelep. Although some residents of the district did not express explicitly negative remarks on the topic, the general consensus was that it is difficult for those living in these two districts to access services operating in other parts of the district or in neighboring districts—such as healthcare, public administration, shopping opportunities, and entertainment—via public transportation. Therefore, there was agreement that the proposal should address this challenge. In addition, the proposal responded to the need for traffic calming in the areas between Nefelejcs Street and Üllői Road, as well as the demand for establishing connections with existing public transportation networks, the railway network, and the airport. The consensus-based proposal package aims to create two new bus lines—one “semi-express” line establishing a north-south axis, and one demand-responsive local bus line serving Erzsébettelep and Bélatelep.

The main line’s terminal points within the two districts would be at the intersection of Felsőcsatári Road – Gyömrői Road in the north, and at the Méta Street – Nagykőrösi Road junction, at the South Pest Bus Garage in the south. The proposed bus route would operate from Felsőcsatári Road along Gyömrői Road, then run north-south along the route Ráday Gedeon Street – Haladás Street – Petőfi Street – Gilice Square – Cziffra György Street – Méta Street. The proposed stops within the district, providing barrier-free transfer options where possible, are: Felsőcsatári Road, Pestszentlőrinc Railway Station, Ráday Gedeon Street (Stone Bridge), Nefelejcs Street, Üllői Road / Szarvas Csárda Square, Bókay Garden, Besence Street, South Pest Bus Garage. The goal is therefore not to establish frequent stops, but to create a fast north-south connection integrated with the district’s existing public transport network, as well as with the transport and service hubs of the neighboring district. The proposed line would also establish connections outside the district, running north at least to the Kőbánya-Kispest transport hub, or even to the city center (Kálvin Square, Deák Ferenc Square, Blaha Lujza Square), while in the south it would link the district with Jahn Ferenc Hospital or the shopping centers in Soroksár. The proposed line also provides excellent transfer opportunities as follows:

directly to bus lines 36, 93, 93A, 95, 98, 98E, 182, 182A, 183, 184, 193E, 194B, 198, 200E, 217, 217E, 282E, and 284E, as well as long-distance bus line 577, furthermore

indirectly on the trains operating on the railway main line number 100 and

to the buses (235, 236A) and tram (50) routes operating on Üllői Road.

In addition to the main line, team members proposed a demand-responsive, environmentally friendly telebus route for residents of Erzsébettelep and Bélatelep. The route, integrated into the BKK Telebus system, aims firstly to establish a connection to the proposed main line service for residents of these district parts, and secondly to provide direct access to the store and services located in Kőbánya-Újhegy. The proposed stops for the demand-responsive circular route, starting from Felsőcsatári út – Gyömrői út, would be designated along the following route: Gyömrői út – Sibrik Miklós út – Bányató utca – Hangár utca – Felsőcsatári út – Álmos utca – Frangepán utca – Csévész utca – Gyömrői út.

Yellow Team

The second community assembly organized for Budapest District XVIII, Pestszentlőrinc-Pestszentimre, or the first community assembly elaboration weekend, on the first day's first session, following the participants' familiarization with the local challenges identified during the educational – September – occasion, first identified the district's main transportation problems and network deficiencies through a problem-identification, icebreaker discussion. Subsequently, the teams' task was to develop a realistic, local community transportation network development proposal that, in addition to addressing the identified deficiencies, also provides feeder connections to the Ferihegy rapid railway and expressway.

During this process, it was necessary to identify – and mark on a working map – the less explored areas of the district where the availability and frequency of public transportation means fall short of the desired level, as well as those services considered important by residents in their daily lives that pose accessibility problems. Subsequently, one or more starting and ending points of a new public bus network had to be determined, along with the proposed route network. After finalization, the proposal was presented in a five-minute presentation by the spokesperson or spokespersons designated by the team, addressing how they reached their decision, which deficiencies the team aimed to address with the new network or networks, what solution proposals were developed, and what the final outcome was.

The joint work of the Yellow Team began with a discussion of the most important traffic issues, where consensus quickly emerged regarding certain public transport routes or stops. A general problem identified was the lack of adequate public transport connections between Gloriett-telep and Ganzkertváros, and among the existing bus routes, several operate less frequently or with longer travel times than necessary. Examples cited for the latter included routes 166, 266, 182, and 282. Furthermore, the extension of tram line 42 to Gloriett-telep was opposed by several participants, primarily due to concerns about preserving the area's trees and rejecting the discontinuation of bus route 142E. Additionally, participants drew attention to the lack of parking facilities, especially around KöKi and Határ út, which hinders the combined use of car and public transport. Related to this, during the discussion of problems, a proposal was made to establish two district centers based on the principle of the 15-minute city.

After discussing the most important problems, the Yellow Team moved on to designating the destination points. Several participants emphasized that the Ferihegy and Pestszentlőrinc railway stations are important public transport destinations; furthermore, the Szarvas csárda square was frequently mentioned as a destination due to its proximity to the market. It was also mentioned that the M5 connection, as well as directions towards Gyál, Vecsés, and the inner districts, should be strengthened.

During the joint planning, it was also raised that the area around Ferihegy railway station is currently saturated, with insufficient parking spaces, so many people already park, for example, near the Vilmos Endre Sports Center. To resolve these problems, on the one hand, local P+R parking lots could be expanded; on the other hand, a pedestrian overpass or underpass could be constructed at the Szemeretelep railway station to allow those parking there to walk quickly and safely to the Ferihegy stop.

Regarding Szemeretelep railway station, participants raised how positive an impact it would have on

traffic within the district if more trains could be boarded at this stop, or if there were a railway stop near Méta Street as well. There would also be demand for trains that do not head towards Nyugati station; however, the team members also discussed among themselves that unfortunately, other decision-makers besides the district leadership have influence over these issues.

During the designation of the routes for the new bus lines, the participants agreed, on the one hand, that instead of large buses, smaller but more frequent services should operate, for example, modeled after the minibuses departing from Széll Kálmán Square in Buda. On the other hand, they also shared the opinion that they would like covered, larger bus stops where multiple lines can stop simultaneously, and passengers are protected from the weather. Finally, the team members also agreed that the outer areas, especially around Alacskai Road, are currently poorly connected to the transportation network and that services such as markets or cinemas are difficult to access. In contrast, the Gloriett estate is considered a well-served, favorably located district. An interesting internal team dialogue arose regarding the ideal number of transfers, as transfers are difficult for older individuals, while younger participants handle them more flexibly. These differences were clearly evident among participants of varying ages; however, as a result of a productive exchange of views, the participants were able to agree that the most important would be fast, express buses that stop at only a few stops, thereby connecting the districts in a short time.

As a result of this planning process, the participants proposed three new route ideas. Firstly, they would modify the routes of buses 182 and 184 so that they would travel from Gilice Square towards the Havanna housing estate, instead of heading in the direction of Üllői Road. The newly created buses, named 238 and 384, would consequently reach the Kőbánya-Kispest railway station via the Margó Tivadar Street – Lakatos Road – Nefelejcs Street route. The 384 would also differ from its currently operated version by making a loop in Erdőskert before turning back, and ideally, a smaller bus route in Újpétertelepi would further connect the residents of the outer streets to this route. The third new bus route would run along a modified route of bus 183 under the fantasy name 183A, differing mainly from the current version by making a loop along Halomi Road – Királyhágó Street – Üllői Road, thereby improving access to the Szemeretelep railway station.

Green Team

The second community assembly organized for Budapest District XVIII, Pestszentlőrinc-Pestszentimre, or the first community assembly elaboration weekend, during the first block of the first day, following the participants' familiarization with the local challenges identified at the educational – September – session, first identified the district's main transportation problems and network deficiencies through a problem-identification, icebreaker discussion. Subsequently, the teams' task was to develop a realistic, local community transportation network development proposal that, in addition to addressing the identified deficiencies, also provides feeder connections to the Ferihegy rapid railway and expressway.

During this process, it was necessary to identify – and mark on a working map – the less explored areas of the district where the availability and frequency of public transportation means fall short of the desired level, as well as those services that residents consider important in their daily lives but are

problematic in terms of accessibility. Subsequently, one or more starting and ending points of a new public bus network, as well as the proposed route network, had to be determined. After finalization, the proposal was presented in a five-minute presentation by the spokesperson or spokespersons designated by the team, addressing how they reached their decision, which deficiencies the team aimed to address with the new network or networks, what solution proposals were developed, and what the final outcome was.

The composition of the Green Team showed a balanced territorial ratio: half of the eight-member group came from the Havanna and Szent Lőrinc housing estates, while the other half came from Bókaytelep. This representation ensured that the transportation issues of the district could be evaluated from multiple perspectives, based on the experiences of different urban fabrics. Therefore, the group worked on further developing the existing route of bus 142E, as well as connecting the district to the expressway – alongside identifying and reflecting the needs of the district. The starting point was thus the Határ út metro station, while the endpoint was Ferihegy railway station.

Among the group's methods was the establishment of new stops and the creation of a new route for a related service, which improved the accessibility of several important services, taking into account areas different from the current routing of line 142E, while minimizing the load on the existing road network. Additionally, the group outlined another alternative, yet undeveloped, route direction and also reversed the task at one point: identifying potential service deployment locations and service shortages around existing stops.

The focal point of the route network planning has effectively become the terminus/alternative connection point of the 142E line. According to the plan, a service that waits for the 142E and is scheduled to align with it would connect to the 142E bus line, which currently turns around at the Gloriett housing estate, near Gilice Square (with some route modification or directly within the housing estate). This service would reach the Lőrinc-Center shopping mall via Cziffra György Street, serving as a service center for the district whose accessibility is currently insufficient from the direction of the Havanna housing estate. The route would continue towards Szemeretelep, where, on the one hand, it would proceed along the outer road towards Ferihegy railway station, and on the other hand, it would improve the public transport accessibility of the Lidl store being built around Szemeretelep (Honvéd Street). The team would route the service along Honvéd Street towards Szemeretelep and Ferihegy railway stations, as Üllői Road is already a heavily burdened traffic network and should not be further strained by routing an additional service there. The service would turn around at Ferihegy railway station, thereby establishing a faster connection between this part of the district and the international airport itself, which is currently lacking in this direction.

On the current route of bus 142E, the group, on the one hand, identified a bus stop environment at Kondor Béla Promenade that is well-suited for the development of a community space with excellent service provision through an inverse interpretation of the task; on the other hand, they envisioned new stops in the Kispest areas, at Kispest railway station, the Kispest outpatient clinic, and the Kispest police station. The team justified these by stating that while the Kispest cemetery stop is good to have, it would be more important for the route to stop at service locations used by residents of District XVIII as well. A

particular problem is that the Kispest outpatient clinic is only accessible via transfer, even though it serves part of the population of District XVIII. These new stops would not yet compromise the express nature of the route but would provide significant assistance to residents living in the examined area of District XVIII.

The team also proposed another route idea; however, since it exclusively affects the district area of another team, they only made one directional suggestion: as several people from the district area travel to the Pestszentimre clinic, they recommended establishing a more direct connection along the Pestszentimre–Halmierdő–Havanna axis.

2. Community Assembly Public Transportation Summary II.

Blue Team

The second community assembly organized for Budapest's 18th district, Pestszentlőrinc-Pestszentimre, or the first community assembly elaboration weekend, on the second block of the first day, the participants shifted from the district-level, community scale to solving local transportation problems. This block also began with a tuning-in discussion, during which the participants, using the district-part maps of problems identified on the September education day, selected one issue to address from the three main problem groups – accident hotspots; poor transportation accessibility; excessive pollution load caused by transportation.

The teams' task was to develop a proposal package related to the selected problem group and to identify the stakeholders involved. During this process, the participants gathered ideas on how to address or solve the selected problem. The participants evaluated the emerging proposals and, based on these, developed the solution proposal package, using map-based visualization tools. Regarding the proposal package, they also defined the circle of stakeholders, identifying who could be potential supporters, who were neutral, and who were opponents. Finally, the selected spokesperson or spokespersons presented the proposal in five minutes, addressing the rationale for choosing the problem, the elements of the solution proposal package, and the findings related to the stakeholders.

The participants of the Kék Csapat represented the areas of Erdőskert, Újpétertelep, Kossuth Ferenc telep, and Belsőmajor. In the second task, they developed local solution proposals for all three main problem areas. These local solution proposals were thus compiled into a joint program package consisting of several elements.

In the topics of pollution reduction, traffic organization, and accident prevention, the team primarily examined the area around Szálfa Street and Nagykőrösi Road. In the case of Nagykőrösi Road, prohibiting left turns and adjusting the crossings would significantly improve the continuity of traffic.

There are traffic control problems at the Paula Street railway crossing – many drivers are making illegal turns, which is dangerous; therefore, we recommend adjusting the traffic light synchronization and restricting entry.

The extension of the one-way traffic on Vasút Street is also part of the plan to reduce through traffic on the small streets. In parallel, certain sections of Címer Street would be partially closed to through traffic.

The plan includes making the intersection of Nemes Street – Kisfaludy Street safer within the framework of traffic management.

The creation of bus bays on Nagykőrösi Road and its side streets is also planned, as congestion occurs during the morning hours. The goal is to make the stops safer and more civilized. This requires greening the bus stops and providing rain protection. The aim is for buses on Nagykőrösi Road to pull into bus bays from the "bus lane," which can reduce traffic, while the bus bay itself offers a greener, more comfortable, and safer solution.

In addition, the lack of public restrooms is also a problem; therefore, the group proposes the establishment of a new, municipally maintained restroom in the center of Pestszentimre as part of the development of community transportation infrastructure, which would provide more comfortable transfers.

Counterarguments:

Waiting times at intersections may increase

Traffic may increase on subordinate streets

Widening of Nagykőrösi Road - Loss of MÁV area related to the upper Imre Railway Station area

The maintenance of the public restroom is costly

The group proposes the introduction of 5-minute "quick drop-off zones" K+R around schools, so that parents stop only briefly and traffic congestion is avoided.

In the case of Kapocs Street Elementary School, together with the change of traffic direction

The traffic restriction on Címer Street at Ady Endre Primary School would make it safer, and the restricted traffic area could even be developed as a pedestrian zone. This would also help reduce pollution around the children.

Accident Hotspots:

Intersection of Szálfa Street and Lőrinci Road

Small Station – Pestszentimre Upper Railway Station

Imre Courtyard (Fruit Courtyard)

Ár Street Railway Crossing

Kapocs Street Primary School

In the case of accident hotspots, the tactical urbanist recommends interventions:

- Restriction of parking by placing flower boxes and movable green containers. These need to be placed near the intersection in order to slow down traffic and prevent parking on the sidewalk or even on the pedestrian crossing.
- It is necessary to make Vasút Street one-way up to Eke Street.
- The traffic engineering reorganization of the Imre courtyard (Fruit courtyard) is also necessary because currently the exit and parking are not properly arranged and pose a safety hazard.
- On the Szálfa Street – Nagykőrösi Road line, the left turn to the stores and shopping centers should be managed with a dedicated left-turn lane that does not impede traffic.
- In the case of railway crossings, reducing the duration of the railway barrier and beam to avoid exacerbating traffic congestion.

Proposals for the Improvement of Community Services:

Utilization of unused railway areas for community purposes: Pestszentimre Felső, Pestszentimre railway station – establishment of a parking lot.

Stakeholders

Orange Team

The second community assembly organized for Budapest's 18th district, Pestszentlőrinc-Pestszentimre, or the elaboration weekend of the first community assembly, during the second block of the first day, the participants shifted from the district-wide, community scale to solving local, localized transportation problems. This block also began with a tuning-in conversation, during which the participants, using the map-based presentation of problems identified on the September educational day by district parts, selected one issue to address from the three main problem groups – accident hotspots; poor transportation accessibility; excessive pollution load caused by transportation.

The teams' task was to develop a proposal package related to the selected problem group and to identify the stakeholders involved. During this process, the participants gathered ideas on how the selected problem could be addressed or resolved. The participants evaluated the emerging proposals and, based on these, developed the solution proposal package, using map-based visualization tools. Regarding the proposal package, they also defined the circle of stakeholders, identifying who could be potential supporters, who were neutral, and who were opponents. Finally, the selected spokesperson or

spokespersons presented the proposal in five minutes, addressing the rationale for choosing the problem, the elements of the solution proposal package, and the findings related to the stakeholders.

Among the participants, those over 50 years of age were overrepresented, which fundamentally shaped the group dynamics. During the icebreaker conversation, the initially tense atmosphere eased relatively quickly, and using the limited time available, everyone was able to express their main complaints. The facilitator only had to intervene once to indicate that one participant was dominating the conversation excessively. During the collection of "problem clusters" and the development of proposals, no substantive debates or conflicts arose – a surprising development, as transportation is typically a topic that provokes disputes and generally everyone has a strong opinion about it – but rather agreement and the search for consensus were the prevailing attitudes.

The members of the Orange team chose the accident hotspot as their problem group relatively quickly and on a consensus basis. Their decision is primarily explained by the traffic network characteristics of the affected district areas, as the Ferihegy expressway and a longer section of Üllői Road run through them. The group members agreed on the placement of the accident hotspots determined on the education day. Regarding the Ferihegy expressway, they rejected elaborating on solution proposals, as several members indicated that the road section is already in the planning phase, thus the focus shifted to improving traffic safety on Üllői Road. The group creatively titled the "project bundle" "Calm Circulation on Üllői Road," thereby referring to the theme and goal of the development proposals.

Using a map, the key intervention points were marked along the transportation axis. One such location identified was the Szarvas csárda square, where weekday peak-hour traffic congestion hinders progress. Additionally, the Gulner Gyula Primary School is located in the vicinity, leading to the development of a comprehensive solution proposal for local traffic issues. According to their suggestion, pedestrian safety could be improved by retuning the traffic lights at the intersection, and introducing a one-way traffic system on Gulner Gyula Street would alleviate traffic conflicts in front of the school.

From the perspective of traffic safety, the intersections of Üllői út – Honvéd utca – Cziffra György utca, as well as Üllői út – Nagybánya utca – Királyhágó utca, were also identified as problematic locations. Based on the development proposal, for the lower-order roads, a green arrow signal should be applied instead of the current full green signal, thereby reducing the likelihood of traffic accidents.

A proposal was made to modify or possibly remove the pedestrian island located at the intersection of Üllői út – Tarkó utca – Ungvár utca. According to their opinion, the current curbs are too high, thus mounting the pedestrian island poses a safety risk.

Along the transportation axis, a 'horizontal' issue was identified concerning the difficulty of accessing certain tram stops for people with mobility impairments. According to their development proposal, the accessibility of the tram stops on Üllői Road could be directly improved, which would enhance access to public transportation vehicles and could also increase vehicle utilization.

Overall, the development ideas are characterized by cost-effective implementation, with the exception of the intersection of Üllői Road and Main Road No. 4, which was identified as one of the district's major

accident hotspots during the educational day. As a development idea, the elimination of the at-grade intersection and the construction of an overpass section were proposed; however, the group members agreed that the realization of this is less realistic due to the expected cost of the project.

Red Team

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The task of the teams was to develop a proposal package related to the selected problem group and to identify the stakeholders involved. During this process, the participants gathered ideas on how the selected problem could be managed or resolved. The participants evaluated the emerging proposals and, based on these, developed the solution proposal package, using map-based visualization tools. Regarding the proposal package, they also defined the circle of stakeholders, identifying who could be potential supporters, who were neutral, and who were opponents. Finally, the selected spokesperson or spokespersons presented the proposal in five minutes, addressing the rationale for choosing the problem, the elements of the solution proposal package, and the findings related to the stakeholders.

The Red Team, representing the Erzsébettelep – Bélatelep – Lakatostelep – Rendessytelep – Liptáktelep – Havanna-lakótelep – Lónyaytelep district areas, primarily proposed measures addressing the problem group of accident hotspots in relation to the identified issues. However, the proposals naturally also offer solutions for managing poor transportation accessibility and the excessive pollution burden caused by traffic. The team members collected their suggestions using the brainstorming technique, then discussed them and verbally agreed on selecting the following elements of the comprehensive traffic safety proposal package.

The intersection of Felsőcsatári Road and Gyömrői Road is a critical point regarding the district's traffic issues. The team's position is that the synchronization of the traffic lights (especially for those turning from Gyömrői Road onto Felsőcsatári Road coming from the city center) creates hazardous situations, as the lights allow intersecting traffic flows to proceed too quickly after one another. As a result, car accidents are frequent, and those waiting at the bus stop located at the intersection are also exposed to danger. Therefore, the team recommends reviewing the traffic light synchronization at the intersection, as well as implementing physical protection (e.g., bollards) at the bus stop (it would also be advisable to generally examine the physical protection of district bus stops – for example, tram stops on Üllői Road). Another suggestion is the regular and proper maintenance of roadside vegetation on the section of Gyömrői Road between Csévész Street (Stone Bridge) and Felsőcsatári Road on the side leading toward the city center, considering that the high vegetation obstructs visibility and makes it difficult to exit from the connecting roads.

The next focal point is the Lakatos housing estate and its surroundings, where several proposals have also been formulated. Considering the heavy traffic on Lakatos Road, the team recommends establishing a 30 km/h zone, which would reduce not only the number of accidents but also noise and air pollution. Additionally, the creation of a new pedestrian crossing is necessary, as currently there is only one designated crossing between Üllői Road and Nefelejcs Street, located at the Eötvös Loránd Primary School. It would also be worthwhile to review and tighten the regulations for truck access to further reduce heavy vehicle traffic on Lakatos Road. On the opposite side of the estate, at the intersection of Tinódi Street and Kézműves Street, a proposal has been made to narrow the turning radius, as drivers approach the intersection at high speed and wide angles, making it difficult for pedestrians to cross. Furthermore, it is recommended to examine the possibility of making Tinódi Street (at least partially) one-way, also to reduce the risk of accidents.

At the intersection of Frangepán Street and Csévész Street in Bélatelep, the team identified a problem. Although entry from Csévész Street onto Frangepán Street is prohibited (except for bicycles), drivers regularly ignore this restriction and turn onto Frangepán Street. This is presumably because, coming from the direction of Keresztúri Forest, this is the first entry point towards Bélatelep. It is advisable to review the entry prohibition or physically obstruct the entry possibility by reducing the intersection's throughput capacity.

A further comprehensive proposal is for the district to examine the possibility of installing speed measuring devices at the aforementioned accident hotspots on Felsőcsatári Road, Gyömrői Road, and Lakatos Road.

Last but not least, the team recommends the development of the district's cycling infrastructure, the establishment of bicycle storage facilities, and the connection of existing networks. The latter proposal aims to designate a bikeable route (bike path, bike lane, or bikeable road surface) between Margó Tivadar Street and Lenkei Street (Lajosmizse railway crossing), which could create a connection between the currently existing bike path on Margó Tivadar Street—ending at Bartók Lajos Street—and the bikeable sections designated on the Kispest part of Üllői Road, starting at the height of Jáhn Ferenc Street.

Yellow Team

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The teams' task was to develop a proposal package related to the selected problem group and to identify the stakeholders involved. During this process, the participants gathered ideas on how the selected problem could be addressed or resolved. The participants evaluated the emerging proposals and, based

on these, developed the solution proposal package, using map-based visualization tools. Regarding the proposal package, they also defined the circle of stakeholders, identifying who could be potential supporters, who were neutral, and who were opponents. Finally, the selected spokesperson or spokespersons presented the proposal in five minutes, addressing the rationale for choosing the problem, the elements of the solution proposal package, and the findings related to the stakeholders.

In this phase, the Yellow Team chose making the accident hotspots identified at the September educational session safer as their main planning task. Accordingly, the participants discussed the most dangerous intersections and road sections in the district area between Gloriett-telep and Almáskert, focusing on possible solution proposals and which local stakeholders they affect.

The participants emphasized that Méta Street is particularly accident-prone, where both the traffic regulations and the road structure need to be reconsidered. They consider the intersection of Méta Street and Ipacsfá Street to be especially dangerous, where a roundabout and a complete traffic reorganization would be necessary, taking into account the traffic from the nearby industrial park, wholesale market, and bus parking lot. According to the team members, the traffic from the industrial park causes significant problems; although many residents would like it to be relocated, the participants also acknowledged that this is not realistic for economic reasons. As an alternative solution, they proposed diverting truck traffic through the Halmierdő forest. At the other end of the forest, Szálfa Street is also a dangerous road section: due to vegetation and elevation, visibility is problematic, so residents urge the construction of a planned roundabout at the intersection with Lőrinci Road. At the same time, the participants admitted that the district leadership has probably already made efforts to eliminate this accident hotspot earlier; however, difficult cooperation with Pilisi Parkerdő Zrt., which manages the forest, may be an obstacle to the solution. Indeed, the larger space requirement of the proposed roundabout would almost certainly affect the forest area.

During the discussion of accident-prone road sections, Cziffra György Street was also mentioned, where the turning of bus number 182 is difficult. After a lengthy debate involving broader traffic management issues, the team members proposed installing a traffic light instead of a STOP sign to allow the bus to exit safely. On the other side of Cziffra György Street, towards the Szent Lőrinc housing estate (referred to by participants as the "KISZ housing estate"), team members also indicated that it would be worthwhile to repaint the pedestrian crossings to prevent accidents.

The participants also considered the sidewalk islands on Üllői Road to be accident-prone, as although they assist pedestrians, such as those heading to kindergarten, their excessive size has already caused several car accidents. Paradoxically, they therefore suggested reducing the size and width of the sidewalk islands to enhance traffic safety.

Furthermore, it was raised as a problem that drivers coming from Gyál on Alacsikai Road towards Almáskert drive too fast, prompting residents to request traffic calming measures, such as a speed-sensitive traffic light. A good example from Pomáz was cited, where the traffic light only turns red if a vehicle approaches the intersection exceeding the speed limit.

A related comment was also made by a participant opposing the opening of Halomi Road towards Vecsés.

Smaller but important local issues were also raised: the pedestrian crossing in front of Vörösmarty Mihály High School is difficult to access due to overgrown vegetation, which, according to the participants, should be cut back by the city maintenance department. Furthermore, several people requested better lighting at the pedestrian crossing on Kétújfalu Street, as well as clearer signage for the "roundabout" at Gilice Square. Finally, suggestions related more broadly to traffic safety were also brought up, such as having garbage trucks start earlier or use side streets, as their current route causes congestion and hazardous situations.

Green Team

The second community assembly organized for Budapest's 18th district, Pestszentlőrinc-Pestszentimre, or the elaboration weekend of the first community assembly, during the second block of the first day, the participants shifted from the district-level, community scale to solving local transportation problems. This block also began with a tuning-in discussion, during which the participants, using the map-based presentation of problems identified on the September education day by district parts, selected one issue to address from the three main problem groups – accident hotspots; poor transportation accessibility; excessive pollution load caused by transportation.

The teams' task was to develop a proposal package related to the selected problem group and to identify the stakeholders involved. During this process, the participants gathered ideas on how the selected problem could be managed or resolved. The participants evaluated the emerging proposals and, based on these, developed the solution proposal package, using map-based visualization tools. Regarding the proposal package, they also defined the circle of stakeholders, identifying who could be potential supporters, who were neutral, and who were opponents. Finally, the selected spokesperson or spokespersons presented the proposal in five minutes, addressing the rationale for choosing the problem, the elements of the solution proposal package, and the findings related to the stakeholders.

The Green Team focused on reducing the burden caused by traffic among the sets of problems identified on Education Day. Four problematic points were identified in the examined area, mostly outlined by the team member living closest to the respective problem area. The team worked with particularly high consensus on this task; identifying the problems was much easier than developing solution proposals and identifying stakeholders. Despite the informative presentation held before the task, the latter still posed difficulties for the team members, and in most cases, only the most obvious stakeholder could be identified. The team ultimately approached the problem set primarily from the perspective of environmentally friendly transportation and local livability.

First, the terminus of bus line 136 at the Havana housing estate was discussed, where buses wait with their engines running for several minutes to maintain the schedule, but this often causes congestion behind them. This results in air pollution while pedestrians – including many schoolchildren – are moving around there. Therefore, the team's proposal is to create a bus bay or relocate the stop to the vicinity of the Penny Market so that the vehicles do not obstruct traffic and do not pollute the air.

The second proposal was the one-way traffic regulation of Kolozsvári Street. Due to parked cars, the cross-section of the street available for traffic proves to be narrow, making two-way traffic dangerous on the street. Moreover, two-way traffic often causes congestion because, due to the narrow cross-section, drivers can only let each other pass at intersections, which leads to traffic jams and thus localized additional pollution. The Green Team proposed that traffic should be one-way from Baross Street, so a traffic engineering intervention could reduce congestion, accident risk, and incidentally, the emitted pollutants.

The third identified issue concerns Petőfi Street. The problem here is multifaceted; during the stakeholder identification process, public transport users, drivers, and pedestrians were all mentioned. Due to municipal planting in this busy street, the sidewalks have narrowed, and the bushes and trees often lean into the pedestrian path, making it particularly difficult for those with strollers and wheelchairs to navigate the sidewalk. These bushes should be regularly pruned and monitored, just like parking on the sidewalks. Cars stopping on the street cause problems both for pedestrians and passing buses if they stop even slightly close to the roadway. This latter issue is problematic because buses barely fit side by side as it is, and a car parked along the curb line forces buses to make additional maneuvers, which they cannot always perform smoothly, further slowing the traffic flow on the street. The traffic is not fast anyway, as there is no possibility to create bus bays at the stops. At the intersection with Dobozi Street, the need for a pedestrian crossing was also raised, which, although primarily a measure aimed at accident prevention, is one of the street's problems due to heavy cross-direction pedestrian traffic at the intersection without a safe crossing option. Proposed solutions included narrowing one side of the sidewalk to 1.5 meters, thereby widening the roadway available for traffic, as well as a complete ban on parking on the sidewalks.

Finally, it was raised that the old streets of Bókaytelep were not designed for the current volume of through traffic. Cars congest around the schools in the narrow streets, resulting in localized excess pollutant emissions; therefore, a review of the one-way traffic regulations and parking arrangements is necessary here.

3. Comprehensive Renewal of Unused Areas in the Community Assembly

Blue Team

The second community assembly organized for the 18th district of Budapest, Pestszentlőrinc-Pestszentimre, or the elaboration weekend of the first community assembly, on the second day, following the familiarization with the local challenges identified during the educational – September – session, focused on the development of the district's green areas. Each team was required to develop a green-focused development proposal for a selected green area, public space, or underutilized area within the district section they represented. To assist in formulating the proposal, participants received playful support on a team basis. The board game developed specifically for this purpose helps participants define the functions of the selected area and the actions necessary to establish these functions.

The task began with the selection of the development area, to which any team member could propose suggestions; from these suggestions, the team itself ultimately chose the area to be developed. Subsequently, the team members reviewed the available function cards, from which, by mutual agreement, they selected up to five cards for their own proposal. Following this, the team associated action cards (up to ten) with the selected function cards, enabling the formulation of the proposal at a concrete action level. Team members had the opportunity to formulate their own proposals or dissenting opinions if they did not find an action card suitable for the proposed intervention. After reaching an agreement on the proposal and finalizing it, the spokesperson or spokespersons presented the project in five minutes, addressing the rationale for the site selection as well as the chosen functions and actions.

The Kék csapat aimed at the complex renewal of the unused green area located in the Belső major territory.

The planned development would take place on the southern edge of the district, at the border of Gyál and Soroksár, in the Belsőmajor neighborhood. The area is currently located on the periphery of the urban fabric, lacking significant central connections and is in a neglected state. Based on site inspections and resident feedback, we have identified numerous problems; however, a comprehensive, phased development plan has also emerged for the revitalization of the area.

The aim of the concept is to enrich the area with green spaces and community functions, thereby transforming the currently underutilized, marginalized zone into a livable, sustainable, and community-friendly space. A central element of the development is the creation of a new bus terminal on the site of the old cemetery on Kalász Street, which will connect the Imre district with the rest of the neighborhood, improving the accessibility of public transportation.

In addition to the transportation infrastructure, the proposal also includes complementary green space investments: a rest park and a nature trail will be established around the terminal, leading to forested and marshy areas. The Belsőmajor forest is currently underutilized, but the population already uses it for recreational purposes (running, dog walking). During the development, the forest and its surroundings would be organized and functionally segmented: with the creation of benches, picnic areas, running tracks, and spaces suitable for community activities.

The marshy habitat located in part of the area represents a valuable aquatic ecosystem, which we will preserve and integrate into the nature trail during the development. Thus, the conservation function is complemented by educational and recreational roles.

The project's objective is to transform the area into a multifunctional space suitable for sports, recreation, nature observation, and community activities, while upholding the principles of environmental and social sustainability. To this end, the plan includes selective waste collectors, bio-toilets, rainwater harvesting systems, as well as a maintenance model based on civil cooperation, which ensures the long-term upkeep and community integration of the area through a volunteer program.

The development contributes in the long term to:

for the development of public transportation and the improvement of its accessibility,
to increase the orderliness of public spaces,
to eliminate illegal waste dumping,
as well as to strengthening local identity and community cohesion.

The developed space provides suitable conditions for bus waiting, while opening up the surrounding green areas not only for the residents of the 18th district but also for the community of Gyál. Thus, the project simultaneously fulfills green space, cultural ecosystem, and sustainable mobility functions, serving the parallel needs of the urban community and nature.

The development would be carried out in multiple phases, as the area concerned is extensive:

Phase One: the establishment of the terminal station on Kalász Street and the creation of the associated public park. In this area, primarily cultural ecosystem services (restrooms, café, resting areas) and infrastructure related to bus waiting will be developed.

Next phases: nature-based developments will be implemented in the remaining areas, such as the nature trail, the arrangement of forested and marshy areas, benches, picnic spots, running tracks, and spaces suitable for community activities. These sections will focus on further ecosystem services: pollination, water retention, introduction of native species, as well as the reduction of dust, noise, and air pollution caused by the surrounding high-traffic roads, M0 and Nagykőrösi Road.

Orange Team

The second community assembly organized for Budapest District XVIII, Pestszentlőrinc-Pestszentimre, or the first community assembly elaboration weekend, on the second day, following the exploration of local challenges identified during the educational – September – session, focused on the development of the district's green spaces. Each team was required to develop a green-focused development proposal for a selected green area, public space, or underutilized area within the district section they represented. To assist in formulating the proposal, participants received playful support on a team basis. The board game developed specifically for this purpose helps participants define the functions of the selected area and the actions necessary to establish these functions.

The task began with the selection of the development area, to which any team member could propose suggestions; the team itself ultimately chose the area to be developed from among the proposals. Subsequently, the team members reviewed the available function cards, from which, by mutual agreement, they selected up to five cards for their own proposal. Following this, the team associated action cards (up to ten) with the selected function cards, enabling the formulation of the proposal at a specific action level. Team members also had the opportunity to formulate their own proposals or dissenting opinions if they did not find an action card suitable for the proposed intervention. After

reaching an agreement on the proposal and finalizing it, the spokesperson or spokespersons presented the project in five minutes, addressing the rationale for the site selection as well as the chosen functions and actions.

During the facilitated discussion on the green spaces to be developed in the district areas, numerous observations and comments were made. Within the limited time available, everyone was able to express their opinion; no substantive debates or conflicts arose, rather the discourse was characterized by agreement and the search for consensus. This attitude also defined the group dynamics during the board game.

As a general issue, it was raised that, based on the perception of the residents, many people comply with the building ratios specified in the Local Building Regulations (HÉSZ) on private properties, thus the heat island effect is increasingly prevalent even in garden city zones (e.g., Szent Imre garden city). The maintenance and upkeep of green areas were also assessed as a cross-district problem. Dead and decayed trees pose an accident risk, and their replacement after removal does not always take place. Along Üllői Road, significant dust pollution was highlighted, primarily resulting from the lack of green spaces. The area around Szarvas csárda square and Lőrinc Center was evaluated as one of the district's most significant heat islands, where intense rainfall may cause problems with water drainage.

Several locations were considered for the selection of the public area to be developed. On one hand, the underutilized areas of Ganz Garden City, whose revitalization could facilitate their integration into the urban fabric. As another option, the complex revitalization of the Lőrinc Center and its surroundings was proposed, as most of the issues raised concerned this area. The group ultimately developed its development proposals for this location.

Several actions serve to increase the green areas in the development zone. Along the tram tracks, the planting of new trees and the establishment of lawns between the tracks are encouraged, with a preference for native species in the former case. In recent years, several residential parks have been built in the area, and a significant investment is currently underway. For these, it is recommended to use architectural solutions (green facades and green roofs) that can increase the proportion of urban green spaces, thereby mitigating local dust pollution and the heat island effect.

Another critical issue in the development area is the drainage of rainwater. On concrete and paved surfaces, drainage poses a problem; after intense summer rainfall, it has occurred that the channels between the market and the residential park could no longer carry away the water. In addition to developing the channel network, a proposal was made to enhance the area's water retention capacity, primarily through the creation of rain gardens and the use of rainwater for irrigation.

Within the ring of sports fields, there is a relatively large green area available. According to the development concept, the area could be ideal for the creation of a leisure park, which, through the installation of street furniture and the designation of picnic spots, would appear as a new community space on the mental map of the local population. On site, as part of the urban agriculture initiative, the establishment of a community-maintained garden is also included in the proposal package. Freely accessible herb and spice gardens could provide opportunities for educational content delivery,

potentially facilitated by the placement of several informational boards. The maintenance of the green area and the enforcement of rules could also be supported by civil organizations specialized in this field. Overall, these synergistically connected proposals could transform this underutilized area into a new community experience park, while preserving its green space character.

The location of the potential green space development

Red Team

The second community assembly organized for Budapest District XVIII, Pestszentlőrinc-Pestszentimre, or the first community assembly elaboration weekend, on the second day, following the exploration of local challenges identified during the educational – September – session, focused on the development of the district's green spaces. Each team was required to develop a green-focused development proposal for a selected green area, public space, or underutilized area within the district section they represented. To assist in formulating the proposal, participants received playful support on a team basis. The board game developed specifically for this purpose helps participants define the functions of the selected area and the actions necessary to establish these functions.

The task began with the selection of the development area, to which any team member could propose suggestions; the team itself ultimately chose the area to be developed from among the proposals. Subsequently, the team members reviewed the available function cards, from which, by mutual agreement, they selected up to five cards to support their proposal. Following this, the team associated action cards (up to ten) with the selected function cards, enabling the formulation of the proposal at a specific action level. Team members also had the opportunity to formulate their own proposals or dissenting opinions if they did not find an action card suitable for the proposed intervention. After reaching consensus on the proposal and finalizing it, the spokesperson or spokespersons presented the project in five minutes, addressing the rationale for the site selection as well as the chosen functions and actions.

The Red Team, representing the Erzsébettelep – Bélatelep – Lakatostelep – Rendessytelep – Liptáktelep – Havanna-lakótelep – Lónyaytelep districts, discussed the following three possible green space development locations: Balázs Lake in Erzsébettelep, the Lakatos housing estate as a comprehensive site, and Piac Square in Lónyaytelep. Balázs Lake is one of the few fishing lakes found in the capital. It is an ideal location for relaxation and recreation, thus a potential site for development; however, since the area is owned by a fishing association, there is less justification for a municipal development plan. The Lakatos housing estate is one of the most populous parts of the district, and although, according to the team members, it is well supplied with green spaces, there is always room for development in an area of this size. Finally, Piac Square is a well-defined area with good conditions but is underutilized, providing a solid basis for the development of a green space concept. Ultimately, by majority vote of the team members, Piac Square was selected as the development action area.

At the site bounded by Üllői út – Széchenyi István utca – Aranyeső utca – Piac tér, based on a development concept, social rental apartments (swallow houses) will be built on the area closest to Üllői út, which currently functions as a parking lot. The team's proposal is thus to create a community park on the remaining parts of Piac tér, aligning with the social rental housing concept, as well as with the function of the KRESZ track established at the corner of Aranyeső utca – Teleki utca, which previously also operated as a parking area.

In the concept of the community park created from the underutilized area, the former, current, and anticipated functions of the site are all reflected. The name of the public space refers to its previous market function, to which the development concept is connected by establishing a location for a community small market that supports the sale of local products. The community-organizing function provided by the environment would be further strengthened by the addition of local picnic tables and dining options, as well as the creation of a small-scale outdoor dining area.

Since the KRESZ park currently attracts families and children to the site, the newly established public park would also have an important educational and inspirational function. Interactive walls and playful informational elements would be installed in the area, and there would also be an opportunity to adopt trees, which would support the learning and awareness-raising of both children and adults. In addition, selective waste collection and the promotion of bicycle traffic would also be implemented.

The rainwater utilization function is also a prominent element of the development, which on the one hand involves the creation of rain gardens and stormwater reservoirs, and on the other hand the establishment of a rainwater retention system modeled after Szeged.

Last but not least, the establishment of birdhouses (“swallow house – swallow nest”) and the planting of trees would also take place in order to fulfill the function of regulating the local microclimate. To strengthen this, the team proposes to include the route of Teleki Street and Jegenye Avenue in the development concept, where a “green corridor” would be created between the newly established public park and the Pestszentlőrinc railway station, accessible both on foot and by bicycle, developed through the planting of new trees and the maintenance of existing ones. This development element was inspired by the lush and rich green vegetation currently present on the section of Teleki Street between Nefelejcs Street and Aranyásó Street. The proposal package also includes traffic calming measures and the establishment of a restricted access zone, which would help gain the support of local residents for the development.

Yellow Team

The second community assembly organized for Budapest District XVIII, Pestszentlőrinc-Pestszentimre, or the elaboration weekend of the first community assembly, on the second day, following the exploration of local challenges identified during the educational – September – session, focused on the development of the district’s green spaces. Each team was required to develop a green-focused development proposal for a selected green area, public space, or underutilized area within the district section they represented.

To assist in formulating the proposal, participants received playful support on a team basis. The board game developed specifically for this purpose helps participants define the functions of the selected area and the actions necessary to establish these functions.

The task began with the selection of the development area, to which any team member could propose suggestions; from these proposals, the team itself ultimately chose the area to be developed. Subsequently, the team members reviewed the available function cards, from which, by mutual agreement, they selected up to five cards for their own proposal. Following this, the team associated action cards (up to ten) with the selected function cards, enabling the formulation of the proposal at a specific action level. Team members had the opportunity to formulate their own proposals or dissenting opinions if they did not find an action card suitable for the proposed intervention. After reaching an agreement on the proposal and finalizing it, the spokesperson or spokespersons presented the project in five minutes, addressing the rationale for the site selection as well as the chosen functions and actions.

The Yellow Team started from a relatively advantageous position in that its members came from the same residential area. In terms of age and gender composition, they were able to work together as a relatively heterogeneous micro-community during the tasks.

When selecting the action area, ideas came in rapid succession. Initially, the entire district was scrutinized, but eventually, consensus was reached to focus on green spaces near their own residences. As a result, the following ideas emerged in the first round:

1. Development of Ganzkertváros: There is a large field in the area that has been purchased by a business association with the aim of establishing an industrial park on it. The team agreed that this could worsen the living conditions of local residents, and therefore they would support the municipality's intervention against this. In their opinion, better utilization possibilities could also arise for the area.
2. Nagy Burma: a neglected area, dangerous from a traffic perspective, full of development opportunities, which consistently appeared as a clear central element throughout the discussion. The only question was what the main intervention points within this area could be.
3. The Halmi Forest, well known to the district residents: a large green area that offers numerous possibilities, and countless functions can be envisioned for it. The real question is whether we manage the fate of the area as a whole or highlight separate subunits?
4. Gloriett park system: Poor green space management methods are being applied by unskilled public workers without any professional supervision. This was criticized by several people and was unanimously stated by the majority of the team. Poor urban management, which definitely needs to be changed.
5. Hargita Square: green areas, including the establishment of bee pastures, their maintenance and care.

There were 4 key speakers in the team, primarily from the middle-aged and older age groups. The final decision was initially difficult, as various interests and opinions clashed, sometimes heatedly. Fortunately, the debate was soon steered in a constructive direction, where the younger generation was

also heard. By mutual agreement, through an open, hand-raising vote, the final decision fell on the Nagy Burma – Halmi Forest axis as the complex green area development zone to be developed.

The method proved effective, providing a positive momentum to the team, resulting in closer and calmer cooperation in the future. When selecting interventions and action cards, we aimed to ensure that the final options remained as diverse as possible from each other. We successfully and smoothly excluded those possibilities that did not engage the majority of the team, also through an open vote.

The designated development area included the road section along Fiumei Street and Körös Street, reaching the Halmi Forest and its entire area. The team envisioned a kind of complex, landscaped area with safe traffic corridors that could be well utilized by the community. Great emphasis was placed on biodiversity, as the team could imagine the introduction of native species, the placement of composters, the creation of fairy gardens, and even the planting of fruit trees. The diverse, healthy green area complex developed here, capable of bringing the community together, could strengthen local identity, providing opportunities for physical and mental healing, recreational activities, and relaxation for those seeking it. Finally, the development of blue infrastructure also appeared as an important factor, as water retention capacity and the improvement of the local microclimate are positive aspects that can serve as a strong counterbalance to crowded residential areas characterized by heat islands.

The team completed the task satisfactorily, with members leaving with positive experiences, the majority indicating that they would be happy to participate in such activities again in the future.

Green Team

The second community assembly organized for Budapest District XVIII, Pestszentlőrinc-Pestszentimre, or the elaboration weekend of the first community assembly, on the second day, following the educational – September – session that explored local challenges, the participants focused on the development of the district's green spaces. Each team was required to develop a green-focused development proposal for a selected green area, public space, or underutilized area within the district section they represented. To assist in formulating the proposal, participants received playful support on a team basis. The board game developed specifically for this purpose helps participants define the functions of the selected area and the actions necessary to establish these functions.

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The number of members in the Green Team decreased to 7 on the second day, which gave rise to an interesting methodological issue at the table. The team member absent on the second day lives in the Havana housing estate, causing the previously balanced territorial distribution to shift towards Bókaytelep. This led to an interesting situation when selecting the green space to be developed. One part of the team wanted to develop a package of complex green space improvements in the Havana housing estate, while the other half (mostly from Bókaytelep) preferred to develop the Bókay Garden. Since the group from the Havana housing estate, despite having many good ideas, failed to convince those from Bókaytelep, the Bókay Garden was chosen as the green space. However, this caused the Havana housing estate group to become passive in the next phase of the task. The Bókaytelep group, after winning the vote, did not really know how to proceed with the green space, but due to the limited time available, the table facilitator was unable to hold another vote to decide whether the group should instead work on the complex green space package for the Havana housing estate.

The Green Team initially worked with restrained activity; however, as the work progressed and the importance of the task was recognized, the members gradually became involved in the joint planning. As a result, an action package was created aimed at the functional expansion development of the Bókay Garden, which has a history of over 160 years, focusing simultaneously on environmental education, strengthening community experience, and sustainable green space management.

One of the team's primary objectives was the development of learning and inspiration as a green space function, with particular emphasis on expanding educational community spaces and deepening the connection to nature. A central element of the proposal is the creation of a teaching garden in the currently underutilized area of Bókay Garden. The teaching garden would serve to demonstrate the basics of urban agriculture and forestry, as well as to foster environmental awareness among younger generations. In line with this, the team also proposed the installation of habitats, shelters, and strategically placed feeders, which would contribute to increasing biodiversity and maintaining ecological balance.

As an additional element of the proposal, the group also identified the creation of fairy gardens as a possible development direction. These small-scale, creative green spaces would not only enhance the aesthetic experience of the local community but also contribute to the microclimate regulation of the garden. The plant- and insect-friendly garden islands would improve thermal comfort, mitigate the heat island effect, and increase the ecological value of the area.

The action package includes, as a horizontal element, the need to strengthen community decision-making related to green spaces. The team emphasized that green area developments can only be truly sustainable if they are implemented with the involvement of the local population and based on community needs. Accordingly, the format of the community assembly embodies the good practice of participatory planning, while the proposal package represents the connection between residents' expectations and professional considerations.

Regarding the development of Bókay Park, community demands also aim to expand activities that support physical and mental well-being. The stress-reducing, blood pressure- and cortisol-lowering effects of green spaces are scientifically proven; therefore, it is of paramount importance that these

areas are well-maintained, orderly, and functionally diverse. The team proposed the installation of local picnic tables and smaller outdoor dining areas, as well as the organization of a regular producers' market to showcase the products of local micro and small-scale producers. These initiatives would simultaneously strengthen community cohesion and the local economy.

An element of outstanding importance from the perspective of sustainability is the local collection and use of rainwater for irrigation purposes. According to the group's observation, during summer drought periods, vegetation often dries out and then quickly regenerates after rainfall – this "seesaw effect" could be mitigated by water retention and conscious irrigation. The proposal suggests that by installing underground storage tanks, rainwater could be utilized over a longer term, which also represents a forward-looking solution from a climate adaptation perspective.

In order to provide shading and soil protection for the garden, the team proposed additional afforestation, primarily along the walking paths, aiming to enhance visitor comfort and promote natural evapotranspiration. Furthermore, they recommended expanding the composting of locally generated organic waste, which simultaneously supports circular economy practices and improves soil quality.

Overall, the Green Team's action package aims at the sustainable, educational, and community-oriented development of Bókay Garden. The proposals collectively contribute to strengthening environmental education, expanding recreational and community functions, and adapting to climate change. Through the planned interventions, Bókay Garden could serve not only to preserve the green heart of the 18th district but also to reinforce its active, instructive, and community-building role.

	Sample (number and %)	Sample (number and %)	District
Men	36	47.37%	47.33%
Women	40	52.63%	52.67%
18-35	18	24%	23.03%
36-45	16	21%	18.39%
46-65	24	32%	34.23%
65+	18	24%	24.35%
General Evaluation of the Event		General Evaluation of the Event	
Aspect	Average Score (1–6)		
How useful was the event for you?	5.9		
Location	5.8		
Organization, Execution	5.8		
Catering (meals)	4.7		
Preparation of the Professional Program	5.7		
Implementation of the Professional Program	5.8		
Day One - Transportation	Day One - Transportation		

Aspect	Average Score (1-6)	
Presentation of the Results of the Educational Day	5.7	
Presentation of Good and Bad Practices	5.8	
Group Problem Solving (Transportation)	5.8	
Line Network Planner Task	5.9	
Presentation of the Teams' Proposals	5.8	
Voting, Announcement of Results	5.9	
How involved did you feel in the collective thinking and decision-making process?	5.7	
I feel that the proposals of my team represent my opinion.	5.6	
I feel that I have learned from my team	5.8	
How useful was the entire Traffic Day overall?	5.8	
The Organization of the Day	5.9	
The Experience of Teamwork	6.0	
Second Day – Green Spaces	Second Day – Green Spaces	
Aspect	Average Score (1-6)	
Presentation of the Results of the Educational Day	5.8	
Group Discussion on Green Spaces	5.9	
Ecosystem Services Board Game	5.7	
Presentation of Proposals and Voting	5.8	
Joint Formulation of the Day's Message	5.8	
Ceremonial Closing	5.9	
How much did the board game help in understanding the possibilities for green space development?	5.8	
How much did you feel that the jointly formulated proposals are realistically achievable?	5.6	
How satisfied were you with the event overall?	5.9	
How much did you feel that you learned from the others on this day?	5.8	
How inspiring was the day?	5.9	
Overall Satisfaction (Green Space Day)	5.8	
Topic	Positive (+)	Negative (-)
Improvement of Accident Hotspots	residents (inhabitants), passersby, BKK	Pilisi Parkerdő MÁV – costly
Tactical Urbanism and Service Development	travelers to and from the city, school attendees, local government representative, local entrepreneurs (due to the pedestrian street), the other half of the parents, environmentalists	Road, City Guard, BKK, half of the parents, local entrepreneurs due to the one-way system or the closure
Pollution Reduction	traveling public, local Municipality, the other part of	capital city, BKK, Public Road, some local residents, drivers

drivers

Main Function	Actions / Activities
Learning and Inspiration	Skills Development, Knowledge Sharing – Establishing Local Opportunities for Arts and Technologies – Waste Management: Collection and utilization of locally generated urban waste to enhance energy efficiency; bio-composting, Urbanization Regulation: Partially civil-maintained public space supervision and maintenance
Psychological Experiences	Visualization of Opportunities - Considering Psychological Factors in Area Development (sensory experience, relaxation) - From Farmland to Table: Promoting Local Production and Market Access, Sustainable Food Supply - Sustainable Mobility: Improving Accessibility, Supporting Bicycle Paths and Modes of Transport - Picnic Tables, Providing Community Experiences
Water Retention and Water Management	Retention and Distribution of Rainwater Locally, Water Retention and Regulation Water Management: Collection and Treatment of Locally Generated Rainwater
Habitat Development and Biodiversity	Creation and maintenance of habitats; ensuring favorable conditions for living organisms. Increasing biodiversity, avoiding unnecessary mowing; introduction of native species, Urban forestry: enhancing wildlife, creating ecological refuges, Greening the city: establishing community green spaces
Microclimate	Regulation of local microclimate: installation of green and blue infrastructure elements, development of tree stock
