

# The first Sustainable Urban Mobility Plan of Budapest

## How the Balázs Mór Plan was developed

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BUDAPESTI  
KÖZLEKEDÉSI  
KÖZPONT

# Foreword – mobility needs vs. infrastructure

1901

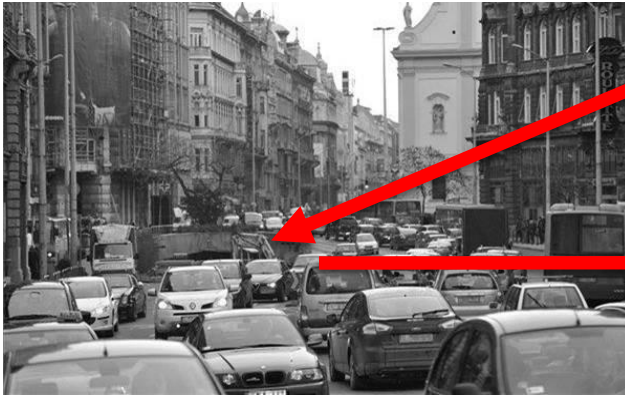


1963



Tram built

1990



Tram removed, car under path built

2015

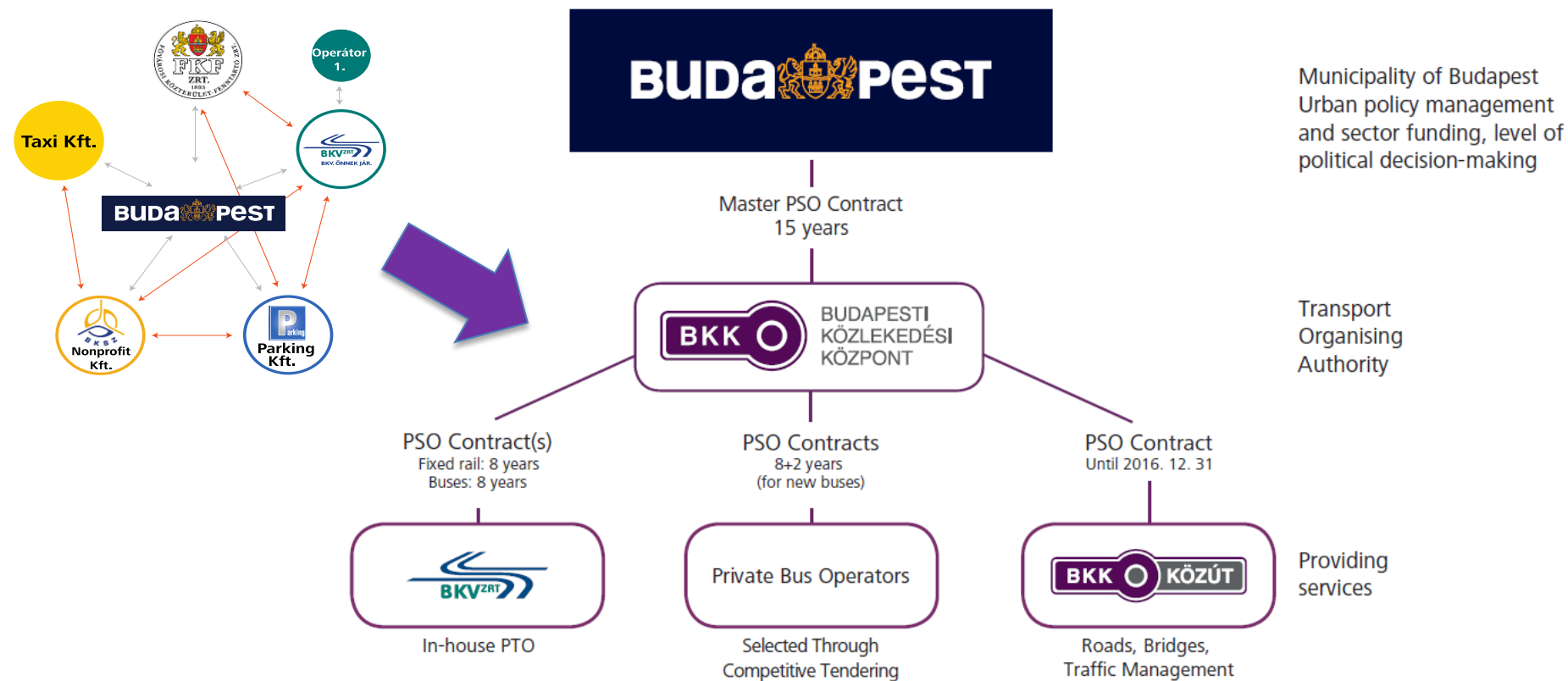


Car under path removed, tram planned

# Foreword – integrate locally, cooperate regionally



# Public Service Obligation (PSO) contract framework after 2010



# Responsible mobility management – balanced services

**Harmonising the demand/supply ratio** of transport modes, based on

- real time information and
- long-term strategic values.

**No absolute priority** among transport modes, travel demand is to be influenced based upon

- sustainability principles,
- real society demands and
- reasonable economic costs.

**Partnership** – working together with the operators, involving the general public.



Source: europa.eu

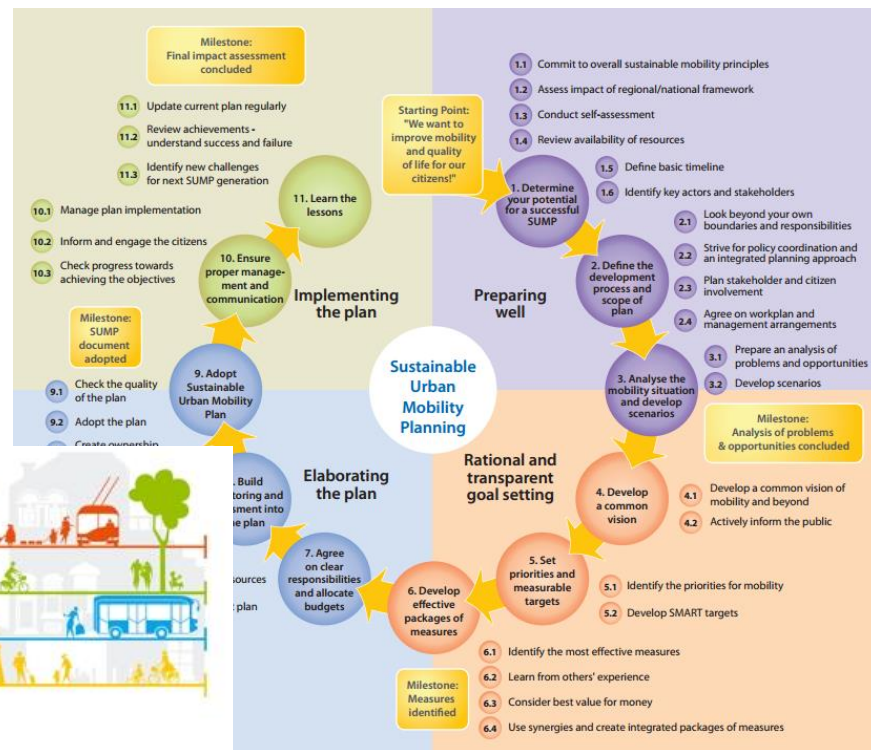


# Sustainable Strategy – a deliverable or a process?

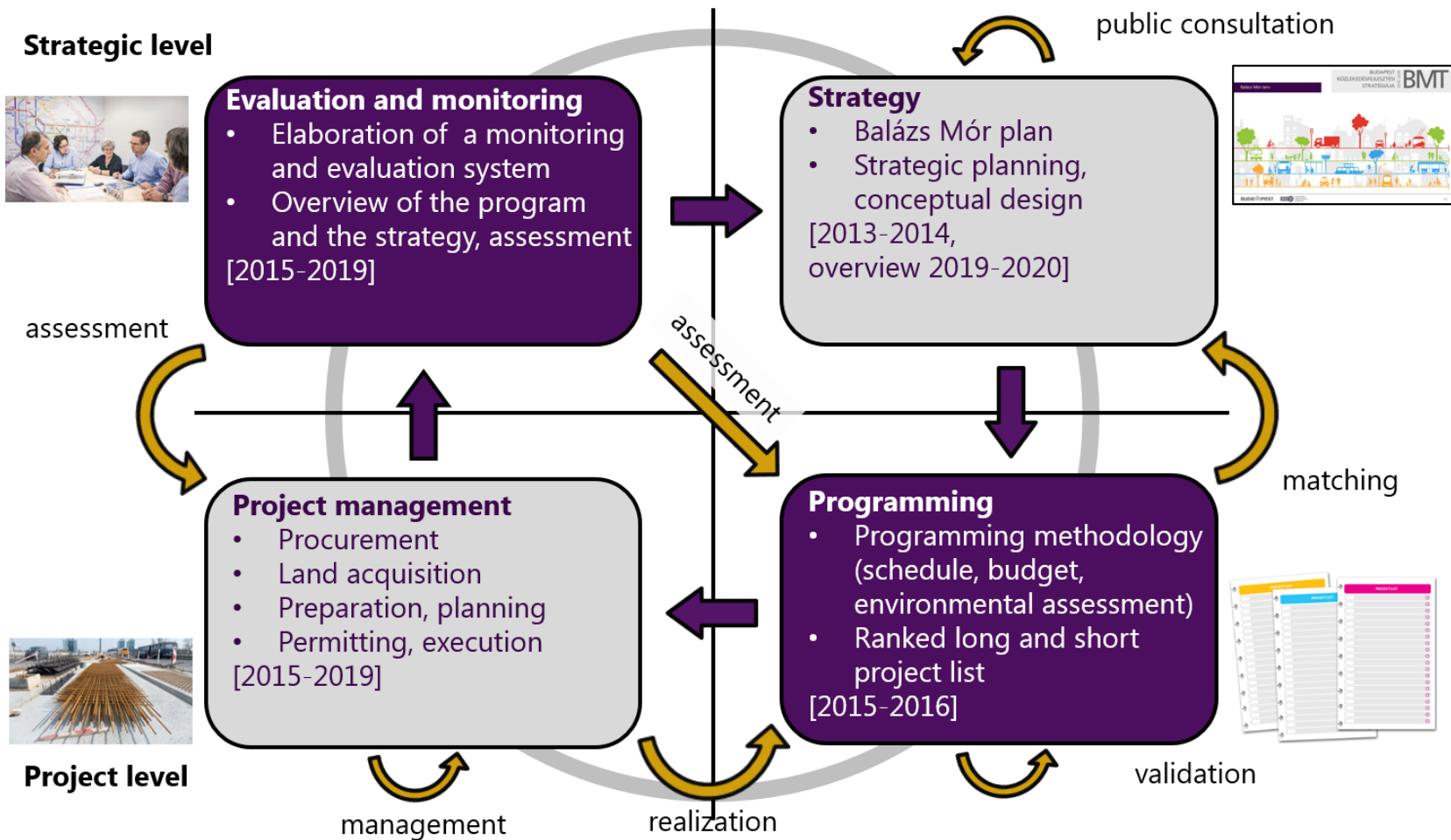
BKK participated in the reviewing process of the SUMP **Guidelines**.

Different interpretations of SUMP:

- Is it a **PLAN**?
- or a **PLANNING** process?



# The simplified process of strategic planning



# STEP 1 – STRATEGY: City vision – role of transport

The **future vision** of the City of Budapest is stated in the **Urban Development Concept Budapest 2030**:

*„Budapest is a **livable** and **attractive** capital city with unique character, and is an esteemed member of the European urban network, and intends to be **innovative** economic and cultural center of the country and of the city region.”*

The **role of transport is to enable** the realization of that vision:

*„The transport system of Budapest should improve the competitiveness of Budapest and its region, and contribute to a **sustainable, livable, attractive** and **healthy** urban environment.”*



## BUDAPEST 2030

HOSSZÚ TÁVÚ VÁROSFEJLESZTÉSI KONCEPCIÓ

Étv. 9.§ (6) bekezdés szerinti eljárásra  
(Étv. 2012. december 31-ig hatályos szabályai szerint)

2013. FEBRUÁR

BUDA  PEST



# STEP 1 – STRATEGY: Integrated approach – specific objectives

The **key word** to approach the definition of transport specific, strategic objectives in Balázs Mór Plan is **integration**, establishing links between:

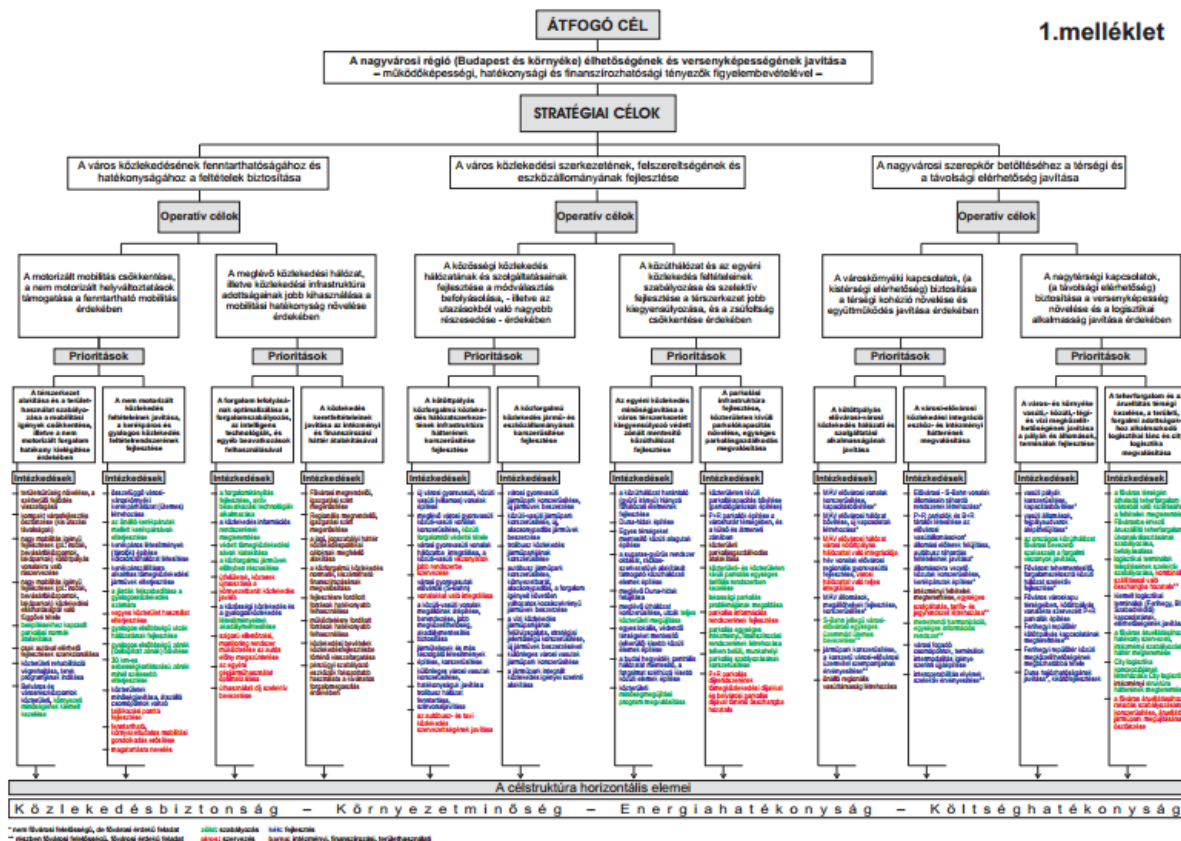
- **urban** and **transport development**,
- development and operation tools of **various transport modes**,
- and systems at **local, regional and national level**.

The **specific objectives** of transport development in Budapest:

- I. **LIVEABLE URBAN ENVIRONMENT**
- II. **SAFE, PREDICTIBLE AND DYNAMIC TRANSPORT**
- III. **COOPERATION IN REGIONAL CONNECTIONS**



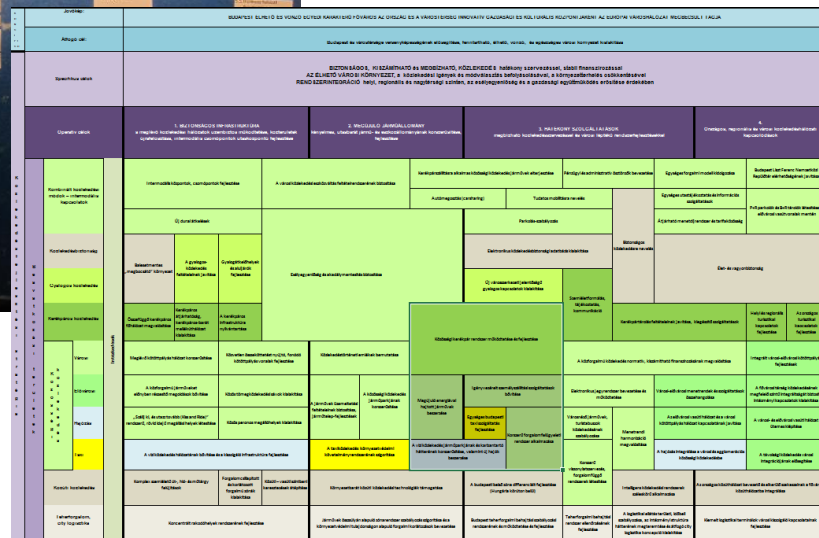
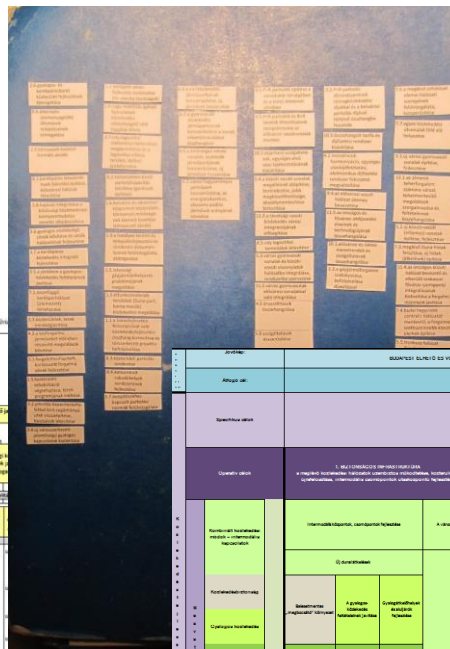
## STEP 1 – STRATEGY: Former system development plan – criticism



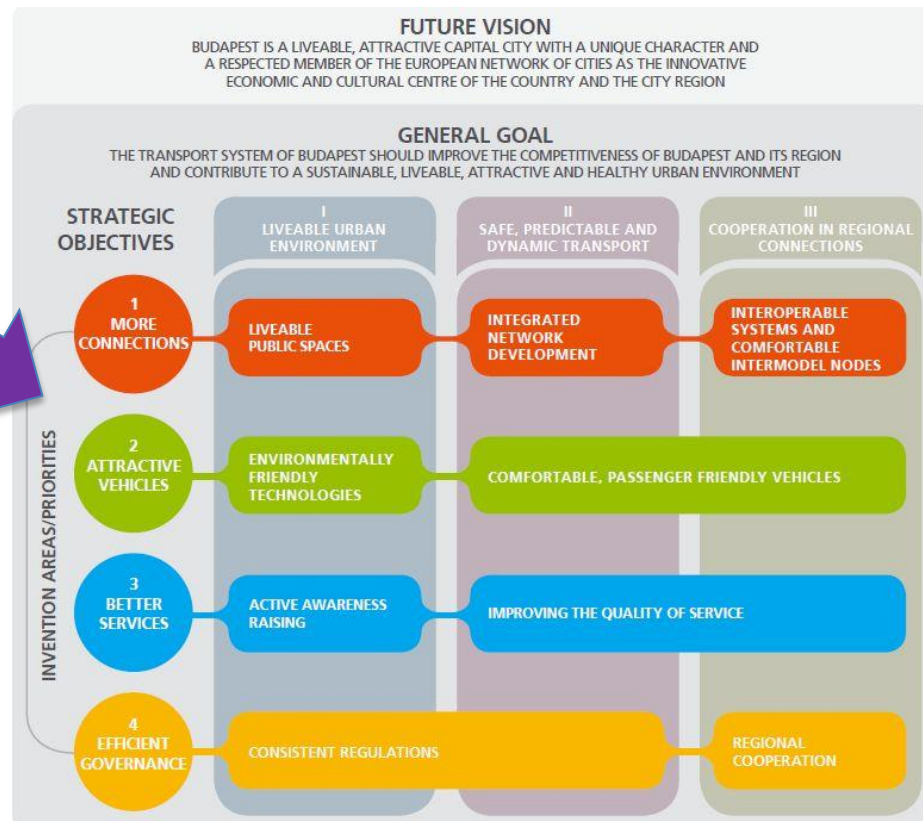
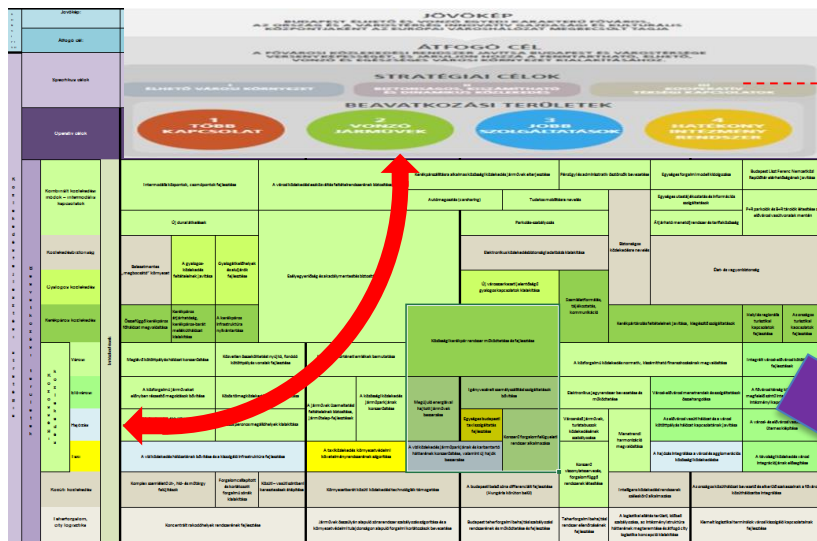
- **Strategy?**
- Program?
- **Project list?**
- Ranking?
- **Priorities?**
- Schedule?
- **Realistic?**

(especially after the worldwide financial crisis in 2008)

## PROBLEMA 1.



# STEP 1 – STRATEGY: Finding the right matrix





# STEP 1 – STRATEGY: Priorities – Areas of intervention

1

## MORE CONNECTIONS

*Safe, high quality, integrated transport infrastructure*

2

## ATTRACTIVE VEHICLES

*Comfortable, environmental friendly vehicles and equipment*

3

## BETTER SERVICES

*Efficient, reliable traffic coordination*

4

## EFFICIENT GOVERNANCE

*Consequent regulation, regional cooperation*

**56 measures** defined in the draft document.

B

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# STEP 1 – STRATEGY: Public consultation

## Approval of draft version of BMT and communication plan for public consultation (June 2014):

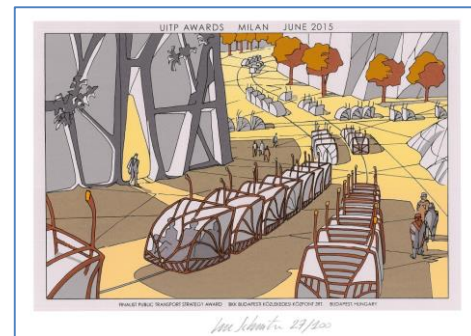
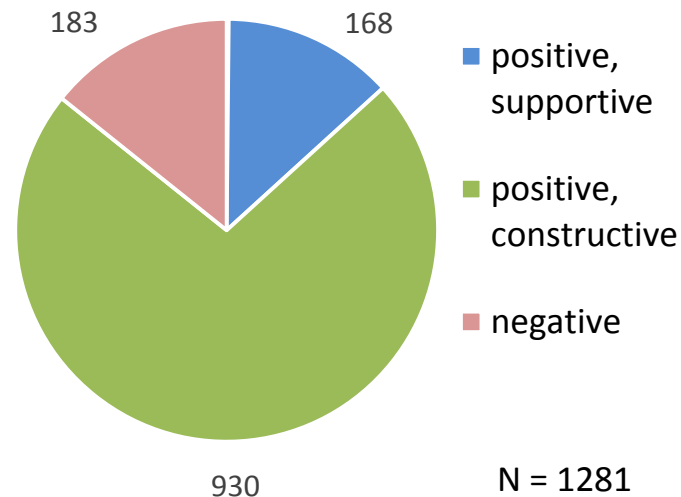
- Schedule of tasks
- Definition of target groups
- Preparation of communication channels (website, questionnaire, official letters)

## Public consultation (October-December 2014):

- Open forums, online questionnaire, BMT mailbox
- 271 registered letters, 1300 opinions, 600 filled questionnaires received
- **Good feedback: mostly positive and constructive!**
- **88% supports switching to sustainable modes**

**UITP Award, „Rupprecht score”: 72 points**

## Feedback received



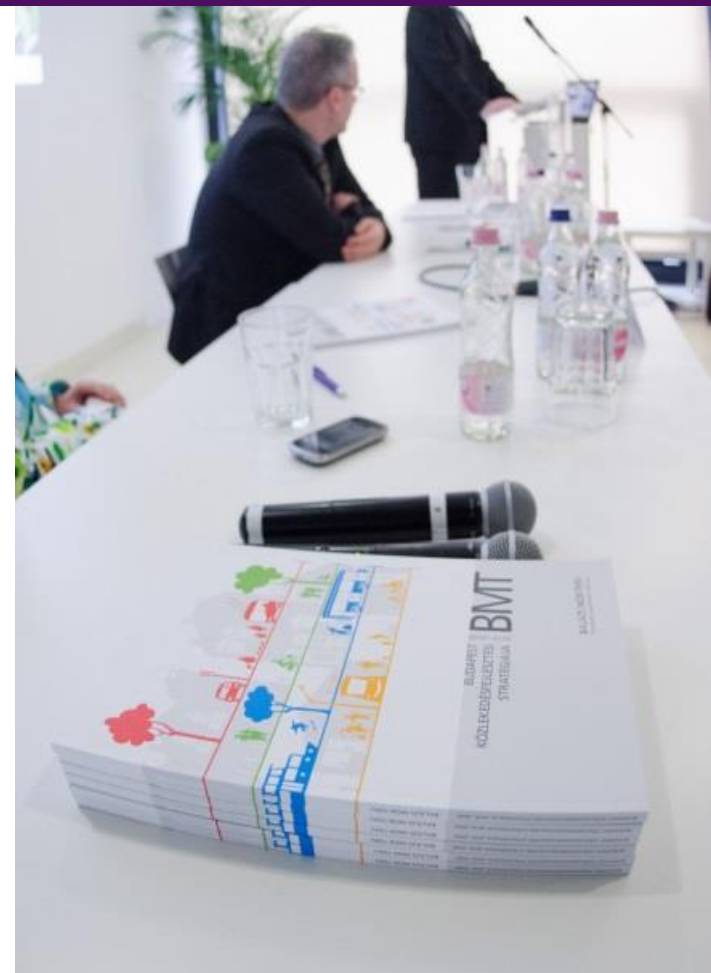
# STEP 1 – STRATEGY: Institutional cooperation

**Cooperation with several stakeholder institutions,**  
among others with:

- Hungarian National Railways Ltd.
- National Infrastructure Developer Ltd.
- Volánbusz Ltd. – Hungarian national bus service operator and provider
- JASPERS

Main outcome of public consultation and institutional cooperation:

- **3 new measures defined** for BMT (thus the final version contains **59 measures**)
- **16 measures were fine tuned**



# STEP 2 – Programming

## Objective:

**Compilation of a reasonable project list until Q1 2016** based on:

- available resources and
- professional and city policy aspects

## Tasks:

- definition of **projects**, testing of projects against defined measures
- definition of **priorities** and **ranking**
- identification and assignment of **resources** to projects
- scheduling and elaboration of package of proposals ("long list") based on expert decision



## "Long list" → "short list":

- professional proposal → owner's decision
- finalisation of professional proposal
- **approval** of owner
- short list
- implementation



# STEP 4 – Monitoring & Evaluation

## Objective:

**Creation of a new Monitoring & Evaluation method until Q1 2016** for tracking the implementation of the projects and their conformity with strategic objectives.



## Previous methodology:

- **project** accomplished / not accomplished



## New methodology:

- project accomplished / not accomplished
- feedback to programming (**indicators**)
- **review of strategic goals** (Is the result in line with the goals? Do the goals need to be modified?)

# STEP 3 – Projects, implementation of the strategy

## Objective:

**Realization of short listed projects** within the defined technical, time and resource framework (by 2020).

## Tasks:

- study- and dispositional plan
- public procurement
- land acquisition and utility work
- design- and construction plan
- authorization
- implementation



# The role of the Integrated Macroscopic Transport Model

The macroscopic transport model of Budapest is an important analytical tool for **strategy implementation**.

**Reliable information** on:

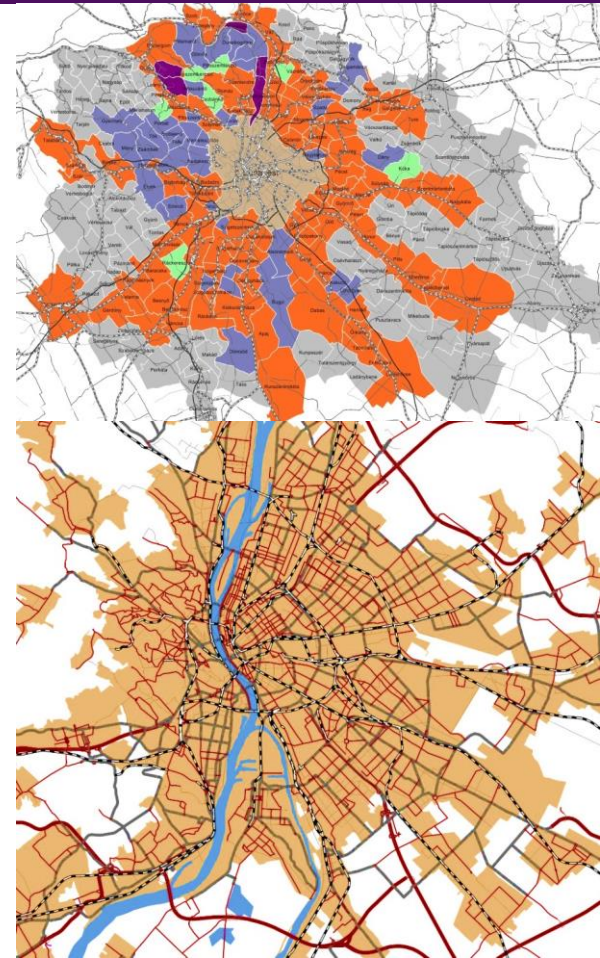
- actual and future transport **demand**
- **expected** social, environmental and economic **impacts** of measures

**Data provision** for:

- **cost-benefit analysis**
- **monitoring and evaluation**

Available from September 2015:

- **Unified basis** for transport development in Budapest and its agglomeration.
- **Accessible** for all relevant stakeholders.
- Fits into the transport model of the **National Transport Strategy**.



# Challenges of SUMP in Budapest

Current challenges for the implementation of SUMP in Budapest:

- **Collection, systemization and management** of currently available transport related **database**
- Definition of **SMART indicators**
- **Resource assessment** for the operation of M&E system (extra staff, skills needed)
- Strengthening of **participatory planning** approach
- Embedding **international** knowledge



 **CH4ALLENGE**

 **flow**

**Vol. 2**

2014–2030

**BMT**

- Programme
- Indicators
- M&E

MÓR BALÁZS PLAN  
Draft for public consultation



Thank you for your  
kind attention