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Reforming governance to plan for Sustainable Urban Mobility Planning

The experience of Budapest

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- Facts and figures of Budapest
- What is BKK (for)?
- Transport Strategy vs. Mobility Plan



Budapest and its agglomeration

Capital city of Hungary since 1873

- 1.700.000 inhabitants
- 600.000 car trips/day
- Modal Split: 60% individual / 40% public)
- Complex geography and hierarchy

Agglomeration (Pest County, 80 settlements)

- 800.000 inhabitants
- 400.000 car trips/day (66% of all trips!)



Reasons for establishing BKK

- Complicated structure unchanged since 1968, unclear competences, bureaucracy, slow processes
- No real authority supervising public operators
- Lack of control resulting in criminal issues and corruption
- Market driven strategies and programs resulting in wrong priorities and unsustainable „dream” projects
- Bad project preparation, delays and cost overruns
- Stakeholders did not co-operate, particular interests ahead of common interest and sense
- No long term strategies for transport development
- Focus on day to day survival
- Cumbersome legacy...

Reasons for establishing BKK

General milestones:

- Clear concept: integrated transport authority (concentrated competence center for public transport, road transport, pedestrian and cyclist transportation tasks)
- Clear competences: professional and responsible provision of design, maintenance, investment and control tasks
- Clear goals: sustainable and fundable operation and development

Change of approach:

- Transportation is one of the most important urban policy tool
- Transportation is an integrated system
- Transportation demands regional development approach
- Transportation services are to be user friendly

FUTURE INSTITUTIONAL SYSTEM

Political decisions and control



delegation of tasks

Managing authority

CENTRE FOR BUDAPEST TRANSPORT



1400 employees in about 10 professional divisions

Public operators



Private operators



Bus services



Metro, Tram, Trolley, Suburban rail services



Roads, bridges, parking management



Infrastructure planning



State of play and near future of BKK

- Municipality elections: 3 Oct 2010, BKK founded on 2 Nov 2010
- Number of employees (Oct 2011): 110
- Take-over of all ongoing infrastructure development projects ERDF/Cohesion Fund
- „BKK Közút” de-merged from FKF (waste management)
- Municipality parking company to merge into BKK Jan 2012 (80 employees)
- Take over of municipality tasks Jan 2012 (35 employees)
- Take-over of PT organising, sales, customer service, passenger information, network planning, new public service contract May 2012
- Total number of employees ~1200




Main responsibilities of BKK

- **Integrated management of urban mobility** *transport strategy, development and management of projects, professional coordination*
- **Commissioning of public transport services** *network planning, commission, control, issuing and controlling tickets, regional coordination*
- **Operation of roads, bridges, traffic management system**
- **Development and operation of new projects and schemes:** *parking, congestion charging, heavy weight traffic charging, bike-sharing, etc.*

Transport Strategy 2001-

- 2001: BKRFT
shopping list of large-scale infrastructure projects – *work contracted out* by the Municipality to a small circle of „distinguished” transport engineers. Preference for road users. 200 pages. Impossible to read and digest.
- 2008: BKRFT review
shopping list extended version, no real review, no real public consultation, same old engineers did the work. It was all about a single project...everything else had to die.

SUMP 2012...?

- BKK has an in-house dept dealing with strategy
- Strategy and development key area for BKK
- BKRFT review must begin anyway
- Take-up of SUMP methodology
- No experience with SUMP in Hungary
- Learning from others is key – back to Europe
- Failed CIRCLE project initiative
- We are open to learn the methodology
- Inclusion of the public  education
- Resource and funding issues – how to start?

Thank you

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