

“Restarting Budapest” – How not to return to business as usual

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„Business as usual” – before Covid

FUTURE VISION

BUDAPEST IS A LIVEABLE AND ATTRACTIVE CITY, ESTEEMED MEMBER OF THE EUROPEAN CITY NETWORK AS AN INNOVATIVE ECONOMIC AND CULTURAL CENTRE FOR THE COUNTRY AND THE METROPOLITAN AREA

OVERALL OBJECTIVE

THE TRANSPORT SYSTEM OF THE CAPITAL NEEDS TO IMPROVE THE COMPETITIVENESS OF BUDAPEST AND TO CONTRIBUTE TO THE REALISATION OF A SUSTAINABLE, LIVABLE, ATTRACTIVE AND HEALTHY URBAN ENVIRONMENT

STRATEGIC OBJECTIVES

I

LIVEABLE URBAN ENVIRONMENT

TRANSPORT DEVELOPMENT INTEGRATED INTO URBAN DEVELOPMENT BY INFLUENCING TRANSPORT MODE NEED AND SELECTION, REDUCING ENVIRONMENTAL LOAD AND IMPROVING EQUAL OPPORTUNITY

II

SAFE, RELIABLE AND INTEGRATED TRANSPORT

JOINT DEVELOPMENT OF THE TRANSPORT MODES THROUGH EFFICIENT ORGANISATION, STABLE FINANCING AND TARGETED DEVELOPMENT

III

COOPERATIVE REGIONAL RELATIONS

REALISATION OF THE REGIONAL INTEGRATION OF THE CAPITAL THROUGH DEVELOPING A TRANSPORT SYSTEM WHICH STRENGTHENS REGIONAL COOPERATION AND ECONOMIC COMPETITIVENESS



First wave



Modal split in 2019:

- Until 2016 Public transport dominated, between 2017 and 2019 the usage of the **private cars increased**,
- **Active mobility slightly increasing.**

Key measures and messages:

- **Satisfying the mobility needs**, servicing,
- Instead of private cars **one should use public transport** (environmental friendly, trendy, communal),
- **Improve the service level** (develop customer centres, ticket control),
- **Preferring front door boarding**, ticket sale on board,
- **Active mobility**, as an **opportunity**.

Modal split during first wave:

- The **number of passengers in public transport dropped by 80-90%**, **car traffic is decreased by 50%**,
- **Active mobility increased slightly** (its proportion increased significantly).

Key measures and messages:

- **Everyone should stay at home**, who can,
- **No one should use public transport** (if so, distance, mask use is mandatory),
- **We are narrowing down the services** (no front door boarding, on-board ticket sales and customer centre),
- **Reducing public transport capacities**: temporary school vacation and Saturday schedules,
- **Active mobility is recommended, supported, safe.**

Measures in Budapest (Spring 2020)

PROTECT – Regaining trust in public transport:

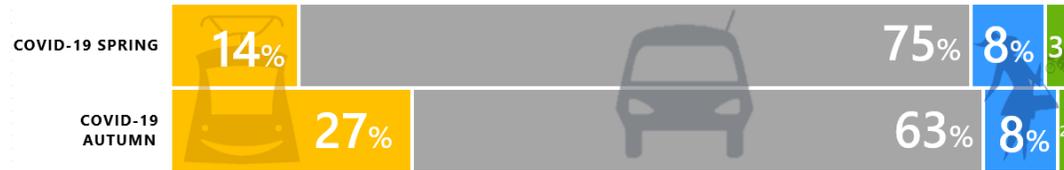
- **Wearing of masks** is mandatory on the public transport vehicles,
- **To protect drivers:**
 - **Front door boarding is forbidden,**
 - **No on board ticket sales,**
- New bus lanes,
- Closing of customer centres,
- Distribution of 60.000 multiple use face masks for passengers,
- Disinfection of vehicles and stations.

PROVIDE – More space to active mobility:

- **Temporary bike lanes** (12 km),
- **The fee of the Bubi public bike-sharing** system was significantly **cut back** (EUR 7,4 -> EUR 0,3 / month),
- Danube bank temporarily closed for cars,
- Traffic calming in central areas.



Relief and second wave



Modal split during summer:

- PT passenger numbers increased up to 80 %, but the usage of the private cars reached around 90 %,
- Active mobility slightly increased further, but less than other modes.

Key measures and messages:

- Public transport is safe, continue using it,
- Public transport is on standard capacity,
- Front door boarding reintroduced,
- Customer centers reopened,
- On board ticket sales still not possible,
- Temporary bike lanes to enhance cycling,
- Traffic calming in the inner city areas.

Modal split during second wave:

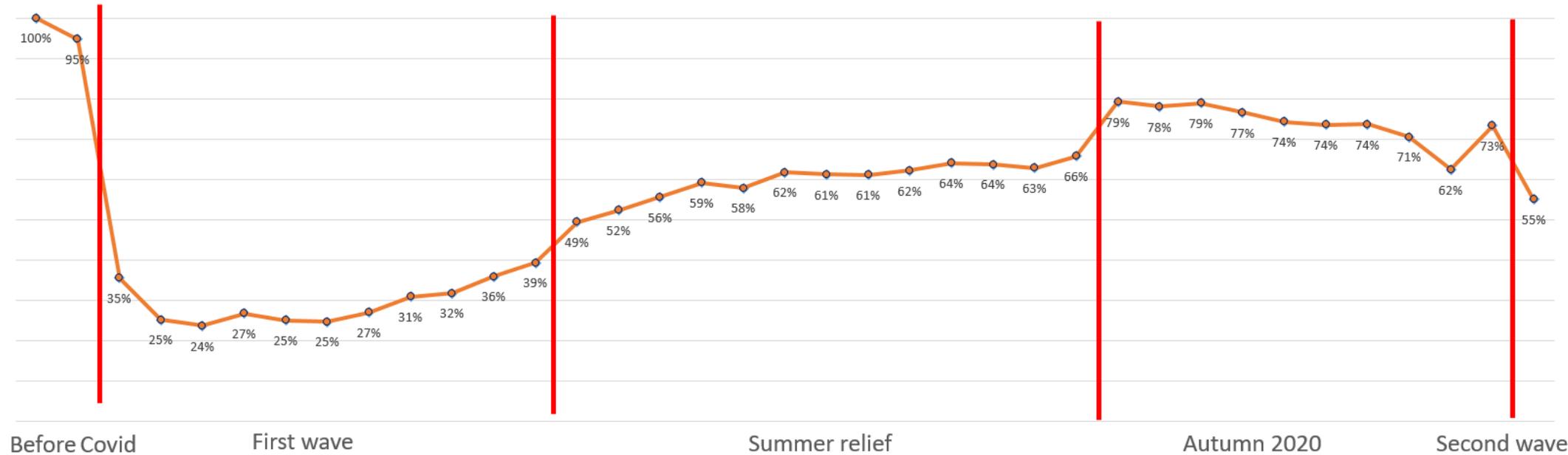
- The number of passengers in public transport fell again to 65-70%, car traffic is up again at 100%,
- Active mobility decreased due to weather conditions.

Key measures and messages :

- Everyone should stay at home, who can,
- Public transport is safe, continue using it,
- We are not narrowing down the services (front door boarding and customer centres stay on service),
- On board ticket sales still not possible
- PT capacities increased to their maximum, peak period extended
- Some bike lanes converted to bus lanes (2,5 km).

Roller-coaster

Ridership average per day during the weekdays on frequent bus lines - in percentage compared to normal weekdays (100%)



Guiding through the next waves

Strengths

- Public transport can operate at **full capacity**,
- Appropriate **protective measures** have been put in place to protect drivers and passengers,
- Public transport operating staff is devoted – like in healthcare.

Threats

- People's **fear will persist in the long term**,
- **More waves of the pandemic** are coming,
- Due to **lack of funding**, the supply of public transport cannot be maintained,
- Necessary **developments** will be **delayed** or cancelled.

Weaknesses

- People are **afraid** to use public transport, **irritability**, **frustration**,
- The need for **distance keeping** is contrary to the philosophy of public transport,
- Significant **loss of revenue** and underfunding.

Opportunities

- By **spreading the peak times**, the peak loads can be reduced,
- **New modes of mobility** may gain ground,
- Demand-driven, **flexible modes of transport**,
- **Cross sectoral cooperation**,
- Opportunity to regain trust, develop **new strategies**,
- Mobility as a Service, **(MaaS) packages**,
- **New funding structures**.

Possible outcomes for transport

Best case scenario (back to the business as usual) – possible but unlikely in the short term:

- As the pandemic situation relieves, **the business returns to the previous „usual”**, we continue to work along the previously set goals,
- According to the optimistic forecast of UITP, **the use of public transport may return to 80% of the previous value within 2 years**,



Worst case scenario (no business) – we hope it will not happen:

- One (or more) **new waves of the virus are arriving, previous systems are becoming unsustainable and are collapsing**, the consequences are unpredictable.



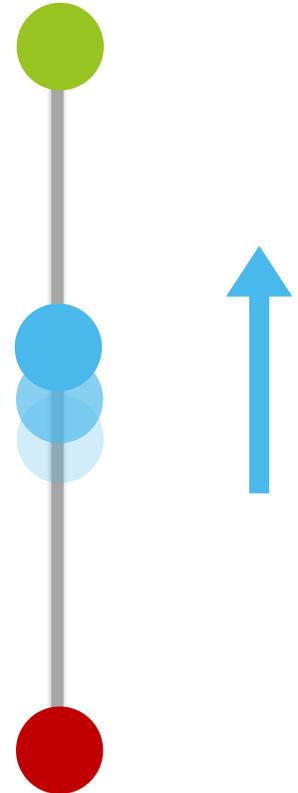
New balance - "business as unusual"

New balance:

With the proliferation of **home office** and the continuing decrease in **tourism** in the medium term, **travel needs are declining globally**:

- **PRO-ACTIVE: Changing role for mass transport**, but with certain measures (spreading of peak periods, strict disinfection, partial restoration of confidence) it remains at an acceptable level - **full rethinking of funding** is needed.
In addition to the travel chain, the **logistic chain gets into the focus** of transport management.
- **PROTECT: Appropriate protective measures** can be taken to prevent the recurrence of the pandemic.
Stricter control on motorized traffic – incentives / prohibitions, road capacity constraints.
- **PROVIDE: Supporting active and new modes of mobility** (demand-driven transport, micromobility, combined mobility, spread of mobility points).
Long-term mobility goals remain valid: environmentally friendly mobility, decarbonisation, climate protection.

Mass transport → Transporting of the masses



Objectives after 2021

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II SAFE, RELIABLE AND INTEGRATED TRANSPORT

III COOPERATIVE REGIONAL RELATIONS

1 IMPROVING CONNECTIONS

LIVEABLE PUBLIC SPACES

INTEGRATED NETWORK DEVELOPMENT

INTEROPERABLE SYSTEMS, CONVENIENT MODAL SWITCH POINTS

2 ATTRACTIVE VEHICLES

ENVIRONMENT-FRIENDLY TECHNOLOGIES

CONVENIENT PASSENGER-FRIENDLY VEHICLES

3 BETTER SERVICES

ACTIVE AWARENESS RAISING

IMPROVING SERVICE LEVEL

4 EFFECTIVE INSTITUTIONAL SYSTEM

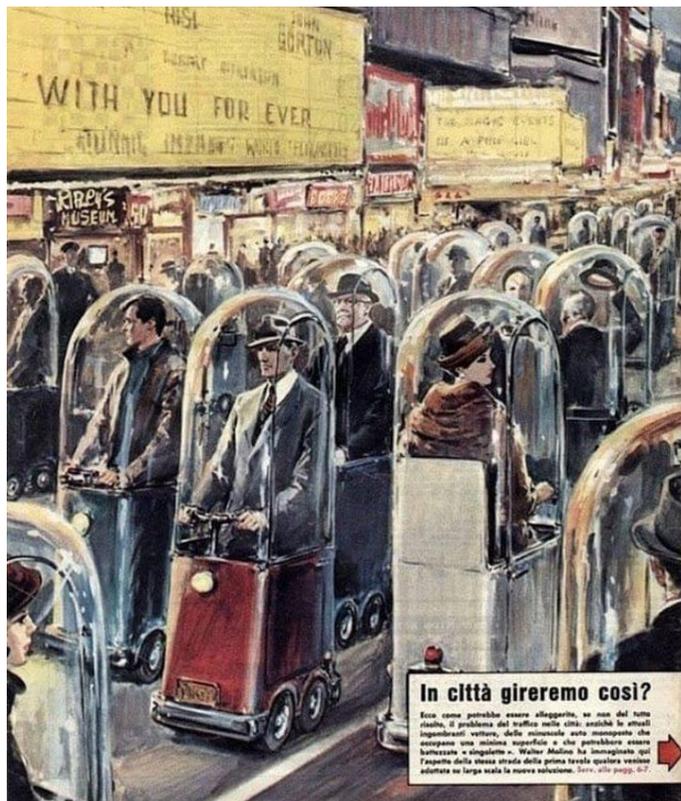
CONSISTENT REGULATION

REGIONAL COOPERATION

INTERVENTION AREAS



„In the year 2525...“?



Thank you for the attention!



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