Finding the balance in the regulation of shared micromobility services with 3 main pursuits

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Budapest is developing shared mobility in line with the city's strategic goals

- Climate neutrality – reducing greenhouse gas emissions

- Healthy urban environment – reducing dust and noise pollution

- Reimagining public spaces

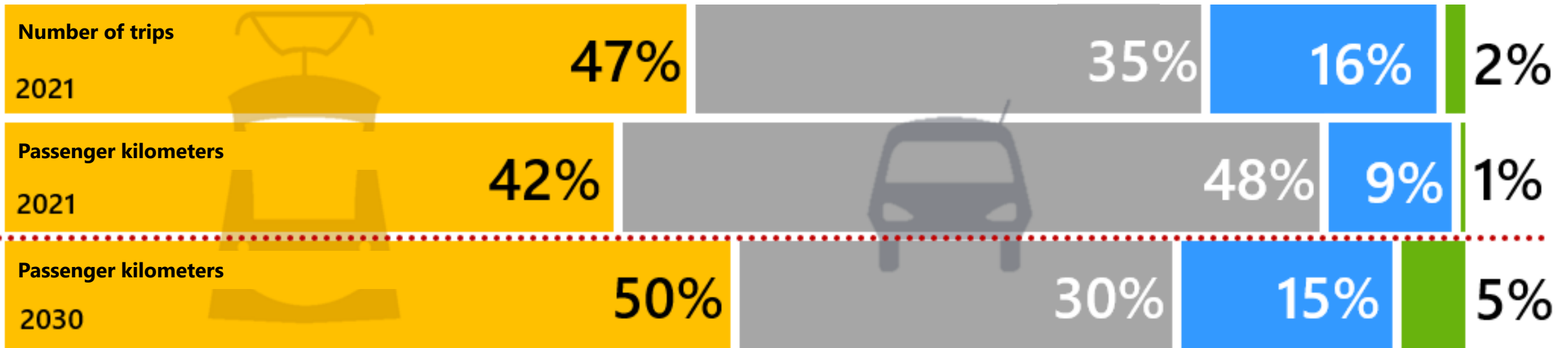- Transport equality

- Efficient transport management

We want to develop sustainable transport modes – we see combining micromobility with public transport as a key enabler to reach our 2030 goals


|	PUBLIC TRANSPORT	PASSENGER CAR	PEDESTRIAN	MICRO
Number of trips 2021	47%	35%	16%	2%
Passenger kilometers 2021	42%	48%	9%	1%
Passenger kilometers 2030	50%	30%	15%	5%

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We have more than 11 thousand shared vehicles in the city currently, which is a sizable fleet compared to the population

Number of shared vehicles in Budapest

BIKES	E-SCOOTERS	MOPEDS	CARS
2450	7600	200	1300
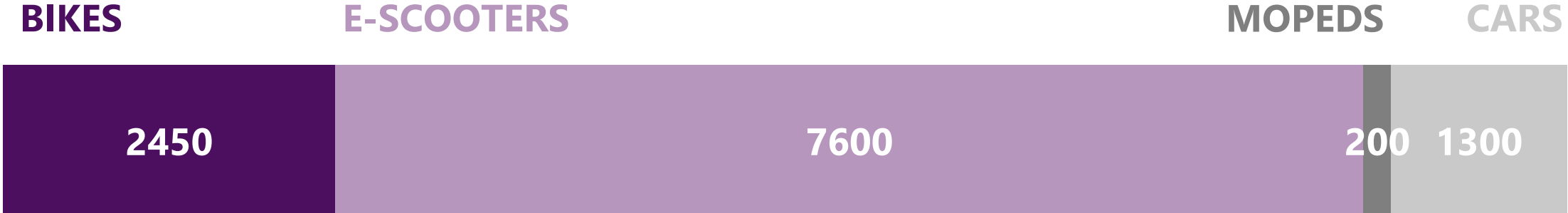
We are planning to build 3 levels of shared mobility infrastructure in the city, starting with the lowest level

- **Micromobility point:** 150m density network in downtown area, designated parking space for micromobility vehicles

- **Mobility point:** 250-300m density network in downtown area, designated parking space for shared cars and mopeds + micromobility vehicles

- **Mobility hub:** built near large intermodal hubs only, offering large capacity designated parking space for all shared mobility and micromobility vehicles
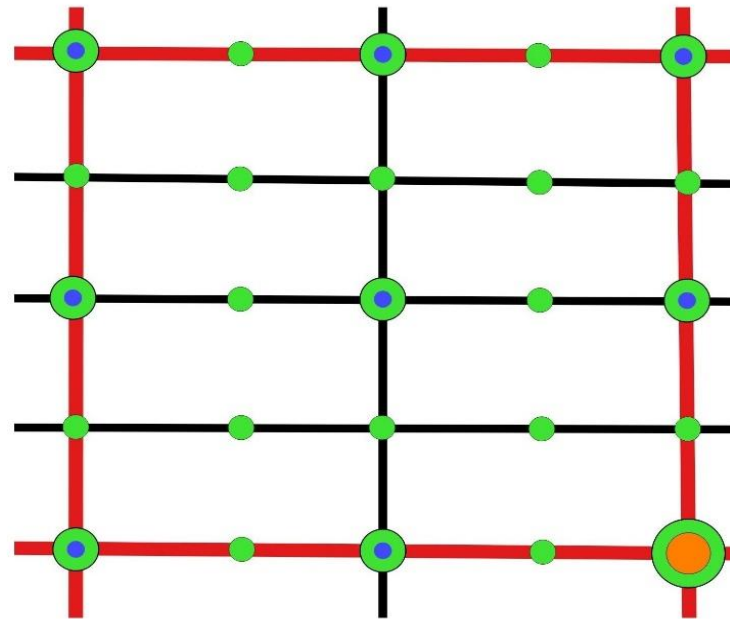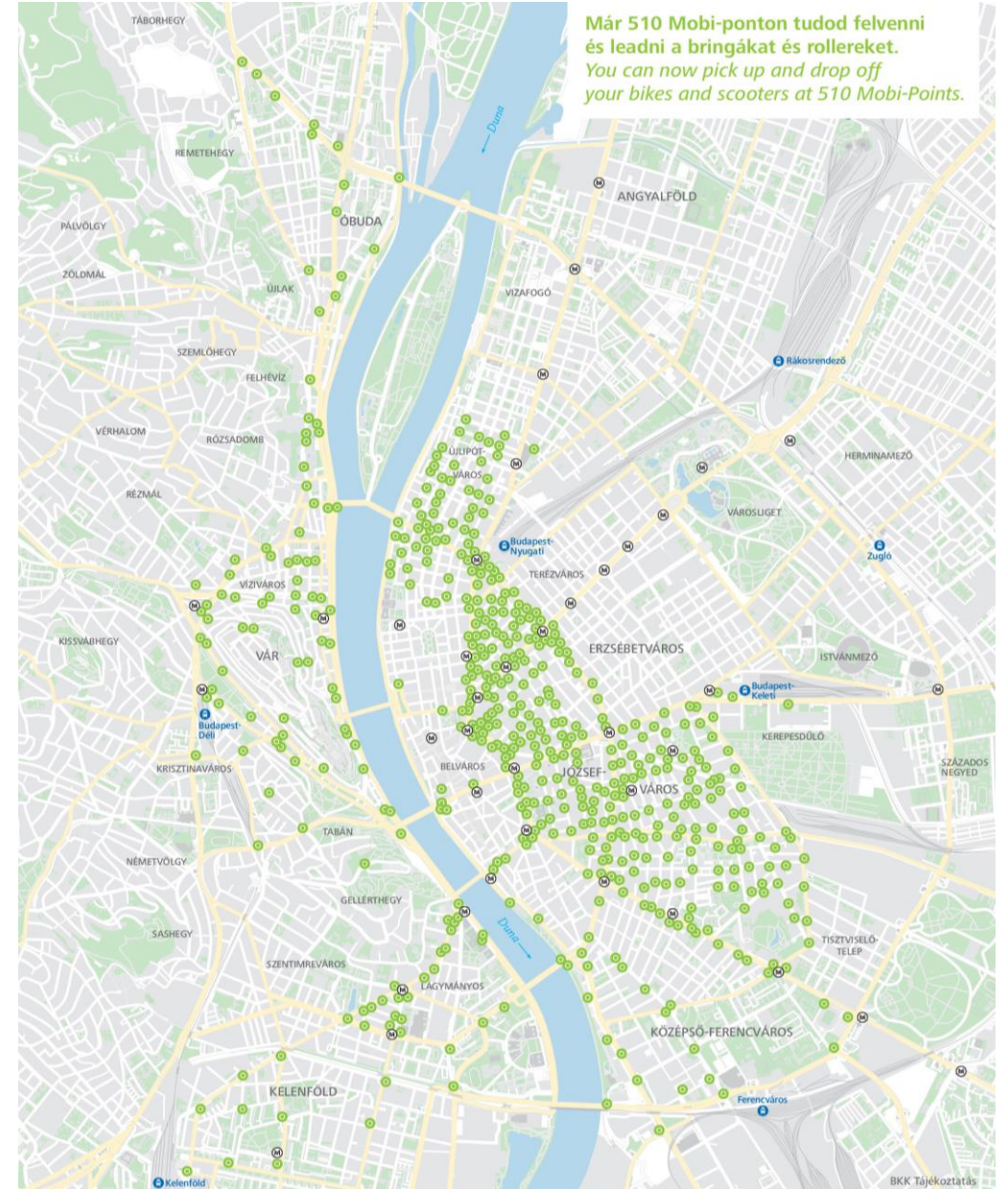
Legend

- Micromobility point
- Mobility point
- Mobility hub
- Residential road
- Main road

The new home of shared bikes and shared scooters in downtown Budapest: the micromobility point

# In 2022, we installed 510 micromobility points and counting…

We want to adapt regulation created before the rise of shared mobility to include this new mode of transport and contain incentives in line with strategic development goals

- Provide transparent regulatory framework for shared mobility operations

- Minimize conflicts and maximize complementarity between transport modes (including pedestrian traffic)

- Incentivize adoption of shared mobility and combined mobility

- Incentivize last mile function of shared micromobility

- Incentivize roundtrip function of carsharing

- Monitor policy compliance and mobility patterns of shared mobility via remote monitoring tools

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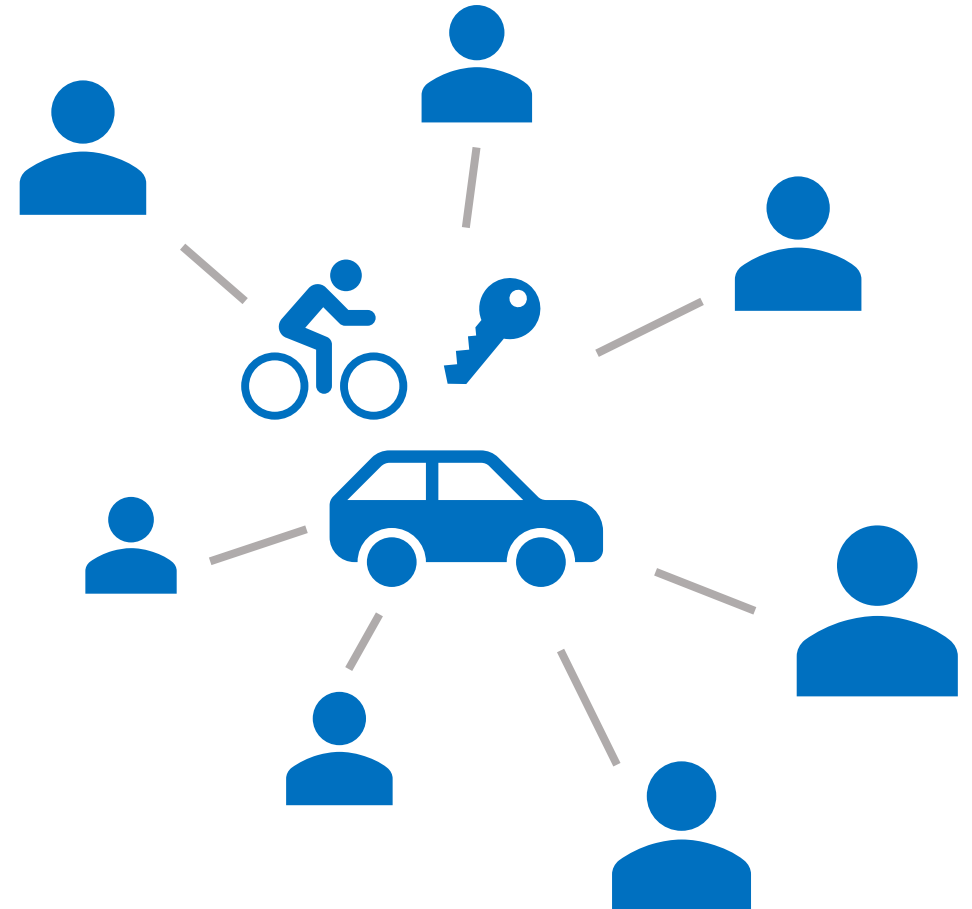
We defined 4 types of zones in the city with different rules and requirements for parking shared micromobility devices

- All zones have mandatory parking spaces for shared micromobility vehicles except the Outskirts, but their minimum required density and rent price are different

- Private bikes are allowed to use these mandatory parking spaces

- The 4 types of zones are:

  1. City center (red)

  2. Downtown (brown)

  3. Local center (green)

  4. Outskirts (white)

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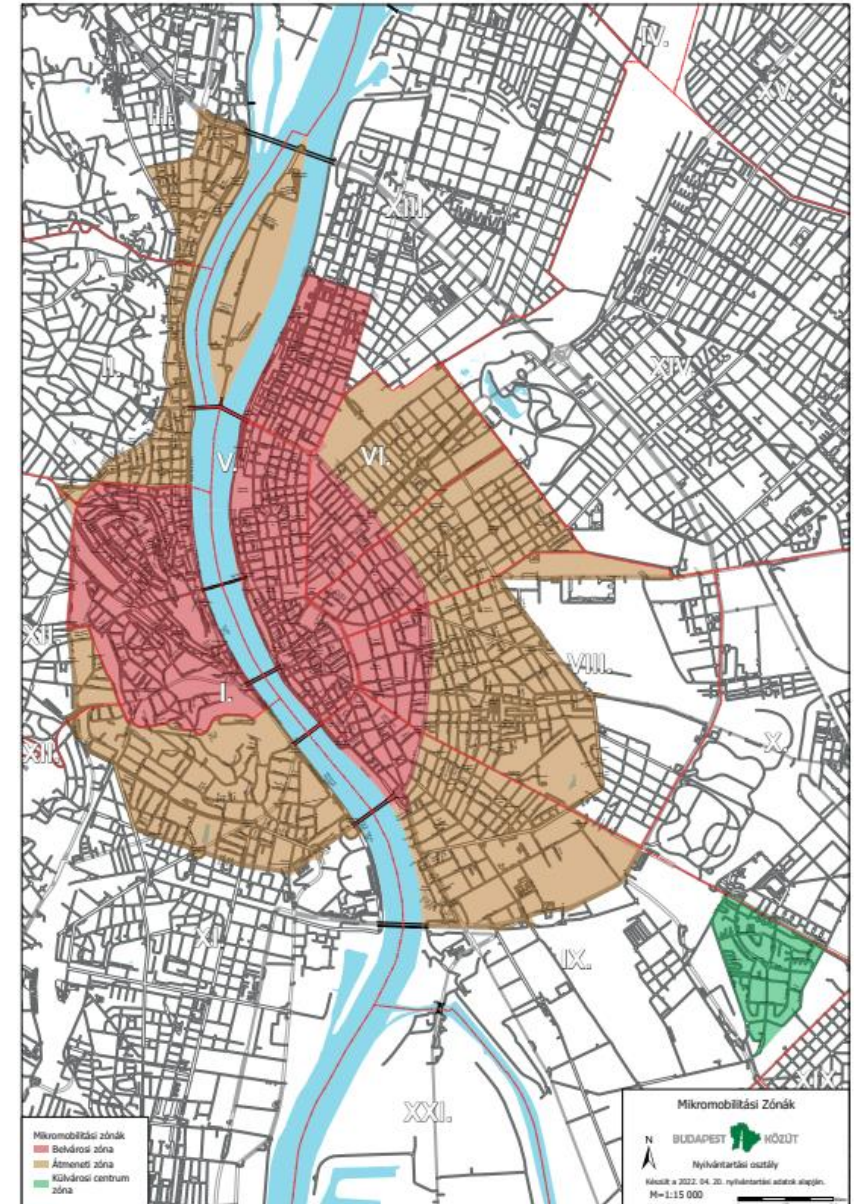
We aim to integrate shared mobility to the city's mobility service offerings, while creating the necessary physical infrastructure and adapting the regulatory framework

Integrating mobility services

- Enhance connectivity between public transport and shared mobility

- Integrate access to all mobility services available in the city to one application

- Harmonize the development of shared mobility with the city's sustainable development goals

Creating physical infrastructure

- Allocate more public space for shared mobility and micromobility

- We installed 500 „micromobility points" in 2022 so far, each one the size of 1-2 car parking spaces, we plan to install at least 500 more in the next few years

- Further development goals: installing dedicated carsharing parking spaces and increasing available capacity at large intermodal hubs

Adapting the regulatory framework

- Making place for shared mobility in the relevant regulations

- Creating legal incentives for shared mobility operators in line with the city's development goals

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