

# Sustainable urban mobility in Budapest

Samu Balogh

06. 04. 2021.



**BUDAPEST**



BUDAPESTI  
KÖZLEKEDÉSI  
KÖZPONT

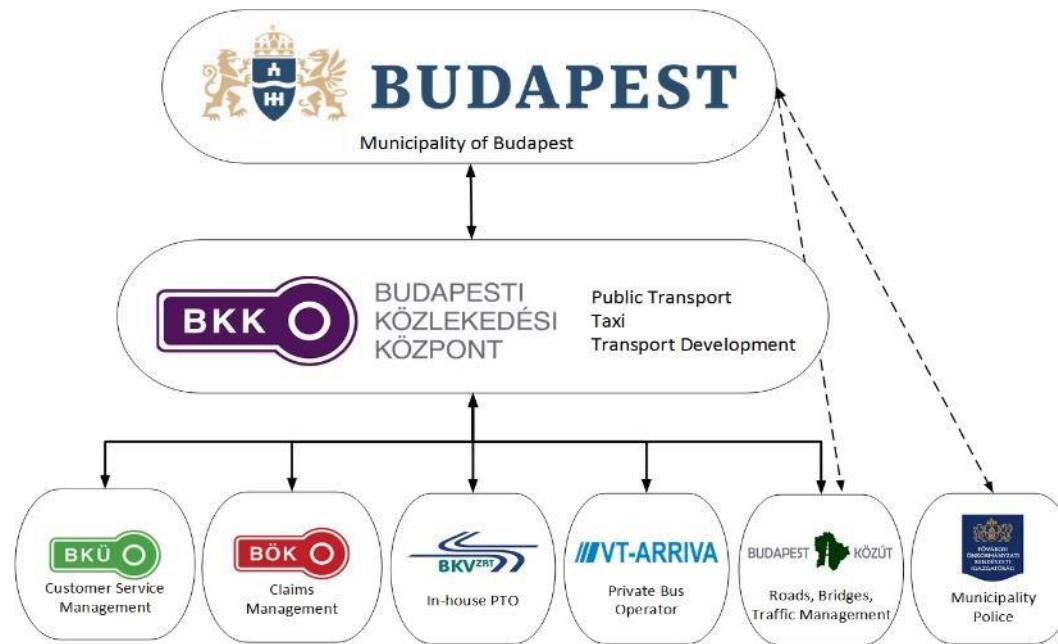
# BUDAPEST – CITY OVERVIEW

- **1.750.000 inhabitants, 525 km<sup>2</sup>**
- Economic, touristic, social, educational, transport hub of the country
- **Divided to Buda and Pest by the River Danube**
- **Complex, two-tier municipal system**
- Municipality of Budapest (Mayor of Budapest)
- 23 districts - 23 municipalities and mayors
- **Metropolitan region (80 towns/villages)**
- Further 800 000 inhabitants
- **Extensive public transport network**
- 150 km long tram and 75 km long trolley bus network
- 4 metro lines
- 240 day-time and 40 night bus lines



# BUDAPEST – MOBILITY MANAGEMENT ON 3 LEVELS

## Mobility management structure



# BUDAPEST – MOBILITY NEEDS

1901



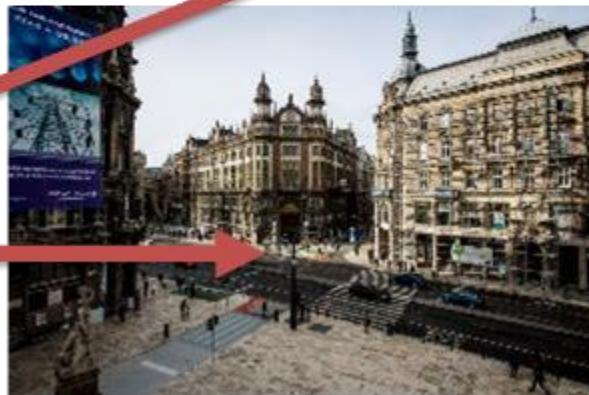
1963



1990



2015



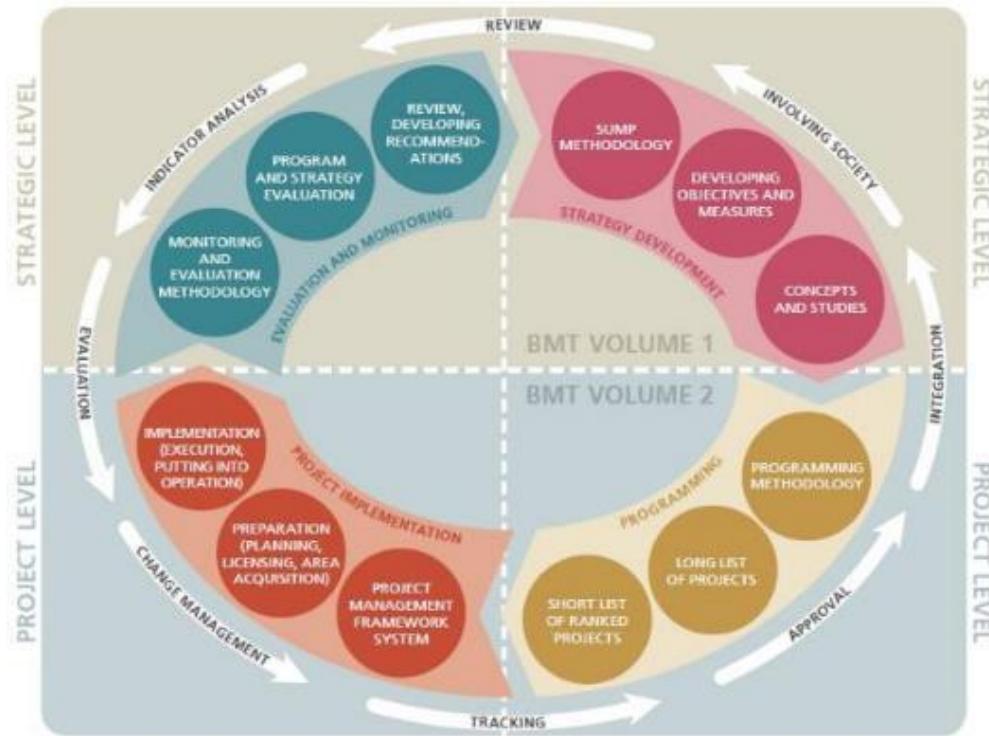
# BKK – THE RESPONSIBLE MOBILITY MANAGER OF THE CITY

**BKK is responsible for all travelers regardless the purpose, the aim, and the mode of transport.** No absolute priority among transport modes.

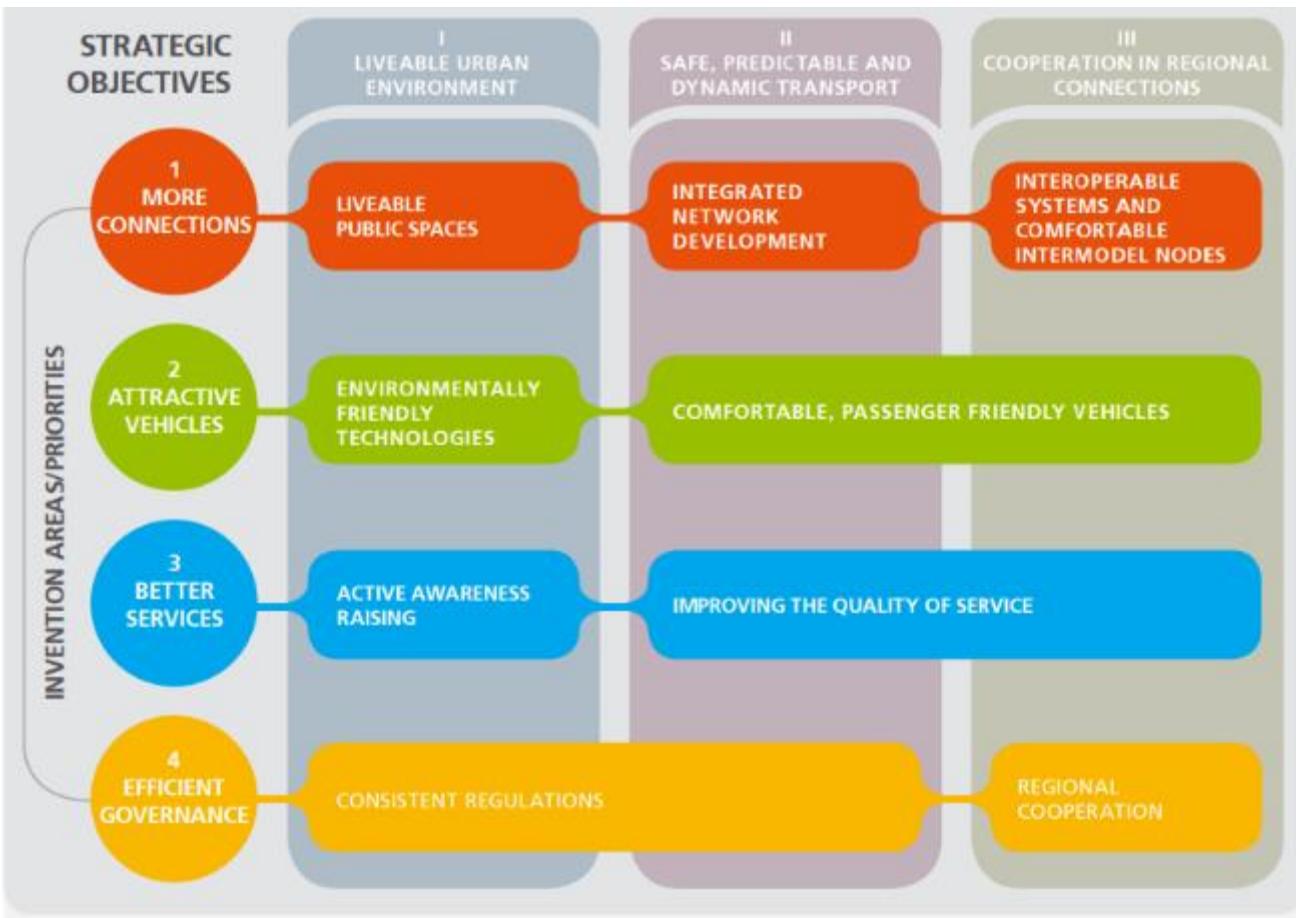


# BUDAPEST MOBILITY PLAN (BMT) – STRATEGIC APPROACH

**Budapest Mobility Plan** – First SUMP (sustainable urban mobility planning) based transport development strategy for Budapest



# BUDAPEST MOBILITY PLAN (BMT) – OBJECTIVE MATRIX



# ENGAGING MOBILITY 'USERS'

TREATING INDIVIDUALS AS

GOVERNANCE FOCUS

**PARTNER**

**Self-actualization:**  
achieving one's full potential, including creative activities

Self-fulfillment needs

**participation**

**CUSTOMER**

**Esteem needs:**  
prestige and feeling of accomplishment

Psychological needs

**mobility management**

**PASSENGER**

**Belongingness and love needs:**  
intimate relationships, friends

**Safety needs:**  
security, safety

Basic needs

**transport operation**

**Physiological needs:**  
food, water, warmth, rest

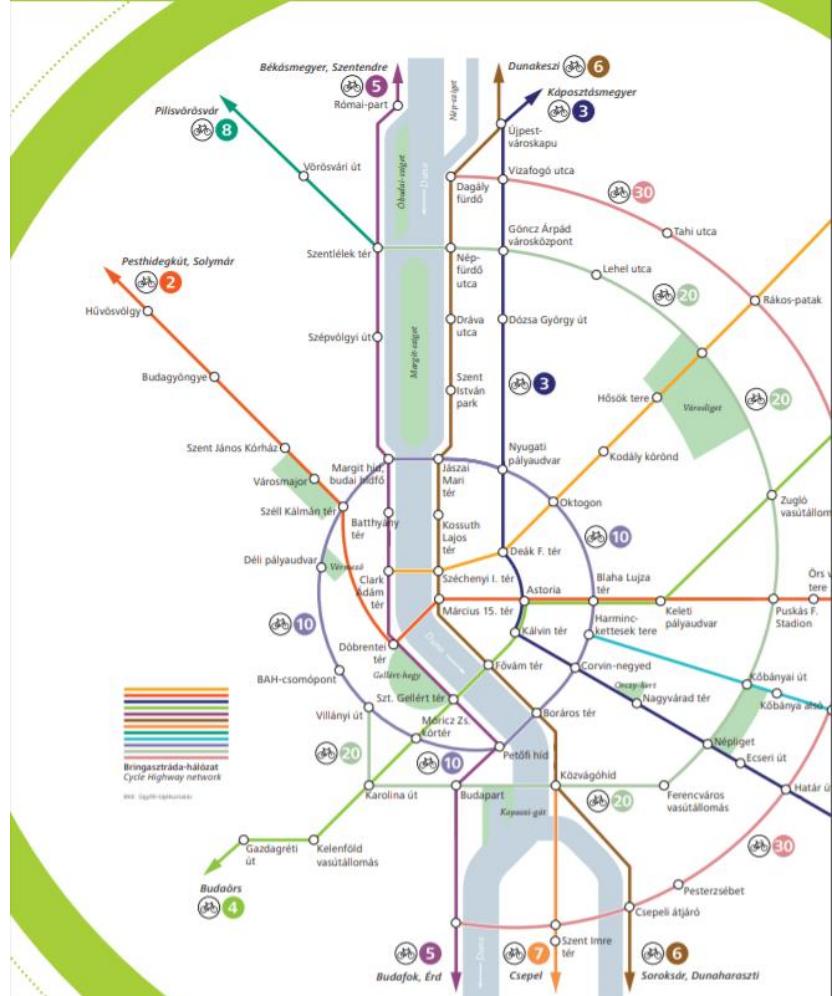
# BKK – THE RESPONSIBLE MOBILITY MANAGER OF THE CITY

**Travel demand** is to be **influenced** based upon **sustainability principles, real society demands** and **reasonable economic costs**



# MOBILITY DEVELOPMENT – EXTENSION OF CYCLING NETWORK

1. Cycle highway network – 130 km by 2030
2. Main network
3. Basic network – residential street design with traffic calming measures

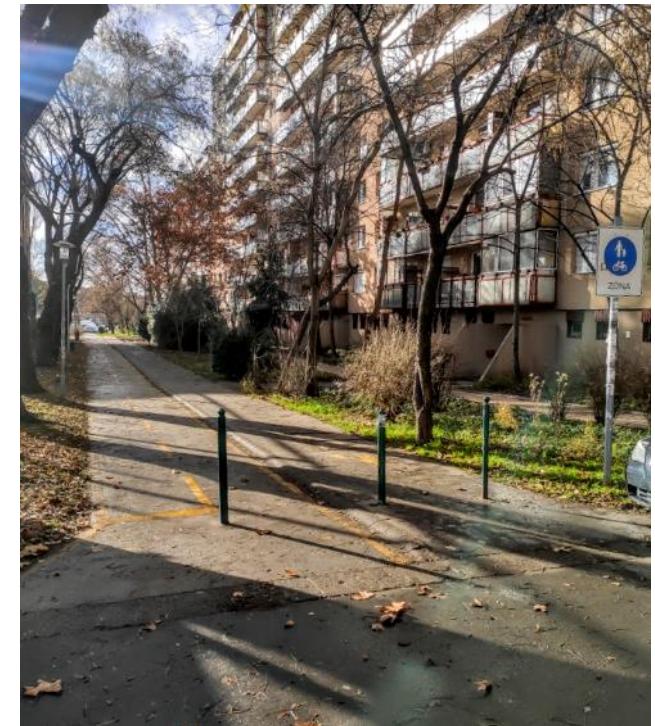


# MOBILITY DEVELOPMENT – TRAFFIC CALMING AND ROAD SAFETY

Self explaining roads - the driver is encouraged to naturally adopt behaviour consistent with design and function

Human centric design and rules come first

Technology comes second – it is a tool, not an aim



# BEST PRACTICES IN BUDAPEST – GREEN & SAFE BUDAPEST

## AWARENESS RAISING CAMPAIGNS



CAR FREE DAYS



CYCLISTS' BREAKFAST



OPEN ENBANKMENT



CYCLE TO WORK

**European Cycling  
Challenge**



**EUROPEAN  
MOBILITY  
WEEK**



# BEST PRACTICES IN BUDAPEST – GREEN & SAFE BUDAPEST

## EDUCATION & TRAINING



# CONCLUSIONS AND FUTURE PLANS

## Good examples:

- Humanized public spaces
- Enough space for active mobility modes
- Citizen engagement

## Opportunities:

- Digitalization
- Integrated data management
- Upscale the existing project

## Vision for 2030:

- Traffic calming in the whole center area – Vision Zero
- Integrated mobility modes – Mobility as a Service
- Promoting sustainable mobility solutions



# Thank you for your attention!



**BUDAPEST**



BUDAPESTI  
KÖZLEKEDÉSI  
KÖZPONT