

BKK Centre for Budapest Transport

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BKK Concept, Walking and Cycling

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The BKK Concept

Liveable cities

- Is Budapest a liveable city?
- New body in urban development and transport governance:
Centre for Budapest Transport (BKK)
- Plans and methods BKK



Economist.com rankings

Liveability

Selected cities, 100=ideal, June-December 2008 (latest available)

Best		Worst			
Rank	Liveability*	Rank	Liveability		
1	Vancouver	98.0	140	Harare	37.5
2	Vienna	97.9	138	Algiers	38.7
3	Melbourne	97.5		Dhaka	38.7
4	Toronto	97.2	137	Port Moresby	38.9
5	Perth	96.6	136	Lagos	39.0
	Calgary	96.6	135	Karachi	42.1
7	Helsinki	96.2	134	Douala	45.4
8	Geneva	96.1	133	Kathmandu	46.4
	Sydney	96.1	132	Abidjan	46.6
	Zurich	96.1	131	Dakar	46.8

Source: Economist Intelligence Unit

How BKK contributes to a liveable Budapest

- A Economist Intelligence Unit: Global Liveability Ranking evaluates the following indicators and elements
 - *Urban environment*
 - *Infrastructure*
 - Human resources, competence
 - Culture
 - Governance
 - Economy

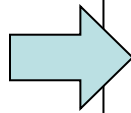
BKK

Budapesti Közlekedési Központ "Centre for Budapest Transport"

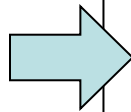
- Founder and owner: Municipality of Budapest
- Decision of the General Assembly of the Municipality of Budapest on founding BKK on 27 October 2010
- New integrated transport organiser of Budapest
- **Primary aim:** to have a governance structure that enables integrated management of transport in Budapest
- 2010, 2011: governance transformation
- 2012 – final governance structure



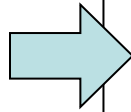
Drivers Behind Restructuring



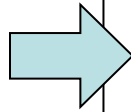
Transport Long-term Concept needs to be reviewed



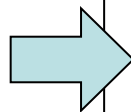
Focus on projects instead of system approach



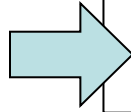
Focus on day-to-day operation and 'survival'



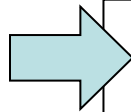
Multiple decades of lag in the service level and culture (legacy from Communism)



Lack of systematic approach in financing transportation



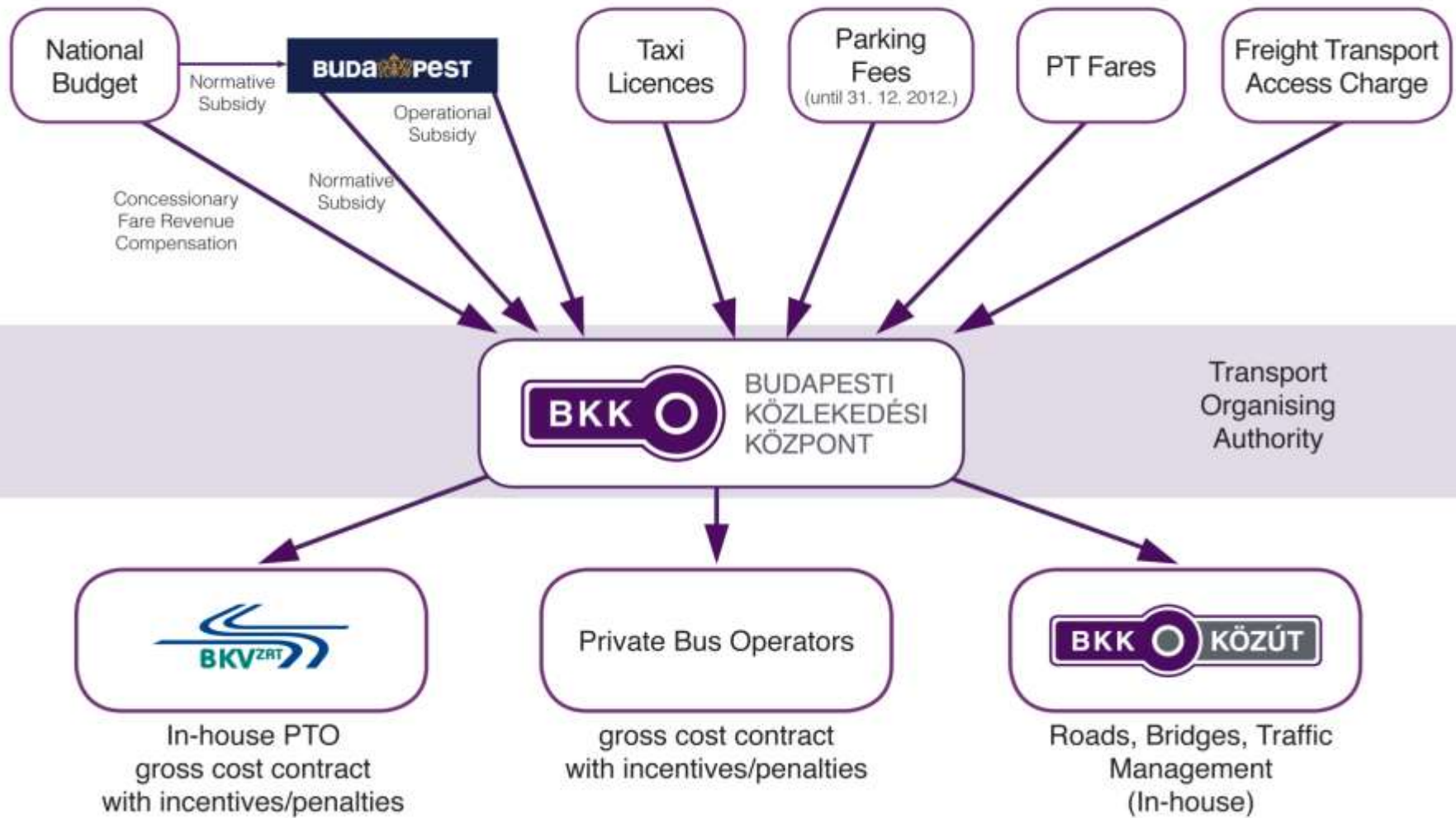
Same institutional structure for decades.



Lack of real owner and public procurer supervision and control

OPERATIONAL REVENUE FLOW OF TRANSPORT IN BUDAPEST

FROM 1. 5. 2012.



Strategic view of BKK

- Integrated management of all transport modes
- Focus on environmentally friendly public transport, biking and walking
- Financial sustainability with transparent service contracts
- Independent transport governance system as an intermediate level between operators and local governments



BKK is Responsible for (1/2)

Integrated Transport Management

- Professional, responsible and accountable management of the entire transport system of Budapest, along with regional coordination
- Development of transport strategy, management of implementation
- Design, implementation and coordination of major transport development projects

Public Transport

- Network and service planning, ordering public services, contracting and monitoring SLA
- Management of ticketing system in public transport, ticket control (revenue management)
- Central traffic management and passenger information system
- Cooperation with regional stakeholders
- Supervision of taxi and boat services



BKK is Responsible for (2/2)

Road management and maintenance

- Coordination and ordering of maintenance and construction works
- Management of roads operated by the Municipality of Budapest including all of the traffic lights

Parking

- Development of parking strategy
- Order of parking public services on the roads of Budapest
- Operation of parking system and future congestion charging system

Central transport information system

- Development and operation of real-time traffic model, surveys
- A single transport website



International relations

- UITP (L'Union internationale des transports publics)



- EMTA (European Metropolitan Transport Authorities)



- EUROCITIES Mobility Forum



- CATCH-MR



Walking and cycling

MINDENKI GYALOGOSNAK SZÜLETIK.



The Heart of Budapest for pedestrians

”Budapest Szíve” Project

- Renovation of the representative urban spaces and squares of Budapest: Károly körút, Március 15. tér and Széchenyi István tér
- Giving back the city centre and public spaces to locals living and working here as well as to visitors and tourists
- Reducing transit car traffic by creating barrier-free pedestrian level crossings in favour of local interests and direct traffic



The Heart of Budapest for pedestrians

”Budapest Szíve” Project

- The completed project implementation areas – Károly körút, Március 15. tér – already have a better urban atmosphere and cleaner air; pedestrian-only areas, parks and tree-lined streets, renovated urban spaces and restaurants attract more and more people to the heart of Budapest
- Future development goals include the refurbishment of Kossuth Lajos utca and Rákóczi út



Visions



- Széchenyi tér
- Széll Kálmán tér
- Kossuth Lajos u./
Rákóczi út

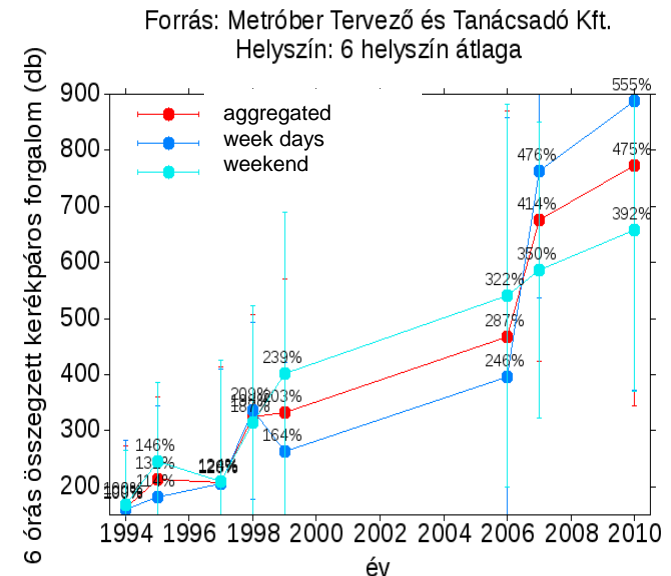


Cycling developments in Budapest

General goals

According to the Budapest Transport Development Masterplan, the declared goal of the City of Budapest is to **reach 10% of the modal share of cycling** by 2020. In order to reach this goal, we started the following measures:

- Developing the main network (capacitive, safe and comfortable)
- Bike-friendly inner city, "light" measure
- Public Bike System - "bubi"
- Supporting interchanges (bike+public transport)
- Cycling information, services and promotion



Increase of cycling in Budapest
(1994 – 2010) based on traffic counting
datas of 6 junctions

Achievements of BKK in connection with cycling 2011-12



New cycle lane, bus+bike lane, advisory cycle lane



New layout of the Andrassy Boulevard

Public bike-sharing system / Budapest Bike ("bubi")




- Budget: 1.06 bHUF (3.5 mEUR)
- EU co-funding: 85 %
- Technical content:
 - 12.75 km² operational area
 - 74 locations (57 in Pest, 16 in Buda, 1 on Margitsziget)
 - Average distance between locations: 560 m
 - 1011 bikes, 1514 docking units
 - Making the existing network bike-friendly



Bike-friendly "bubi" area

To reach the goals of the "bubi" project, BKK has prepared an action plan to improve the cycling infrastructure in the area covered by the system.

The complete downtown area of Budapest is ideal for cycling but the cycling-friendly development of the road network is an issue yet to be addressed by the Municipality.

Main roads		Bike lanes, sharrow Road reconstruction Correction of the network
Bus+bike lanes		Every new installation Depends on the road layout and traffic
Advanced stop-lane		Priority of bikes, increased safety Helps to cross the junction and turning

Bike-friendly "bubi" area

Opening one-way streets for bike traffic in both directions



In the whole area, complex
Defining the right of way

Bike-stands, parking



Bike parking facilities and B+R

Traffic calming



Pedestrian + bike zone

Reducing speed

Eliminate obstacles



Ramps, curbs, dead-ends, short cuts

Message

young

trendy

new
lifestyle

liveable
city

lovemark



quick

cheap

effective

environment-
friendly

easy

flexible

healthy

Thank you for your attention!

Dávid Vitézy

BKK Centre for Budapest Transport