

Unlocking the potential of active and micromobility in Budapest

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Centre for Budapest Transport



Where are we now in Budapest?

**Bicycle use increased by 50%
between 2019 and 2021!**

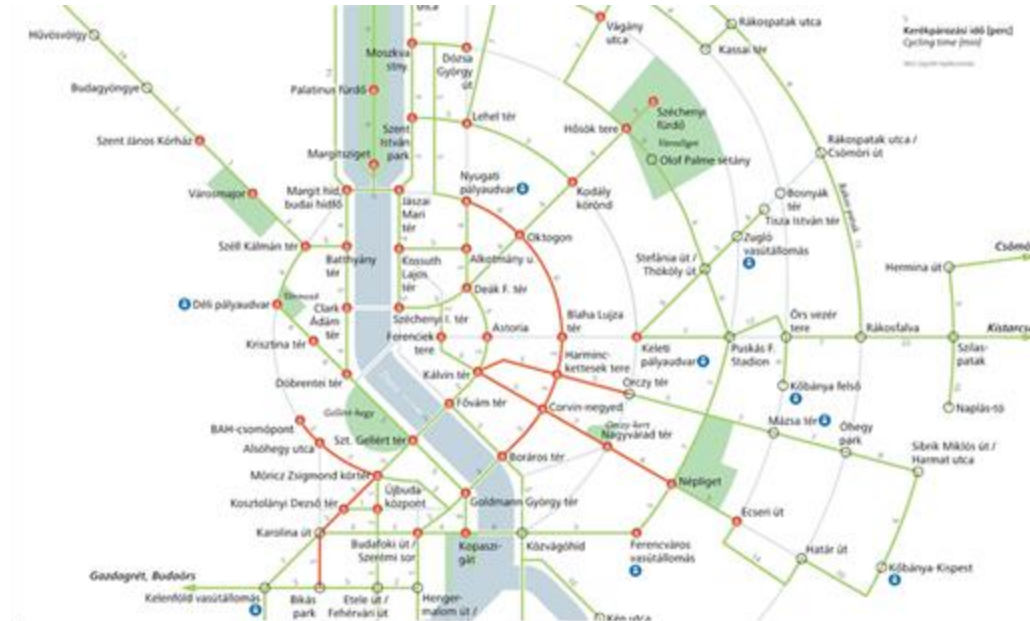
- Changing travel behaviour because of COVID
- New cycle lanes on major routes closing the gaps in the network!



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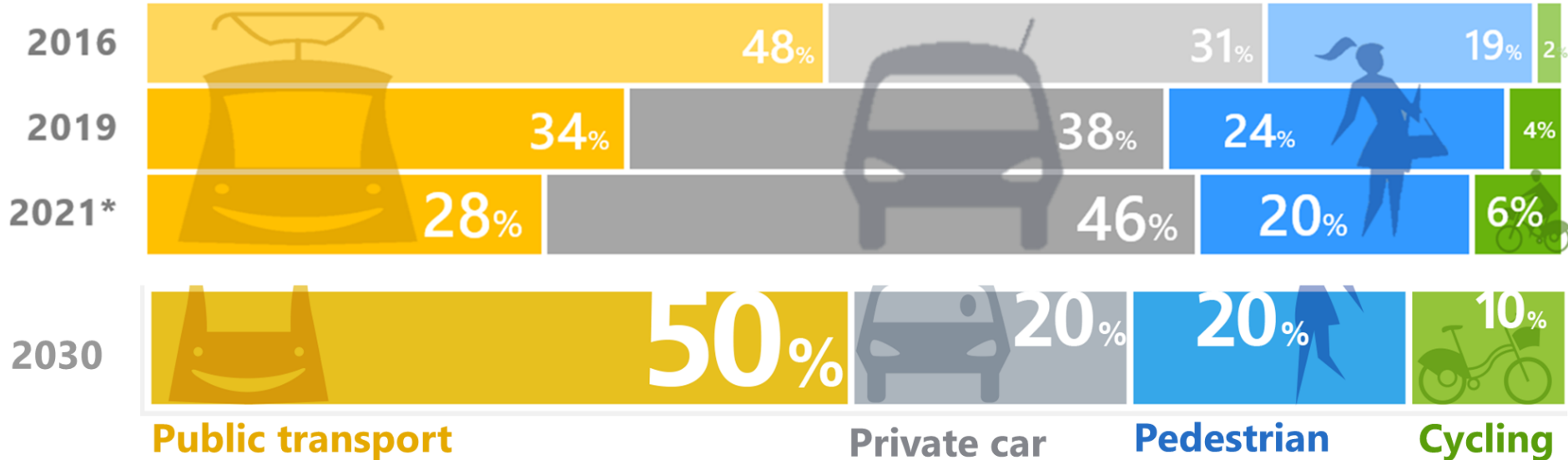
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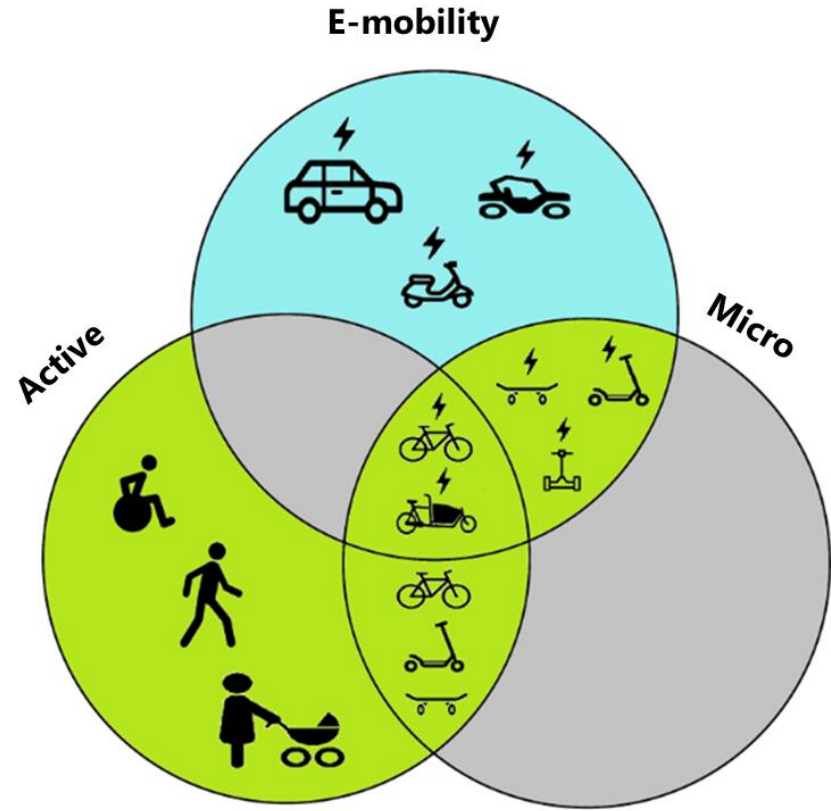
Why aren't we happy?

- Use of public transport declining
- Car use is increasing



Where are we now in Budapest?

- Lack of clarity – what are the micromobility „vehicles”?

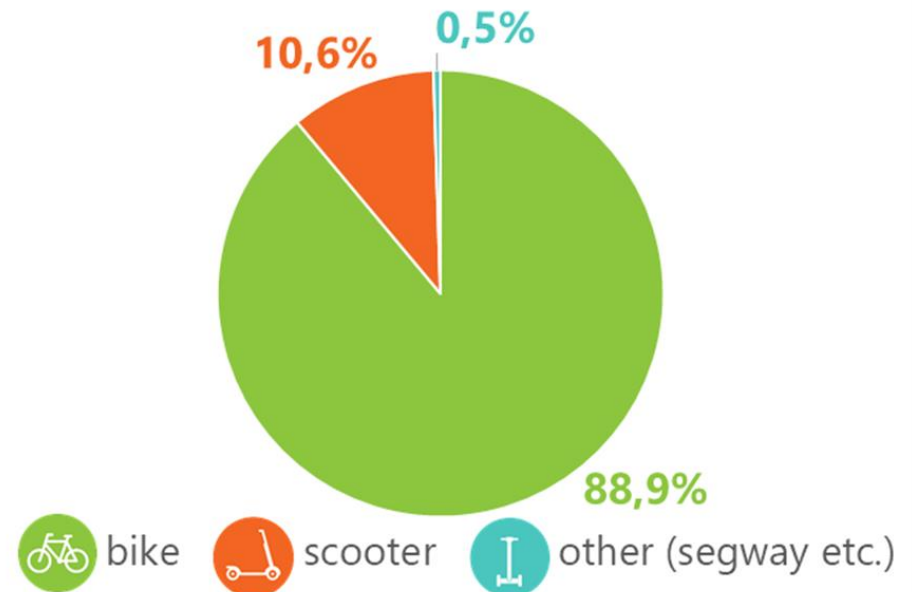


Where are we now in Budapest?

- Cycling represents at least 90% of the micromobility in Budapest!
- The most successful shared micromobility service is the bike sharing scheme of the city.



Modal split of micromobility in Budapest (%)



Where are we now in Budapest?

- **Parking conflicts**



Where are we now in Budapest?

- Road safety issues



Why are we still dealing with micromobility?

- The potential of „non-cycling” micromobility tools as a last mile solution.



How to achieve our target?

Integrated approach:

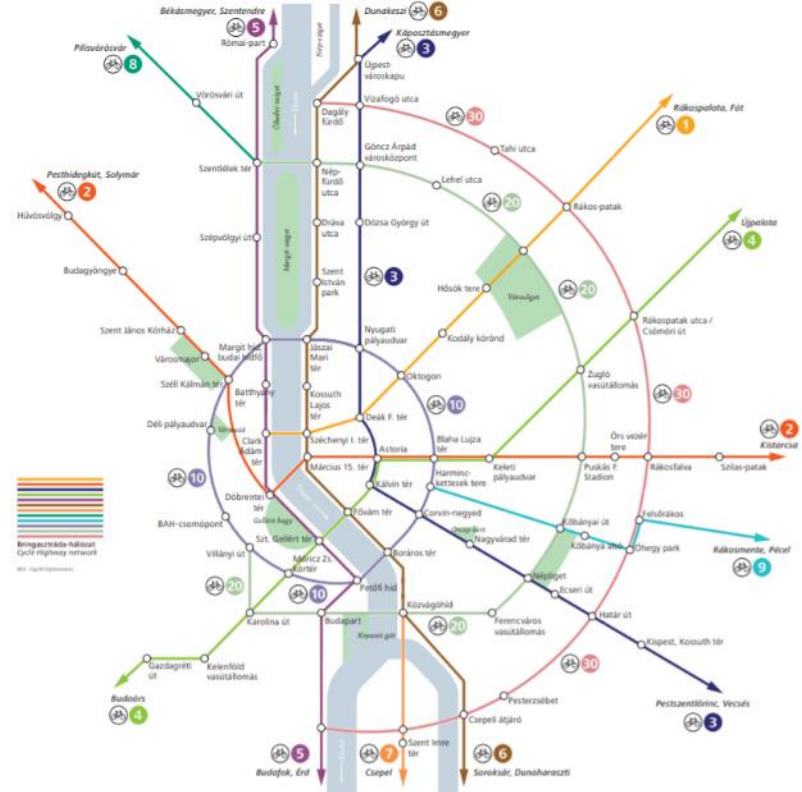
- Strategy for walking – cycling and micromobility
- Overall parking measures incl. micromobility
- SUMP – integrating it to the Budapest mobility plan



How to achieve our target?

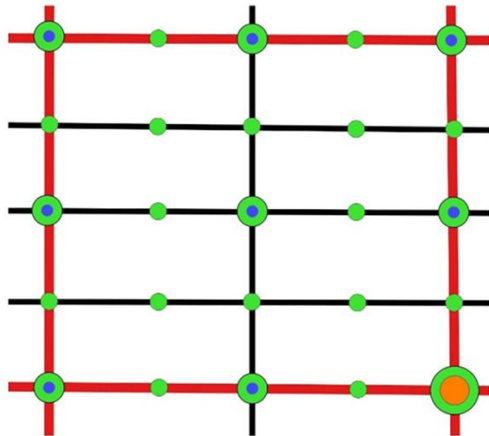
Physical integration

- Share the road with cyclists – create high-quality cycling infrastructure
- Limit the use in pedestrian areas

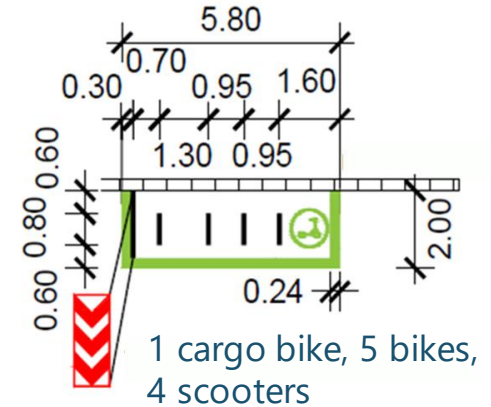
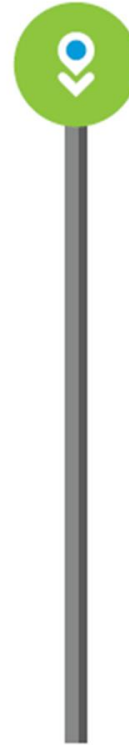


How to achieve our goals?

- Physical integration – parking for micromobility



- micromobility point
- mobility point
- mobility station
- road
- main road



How to achieve our target?

- **Physical integration – parking for micromobility** - at least 400 points is in the pipe already



How to achieve our target?

Integrated services

- Joint products
- Financial arrangements – fees and/or support?

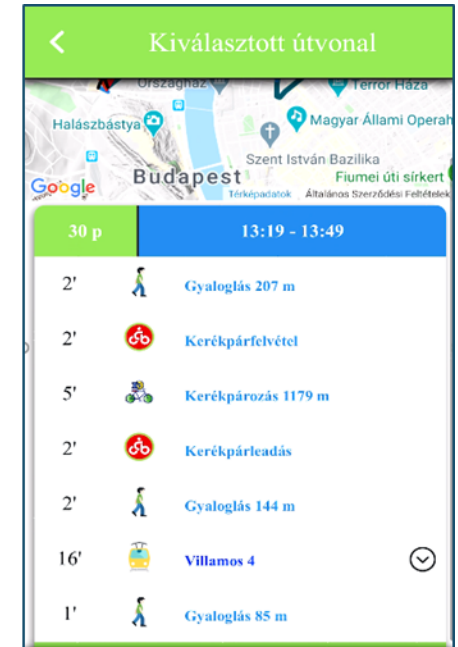
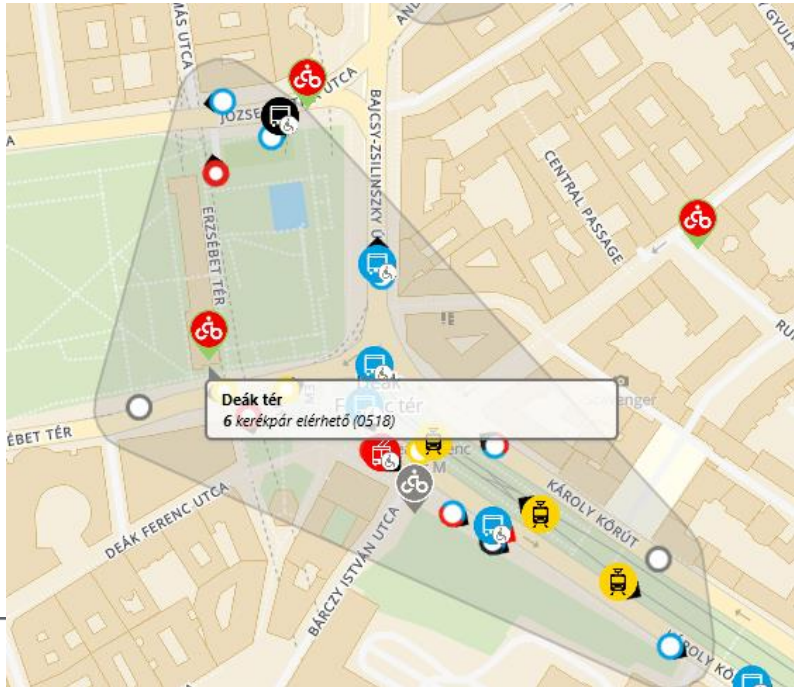
THE ZONE SYSTEM IN BUDAPEST

- DANUBE-AREA
- INNER URBAN ZONE
- SUBURBAN ZONE
- HILLY ZONE
- TRANSITIONAL ZONE



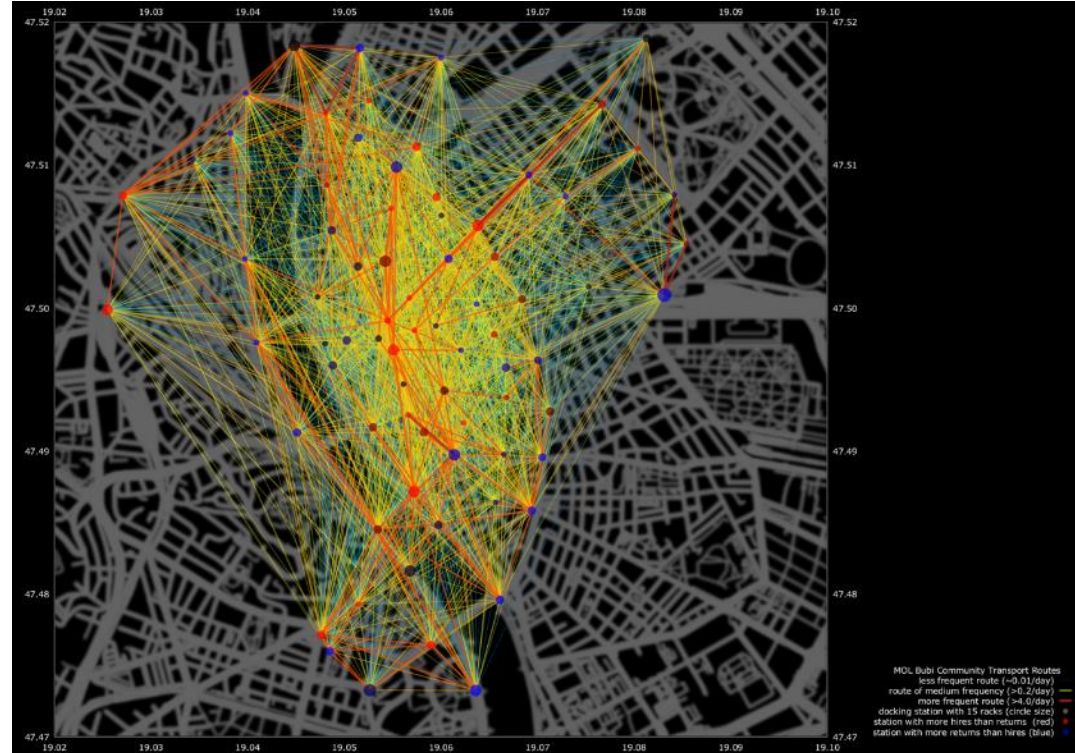
How to achieve our target?

Integrated services and information



How to achieve our target?

Online service management and monitoring tool using an external data aggregator



How to achieve our target?

Proper organisation behind:

- One coordinator in (Transport for Budapest – BKK)
on behalf of Budapest Municipality

Close cooperation with:

- District level municipalities
- Service providers
- NGOs and national government



What's next?

2021

- Formal agreement with the service providers and the districts in the inner city
- Opening of the first microMobility points

2022

- Extending the microMobility points
- Integration to the cities own mobility app
- Joint products with service providers
- (Integration of other shared mobility solutions)



Recommendations

1. **Simple regulation** – link it to cycling.
2. **Don't create a burden for walking and cycling.**
3. **Follow an integrated approach.** Physical infrastructure, parking, service agreements, information.
4. **Try out in small** before scaling up. Make pilots.
5. **Cooperate** with service providers, NGOs, and other public bodies.



Thanks for your attention!



BUDAPEST



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KÖZPONT