



„Integrative tools and solutions in urban and regional public transport” – – from the perspective of Budapest

János MONIGL

**Chief engineer for transportation system planning at FÖMTERV Ltd
Private professor at TU Budapest – Transportation Faculty**

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Decideing changes in the last decades

- disappearing of the big state owned companies – rising of new more „disperse” activities: SMEs, banks, insurances,
- declining in public transport usage, worsening quality of services
- opening the market of cars – increasing motorisation and car usage , congestions in the dense urban areas
- environmental problems - sensibility at the population – more cycling and “sustainability” by civil organisations
- changes in the transport policy – improving accessibility by pushing to more environ-friendly modes; helping seamless travel by better intermodality
- seeking for new tools and solutions (“push and pull” measures: e.g. make more attractive PT (beside of renewal the fleet e.g. coordination of urban and regional services (transport association), e-payment, etc.) & car access fee?

Budapest – bird-eye-view – inner city area

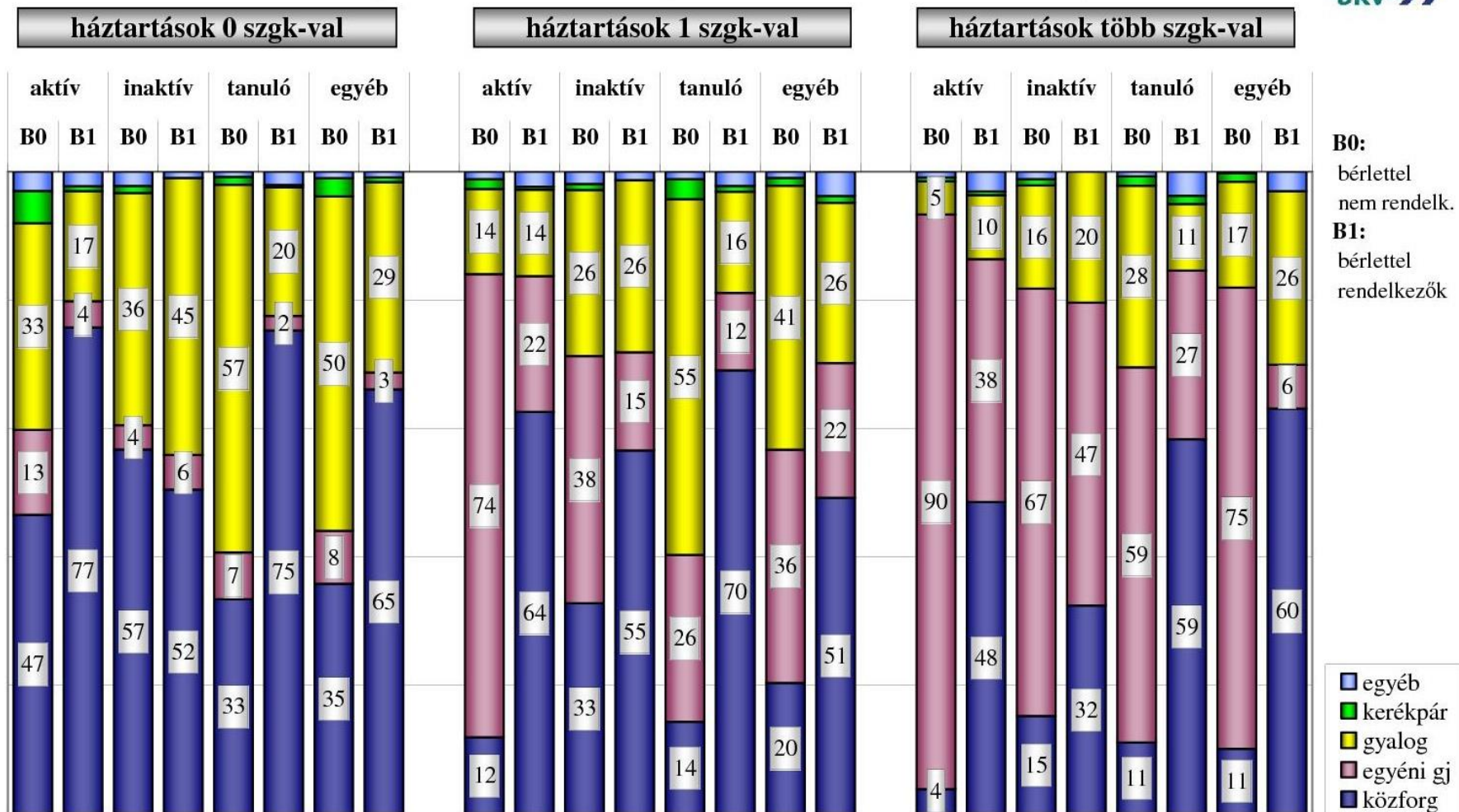


Overloaded inner city – liveability deficit



Reasons: high activity density, missing ring roads, increasing car traffic

A budapesti lakossági csoportok módválasztási arányai (%)



B0:
bérlettel
nem rendelk.

B1:
bérlettel
rendelkezők

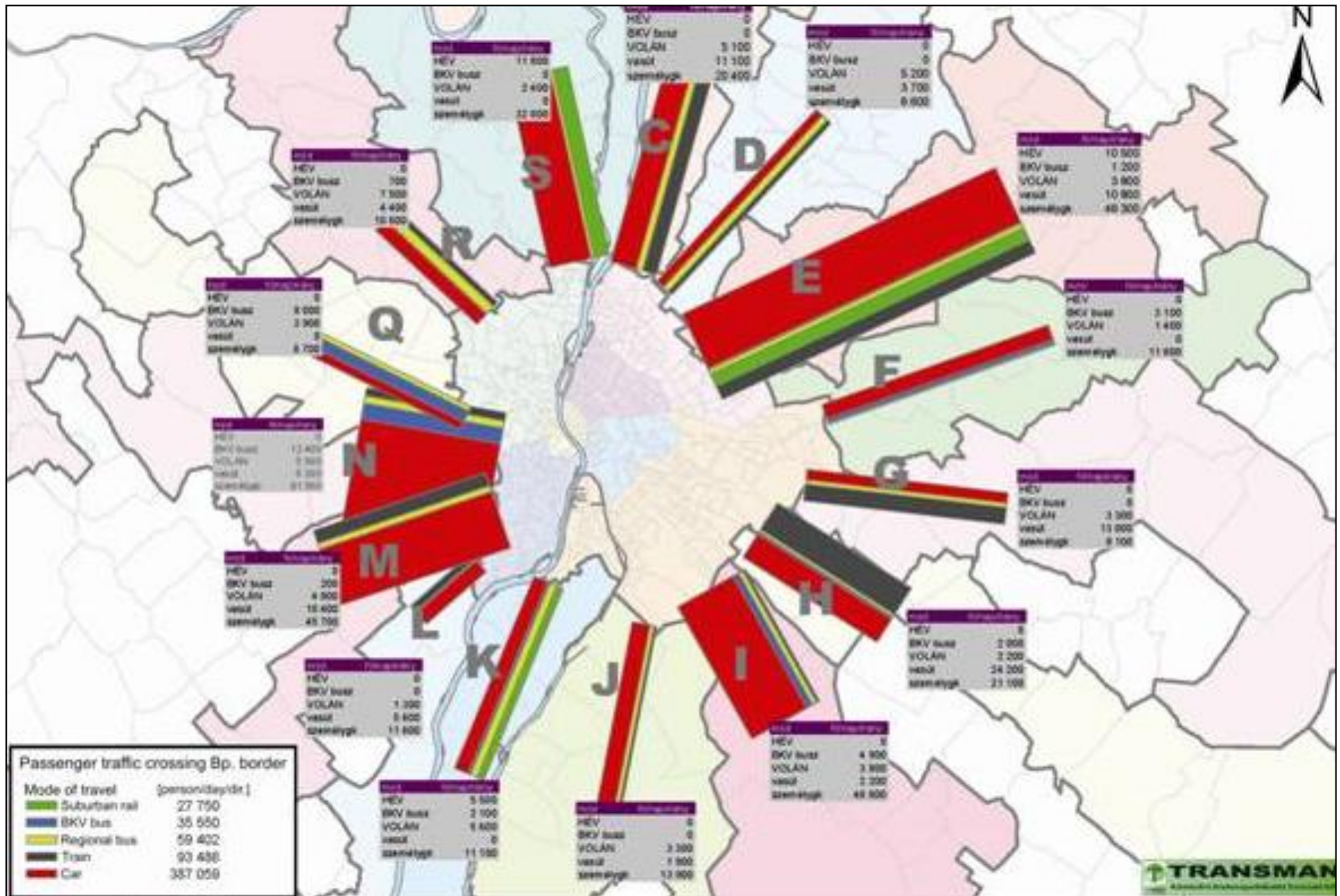
■ egyéb
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■ közforg

Főváros és környéke célforgalmi háztartásfelvétel 2004

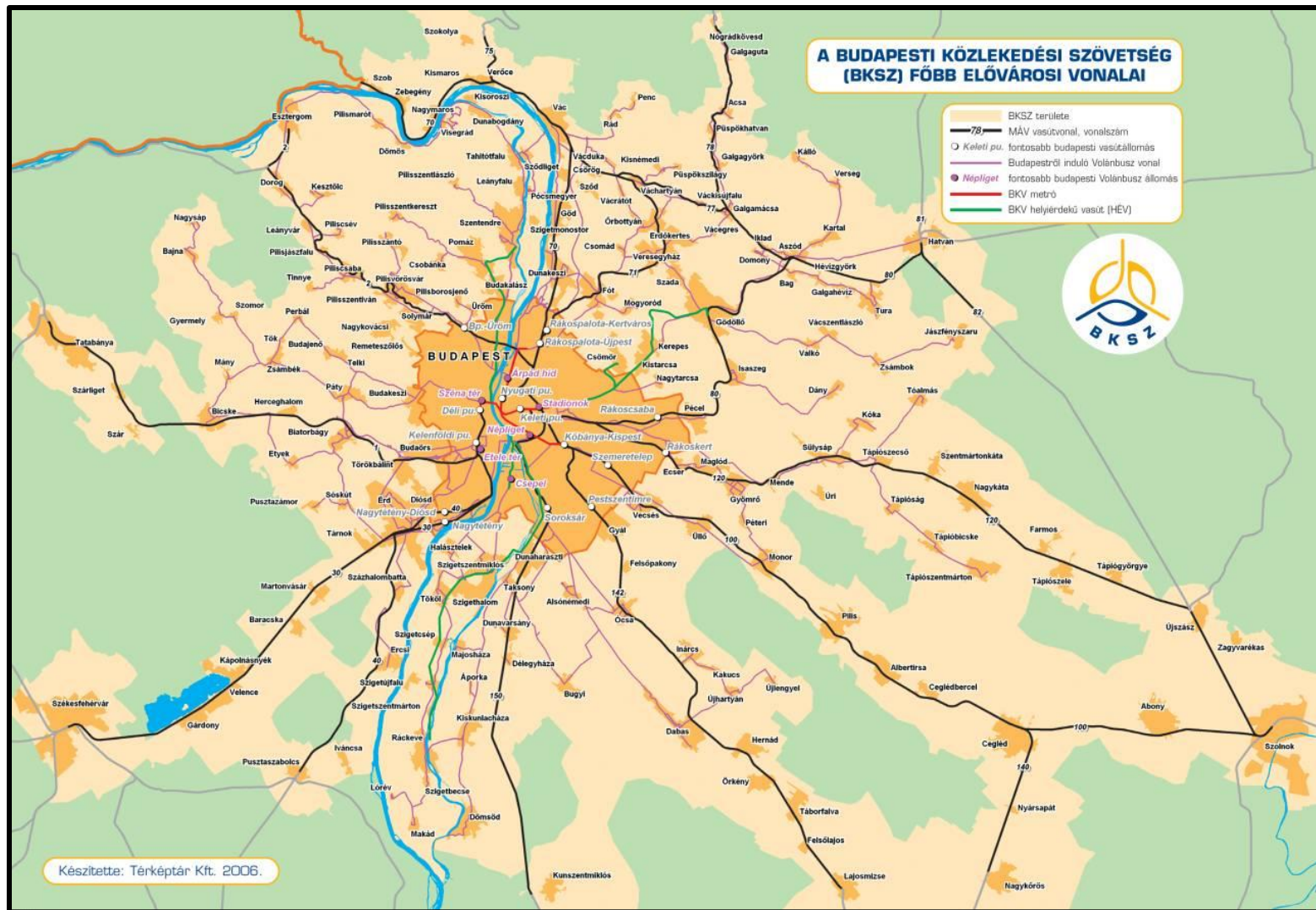
hétfő - péntek

Groups by: car ownership of HHs; activity status of persons; monthly pass availability

Budapest – border crossing trips (~40:60)



Budapest – Considered PT-association area

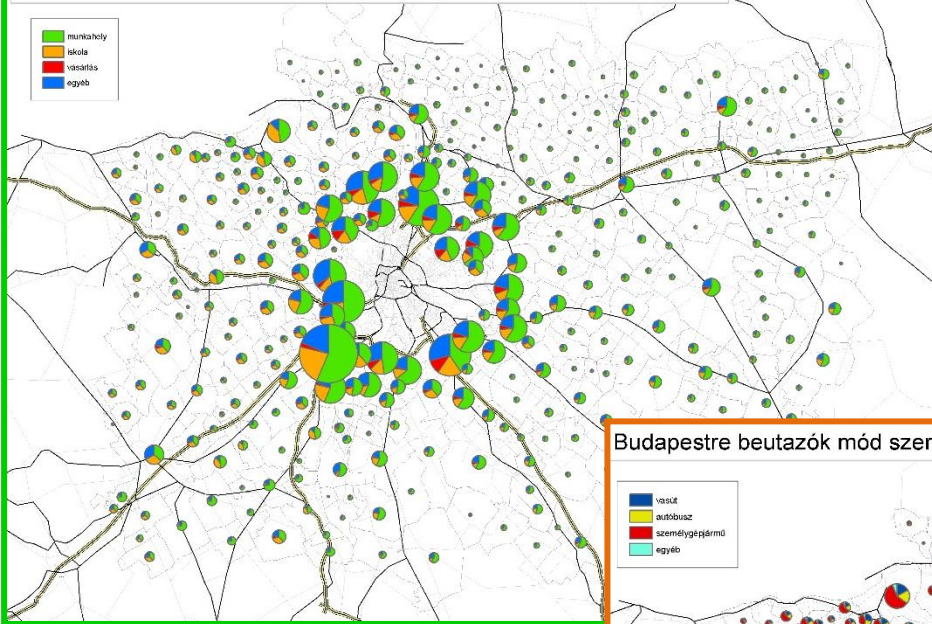


Area: Budapest (~ 1,7 Million IHs) ~180 other settlements(~1,4 Million IHs)

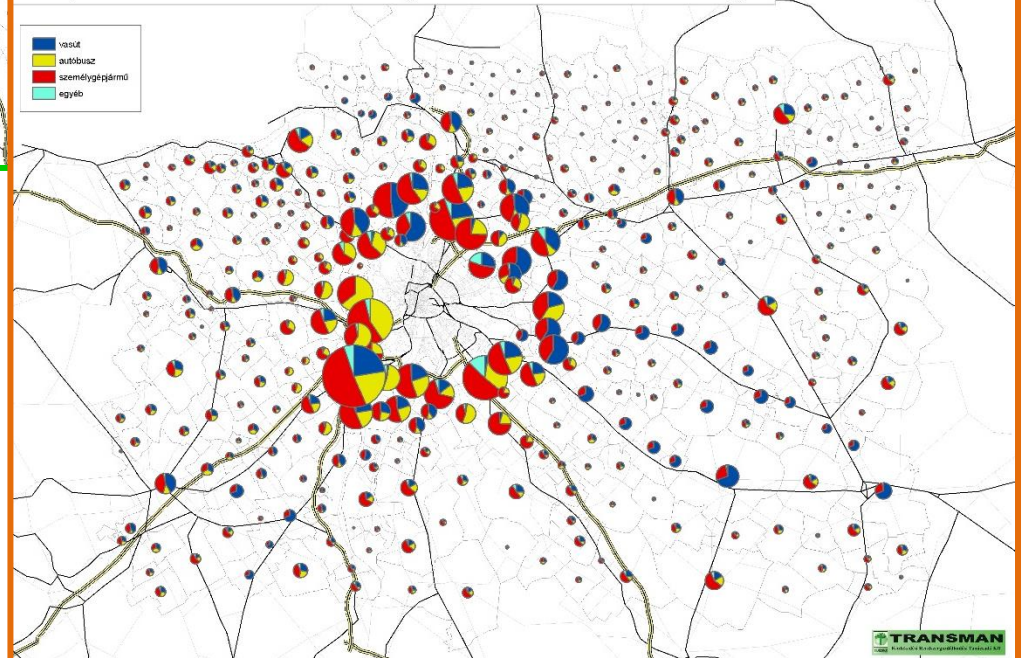
Main operators: Budapest Transport Co(BKV); Hungarian Rail(MÁV-Start); Volánbusz⁸

Commuting purpose and mode use

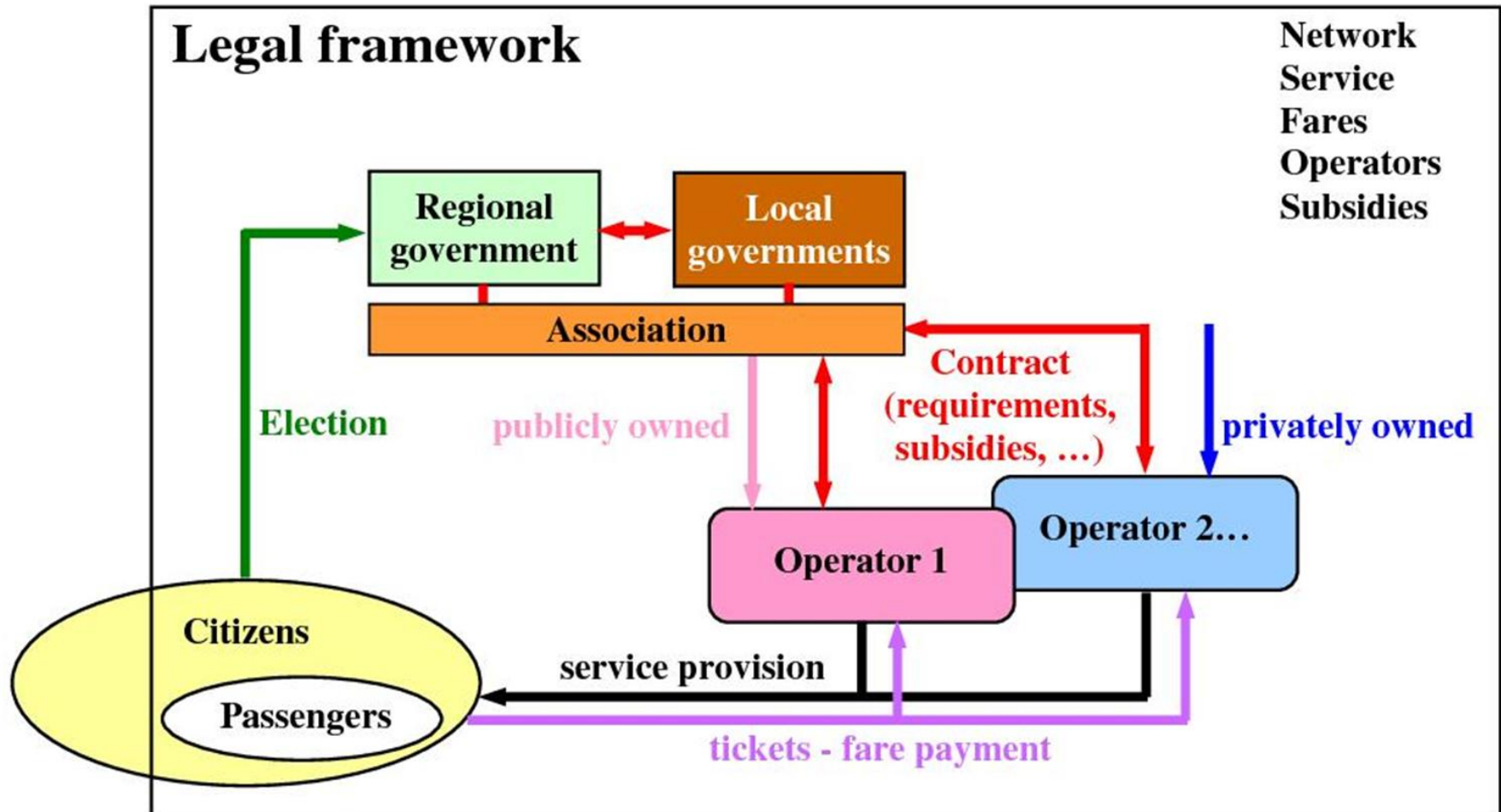
Budapestre beutazók indok szerinti megoszlása a háztartásfelvétel alapján



Budapestre beutazók mód szerinti megoszlása a háztartásfelvétel alapján

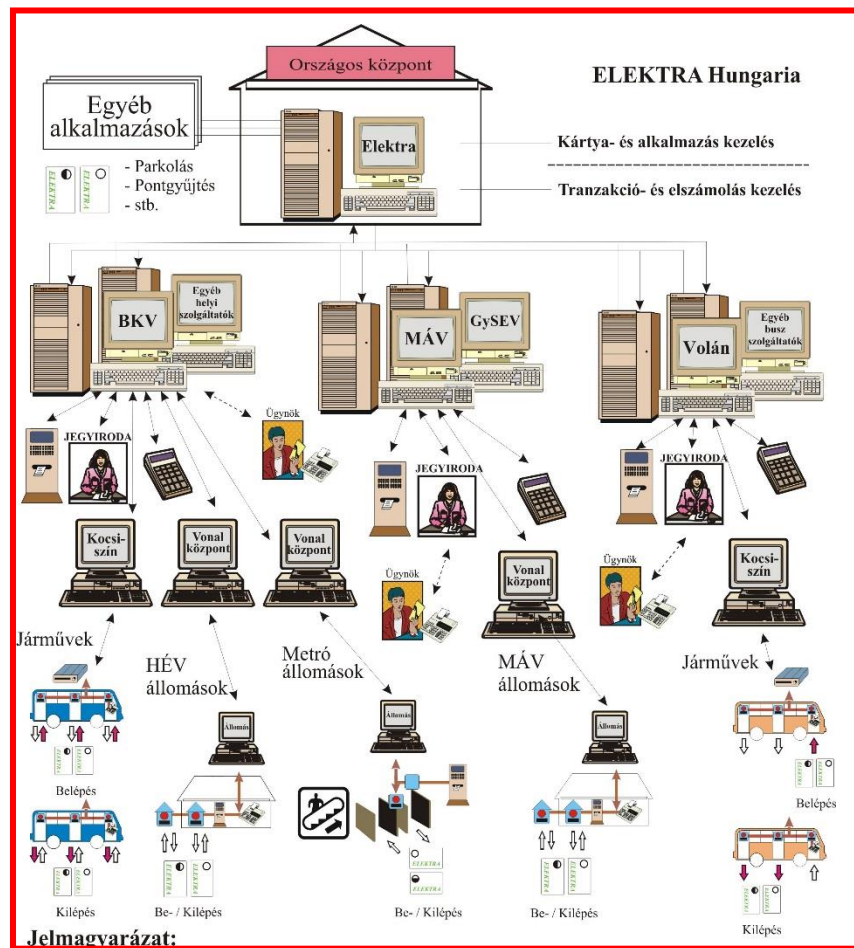
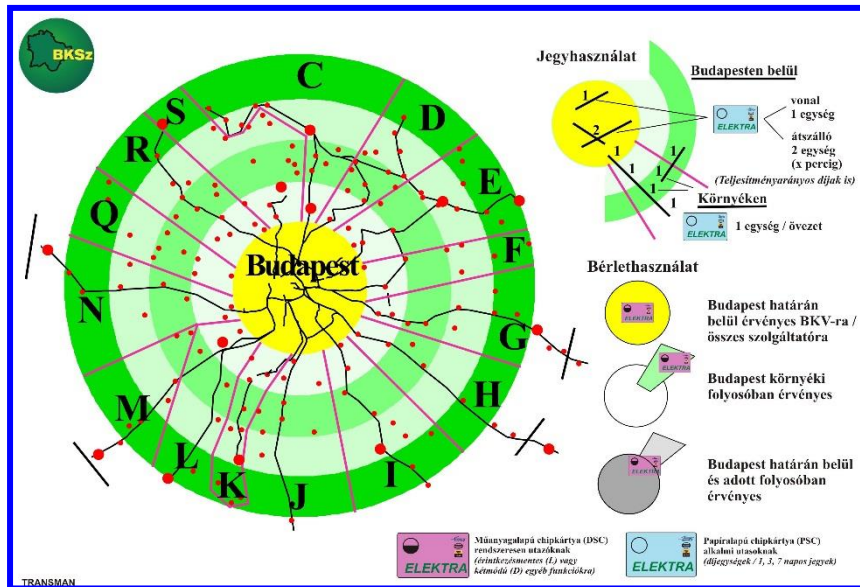


Actor and regulation model frame for PT



Association: Shared service provision responsibilities – Coordinated services – Integrated fare system – Common subsidising!!! – Intermodal developments

Integrated tariff and e-payment system

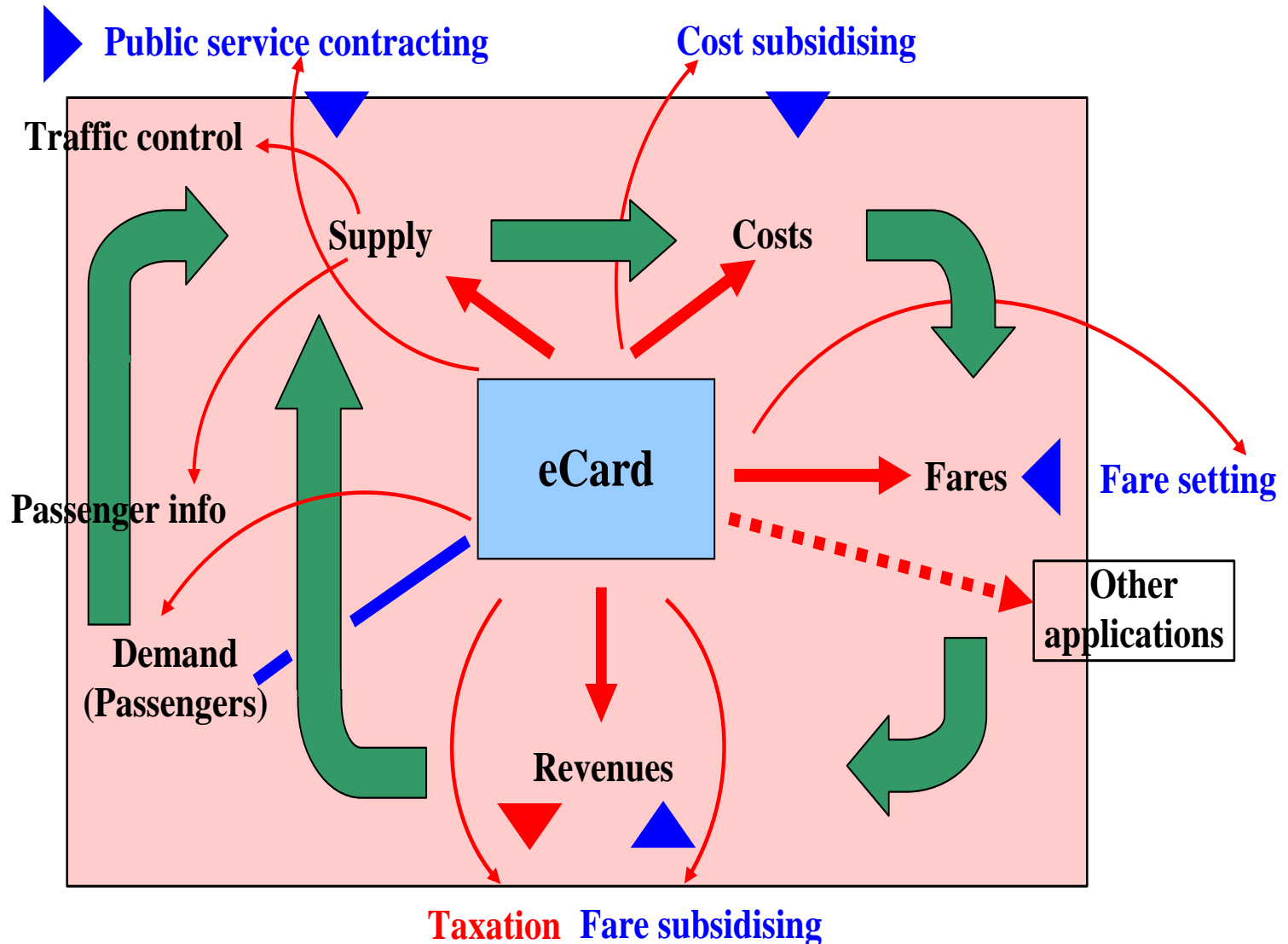


Jelmagyarázat:

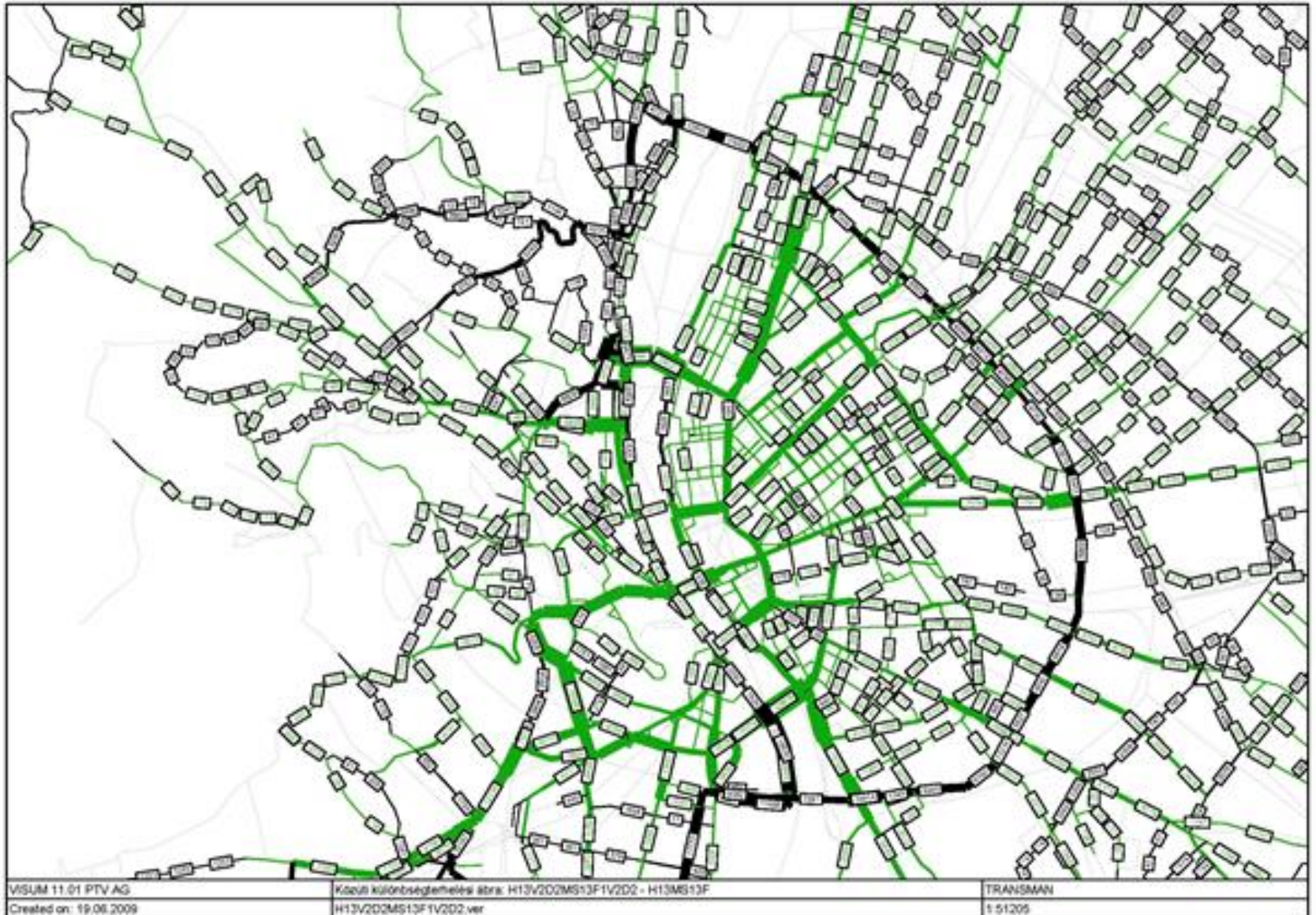
Important aspects:

- Technical and security requirements
- Coverage for all transport groups (+car users)
- Co-operative urban and regional systems (isle?)
- Feasible and robust technical solutions
- Sufficient central and back office system
- Easy and multi-point access to fare media
- Demand fitting new fare products
- Passenger help-centres
- Data for travel & service processes & revenues

e-Card: as important data generator

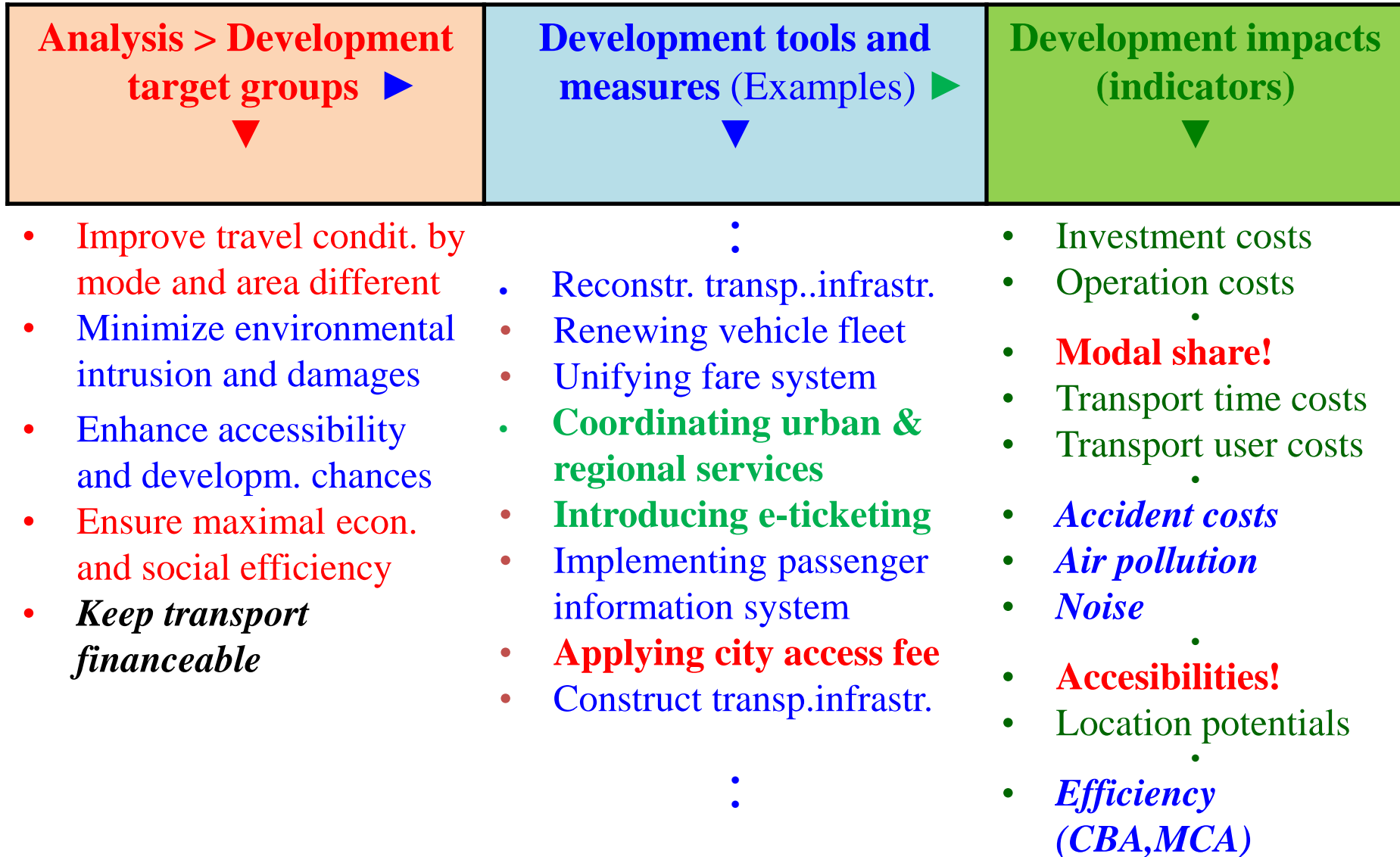


Changes of car traffic because access fee



Access fee for screen line crossing - related to PT-single ticket price (~ 1,5?)

Integrated think-way in transport planning!!!



Many thanks for your attention!