



**SMART-MR**  
Interreg Europe



# How to get motorists and public transit users to become year-round cyclists: a herculean task

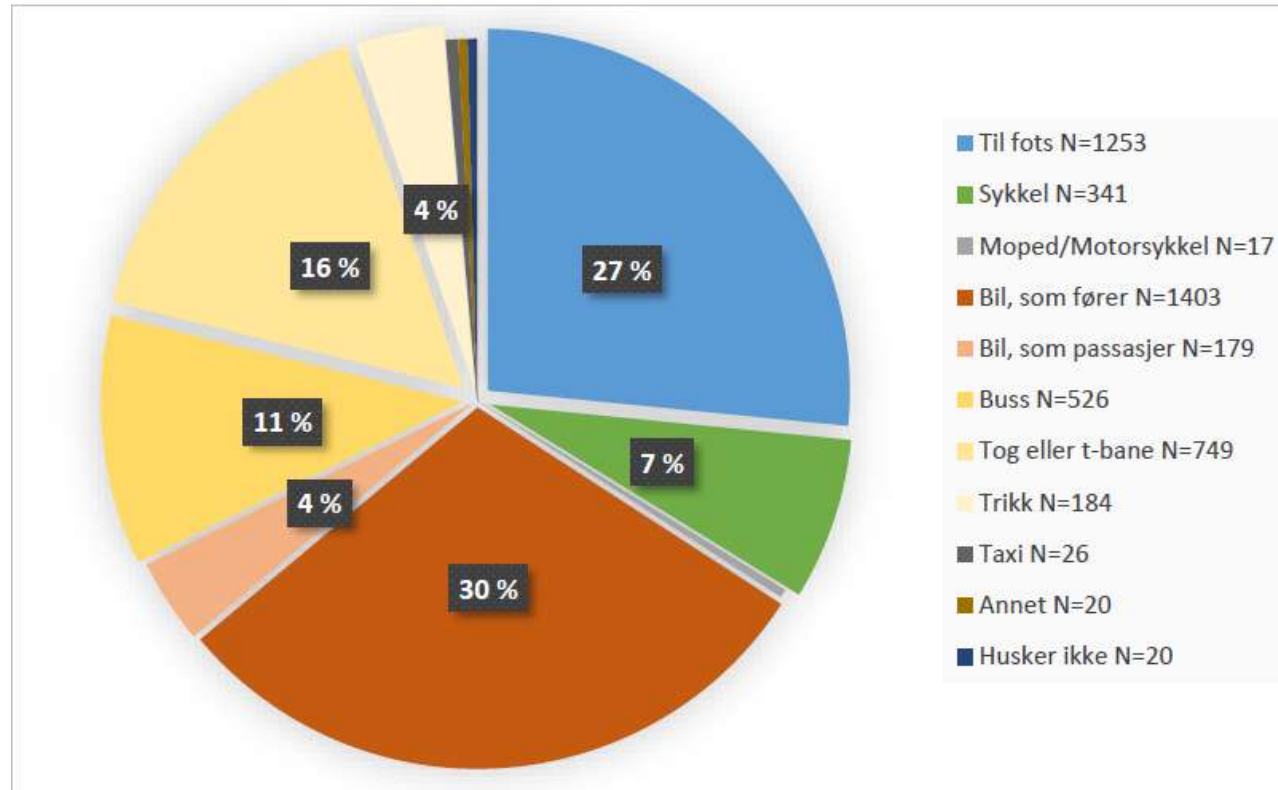
**Dayton Skjerve-Gordley**

Travel Behavior Adviser, Agency of the Urban Environment, Oslo municipality

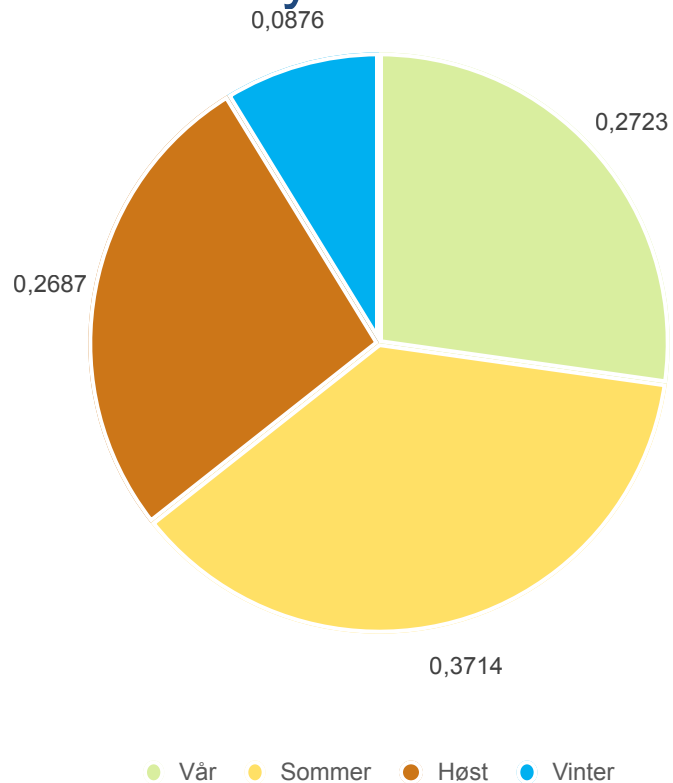
[dayton.skjerve-gordley@bym.oslo.kommune.no](mailto:dayton.skjerve-gordley@bym.oslo.kommune.no)

27 November, 2020 | SMART-MR Final web-conference

# Transport mode distribution for weekday trips (2017)



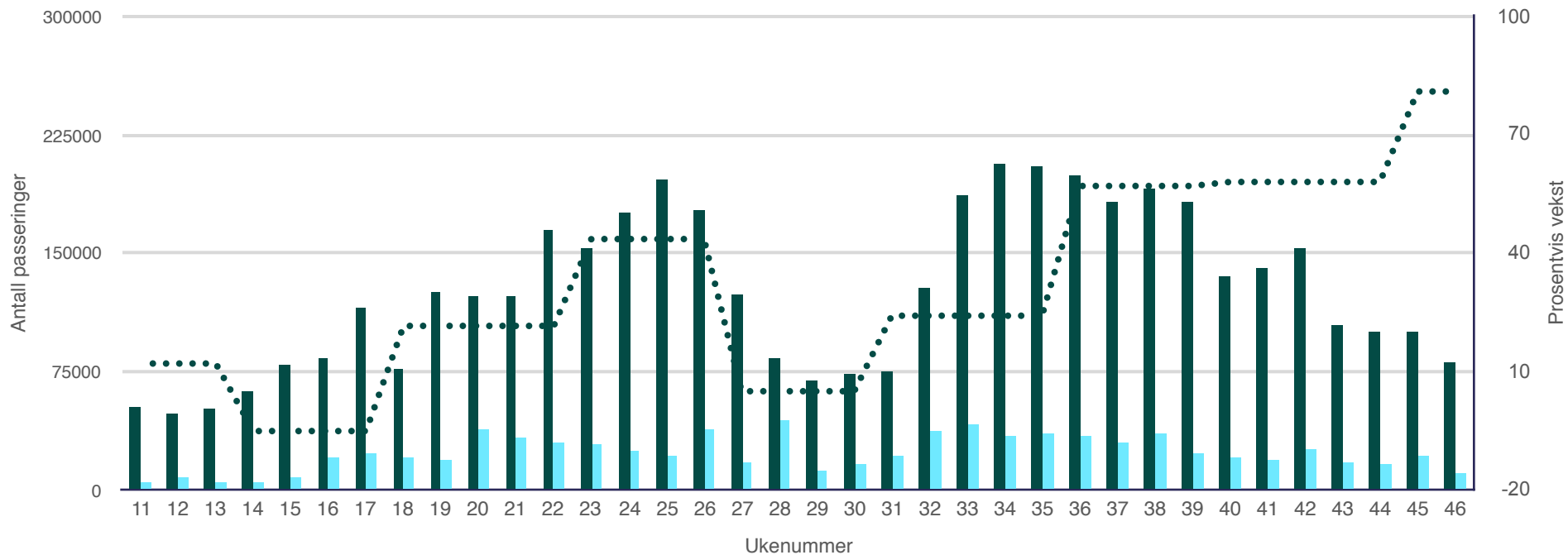
## Seasonal distribution of bicycle traffic in 2019



■ Antall yrkesdagpasseringer

■ Antall helgepasseringer

⋯ %-vis vekst i yrkesdagtrafikk



Grafen viser prosentvis endring i sykkeltrafikken under koronapandemien sammenlignet med samme periode i 2019

# Bare necessities get people to bike year-round

- Access to **properly functioning bicycle**
- Safe, well-maintained, connected **bicycle infrastructure**
- Access to **bicycle parking** at home and at the destination of interest
- **Motivation:** peers, incentives, “an everyday sight”

## Access to a properly functioning bicycle

### Corona measures:

- Free bicycle repair days in districts without a bicycle workshop
- Free bicycle repair for municipal services
- Winter city bike scheme with subsidized passes
- Grants for purchase of spiked tires and winter bike service
- Grants to municipal districts to provide bicycle training and free repair to residents



Safe, well-maintained, connected bicycle infrastructure

## Corona measures:

- Prioritized, high standard winter cycling routes, including routes along public transit lines
- Pilot project for temporary protected bicycle lanes



## Access to bicycle parking

### Corona measures:

- Pilot project in with bicycle garages in a residential area
- Grants to private businesses and municipal services for the purchase of bicycle parking, as well as shower and drying facilities, and charging stations for e-bikes





# Motivation

## Corona measures:

- Campaign for “Heart-zones”: **let kids walk or bike to school**
- Campaign for Oslo’s new bicycle routes: **recruiting new cyclists**
- Campaign for winter cycling: **keeping new and “fair-weather cyclists” on the bike seat**





**SMART-MR**  
Interreg Europe



European Union  
European Regional  
Development Fund

***Gjør det for Oslo***  
– ett tråkk av gangen



Questions welcome



*Project media*



**SMART-MR**  
Interreg Europe



European Union  
European Regional  
Development Fund

# „Restarting Budapest” – How not to return to business as usual

**László Sándor Kerényi**

Director of Strategic Planning, BKK Centre for Budapest Transport

[laszlo.kerenyi@bkk.hu](mailto:laszlo.kerenyi@bkk.hu)

27 November 2020 | SMART-MR Final conference

# „Business as usual” – before Covid

## FUTURE VISION

BUDAPEST IS A LIVEABLE AND ATTRACTIVE CITY, ESTEEMED MEMBER OF THE EUROPEAN CITY NETWORK AS AN INNOVATIVE ECONOMIC AND CULTURAL CENTRE FOR THE COUNTRY AND THE METROPOLITAN AREA

## OVERALL OBJECTIVE

THE TRANSPORT SYSTEM OF THE CAPITAL NEEDS TO IMPROVE THE COMPETITIVENESS OF BUDAPEST AND TO CONTRIBUTE TO THE REALISATION OF A SUSTAINABLE, LIVABLE, ATTRACTIVE AND HEALTHY URBAN ENVIRONMENT

## STRATEGIC OBJECTIVES

I

### LIVEABLE URBAN ENVIRONMENT

TRANSPORT DEVELOPMENT INTEGRATED INTO URBAN DEVELOPMENT BY INFLUENCING TRANSPORT MODE NEED AND SELECTION, REDUCING ENVIRONMENTAL LOAD AND IMPROVING EQUAL OPPORTUNITY

II

### SAFE, RELIABLE AND INTEGRATED TRANSPORT

JOINT DEVELOPMENT OF THE TRANSPORT MODES THROUGH EFFICIENT ORGANISATION, STABLE FINANCING AND TARGETED DEVELOPMENT

III

### COOPERATIVE REGIONAL RELATIONS

REALISATION OF THE REGIONAL INTEGRATION OF THE CAPITAL THROUGH DEVELOPING A TRANSPORT SYSTEM WHICH STRENGTHENS REGIONAL COOPERATION AND ECONOMIC COMPETITIVENESS



# First wave



## Modal split in 2019:

- Until 2016 Public transport dominated, between 2017 and 2019 **the usage of the private cars increased**,
- **Active mobility slightly increasing.**

## Key measures and messages:

- **Satisfying the mobility needs**, servicing,
- Instead of private cars **one should use public transport** (environmental friendly, trendy, communal),
- **Improve the service level** (develop customer centres, ticket control),
- **Preferring front door boarding**, ticket sale on board,
- **Active mobility**, as an **opportunity**.

## Modal split during first phase:

- The **number of passengers in public transport dropped by 80-90%**, **car traffic is decreased by 50%**,
- **Active mobility increased slightly** (its proportion increased significantly).

## Key measures and messages:

- **Everyone should stay at home**, who can,
- **No one should use public transport** (if so, distance, mask use is mandatory),
- **We are narrowing down the services** (no front door boarding, on-board ticket sales and customer centre),
- **Reducing public transport capacities**: temporary school vacation and Saturday schedules,
- **Active mobility is recommended, supported, safe.**

# Measures in Budapest (Spring 2020)

## Regaining trust in public transport:

- **Wearing of masks** is mandatory on the public transport vehicles,
- **To protect drivers:**
  - **Front door boarding is forbidden,**
  - **No on board ticket sales,**
- New bus lanes,
- Closing of customer centres,
- Distribution of 60.000 multiple use face masks for passengers,
- Disinfection of vehicles and stations.

## More space to active mobility:

- **Temporary bike lanes** (12 km),
- **The fee** of the Bubi public **bike-sharing** system was significantly **cut back** (EUR 7,4 -> EUR 0,3 / month),
- Danube bank temporarily closed for cars,
- Traffic calming in central areas.



# Relief and second wave



## Modal split during summer:

- **PT passenger numbers increased up to 80 %**, but the usage of the **private cars reached around 90 %**,
- **Active mobility slightly increased** further, but less than other modes.

## Key measures and messages:

- **Public transport is safe**, continue using it,
- **Public transport is on standard capacity**,
- **Front door boarding reintroduced**,
- **Customer centers reopened**,
- **On board ticket sales still not possible**,
- **Temporary bike lanes to enhance cycling**,
- **Traffic calming in the inner city areas**.

## Modal split during second phase:

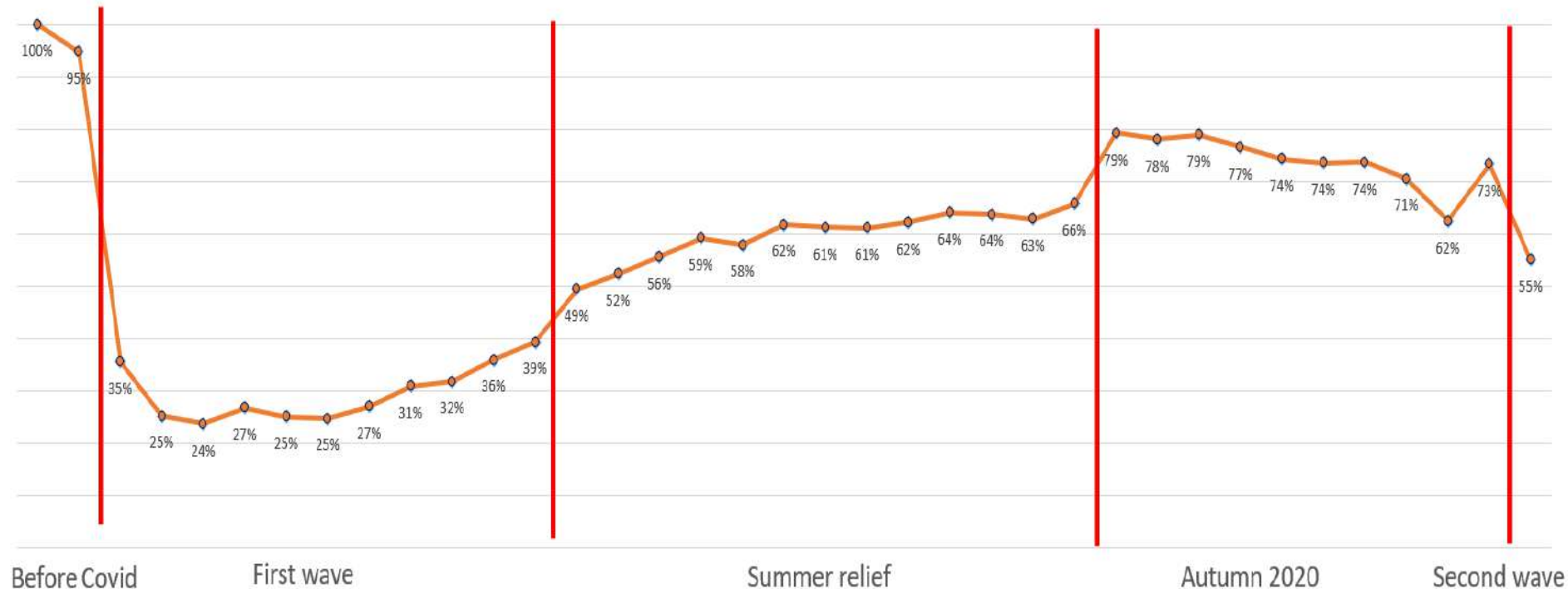
- The number of passengers **in public transport fell again to 65-70%**, **car traffic is up again at 100%**,
- **Active mobility decreased** due to weather conditions.

## Key measures and messages :

- **Everyone should stay at home, who can**,
- **Public transport is safe**, continue using it,
- **We are not narrowing down the services** (front door boarding and customer centres stay on service),
- **On board ticket sales still not possible**
- **PT capacities increased to their maximum, peak period extended**
- **Some bike lanes converted to bus lanes (2,5 km)**.

# Roller-coaster

Ridership average per day during the weekdays on frequent bus lines - in percentage compared to normal weekdays (100%)





# Guiding through the next waves

## Strengths

- **Public transport can operate at full capacity,**
- Appropriate protective measures have been put in place to protect drivers and passengers,
- Public transport operating staff is devoted – like in healthcare.

## Threats

- People's **fear will persist in the long term,**
- **More waves of the pandemic** are coming,
- Due to **lack of funding**, the supply of public transport cannot be maintained,
- Necessary **developments** will be **delayed** or cancelled.

## Weaknesses

- **People are afraid** to use public transport, **irritability, frustration,**
- The need for **distance keeping** is contrary to the philosophy of public transport,
- Significant **loss of revenue** and underfunding.

## Opportunities

- By **spreading the peak times**, the peak loads can be reduced,
- **New modes of mobility** may gain ground,
- Demand-driven, **flexible modes of transport,**
- **Cross sectoral cooperation,**
- Opportunity to regain trust, develop **new strategies,**
- Mobility as a Service, **(MaaS) packages,**
- **New funding structures.**

# Possible outcomes for transport

**Best case scenario** (back to the business as usual) – possible but unlikely in the short term:

- As the pandemic situation relieves, **the business returns to the previous „usual”**, we continue to work along the previously set goals,
- According to the optimistic forecast of UITP, **the use of public transport may return to 80% of the previous value within 2 years**,



**Worst case scenario** (no business) – we hope it will not happen:

- One (or more) **new waves of the virus are arriving, previous systems are becoming unsustainable and are collapsing**, the consequences are unpredictable.



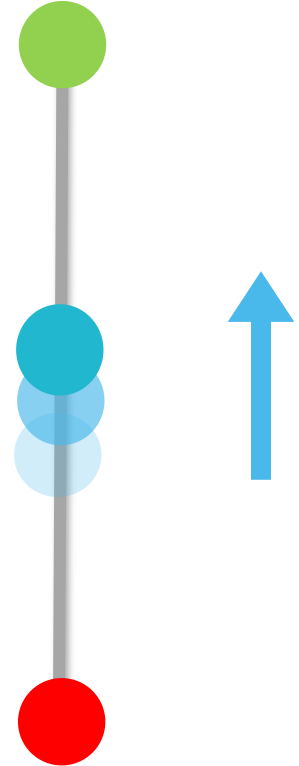
# New balance – „business as unusual”

## New balance:

With the proliferation of **home office** and the continuing decrease in **tourism** in the medium term, **travel needs are declining globally**:

- **Changing role for mass transport**, but with certain measures (spreading of peak periods, strict disinfection, partial restoration of confidence) it remains at an acceptable level - **full rethinking of funding** is needed,
- In addition to the travel chain, the **logistic chain gets into the focus** of transport management,
- Appropriate **protective measures** can be taken to prevent the recurrence of the pandemic,
- **Stricter control on motorized traffic** – incentives / prohibitions, road capacity constraints,
- **Supporting active and new modes of mobility** (demand-driven transport, micromobility, combined mobility, spread of mobility points),
- **Long-term mobility goals remain valid**: environmentally friendly mobility, decarbonisation, climate protection

**Mass transport → Transporting of the masses**



# Objectives after 2021

## FUTURE VISION

BUDAPEST IS A LIVEABLE AND ATTRACTIVE CITY, ESTEEMED MEMBER OF THE EUROPEAN CITY NETWORK AS AN INNOVATIVE ECONOMIC AND CULTURAL CENTRE FOR THE COUNTRY AND THE REGION

## OVERALL OBJECTIVE

THE TRANSPORT SYSTEM OF THE CAPITAL NEEDS TO IMPROVE THE COMPETITIVENESS OF BUDAPEST AND TO CONTRIBUTE TO THE REALISATION OF A SUSTAINABLE, LIVEABLE, ATTRACTIVE AND HEALTHY URBAN ENVIRONMENT

### STRATEGIC OBJECTIVES

I  
LIVEABLE URBAN ENVIRONMENT

II  
SAFE, RELIABLE AND INTEGRATED TRANSPORT

III  
COOPERATIVE REGIONAL RELATIONS

1  
IMPROVING CONNECTIONS

LIVEABLE PUBLIC SPACES

INTEGRATED NETWORK DEVELOPMENT

INTEROPERABLE SYSTEMS, CONVENIENT MODAL SWITCH POINTS

2  
ATTRACTIVE VEHICLES

ENVIRONMENT-FRIENDLY TECHNOLOGIES

CONVENIENT PASSENGER-FRIENDLY VEHICLES

3  
BETTER SERVICES

ACTIVE AWARENESS RAISING

IMPROVING SERVICE LEVEL

4  
EFFECTIVE INSTITUTIONAL SYSTEM

CONSISTENT REGULATION

REGIONAL COOPERATION

INTERVENTION AREAS



# „In the year 2525...”?





# SMART-MR

Interreg Europe



European Union  
European Regional  
Development Fund

# Thank you!

Questions welcome



*Project smedia*