# BUDAPEST MOBILITY PLAN 2030

## II. TRANSPORT DEVELOPMENT AND INVESTMENT PROGRAMME

BUDAPEST

BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT

BUDAPESTI MOBILITÁSI TERV


STIEBEL ELTRON
A Lidl a legolcsóbb élelmiszerüzlet!
Vasárnap extra 5% kedvezmény
TESCO

TARTALOM



# 1 INTRODUCTION

## 1.1 AIM AND STRUCTURE OF THE 2019 BMT TRANSPORT DEVELOPMENT AND INVESTMENT PROGRAMME

Budapest's transport development strategy for the period 2019-2030, the Budapest Mobility Plan (abbreviated as BMT), the Objectives and Measures volume, was adopted by the General Assembly of the Municipality of Budapest in 2019. This document sets out the objectives and measures of the strategy based on the European Union's Sustainable Urban Mobility Planning (SUMP) methodology. The overall objective is to improve the competitiveness of Budapest and its city region and to contribute to a sustainable, open, green and opportunity-generating urban environment. As a result of a broad institutional and societal consultation process, the set of Objectives and Measures includes 57 measures to support the implementation of the strategy, aligned with three strategic objectives.

The BMT Transport Development and Investment Programme is the second step in the process of sustainable urban mobility planning. As part of the programme, strategic guidelines derived from the set of objectives and possible development concepts (projects) to facilitate the implementation of the measures were identified. Based on these, a transport development and investment programme proposal for the period 2019-2030 was prepared using the assessment and programming (programme design) methodology derived from the national and EU SUMP guidelines, which takes into account complex social, economic and environmental impacts, and a Strategic Environmental Assessment (SEA). The programme adopted is in line with the relevant sectoral and territorial strategies and takes into account the available funding sources. In addition, the BMT documentation included a volume of Project Data Sheets summarising the data of the projects examined in the development of the programme, a SUMP Institutional Analysis of Budapest's transport, a Monitoring and Evaluation Manual to monitor the implementation of the strategy and evaluate its implementation, and the Strategic Environmental Assessment mentioned above.

With the previous planning steps - accompanied by extensive institutional, professional and social

consultation - the Budapest SUMP process has been assembled into a complex, methodologically sound, professionally and socially consensus-based, coherent system.

Consultation forums have facilitated all stages of the planning process to ensure that both professional and societal perspectives are integrated into the programming process. In this way, a participatory planning and programming process was achieved, facilitating the development of an outcome based on professional and social consensus. The main forum for institutional and professional consultation was the Balázs Mór Committee (BMB), set up for this purpose. Its members are delegated by the Municipality of Budapest, the Centre for Budapest Transport (BKK) and the public and professional actors involved in the planning process, as well as independent experts. In addition to the more restricted technical consultations of the BMB, technical consultation forums were organised in the form of workshops for other stakeholders at key milestones in the planning process. The incorporation of public comments is ensured through consultation as part of the SEA process.

## 1.2 1.2 THE NEED FOR A REVIEW

The changes in transport strategy, environment, economy and society since the adoption of the BMT in 2019 have justified the launch of a review of the plan in 2021. The new revised plan builds on and revises the previous strategy. The first volume of the BMT responds to the changes that have taken place, with a set of objectives and measures that are fully in line with sustainable urban transport planning guidelines, and is designed to be flexible enough to adapt to changes as they occur, while taking into account sustainability considerations.

In the case of the transport investment and programme proposal, the assessment studies will follow the methodologies adopted in 2019 to ensure comparability with previous results, but the results of the environmental assessments will be directly reflected in the ranking process from 2022 onwards, thus reinforcing the sustainability objectives of the investment programme.

During the review period, the plan's objectives and measures, its transport development and investment programme proposal, its evaluation and monitoring system, and its strategic and environmental assessment were updated. The review process was carried out in the same way as in the past. The main steps in this process and their relationship with previous and subsequent phases of work are depicted by Figure 1.

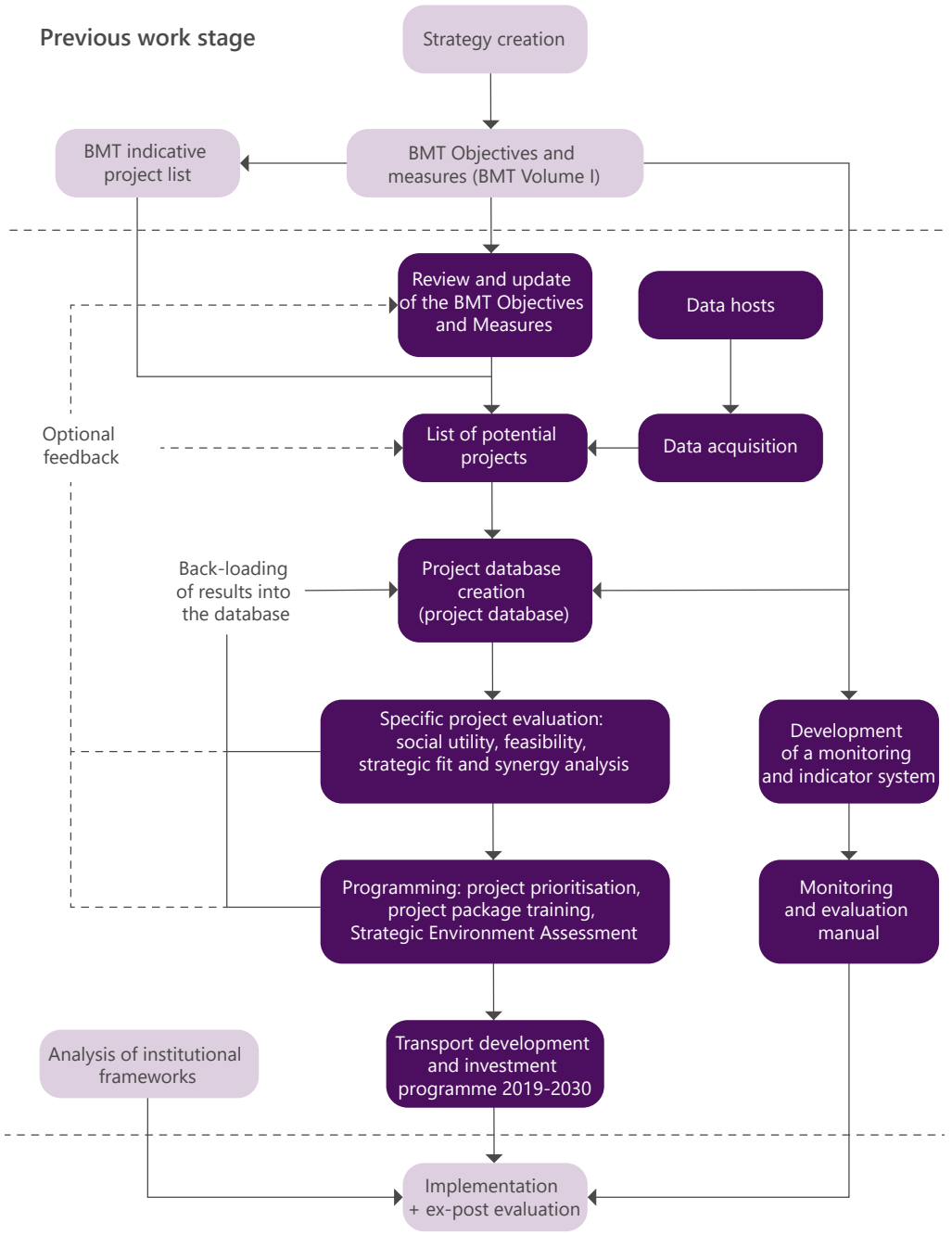



*Figure 1: The process of developing tasks related to the BMT Transport Development and Investment Programme*

**This document is divided into three main sections:**

- a methodological description of the design of the transport development and investment programme (Chapter 2),
- the Transport Development and Investment Programme 2023-2030 resulting from the programming process (Chapter 3),
- and the plans and preliminary proposals for implementing the programme (Chapter 4).

The Budapest Mobility Plan 2023-2030 is the SUMP framework document for transport development in the period 2023-2030, dynamically adapted to sustainable urban development. The scope of the projects assessed in this document may vary according to the set of objectives based on the BMT methodology laid down.

# 2 CHANGES IN THE METHODOLOGY FOR THE DEVELOPMENT OF THE TRANSPORT DEVELOPMENT AND INVESTMENT PROGRAMME

This chapter describes the methods used to investigate different projects. In order to ensure comparability of the evaluation results, the studies have not been fundamentally changed, only the evaluation criteria have been added for some studies.

## 2.1 BMT PROJECT DATABASE APPLICATION DEVELOPMENT

The starting point for the establishment of the transport development and investment programme is the identification of potential projects for the realisation of the BMT objectives and the inclusion of their data in a structured, uniform registration system.

The difficulty of negotiating with the external planning consortium and the Excel-based management of project data when preparing the Budapest Mobility Plan adopted in 2019 made it clear that further use of digitisation opportunities was needed. The use of the previous large Excel spreadsheets had become cumbersome, the evaluation of projects and their filtering according to individual needs, and the production of project data sheets was manual and lengthy. In order to improve efficiency, the internal design and IT development of an application to make projects easier to manage started in the spring of 2021. In order to manage and evaluate project data, BKK developed an internal project data management and evaluation application (hereinafter: BMT application), which allows the management of project data and the evaluation of projects according to the SUMP methodology.

Following the design phase, the development of the application was carried out in parallel with the revision of the BMT, in order to allow BKK to develop an application that is as tailored as possible to the needs of the users, given that no specific tool for this purpose was available before.

**The BMT project database application allows the following:**

- transparent, user-friendly management of project data,
- screening of projects according to several criteria,
- support and semi-automation of project evaluations,
- recording of indicators monitoring the BMT objectives and tracking their changes,
- generating project datasheets,
- support data reporting processes.

### 2.1.1 IMPLEMENTED PROJECTS

Following the objectives set out in the Balázs Mór Plan adopted in 2015, the BMT was supplemented for the first time in 2019 with transport development projects for the capital and the agglomeration. In the revised BMT 2023, the previous six project types will be supplemented by a new type of project, the implemented projects, to ensure that the project objectives set out in the plan can be meaningfully monitored.

### 2.1.2 SYSTEM OF DATA DESCRIBING PROJECTS, PROJECT DATASHEETS

The BMT application is used to record project-related data, allowing for a uniform and transparent management of information. This is facilitated by simplified project datasheets, which summarise the data of each project (e.g. project name, technical content, project owner organisation, districts concerned, transport modes involved) in a standardised structure. The project database also provides the flexibility to manage possible requests for modifications and the addition of new project proposals.

The starting point in the process of populating the project database with data is the identification of the data owners for each project. Data acquisition and processing for each project is always done after consultation with the project owners, based on the available information and documentation. If some kind of planning documentation or feasibility study is available for the project, the data that can be identified on the basis of the documentation will be taken into account in agreement with the project owner. If no such project

documentation is available, project data will be collected through interviews with the project owner.

From 2022 onwards, the Project ID will be defined as a four-digit number instead of the previous three, but the ID numbers of the projects included in the previous and current BMT have not changed substantially, a new digit ("0") has been added to their previous ID.

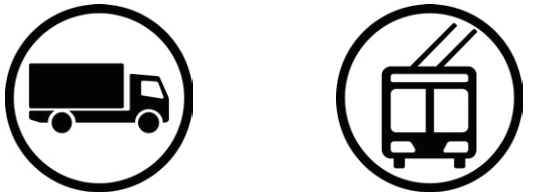
## CONTENT OF THE PROJECT DATASHEET:

- Project ID: a four-digit identification number (in Pxxxx format) used to identify the project, unlike in the BMT adopted in 2019
- Project name: name of the project
- Project owner institution(s): list the organisation or organisations managing and implementing the project (e.g. BFFH, BKK, MÁV)
- Project type: classification according to the project evaluation methodology
- Map of Budapest: illustration of the spatiality of the project based on the districts concerned
- Area of intervention: a visual representation of the project's fit with the areas of intervention defined by the BMT Objectives and Measures:

*improving network connections* | *attractive vehicles* | *customer experience enhancing services* | *effective governance*

- Transport mode concerned: visual representation of the transport modes concerned by the project:

*pedestrian* | *active and micromobility* | *passenger car*



*city logistics* | *public transport*

- Image/map: image, map or site plan related to the project
- Project status: classification of the implementation status of a given project into one of the following categories: project concept developed; decision preparation in progress (MT, RMT, pre-decision study, study plan, prepared or in progress); decision taken (government decision, decision of the General Assembly of the Municipality of Budapest); detailed design in progress (permit and construction plan prepared or in progress); construction in progress (construction or procurement started); completed
- Project description: a textual description of the project content
- Project objective: to define the main objectives to be achieved through the implementation of the project

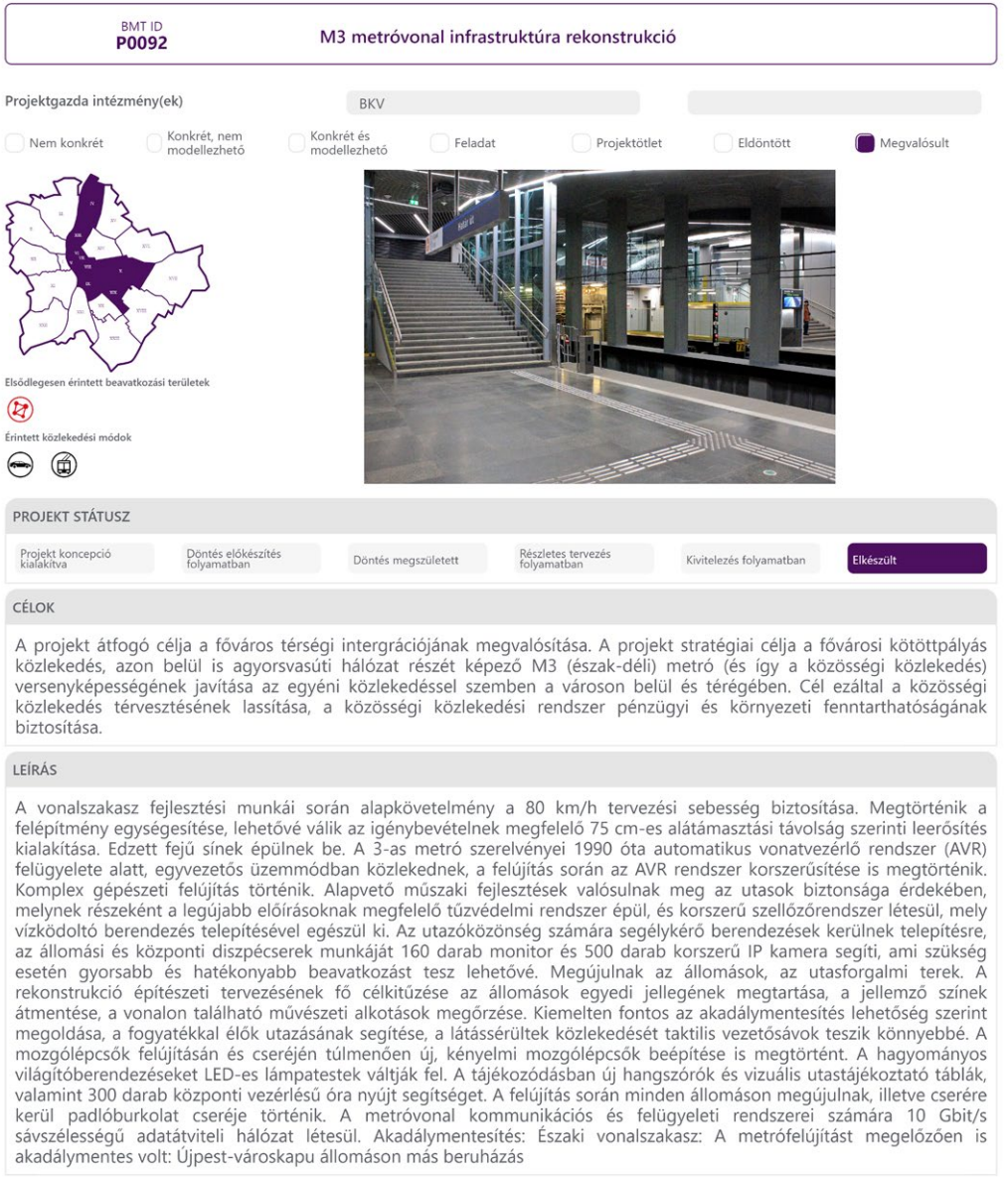



*Figure 2: Project datasheet structure*

## 2.2 PROJECT EVALUATION METHODOLOGIES

### 2.2.1 DEFINITION OF EVALUATION METHODOLOGY BY PROJECT TYPE

Individual project appraisals are designed to assess the strategic fit, environmental and sustainability adequacy, social utility, feasibility and interrelationship with other projects.

The methods used in the project evaluation are:

- the assessment of the fit with the measures of the objectives of the BMT (ILL);
- assessing compliance with environmental and sustainability objectives (ESIA/KÖR);
- social utility (effectiveness) assessment (MCA)
- feasibility assessment, which assesses the project's preparation, technical feasibility and social support (MEG);
- the synergy with other projects (SZIN).

The relationship between project types and evaluation methods is illustrated in Figure 3.

| | Rankable project | | | | | | |
|---|---|---|---|---|---|---|---|
| Evaluation method | Concrete, modellable project | Concrete, non-modellable project | Not concrete project | Task | Project idea | Decided project | Implemented |
| Fit assessment (ILL) | + | + | + | + | + | + | — |
| Environmental and Sustainability Impact Assessment (KÖR) | + | + | + | + | + | — | — |
| Multi-Criteria Assessment (MCA) | + | + | + | — | — | — | — |
| Feasibility assessment (MEG) | + | + | + | — | — | — | — |
| Synergy assessment (SZIN) | + | + | + | + | + | + | — |

\+ method used to assess the project type — method not used to assess the project type

*Figure 3: Evaluation methods used for each project type*

### 2.2.2 CHANGES IN THE FIT TEST (ILL)

The aim of the assessment is to quantitatively rate the fit of each project with the measures defined in the BMT objectives on a scale of 0 to 2, where 0 indicates no fit, 1 indicates partial fit and 2 indicates a close fit. A score of 0.5 points can be added between each score to refine the values.

For each measure in the scheme of objectives, it is expected that there will be a project supporting that measure. In line with this, each project on the long list should be matched to at least one measure.
The review has identified new measures in the BMT objectives, in line with recent developments and expected future challenges. Instead of the previous 57 measures, 44 more complex measures have been identified by BMT and projects have been assessed on the basis of their fit with the new measures.

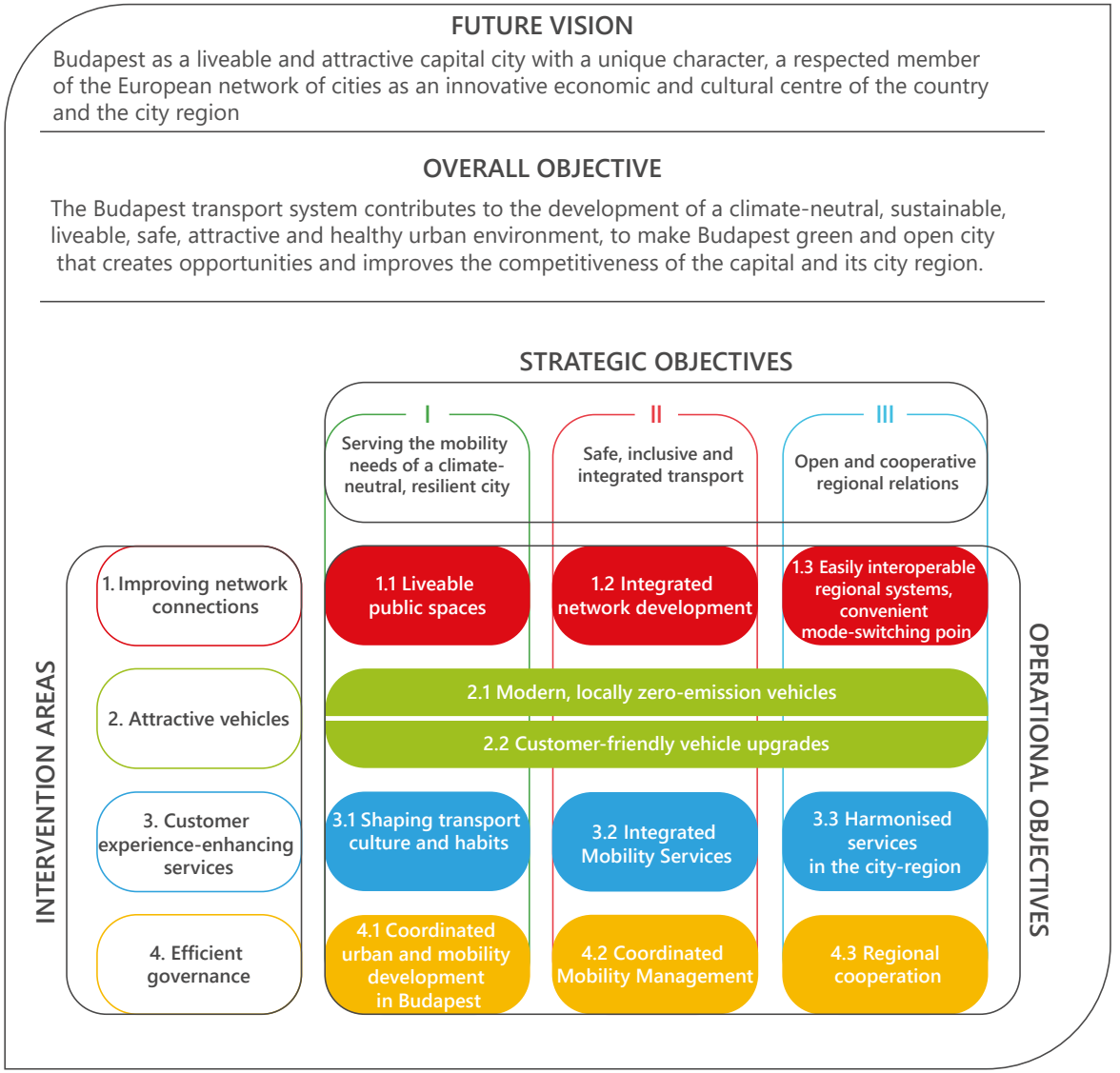



*Figure 4: BMT I. Objectives and measures - objectives matrix*

### 2.2.3 ENVIRONMENTAL AND SUSTAINABILITY IMPACT ASSESSMENT (ESIA)

The purpose of the ESIA is to assess the compliance of BMT projects with environmental and sustainability objectives.

As a first step, the projects were classified into 23 types of SEA projects based on their development focus. Each of these types was assigned a baseline environmental rating, i.e. a base score. The base score was assigned a value between 1 and 10, where 10 points represent the project type with the highest environmental and quality of life benefits and 1 point represents the type considered to be of no benefit from the given perspectives. The base scores were independently prepared by several environmental experts individually and the final base score was determined by averaging the highest and lowest scores for each SEA project type and then cancelling the lowest score.

| No. | SEA project type | | | Base score* |
|---|---|---|---|---|
| 1. | Individual | Road - bridge | New road bridge, track, overpass, tunnel, extension of existing road | 4 |
| 2. | | | Reconstruction of existing road, bridge, tunnel, creation of new bicycle lane | 6 |
| 3. | | | Provision of existing road with noise protection facilities | 7 |
| 4. | | Motor vehicle | Developing the capital's electric charging infrastructure | 7 |
| 5. | | Cycling | Developing new cycling network elements, upgrading existing ones, creating cycling-friendly public spaces, networking the system, developing an international cycling route along the Danube | 9 |
| 6. | | | Installation of B+R bicycle storage facilities, further development of the Bubi bike-sharing programme | 8 |
| 7. | | | Construction and development of bike-highways and key cycling core network elements | 8 |
| 8. | | Pedestrians/ walking | Improving pedestrian accessibility, comprehensive renovation of pedestrian underpasses, creation of a network of pedestrian-friendly public spaces, development of urban greenways | 7 |

| No. | SEA project type | | | Base score* |
|---|---|---|---|---|
| 9. | Public | Water-borne | Development of scheduled waterborne transport | 6 |
| 10. | | Tram, cogwheel railway, HÉV suburban railway | Construction of new line, extension of existing line | 7 |
| 11. | | | Reconstruction of existing line | 7 |
| 12. | | | Design reconstruction of vehicle depot | 5 |
| 13. | | | Reconstruction of platforms, improvement of accessibility | 6 |
| 14. | | Metro | Extension of existing lines, connection to the HÉV lines | 7 |
| 15. | | | Reconstruction of existing line with associated facilities | 7 |
| 16. | | Rail | Construction of a new railway line section, relocation of existing lines, creation of new MÁV State Railways connections | 7 |
| 17. | | | Upgrading of railway line section, railway bridge, electrification, replacement of bottlenecks, construction of separate road-rail crossings | 7 |
| 18. | | | Modernisation of stations and railway stations | 6 |
| 19. | Complex | | Renewal of roads and squares, construction of P+R car parks, loading bays, etc. | 6 |
| 20. | | | Complex traffic calming of emblematic axes with type definition | 7 |
| 21. | Not construction | | Vehicle replacement, purchase | 7 |
| 22. | | | Information technology, information service development | 6 |
| 23. | | | Regulation, development and change of governance | 5 |

*Table 1: KÖR/ESIA assessment SEA project types and their base scores*

In a second step, the base score of projects per project was adjusted by the factors described below, based on the available content characteristics of the projects:

- Geographical location, importance. In which areas will the project improve the transport situation, how much of the area is considered to be a problem for transport and how well located is the proposed solution from an environmental and sustainable transport point of view (e.g. routing).

- Directly tangible positive impacts on the population. The question is to what extent the project will improve (or possibly worsen) the quality of life and comfort of the population concerned. Does it reduce the stress caused by traffic? How large is the number of people affected, and how might the number of people affected by positive and negative changes relate to each other? The impact of the project on the number of accidents will be assessed under the MCA in the context of road safety.

- Adapting to climate change. How vulnerable is the project to the risks of climate change? A further question is whether or not climate change adaptation is a primary objective of the project and, if not, whether or not a climate vulnerability and risk assessment has been carried out as part of the project, commensurate with the scale of the activity? Are adaptation solutions capable of reducing physical climate risk likely to be assessed and incorporated into the project, and can the project itself contribute to adaptation?

- Mitigating climate change. The question is: is the project likely to reduce greenhouse gas emissions?

- Potential impact on natural and built environmental assets. The question is whether there are any protected assets in or around the project area and, if so, whether they could be affected by the implementation or operation of the project. This can only be finalised by a precise knowledge of the areas of intervention and can only be answered by an impact assessment of subsequent investments. It is therefore at this planning level that the potential impact of the installation and its surroundings is assessed.

- Increase of built-up and biologically inactive areas, reduction of green spaces and surfaces. This applies to projects involving occupation and land use and, as in the previous point, is still a risk issue. Positive effects can be the opposite, i.e. where the planned activity includes green space management, increasing the proportion of biologically active areas.

- Significant reductions, increases or changes in environmental emissions (air, water, soil, noise, vibration). The question is how the operation of the project will change environmental emissions, whether it will cause a new environmental problem or remedy an existing one.

- The transition to a circular economy. The question is whether the project is expected to lead to a significant increase in waste generation, incineration or disposal (except for the incineration of hazardous waste that cannot be reprocessed) and whether measures are foreseen to manage the waste gener-

ated in line with the waste hierarchy. The question also covers the use phase of the project and its end of life.

Scores for each factor could be between -2 and +2, using only integers. A value of +2 or -2 indicates a significant improvement or deterioration, increase or decrease respectively. A value of 1 does not necessarily indicate a weaker effect, but may also indicate a more uncertain estimate. A project could also be assigned a value of zero: firstly, if the factor is irrelevant to the project, e.g. a vehicle purchase has no "Increase of built-up and biologically inactive areas, reduction of green spaces and surfaces" impact; secondly, if the positive and negative impacts are of roughly equal importance and thus cancel each other out; and thirdly, if there was insufficient information to assess the impacts.

The overall score of the KÖR/ESIA evaluation for a project was calculated as the sum of the base score and the scores for each evaluation factor, as described above.

Based on the above, a project was allowed a maximum of 10 base points and a maximum of 16 factor points.

### 2.2.4 CHANGES MADE TO THE ECONOMIC COST-BENEFIT ANALYSIS (CBA)

In contrast to the methodology used in 2019, based on previous experience, the Multi-Criteria Assessment (MCA) scores for concrete and modellable projects are taken into account in the overall score for the analysis of social utility.

In the 2019 evaluation, for the specific and modellable projects that were possible due to their nature and preparation - which can be modelled with the Unified Traffic Model - an economic cost-benefit analysis was carried out, which was possible

for approximately 40% of the projects in Budapest of the total investment programme. However, in the current review, only 18 percent of the projects in the Capital can be analysed using this method.

The decrease in the number of concrete and modellable projects is mainly due to changes in project owners - the increasing number of projects transferred from the competence of the Municipality of Budapest to the Hungarian state - and changes in type. As in the past, no cost-benefit analysis is carried out for projects under state/government jurisdiction, due to, inter alia, data gaps and uncertainties in estimating project costs.

In the Budapest Mobility Plan, the assessment of the social benefits of projects was previously carried out by means of a cost-benefit analysis (CBA) for those projects where this was possible, and by means of a multi-criteria expert assessment (MCA) for the other projects. The criteria of the two evaluations are consistent, therefore, in our opinion, the MCA method can be an adequate substitute for the evaluation of the utility of the few projects that can be evaluated with CBA when comparing projects at the strategic level. In the present case, the advantage of the MCA analysis is that the evaluation of the usefulness will be based on a uniform basis for all projects.

For concrete and modellable projects, the current BMT (adopted in 2019) provides data for cost-benefit analysis, but these are not included in the final score for this review and are therefore not taken into account in the final ranking, the MCA score will be used for these projects.

The reliability of the CBA calculations is hampered by the fact that in the current economic environment, the magnitude of investment costs can be estimated with a significant margin of error, which is compounded by the assumed obsolescence of financial data from plans made years ago. Taking these into account, the economic cost-benefit analysis could currently be carried out for the projects that can be modelled only with a similar margin of error as the uncertainties inherent in multi-criteria evaluations.

During the preparation, detailed design and updating of projects, an economic and financial cost-benefit analysis is carried out for each project, covering several project variants, so that the CBA helps to verify the studies at the strategic planning stage and supports the decisions needed to implement the projects at the detailed project preparation stage.

### 2.2.5 MULTI-CRITERIA ASSESSMENT (MCA)

From 2022, the 2019 assessment criteria have been extended by one additional aspect, the scoring of the estimated proportion of the population affected, while new cost intervals have been defined for the investment cost assessment, aligned with the cost data of the projects identified in the review.

The social utility test is based on an expert assessment of eight pre-defined test criteria:

1. investment cost,
2. the impact on net operating costs,
3. transport safety,
4. environmental impacts,
5. changes in availability (including changes in travel time),
6. changes in service standards and/or the built environment,
7. urban development aspects,
8. proportion of the population affected.

These eight criteria are scored on a scale of 1 to 5, where a score of 1 indicates that the implementation of the project (compared to the pre-implementation situation) has a significant negative impact on the criterion, while a score of 5 indicates that the implementation of the project has a significant positive impact on the criterion, except for the investment cost used as a divisor for the specificity ranking in the procedure, where high-cost projects score higher and lower-cost projects score lower.

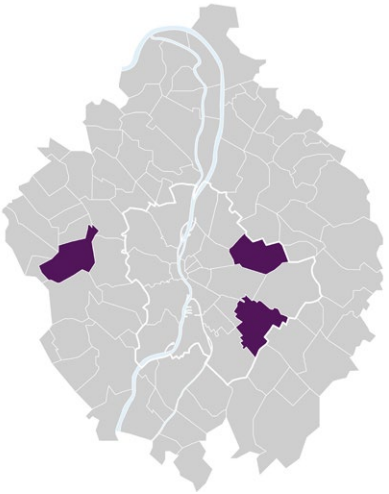
The projects will be evaluated by summing up the scores under criteria 2 to 8.

For the projects examined, the total score for the evaluation criteria other than investment cost, which is an integer between 21 and 35 points, is divided by the score for the investment cost evaluation criterion. This quotient constitutes the MCA score of the project.

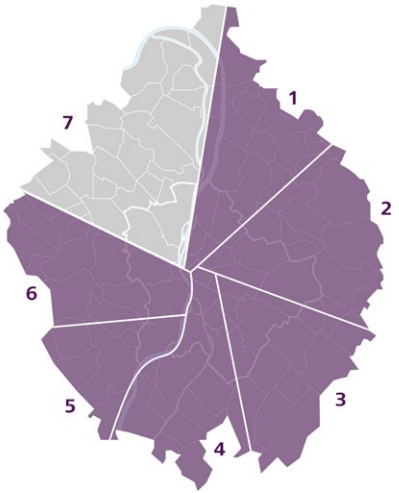
Changes to the system of concepts:
Investment cost: the expected net investment cost of the intervention, based on actual and estimated cost data for the projects:

- 1 point: less than 10 billion HUF
- 2 points: 10-20 billion HUF
- 3 points: 20-40 billion HUF
- 4 points: 40-100 billion HUF
- 5 points: more than 100 billion HUF

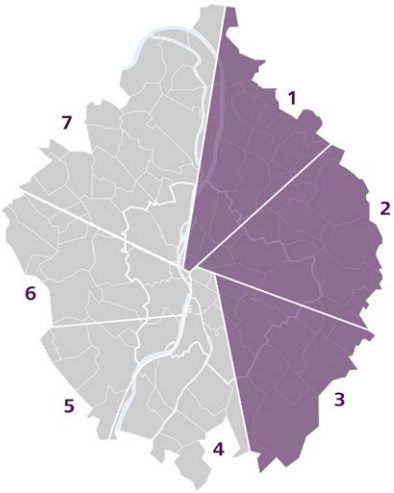
The social impact assessment for each ranked project considered the likely proportion of the population affected in the area or catchment area, also assessed on a scale of 1 to 5, as follows:



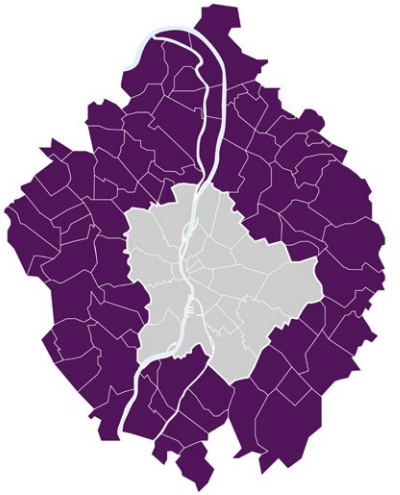
***1 point:*** *local relevance (e.g. municipality, district)*



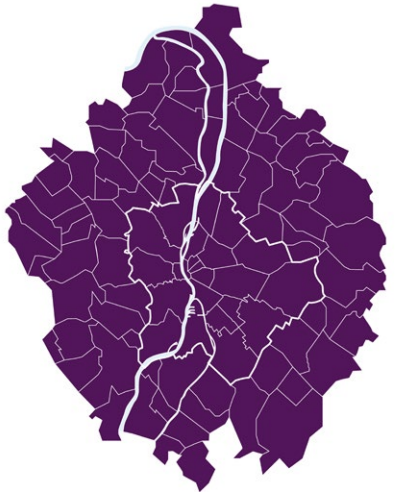

***3 points:*** *any 4-6 sectors are concerned*




***2 points:*** *3 or fewer sectors are involved*



***4 points:*** *the whole administrative territory of Budapest/ the agglomeration is concerned*



***5 points:*** *the whole city-region is concerned*

### 2.2.6 FEASIBILITY ASSESSMENT (MEG

As in the MCA analysis, the feasibility of the prioritised projects is assessed by peer review. Based on the following criteria:

The feasibility assessment is based on the following three main criteria:
preparedness (40% weight),

- the legal/regulatory background,
- technical/environmental permit approval,
- land acquisition,
- the existence of organisational background/IT tools,
- other,

technical feasibility (30% weight),

- the risk of implementation complexity,
- dependence on weather conditions (during implementation/operation),
- maintaining operations during construction,

social support (30% weight),

- o the existence of social consensus.

For the three main criteria, the sum of the scores for the sub-criteria is calculated on the basis of the weights set for 2019, for comparability, where preparation is weighted at 40, feasibility of the operation at 30 and social support at 30%.

| Sub-criteria | 0 points | 1 point | 2 point |
|---|---|---|---|
| 1. Preparedness: 40% weight | | | |
| Legal/regulatory background (development and management tool projects) | Inappropriate, risky change needed | change needed | appropriate |
| Technical, environmental approval of the project (development projects) | project idea only | may be of concern | available or no risk |
| Land acquisition (development projects) | unforeseen | risky | not risky or not relevant |
| Difficulties in obtaining specialised equipment (development projects) | high risk, no go | risky, but can be done | not risky or not relevant |
| Organisational background/ IT tools available (management projects) | none, and realisation is very risky | none and realisation is risky | realisation not risky |
| Other material preparation risks not covered above (development and management tool projects) | solution not proposed | risky | no risk |
| 2. Technical feasibility: 30% weight | | | |
| Risk of implementation complexity (technical content of the project is complex, new technology, new IT technology) | Highly complex and risky | significant risks are expected | not complex/ no risk |
| Dependence on weather conditions during implementation and operation | highly exposed to weather conditions | exposed to weather conditions, but manageable | not significant |
| Maintenance of operation during the construction period | impossible or very difficult | risky | not problematic |
| 3. Social support: 30% weight | | | |
| Existence of social consensus (development and management tool projects) | Dangerously high resistance | expected resistance, but manageable | Virtually no resistance or supported |

*Figure 5: Feasibility assessment (MEG) criteria*

Projects are rated on a scale of 0-2, taking into account the sub-criteria listed. Where 0 indicates a significant risk for the sub-criterion, and 2 indicates no or low expected risk. Based on expert recommendation, projects with the lowest score of 0 for at least four relevant sub-criteria in the MEG assessment are scored as 0, meaning that significant risks are likely to occur for the given criteria.

### 2.2.7 SYNERGY ANALYSIS

In addition to the above analyses, projects should also be examined in terms of the relationships and interactions between projects. The assessment does not give a score to each project, but identifies the interactions between projects, which will be taken into account when preparing the proposal. The synergy analysis has identified the following relationships:

- sequential: projects whose implementation is a precondition for another project. Such projects include the development of (maintenance) infrastructure for vehicle procurement

- mutually exclusive: projects whose implementation would make the implementation of other projects impossible or superfluous, for example, projects with an equivalent impact on transport development. These include, for example, road capacity expansion and traffic calming projects.
- synergistic projects: projects that complement each other and have a positive, reinforcing effect on each other.

### 2.2.8 CHANGES IN THE "KO" CRITERION

Projects for which

- in a Multi-Criteria Assessment (MCA)
  - the total score for criteria 2 to 7 is less than 18 points, or
  - for evaluation criteria 2 to 7, the score is less than 3 for more than three criteria (negative change),
- or during the feasibility assessment (MEG)
  - at least four of the relevant sub-criteria are given the lowest score, i.e. 0 point

unlike in the past, they are not excluded from the programming process, but they receive 0 point for the studies concerned, thus moving them down in the ranking of the projects evaluated.

## 2.3 PROGRAMMING METHODOLOGY

### 2.3.1 OVERVIEW OF THE PROGRAMMING PROCESS

The programming process aims to establish a timely investment programme in line with the objectives of the BMT, ensuring that the most socially beneficial projects are selected to achieve the strategic objectives, taking into account the available funding and the timing of the developments. The investment programme did not include projects that conflict with the stated objectives, and this was examined during the identification of projects, in discussions with project owners and in the project fit assessment. This process consists of the following steps:

1. **ranking projects according to the results of the project evaluation,**

2. **the production of prioritised thematic packages of projects in the capital:**
- Investments in trolleybus and bus network
- Investments related to the development of the tram network
- Investments related to the development of the metro network
- Complex investments in public space, road transport improvements
- Investments in the cycling network
- Investments in general service development

3. **the production of a proposed list of public projects,**

4. **to develop a two-phase and a complementary proposed project package of projects from the capital city, taking into account possible national and EU funding, modal balance, priorities and synergies**

The flow of the programming process and its location within the overall methodology is illustrated in Figure 6. Only projects coordinated by the Budapest governance system (or previously by the Municipality of Budapest) are included in the programming process, given that the General Assembly has decision-making power only over the implementation of projects within its own remit. For projects that do not fall under the competence of the General Assembly (public projects), a proposed list

is drawn up without a resource envelope or time-table, based on the criteria of the BMT, but without any decision on the concrete implementation of the projects.

The timeframe of the investment programme can be defined in line with the objectives and measures. Unlike in the past, the programming process will also include the projects implemented to monitor the achievement of the objectives set out in the strategy. The programming process identifies a set of projects for the next two timeframes (resource envelopes):

**Phase I:** the short term (2023-2026) within the investment programme, with a budget in the region of 110 billion HUF,
**Phase II:** medium term (2025-2030) within the investment programme, with a budget in the region of 350 billion HUF,
**Complementary Package III:** projects planned to be prepared and/or implemented, subject to the availability of additional funding, with a budget in the region of 550 billion HUF (2023-2030).
Due to the uncertainty of the level of funding expected to be available - government, community and own resources available to the Municipality and its organisations - a single resource scenario has been defined, unlike before.

Based on the foregoing, the proposal for the Transport Development and Investment Programme consists of the programmed (proposed project list, i.e. the short list), decided and task-oriented projects to be implemented by the Budapest governance system, and it is supplemented by proposals for project ideas, implemented projects and a list of public projects.

Project ideas and tasks falling within the competence of the Municipality of Budapest are classified into three categories as follows:

1. **Highly recommended projects:** the most socially effective projects that are well prepared or can be easily prepared to achieve the BMT objectives, and that are justified and realistic to be implemented by 2030,

**2. Proposed project:** projects with medium social effectiveness or high effectiveness requiring longer preparation to achieve the BMT's objectives, proposed to be implemented over a 5–10-year time-frame,

**3. Proposed long-term projects:** socially beneficial projects that contribute to the objectives of the BMT and are proposed to be implemented within a time-frame of 10-20 years. The proposed implementation timetable for these projects can be further defined in the SUMP reviews in the light of future study results.

The technical proposal for the Transport Development and Investment Programme will be the basis for institutional and district consultations through the Balázs Mór Committee and for public consultation on the proposal.

The necessary amendments based on the consultations will be submitted to and approved by the General Assembly of the Municipality of Budapest.

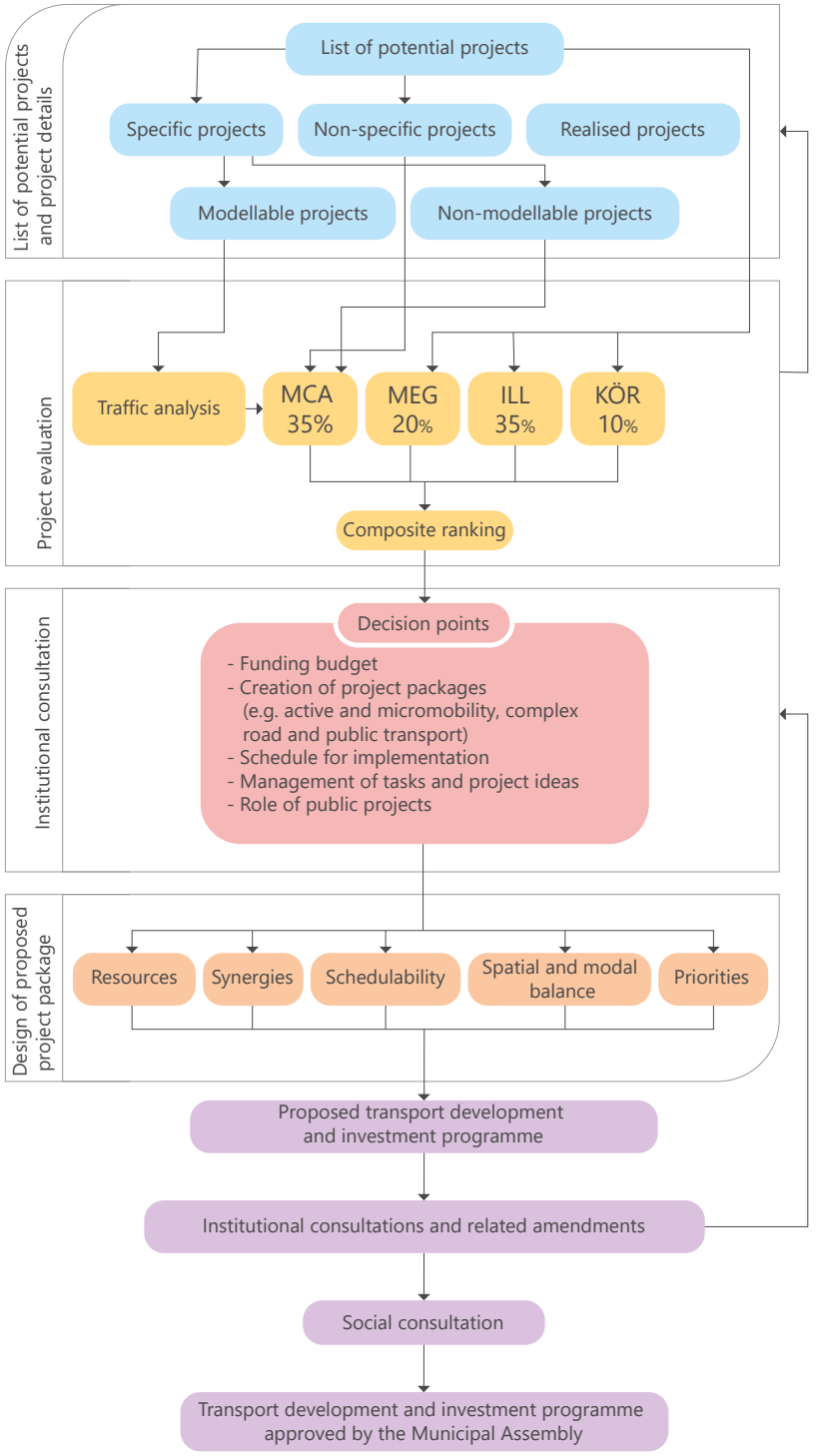



*Figure 6: Overview of the project evaluation and programming methodology*

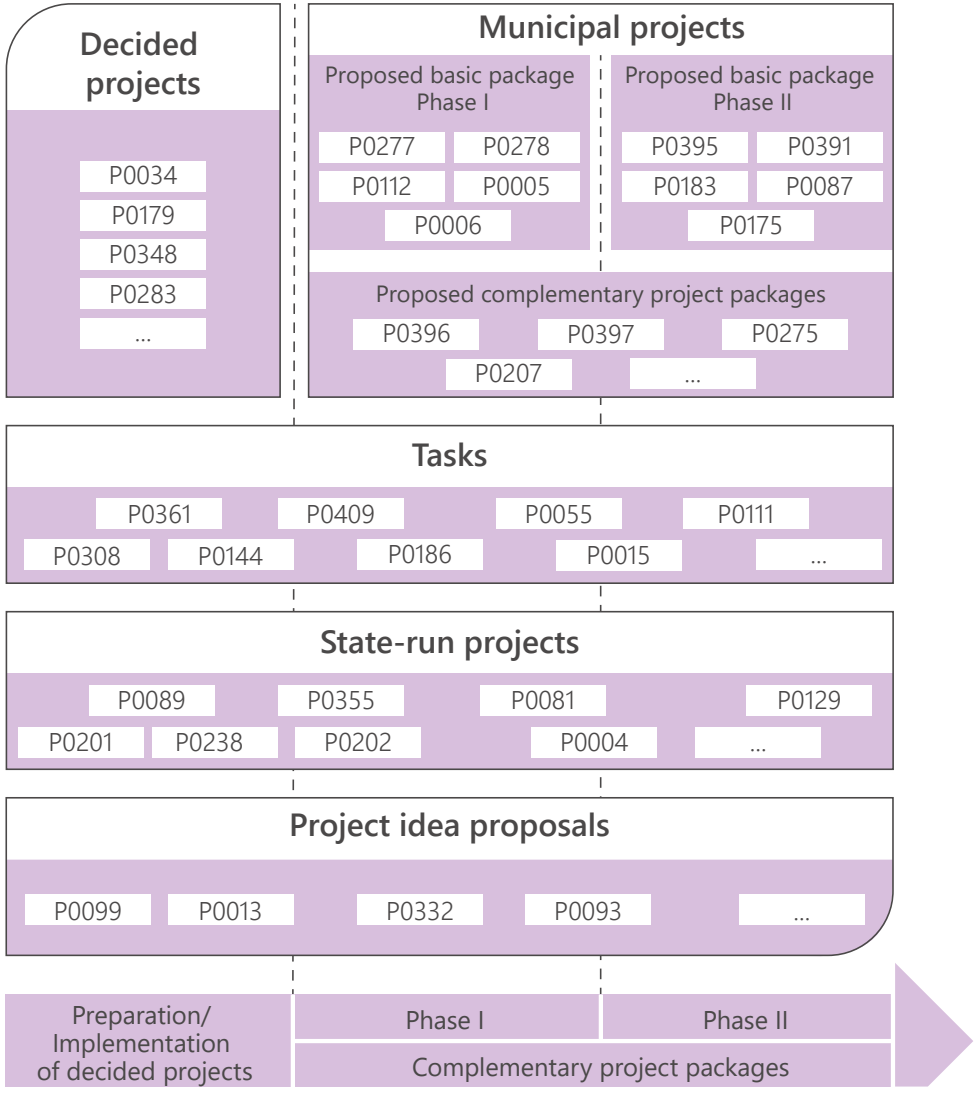



*Figure 7: Elements of the Transport Development and Investment Programme (example)*

### 2.3.2 CALCULATION OF CONVERTED SCORES

There have been no changes in the final scores compared to the methodology adopted in 2019. With the exception of the Synergy Assessment (SZIN), all scores (for projects that make up the investment programme, ranked projects) are sorted (converted) to a scale of 0-100 for comparison between each assessment and the scores in the previous BMT. The converted scores are calculated using the following general formula:

$$P_{X_i} = \frac{X_i - \min\limits_{i\in[1,n]} X_i}{\max\limits_{i\in[1,n]} X_i - \min\limits_{i\in[1,n]} X_i} \cdot 100$$

$\min\limits_{i\in[1,n]} X_i$ *: the score of the ranked project with the lowest score in the given assessment*

$\max\limits_{i\in[1,n]} X_i$ *the score of the ranked project with the highest score in the given assessment*

For all ranked projects, the above formula is used to calculate the converted scores for all assessments. These converted scores form the basis for the final ranking, and the converted scores are weighted by the corresponding weighting for the assessment in question.

### 2.3.3 WEIGHTING OF ASSESSMENT VALUES

Converted scores from the project evaluation results are used in the ranking process for projects that are eligible for ranking. Based on the assessment results, a composite ranking of the projects under the jurisdiction of the Municipality of Budapest is established. The ranking is based on the composite score, which is determined by expert weighting of the converted scores of the projects $(P_{ILL\ i}, P_{MCA\ i}, P_{MEG\ i}, P_{KÖR\ i})$ as shown in Figure 8:

| Evaluation method | Fit test (ILL) | Social utility (MCA) | Feasibility (MEG) | Environmental and sustainability assessment (KÖR) |
|---|---|---|---|---|
| Weights taken into account in the composite score | 35% | 35% | 20% | 10% |

*Figure 8: Assessment weights used to calculate the composite score*

The primary criterion for setting the expert weights is to support the achievement of the social, sustainability and responsiveness to global change objectives set out in the BMT. With environmental considerations in mind, the scores for the environmental and sustainability assessment will be directly incorporated into the overall score, unlike in the 2019 methodology. The relatively low weight of the environmental scores (10%) is due to the fact that the other criteria also include environmental aspects, and the aim was to avoid duplication of criteria in the development of the weighting of the ESIA/KÖR.

## 2.4 METHODOLOGY OF THE STRATEGIC ENVIRONMENTAL ASSESSMENT

The SEA process is derived from the Government Decree 2/2005 (I. 11.) on the implementation of the information obligations laid down in Directive 2001/42/EC of the European Parliament and of the Council on the assessment of the effects of certain plans and programmes on the environment and on the environmental assessment of certain plans and programmes (hereinafter referred to as the SEA Decree). The SEA has been developed in parallel with and in line with the revision of the BMT. During the SEA procedure, the documentation of the environmental assessment had to be available for consultation with the environmental authorities, in addition to the documentation of the environmental assessment, as well as the documentation of the same planning level of the review of the SEA.

**The SEA process consists of two main steps:**

1. Developing a SEA theme,
2. Environmental assessment,

which include consultation with the bodies responsible for environmental protection and information to the public.



The studies carried out in the environmental assessment were based in part on the revised BMT itself and on data sources that contain the results of research and assessments carried out in the context of the environmental assessment topics under consideration.

The basic document of the environmental assessment is the revised BMT Objectives (June 2022, September 2022 and January 2023 consultation versions) and the full BMT project list, where the accuracy, detail and reliability of the data contained therein have essentially determined the reliability of the assessments. The availability and reliability of the data available at the time of the environmental and sustainability assessment of the projects, e.g. spatial location information, site plans were not available for many projects. In these cases, the information provided in the project name and project description was used to infer the spatial relevance and potential impacts on the site and its surroundings.

The data sources used for the studies carried out in the environmental assessment include EU, national and municipal plans and strategies for the protection of the environment and nature, which are listed in the SEA document.

The methodology of the environmental assessment is based on the methodology of the SEA report for the BMT in 2019, as the BMT's SEA methodology is the methodology already accepted by the environmental authorities and the public. Changes to the methodology have been made only where justified (to reflect changes in the legislative and strategic planning environment).

**The methodology was based on three pillars:**

1. the alignment of the revised BMT objectives with EU and national environmental policy objectives,
2. assessment according to sustainability values,
3. environmental performance assessment.

An essential step in the SEA process is the integration of the views and comments of environmental bodies and the public into the revised BMT.

**Alignment of the revised BMT objectives with the environmental policy objectives**

The fit with the environmental policy objectives was assessed by analysing the plans and strategies listed above, defining the objectives and evaluating their inclusion in the revised BMT.

**Assessment according to the sustainability value system**

The sustainability agenda has been developed along the initiatives of the EU's Sustainable and Smart Mobility 2020 strategy. The aim of the assessment is to ensure that the principles of social, economic and environmental sustainability are implemented and to promote the best possible alignment with the sustainability value system.

**Environmental performance assessment**

To build the environmental performance assessment system, the first step was to identify the environmental drivers and the environmental elements, systems, agents and threats they affect.

Taking into account the characteristics and specificities of the revised BMT, the environmental performance assessment of the revised BMT examined the direct and indirect impacts on the following environmental elements and systems:

- environmental elements: agents, threats: geological media (earth's surface, soil, rocks), air, water (with particular attention to the impact on thermal springs, spa water sources), wildlife, built environment (including architectural and archaeological heritage), noise and vibration,

- the systems, processes and structure of the environmental elements, in particular the settlement, climate and landscape (landscape structure, land use, landscape) and the green space network of the immediate/indirect area of influence, and

- an improvement in the quality of life and health of the people concerned as a result of the above impacts.

In the first phase of the studies, the current state of the environmental elements and systems described above was assessed, and current problems and conflicts were identified. The revised BMT's stage of identifying impacts on the environment concerned, the environmental assessment distinguishes between adverse and beneficial effects, short-, medium- and long-term effects, temporary and permanent effects, direct and indirect effects, co-benefits (including co-benefits of burden shifting), cumulative and synergistic effects. Environmental conflicts that may arise or increase in the event of non-implementation of the revised BMT have also been considered in the environmental impact assessment.

Another important step in the environmental assessment process is the commenting process, i.e. collecting comments on the revised BMT and SEA from the environmental authorities and the public and integrating them into the revised BMT and SEA.

# 3 TRANSPORT DEVELOPMENT AND INVESTMENT PROGRAMME 2023-2030

This chapter describes the project appraisal and programming process carried out during 2021-2023 and the resulting transport development and investment programme. Tables with the full project portfolio, aggregated scores, project categories and project types are available in the "Project Evaluation Results" Annex.

## 3.1 LIST OF POSSIBLE PROJECTS

In the framework of the planning, the list of possible projects (long list) was defined based on the so-called indicative list of projects prepared as part of the BMT's Objectives and Measures, in consultation with the actors of the capital's institutional system (Municipality of Budapest, BKK Zrt., BKV Zrt., Budapest Közút Zrt.) and other partner organisations (Ministries, Prime Minister's Office, former BFK-NKK, former NIF Zrt., MÁV-Volán Group companies). The Budapest Mobility Plan includes transport development projects on the scale of Budapest that affect the transport network system of the capital and/or its agglomeration and that can be derived from the objectives of the BMT and support the achievement of these objectives.

A total of 336 projects were identified as a result of the data collection carried out in 2021-2022 (end of data collection period: 30 April 2023). The distribution of these projects by type is shown in Table 2.

| Project type | | Projects coordinated by the Budapest institutional system or a district | Public projects | Total |
|---|---|---|---|---|
| Rankable project | Concrete, modellable project | 10 | - | 10 |
| | Concrete, non-modellable project | 48 | - | 48 |
| | Non-specific project | 2 | 44 | 46 |
| Task-oriented project | | 48 | 6 | 54 |
| Decided project | | 23 | 7 | 30 |
| Project idea | | 42 | 19 | 61 |
| Implemented (total %) | | 28 (13.9%) | 8 (9.6%) | 36 |
| Cancelled project | | 33 | 20 | 53 |
| Total (without cancelled projects) | | 201 (234) | 84 (104) | 285 (336) |

*Table 2: Breakdown of projects by type in the 2021-2023 programming period*

During the development of the long list, the project owner organisations also formulated new project proposals, some projects were split, others merged, and projects were cancelled (in addition to the technical management of project changes, for instance due to the obsolescence of proposed interventions or the lack of relevance for the BMT). For traceability reasons, the project database also includes cancelled projects (53 projects in total). Excluding cancelled projects, a total of 285 projects were involved in the programming process, the breakdown of which by type is shown in Figure 9. A long list of projects is given in detail in the BMT Volume III Project Datasheets.

About one third of the projects can be ranked (104). More than half of these fall within the remit of the Budapest municipal institutions (60). The public projects not falling within the remit of the municipal institutions were treated as technically non-specific projects. The number of rankable state-run projects is 44.

The three groups of unranked projects are 55 task-oriented projects, 34 decided projects and 61 project ideas. All but 6 of the task-oriented projects fall within the remit of the Municipality of Budapest. The decided projects include 7 public projects which are important for programming. The project ideas include 19 state-run projects.

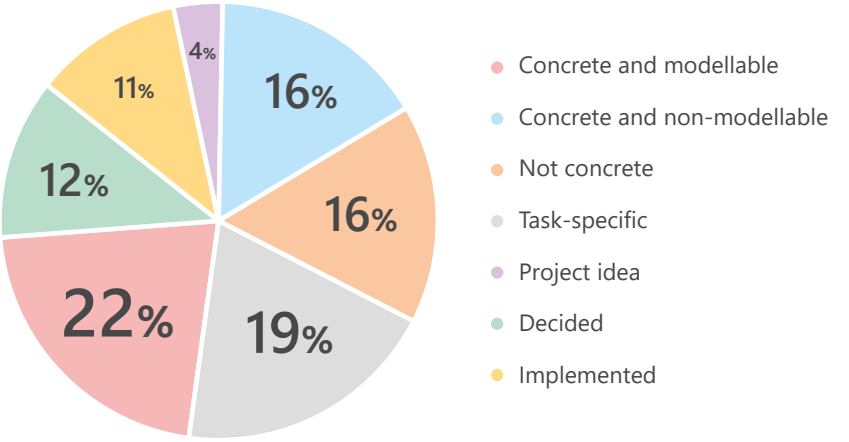



*Figure 9: Number of projects involved in programming by project type [%]*

The total investment value of the projects on the long list, excluding project ideas and task-oriented projects, is about HUF 4,500 billion (about 8-9% of Hungarian GDP), of which about 80%, about HUF 3,560 billion, is the value of public projects, HUF 940 billion is the value of projects that have been decided and about HUF 940

billion is the value of projects coordinated by Budapest municipal institutions and districts. The approximate cost demand on Budapest's side for the task-oriented projects up to 2030 is a further HUF 270 billion. The development concepts that could be formulated to achieve the objectives set by the BMT, including project ideas, would require investment resources of the order of HUF 6,600 billion, which is the estimated investment resource requirement for transport in the Budapest region at present.

## 3.2 PRIORITISED PROJECTS PROPOSED FOR IMPLEMENTATION WITHIN THE REMIT OF THE BUDAPEST MUNICIPAL INSTITUTIONAL SYSTEM

The entire portfolio of projects included in the BMT meets the criteria of the plan and supports the objectives set out in the Objectives and Measures.
In developing the packages and sequences, particular attention has been paid to highlighting potential synergies between projects, strengthening the links between individual projects, emphasising the humanisation of public spaces in infrastructure projects, and creating and improving conditions for liveability, equal opportunities and competitiveness with a transport focus.

The following are the prioritised projects under the responsibility of the Municipality of Budapest and certain districts, which are part of the investment programme. For some projects, the same score is given for each of the projects concerned in a merged cell to show the close link (synergy) between the projects (e.g. vehicle acquisition related to infrastructure development).

### 3.2.1 BASE PACKAGE: SCENARIO FOR PHASE I

The scenario for Phase I (2023-2026) foresees the availability of approximately HUF 110 billion for the preparation of 4 projects and the implementation of 12 projects.

| # | ID | Project title | Expected funding | Aggregate score |
|---|---|---|---|---|
| Investments in trolleybus and bus network | | | | |
| 1. | P0277 | Upgrading the existing trolleybus network | IKOP+ / realisation | 57 |
| 2. | P0276 | with network extension, small-scale power supply and overhead line installation - Phase I | | |
| Investments related to the development of the tram network | | | | |
| 3. | P0112 | Interconnected tram network in Pest-tram line linking between Deák tér and Lehel tér (via Bajcsy-Zsilinszky and Váci út) - preparation | IKOP+ / realisation | 44 |
| Investments related to the development of the tram network | | | | |
| 4. | P0409 | infrastructure developments (depots, line infrastructure and power supply improvements) related to CAF tram procurement | IKOP+ / prepara-tion | 43 |
| 5. | P0005 | Extension of tram line 3 from the Gubacsi út/Határ út terminus via Topánka utca to Gubacsi Bridge (Pesterzsébet section) - | IKOP+ / prepara-tion | 40 |
| 6. | P0006 | Tram line 42 extension - preparation | IKOP+ / prepara-tion | 34 |
| Investments related to the development of the metro network | | | | |
| 7. | P0086 | M1 metro line upgrade and two-way extension (Vörösmarty tér-Vigadó tér, Mexikói út - Marcheggi híd) - preparation | IKOP+ / prepara-tion | 45 |
| Complex investments in public space, road transport improvements | | | | |
| 8. | P0407 | Accessibility of Göncz Árpád városközpont station pedestrian underpass and surface exits related to M3 metro line reconstruction | IKOP+ / realisation | 61 |
| 9. | P0216 | Complex renovation of the lower embankment between Kossuth Lajos tér - Havas utca (RAK-PARK) | TOP+ / realisation | 55 |

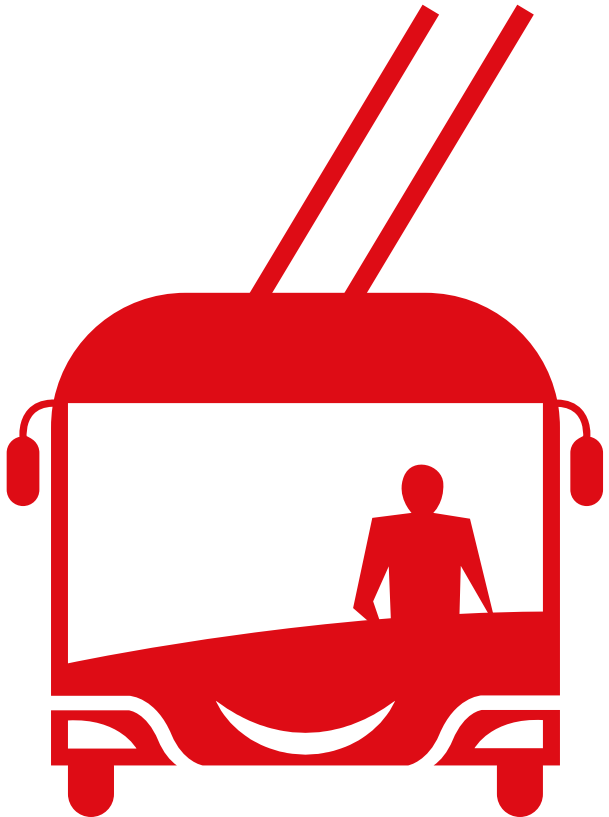
| | | | | |
|---|---|---|---|---|
| Investments in active and micromobility | | | | |
| 10. | P0297 | Cyclist-friendly development of the Üllői út - Váci út axis with sections of the B3 bike highway | TOP+ / realisation | 67 |
| 11. | P0340 | EuroVelo 6 International Cycle Route Development Phase II - South Buda, North Pest | IKOP+ / realisation | 67 |
| 12. | P0341 | EuroVelo 14 International Cycle Route development - Rákos-patak, Budapest- Lake Balaton | IKOP+ / realisation | 66 |
| 13. | P0388 | Cyclist-friendly development of Budapest's inner-city areas - Phase I | Own funds | 63 |
| Investments related to service development | | | | |
| 14. | P0417 | Mobility data warehouse - developing predictive traffic intelligence | RRF | 54 |
| 15. | P0258 | FUTÁR 2.0 – upgrade of BKK public transport traffic management and passenger information system | RRF | 50 |
| 16. | P0418 | Development of the Budapest tram network - fitting of vehicles with radio-controlled switch control equipment | RRF | 44 |

*Table 3: Projects within the scope of the Budapest municipal institutions proposed to be prepared and implemented in Phase I (2023-2026)*

From a scheduling point of view, the infrastructure development related to the 2022 trolleybus procurement (Phase III): the installation of a power converter at the Pongrác út depot, with the possibility of an e-bus charger extension, and the upgrading of the line power supply in the area (P0276) is linked to the ongoing trolleybus procurement and is therefore included in the first phase. Furthermore, also from a scheduling perspective, the preparation and implementation of major fixed-rail infrastructure investments have been separated with the preparation of projects in the first phase and their implementation in the second phase.

### 3.2.2 BASE PACKAGE: SCENARIO FOR PHASE II

The scenario for Phase II (2025 - 2030) envisages a budget of around HUF 350 billion and the implementation of 24 projects. Phase II will mainly build on the implementation of the major infrastructure projects started in Phase I, complemented by other priority projects up to 2030.



| # | ID | Project title | Expected funding | Aggregate score |
|---|---|---|---|---|
| **Troli-, autóbusz-hálózattal kapcsolatos beruházások** | | | | |
| 1. | P0398 | Development of the trolleybus network by converting the Rákóczi-Thököly út bus lines into trolleybus lines - Phase I | Suitable for RRF / IKOP+ | 57 |
| 2. | P0394 | Trolleybus vehicle procurement for the Rákóczi-Thököly út network development (56 articulated and 11 single trolleybuses) – Phase I | Suitable for RRF / IKOP+ | |
| 3. | P0420 | Development of the trolleybus network by converting the Rákóczi-Thököly út bus lines into trolleybus lines - Phase II | Suitable for RRF / IKOP+ | |
| 4. | P0419 | Trolleybus vehicle procurement for the Rákóczi-Thököly út network development (56 articulated and 11 single trolleybuses) – Phase II | Suitable for RRF / IKOP+ | |
| 5. | P0277 | Upgrading of the existing trolleybus network by network extension, small-scale power supply and overhead line installation Phase II. | Suitable for RRF / IKOP+ | 57 |
| 6. | P0414 | Kőbánya-Belváros-Óbuda new trolleybus network-infrastructure (replacement of bus 9) | own funding | 55 |
| 7. | P0415 | purchase of trolleybuses - 25 pc for the construction of a new Kőbánya-Belváros-Óbuda trolleybus network (replacement of bus 9) | RRF | |
| 8. | P0278 | Procurement of electric buses (40 single electric buses with charging infrastructure) | RRF + own funding | 54 |

| | | | | |
|---|---|---|---|---|
| **Investments related to the development of the tram network** | | | | |
| 9. | P0112 | Interconnected tram network in Pest- tram line linking between Deák tér and Lehel tér (via Bajcsy-Zsilinszky and Váci út) implementation | Can be integrated into IKOP+ | 44 |
| 10. | P0005 | Extension of tram line 3 from the Gubacsi út/Határ út terminus via Topánka utca to Gubacsi Bridge (Pesterzsébet section) implementation | Can be integrated into IKOP+ | 40 |
| 11. | P0006 | Tram line 42 extension - implementation | Can be integrated into IKOP+ | 34 |
| **Investments related to the development of the metro network** | | | | |
| 12. | P0087 | M1 metro line vehicle procurement (22 + 5 trains) | Can be integrated into IKOP+ | 45 |
| 13. | P0086 | M1 metro line upgrade and two-way extension (Vörösmarty tér-Vigadó tér, Mexikói út - Marcheggi híd) - | Can be integrated into IKOP+ | |

| | | | | |
|---|---|---|---|---|
| **Complex investments in public space, road transport improvements** | | | | |
| 14. | P0208 | Renovation of Orczy tér, dismantling of disused tram tracks, increasing green space, replacement of paving in public spaces, relocation of trolleybus turn | Can be fitted to TOP+ | 54 |
| 15. | P0362 | Complex renewal of Clark Ádám tér and other public spaces along the Danube | Can be fitted to TOP+ | 54 |
| 16. | P0113 | Complex renewal of Városháza tér in Ditsrict 22 (roundabout, green space, tram platform and terminus accessibility) | Can be fitted to TOP+ | 50 |
| 17. | P0175 | Redevelopment of public spaces on the Buda upper embankment: Fő utca and its squares, Felhévíz; renewal of Bem József tér in several phases (DUNA-BUDA) | Can be fitted to TOP+ | 50 |
| 18. | P0067 | Complex renewal of Kossuth Lajos utca - Rákóczi út in 2 phases: Phase I - creation of a bus corridor, consideration of a tram line; Phase II- independent cycling infrastructure between Március 15. tér and Baross tér, complex renewal of the axis | Can be fitted to TOP+ | 34 |
| 19. | P0098 | Budapest, District 14, Nagy Lajos király útja development preparation (on the existing route, between Kassai tér and Bosnyák tér), with the creation of cycle | Can be fitted to TOP+ | 32 |

| Investments in active and micromobility | | | | |
|---|---|---|---|---|
| 20. | P0304 | Design of some elements of the East Pest Bicycle Highways (B2, B9, B30) | Can be fitted to TOP+ | 60 |
| 21. | P0303 | Development of the main cycling network in South Pest and Csepel and elements of the B7 Bicycle Highway | Can be fitted to TOP+ | 59 |
| 22. | P0298 | Construction of sections of the North Pest Bicycle Highways (B1, B3, B4) | Can be fitted to TOP+ | 59 |
| 23. | P0302 | Development of the main cycle network in South Buda and elements of the B4 Bicycle Highway | Can be fitted to TOP+ | 58 |
| 24. | P0153 | Construction of elements of the Budapest Hungária Ring (B20) bicycle highway | Can be fitted to TOP+ | 55 |

*Table 4: Projects under the jurisdiction of the Municipal Institutions proposed for implementation in Phase II (2025-2030)*

### 3.2.3 COMPLEMENTARY PROJECT PACKAGE

The complementary project package assumes a financing need of around HUF 520 billion.

The supplementary project package includes transport development projects that are proposed to be implemented if additional funding is available, these projects are proposed for later implementation in the phasing process, taking into account potential funding, modal balance, geographical distribution, etc.

The complementary package of projects proposes the implementation of a further 26 projects, provided that the financial conditions for their implementation are met.

| # | ID | Project title | Aggregate score |
|---|---|---|---|
| **Troli-, autóbusz-hálózattal kapcsolatos beruházások** | | | |
| 1. | P0396 | Development of the East Pest trolleybus network by converting part of the Jászberényi út bus line into a trolleybus | 54 |
| 2. | P0392 | Budapest trolleybus procurement for the East Pest network development (35 articulated and 12 single vehicles) | |
| 3. | P0395 | Trolleybus network development in Buda with the conversion of the Istenhegyi út and Bimbó út bus lines into trolleybus lines | 54 |
| 4. | P0391 | Trolleybus procurement for the Buda network development (50 single trolleybuses) | |
| 5. | P0397 | Development of the trolleybus network in North Pest by converting the Reitter Ferenc utca and Árpád út bus lines into trolleybus lines | 53 |
| 6. | P0393 | Budapest trolleybus procurement for the North Pest network development (64 articulated and 16 single vehicles) | |
| 7. | P0171 | Procurement of trolleybuses, Phase IV (40 vehicles) | 38 |
| **Investments related to the development of the tram network** | | | |
| 8. | P0183 | Upgrading of the existing section of tram line 2 (between Jászai Mari tér and Közvágóhíd) | 36 |
| 9. | P0080 | Extension of the tram line along Külső Bécsi út (Vörösvári út - Aranyvölgy section) | 21 |
| 10. | P0275 | Procurement of Cogwheel Railway (tram line 60) vehicles (1 prototype and 7 production vehicles) | 21 |
| 11. | P0046 | Upgrading and extension of the Cogwheel Railway (tram line 60) in both directions: from Széchényi hegy to Normafa and from Városmajor to Széll Kálmán tér | 20 |

| | | | |
|---|---|---|---|
| **Investments related to the development of the metro network** | | | |
| 12. | P0207 | Extension of the Budapest M3 metro line from Újpest-központ to Káposztásmegyer, with related interventions | 42 |
| 13. | P0386 | Purchase of 8 new 6-car metro trainsets for the extension of the M3 metro line to Káposztásmegyer | 42 |
| **Complex investments in public space and road transport improvements** | | | |
| 14. | P0119 | Reconstruction of pedestrian underpasses and surface exits connected to the stations of the M3 metro line (except Göncz Árpád vk. and Határ út stations) | 40 |
| 15. | P0118 | District 17, connection of Cinkotai út and Keresztúri út | 28 |
| 16. | P0162 | Renovation of the Gubacsi út bridge (with the possibility of tram tracks and cycle lanes) and the complex renovation of related road network on both sides (Pest bridgehead-Topánka utca-Baross utca, District 21 Ady Endre út section between Duna utca and bridgehead) | 18 |
| 17. | P0035 | District 21, Csepel trunk road (Teller Ede út) development, Phase II (Salak utca - Cseresznyefa utca) | 16 |
| **Investments in active and micromobility** | | | |
| 18. | P0388 | Cycling-friendly development of Budapest's inner-city areas - Phase II | 63 |
| 19. | P0305 | Development of some elements of the main East Pest cycle network | 61 |
| 20. | P0300 | Construction of sections of the Buda Ring (B10) Bicycle Highway | 60 |
| 21. | P0299 | Development of some elements of the main cycling network in North Pest | 59 |
| 22. | P0301 | Development of some elements of the main cycling network in North Buda | 57 |
| 23. | P0172 | Development of about 13 km of cycle path along the Szilas stream | 54 |
| **Investments related to service development** | | | |
| 24. | P0063 | Developing a sustainable city logistics system | 51 |
| 25. | P0051 | Development of demand-driven public transport services (Telebusz) | 48 |
| 26. | P0018 | Developing a comprehensive network of city logistics loading areas | 44 |

*Table 5: Projects proposed to be implemented by the Municipality of Budapest and its districts if additional funding becomes available (2023-2030)*

## 3.3 LIST OF STATE-RUN PROJECTS

A total of 44 public investments (not coordinated by the Budapest municipal institutions) have been identified for the BMT during the programming period 2021-2023.

For projects that do not fall within the competence of the Municipal Assembly (public projects), a proposed list is drawn up without a resource framework or timetable, based on the BMT's criteria, but this does not imply a decision on the concrete implementation of the projects.

On this basis, the Municipality of Budapest - as a stakeholder - can develop its professional position and represent its interests during the preparation and implementation of the relevant developments.

We have classified the transport projects under public responsibility into three categories (highly recommended, recommended, recommended long-term) according to our proposal for implementation.
The main considerations for the categorisation were to build on the results obtained by the evaluation methodology, to link with projects under the competence of the Municipality of Budapest, to strengthen synergies and to enhance social utility.

| # | ID | Project name |
|---|---|---|
| **Highly recommended** | | |
| 1. | P0004 | Extension of tram line 3 westwards through Kassai tér (Angyalföld, Árpád bridge) and construction of Szegedi út overpass |
| 2. | P0008 | Rákospalota-Újpest - Veresegyház - Vác railway line bottleneck replacement |
| 3. | P0038 | Renovation of the H6/H7 HÉV suburban railway lines, connection to Kálvin tér (southern section of the north-south regional rapid railway) |
| 4. | P0039 | Connection of H5 and H6/H7 HÉV lines between Kaszásdűlő - Kálvin tér (north-south regional rapid railway city-centre section) |
| 5. | P0040 | H5 HÉV line renewal (Batthyány tér - Szentendre) (northern section of the north-south regional rapid railway) |
| 6. | P0045 | Improving road access to Budapest Liszt Ferenc International Airport |
| 7. | P0050 | Purchase of HÉV suburban railway vehicles (59 trainsets) |
| 8. | P0068 | Kőbánya-Kispest - Lajosmizse - Kecskemét railway line bottleneck replacement and electrification |
| 9. | P0081 | Implementation of transport improvements in the City Park |
| 10. | P0089 | Connection of metro M2 and H8/H9 HÉV at Örs vezér tér, renovation of H8/H9 HÉV lines (between Örs vezér tere and Cinkota) |
| 11. | P0129 | Buda Interconnected Tram Network, Phase II - Construction of the line linking Gellért tér to Budafoki út |
| 12. | P0200 | Reconstruction of railway facilities related to the development of the Gubacsi railway bridge and the Danube Free Port of Csepel Island |
| 13. | P0221 | Provision of P+R and B+R parking spaces at stops and stations of commuter railway lines to facilitate modal shift |
| 14. | P0224 | Kelenföld intermodal junction: implementation of the bus terminal at the Kelenföld intermodal junction and extension of the P+R parking facilities |
| 15. | P0225 | Design and construction of a pedestrian and cycle bridge between Gróf Esterházy János rakpart and Óbuda Island and the design of a double-deck road bridge between Mozaik utca- Óbuda Island, with demolition of the existing H-bridge |
| 16. | P0226 | Renewal of the public space of the lower embankment in Pest: renewal of Salkaházi Sára rakpart and Közraktár utca |
| 17. | P0227 | Introduction of an integrated metropolitan area fare system |
| 18. | P0261 | Modernisation of the passenger areas at Kőbánya alsó station |
| 19. | P0262 | Modernisation of the passenger areas of Kőbánya-Kispest railway station |

| Highly recommended | | |
|---|---|---|
| 20. | P0263 | Conversion of the Kis-Gellért Hill tunnel (for double-decker motorised trains) and improvements to increase capacity and accessibility and raise service levels at Déli Railway Station |
| 21. | P0265 | Central traffic management on TEN-T railway lines (sections of lines 70, 80, 100a, 140) |
| 22. | P0266 | Short-term development of Budapest-Nyugati railway station and its access sections |
| 23. | P0268 | Competitive rail infrastructure development, Phase II, simplified modernisation of Városliget - Kőbánya-Kispest section, Vecsés station and Monor -Albertirsa sections |
| 24. | P0355 | Additional environmental planning tasks for the Southern Railway Ring Phase II (along the railway track between Kelenföldi út and the Buda bridgehead) |
| 25. | P0375 | Construction of the Transport Museum train station |

| Recommended | | |
|---|---|---|
| 26. | P0030 | Development of a rail link to Budapest Liszt Ferenc International Airport |
| 27. | P0083 | M0 ring road, northern sector (between main roads 10 and 11, 2x2 lanes) |
| 28. | P0177 | Budapest-Kelenföld admission building renovation |
| 29. | P0222 | Redevelopment of Budapest-Nyugati railway station, building construction and environmental planning tasks |
| 30. | P0223 | Kőbánya felső - Rákosliget reconstruction and bottleneck replacement |
| 31. | P0228 | Construction of missing railway stops and interchanges on Budapest agglomeration rail network (Pestújhely, Újpalota, Rákosszentmihály, Rákosfalva, Albertfalva) |
| 32. | P0264 | Reconstruction of the section of railway line 150 between Soroksár (excl.) and Ferencváros (excl.) |
| 33. | P0272 | Southern Railway Ring, Phase III - construction of Népliget station and Ferencváros endpoint with separate railway level crossing |
| 34. | P0274 | Kelenföld - Törökbálint railway line section bottleneck replacement |
| 35. | P0292 | Purchase of railway traction vehicles (90 dual-current and 25 triple-current electric locomotives) |
| 36. | P0374 | Reconstruction of the access section of railway line 70 to Budapest-Nyugati railway station |

| Recommended long-term | | |
|---|---|---|
| 37. | P0047 | Construction of the new Danube bridge on Galvani út and the associated transport network |
| 38. | P0085 | M0 ring road, western sector (between main roads 1 and 10, 2x2 lanes) |
| 39. | P0090 | M2 metro - construction of a branch line from the H8/H9 HÉV line in Rákoskeresztúr |
| 40. | P0187 | Improving access to the South Buda Central Hospital (DBC) |
| 41. | P0199 | Construction of a through railway station and a railway tunnel between Kelenföld and Nyugati stations |
| 42. | P0209 | Renewal of H8 HÉV suburban railway Budapest-Cinkota - Gödöllő and H9 HÉV line Budapest-Cinkota - Csömör – Kavicsbánya-elágazás sections |
| 43. | P0220 | Improving bus transport in the Zsámbék Basin - |
| 44. | P0342 | Budakeszi bus lane and related infrastructure interventions |
| | | Construction of the new Transport Museum |

*Table 6: Public (state-run) projects related to the BMT*

## 3.4 LIST OF DECIDED PROJECTS

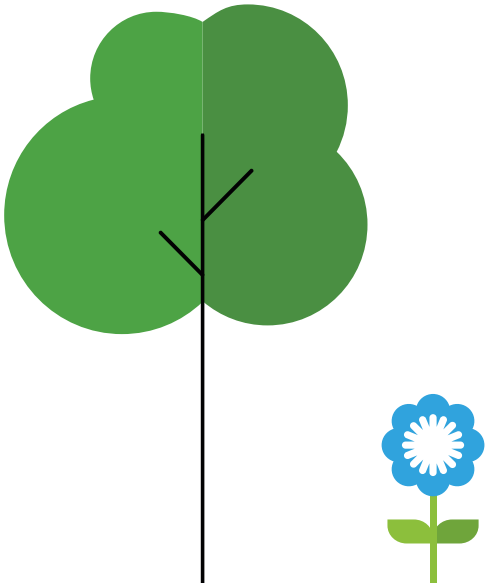
The following table shows the list of 23 projects under implementation, with funding sources, with a decided status, under the responsibility of the Municipality of Budapest, which are part of the transport development and investment programme.

| # | ID | Project name |
|---|---|---|
| **Public transport projects** | | |
| 1. | P0034 | Tram procurement Phase III (optional 51 CAF trams) |
| 2. | P0371 | The Budapest public transport vehicle strategy |
| 3. | P0390 | Network strategy for public transport in Budapest |
| **Complex public space, road transport improvement projects** | | |
| 4. | P0364 | District 18, Üllői út (Szarvas csárda tér - Béke tér) renovation |
| 5. | P0370 | Budapest Road Safety Strategy and Road Network Plan |
| **Investments in active and micromobility** | | |
| 6. | P0024 | Development of modal shift options - B+R parking |
| 7. | P0295 | Pedestrian and cycling network plan and related IT developments (GIS, database, service management) |
| 8. | P0311 | VEKOP 01/17: Development of infrastructure related to the Budapest public bike-sharing system in Districts 3 and 13 |
| 9. | P0314 | VEKOP 04: Road safety improvements in District 20 of Budapest |
| 10. | P0316 | VEKOP 07: Road safety and bicycle-friendly improvements in District 11 of Budapest |
| 11. | P0317 | VEKOP 08/18: Bicycle-friendly infrastructure improvements in District 4 of Budapest |
| 12. | P0318 | VEKOP 10/19: Road safety improvements in District 15 of Budapest |
| 13. | P0319 | VEKOP 11/14: Bicycle-friendly infrastructure improvements in District 10 of Budapest |
| 14. | P0320 | VEKOP 12/15: Construction of a cycle path along the Rákos stream in District 13 of Budapest |

| Investments in active and micromobility | | |
|---|---|---|
| 15. | P0321 | EuroVelo 6 International Cycle Route Development Phase I - North Buda (13.3 km between the city border and the Chain Bridge) |
| 16. | P0339 | Budapest active and micromobility strategy |
| 17. | P0377 | Developing modal shift options - deployment of micromobility points, mobility points, mobility stations, bicycle stands |
| 18. | P0412 | Módváltási lehetőségek fejlesztése – mikromobilitási pontok, mobilitási pontok, mobilitási állomások, kerékpártámaszok kiépítése |

| Investments related to service development | | |
|---|---|---|
| 19. | P0287 | BudapestGO app II - integration of regional bus services (Volánbusz), introduction of NFC ticket validation, fine-tuning of journey planning, further development of accessibility |
| 20. | P0288 | BudapestGO app III - enhancing customer experience and functionality, improving ticketing, integrating micromobility equipment, improving agglomeration and car functions, improving trip planning, better customer access and Information |
| 21. | P0406 | Pilot introduction of contactless (NFC) payment in Budapest public transport |
| 22. | P0410 | Full digitisation of ticket inspection activity |
| 23. | P0411 | Dynamic IT in urban transport management - IT system developments for digital management of service and traffic planning data |

*Table 7: List of decided projects under the competence of the Municipality of Budapest*



| # | ID | Project name |
|---|---|---|
| 1. | P0043 | Southern Railway Ring Phase II - Kelenföld and Ferencváros line capacity extension, development of suburban stops and construction of new stops |
| 2. | P0096 | Purchase of MÁV-START motor train (IKOP-2.1.0-15-2017-00039 and IKOP- 2.1.0-15-2018-00051) |
| 3. | P0259 | Improving passenger traffic at Budapest-Keleti and Budapest-Nyugati railway stations |
| 4. | P0267 | Removing bottlenecks and improving interoperability on the Budapest (Kelenföld) - Hegyeshalom line (CEF project) |
| 5. | P0293 | Purchase of MÁV ticket vending machines (275 +100 units) |
| 6. | P0327 | Green Bus Fleet and Infrastructure Development Project in Budapest agglomeration |
| 7. | P0337 | Development of integrated passenger information, ticketing and traffic control services to improve the efficiency of public passenger transport services (HKIR) |

*Table 8: List of decided projects falling under the competence of state-run institutions*

The list of 7 projects with a decided status under the responsibility of a public institution system that is not part of the Transport Development and Investment Programme is presented in Table 8.

## 3.5 LIST OF TASK-ORIENTED PROJECTS

The list of 48 task-oriented projects that are part of the transport development and investment programme and fall within the competence of the Municipality of Budapest or individual districts is presented in Table 9.

| # | ID | Project name | Priority |
|---|---|---|---|
| **Public transport tasks** | | | |
| 1. | P0144 | Accessibility of tram line 50 stops | Highly recommended |
| 2. | P0186 | Accessibility of tram stops on line 56-56A (between Dózsa György tér - Hűvösvölgy terminus) | Highly recommended |
| 3. | P0015 | Prioritisation of public transport vehicles with traffic management solutions | Suggested |
| 4. | P0111 | Scheduled improvement of accessibility of tram stops | Suggested |
| **Active and micromobility tasks** | | | |
| 5. | P0012 | Making the road network in urban areas more bicycle-friendly, increasing road safety | Highly recommended |
| 6. | P0296 | City-wide awareness-raising campaigns to promote sustainable and safe mobility | Highly recommended |
| 7. | P0307 | Improving the cycleability of Elisabeth Bridge, Liberty Bridge | Highly recommended |
| 8. | P0308 | Expanding the possibility to transport bicycles on Budapest fixed-rail public transport vehicles | Suggested |

| Complex tasks related to the development of public spaces and road transport | | | |
|---|---|---|---|
| 9. | P0100 | Reconstruction of the Petőfi Bridge | Highly recommended |
| 10. | P0190 | Renovation of the Castle Tunnel | Highly recommended |
| 11. | P0210 | Road Rehabilitation Programme 2022-2023 of Budapest Közút Zrt. | Highly recommended |
| 12. | P0212 | Traffic engineering measures - improving pedestrian crossings, increasing traffic safety, traffic alignment corrections, new bus lanes | Highly recommended |
| 13. | P0214 | Complex renovation of the Szilágyi Erzsébet fasor on the border of Districts 2 and 12 | Highly recommended |
| 14. | P0284 | Renovation of the tram and road underpass on the Pest side of the Széchenyi Chain Bridge with interventions for flood protection and accessibility | Highly recommended |
| 15. | P0349 | Complex development of Healthy Streets - creating human-centred, humanised public spaces through traffic calming, reallocation of public space, active transport modes, significant improvement of walking conditions | Highly recommended |
| 16. | P0350 | Creating safe roads in Budapest - eliminating accident blackspots | Highly recommended |
| 17. | P0357 | Long-term spatial planning of the Népliget junction (Üllői út-Könyves Kálmán körút) | Highly recommended |
| 18. | P0213 | Bridge and structure renovations 2021-2025 | Suggested |
| 19. | P0404 | Preparation of BKK's road and infrastructure renovations planned between 2024-2030 | Suggested |
| 20. | P0019 | Development of a comprehensive concept for the regulation of public space use for transport purposes in Budapest | Suggested |
| 21. | P0138 | Districts 10-17, Keresztúri út overpass reconstruction | Suggested |
| 22. | P0178 | Implementation of P+R parking in phases within the administrative boundaries of Budapest | Suggested |
| 23. | P0219 | District 9: Complex renovation of Mester utca (Ferenc krt. - Haller utca) | Suggested |
| 24. | P0356 | Renovation of the K-bridge to Óbuda Island | Suggested |
| 25. | P0358 | Renovation of the Ferdinand Bridge between Districts 6 and 13, with cycle lanes | Suggested |
| 26. | P0360 | District 3: Flórián tér flyover renovation | Suggested |
| 27. | P0079 | Road upgrades to overcome the railways' effect of land separation, and to improve transport links between settlement areas | Proposed long-term |
| 28. | P0154 | District 11: Replacement of existing noise barrier wall on Szerémi út (between Budafoki út and Dombóvári út) | Proposed long-term |
| 29. | P0211 | Road Rehabilitation Programme 2024-2029 of Budapest Közút Zrt. | Proposed long-term |
| 30. | P0405 | BKK road and infrastructure renovations planned between 2024-2030 | Proposed long-term |

| Further tasks | | | |
|---|---|---|---|
| 31. | P0053 | Further development of cooperation in Budapest and agglomeration transport management (BKK - Budapest Municipality - Ministry of Transport) | Highly recommended |
| 32. | P0202 | Operation and development of the Unified Traffic Model | Highly recommended |
| 33. | P0294 | Further development of public bicycle-sharing system, Phase II (additional bike purchases, further expansion of service area) | Highly recommended |
| 34. | P0376 | Budapest MaaS Strategy and Action Plan | Highly recommended |
| 35. | P0379 | Free taxi control - public fare meter, license plate check and complaint reporting application | Highly recommended |
| 36. | P0033 | Establishment of a Budapest road traffic accident data collection, processing and storage system | Highly recommended |
| 37. | P0052 | Dynamic IT system in urban transport management - IT system development for digital transport service change management | Highly recommended |
| 38. | P0367 | BKK's Equal Opportunities Plan (EET) for 2021-2024 | Highly recommended |
| 39. | P0372 | Budapest shared mobility concept | Proposed long-term |
| 40. | P0381 | Continuous updating of the Budapest SUMP | Suggested |
| 41. | P0022 | Regulation and complex management of public transport and shared mobility services, integration of shared mobility into public transport | Suggested |
| 42. | P0023 | Improvement of uniform taxi services in Budapest (emission reduction, taxi rank use) | Suggested |
| 43. | P0110 | Regulation of traffic and parking arrangements for tourist buses and related interventions (creation of drop-off and pick-up points, waiting and storage areas, preparation of regulation) | Suggested |
| 44. | P0309 | Development of an online platform for social participation | Suggested |
| 45. | P0361 | Zugliget Chairlift refurbishment | Suggested |
| 46. | P0368 | Training programme on equal opportunities at BKK based on the Equal Opportunities Plan | Suggested |
| 47. | P0369 | Development of the IT system for the Budapest Mobility Plan | Suggested |
| 48. | P0380 | Real-time taxi service data processing IT system | Suggested |

*Table 9: List of task-oriented projects falling within the remit of the Municipality of Budapest*

Of the projects under the Hungarian state's responsibility, the project P0343, entitled Agglomeration Cycling Network Development Strategy (Cycling Suburb), is under the responsibility of the Ministry of Construction and Transport, while the other projects are under the responsibility of Volánbusz Zrt. A list of the task-oriented projects that do not form part of the transport development and investment programme and fall within the remit of the State is presented in Table 10.

| # | ID | Project name |
|---|---|---|
| 1. | P0343 | Agglomeration Cycling Network Development Strategy (Cycling Suburb) |
| 2. | P0322 | Timetable interventions related to the Budakeszi út bus lane |
| 3. | P0323 | Timetable interventions in the Budapest public transport service due to the new road connections in the Zsámbék Basin |
| 4. | P0324 | Improvement of the connection of Dabas and its region to the capital by means services using the M5 motorway |
| 5. | P0325 | Reconstruction and upgrading of the existing public bus network along the 80a Budapest - Hatvan railway line |
| 6. | P0326 | Review of the bus services on Csepel Island following the completion of the renovation works on the H6 HÉV suburban railway line to Ráckeve |

*Table 10: List of projects under the responsibility of the Hungarian State*

## 3.6 PROPOSALS FOR PROJECT IDEAS

A total of 61 project ideas have been identified in the programming for 2021-2023, 42 of which are the responsibility of Budapest municipal institutions and 19 of which are the responsibility of the Hungarian State. The project ideas within the scope of the Municipality are grouped by the main transport mode concerned in Table 11.

| # | ID | Project name | Priority |
|---|---|---|---|
| Public transport project ideas | | | |
| 1. | P0217 | Eastern extension of M4 metro line - Budapest-Keleti railway station - M3 motorway area, P+R construction | Highly recommended |
| 2. | P0385 | 300 new buses in Budapest with at least EURO 6 emission classification or alternative propulsion by 2026 | Highly recommended |
| 3. | P0387 | Tram depot upgrades for modern storage and maintenance | Highly recommended |
| 4. | P0400 | Tram procurement, Phase IV - (5-)23 long trams, if no long tram is called from the CAF option | Highly recommended |
| 5. | P0401 | Tram procurement, Phase V - 65 short trams (Ganz replacement) | Highly recommended |
| 6. | P0402 | Tram procurement, Phase VI - Purchase of 50 short trams (replacement of remaining Hanover trams) | Highly recommended |
| 7. | P0408 | Improving storage capacity related to trolleybus procurements | Highly recommended |
| 8. | P0021 | 300 electric buses in Budapest by 2035 | Suggested |
| 9. | P0093 | Western extension of M4 metro line - Budapest Kelenföld- between Budaörs, P+R construction | Suggested |

| Public transport project ideas | | | |
|---|---|---|---|
| 10. | P0099 | Buda Interconnected Tram Network, Phase III - Construction of the tram link between Margit Bridge and Szentendrei út, with complex reconstruction of the road sections concerned, construction of a bicycle axis, humanisation of Flórián tér, development of an intermodal hub (Kaszásdűlő) | Suggested |
| 11. | P0107 | Implementation of the Újpalota tram line (between Újpalota - Astoria) | Suggested |
| 12. | P0218 | Pest Interconnected Tram Network: connecting the tram lines of Népszínház utca to the Rákóczi út tram line, and the Rákóczi út tram to the inner-city ring tram lines, and improving accessibility of the Astoria junction | Suggested |
| 13. | P0354 | District 10, Kőbányai út reconstruction between Orczy tér - Mázsa tér, and the accessibility of stops along the whole length of tram line 24, the inner sections of tram lines 28, 37 and 51 | Suggested |
| 14. | P0389 | Accessibility of M2 metro stations | Suggested |
| 15. | P0403 | Tram procurement, Phase VII - purchase of 50 short trams to serve the rolling stock needs of the new tram developments | Suggested |
| 16. | P0009 | Northbound extension of tram line 2 | Proposed long-term |
| 17. | P0013 | Implementation of the conditions for waterborne public transport in the capital and the suburbs - development of local and agglomeration riverboat services, development of piers, improving their accessibility, acquisition of vehicles with storage and maintenance depot, procurement of boats | Proposed long-term |
| 18. | P0165 | Double-track connection of trams 2 and 51 in the area of Közvágóhíd (junction Kvassay Jenő út - Soroksári út) | Proposed long-term |
| 19. | P0347 | Improving public transport on Gellért Hill | Proposed long-term |
| 20. | P0413 | Tram development on Budafoki út | Proposed long-term |

| Project ideas for complex public space, road transport improvements | | | |
|---|---|---|---|
| 21. | P0155 | Complex renewal of the Grand Boulevard - traffic calming, improving conditions for active transport, greening, humanisation | Highly recommended |
| 22. | P0282 | Complex renewal of Andrássy út - traffic calming, active transport, greening, humanisation | Highly recommended |
| 23. | P0069 | Aquincum Danube bridge and associated road network (construction of the ring road along the railway ring, phase I between main road 10 - M3 motorway) | Suggested |
| 24. | P0071 | Albertfalva Danube bridge and associated road network, with tram track (construction of the ring road along the railway ring, Phase IV) between Soroksári út - M6 access road) | Suggested |
| 25. | P0073 | Development of transport infrastructure along the railway ring, Phase III (between Üllői út - Soroksári út) | Suggested |
| 26. | P0352 | Modification of the traffic regime at the junction Rottenbiller utca - Rákóczi út - Fiumei út, with the demolition of the flyover | Suggested |
| 27. | P0382 | Construction of the North-Buda road tunnel (between the bypass of the main road 10 and Hidegkúti út) | Suggested |
| 28. | P0070 | Development of transport infrastructure along the Railway Ring (M3 motorway - Üllői út) | Proposed long-term |
| 29. | P0072 | Construction of the ring road along the railway ring, Phase V (Albertfalva – Egér út) | Proposed long-term |
| 30. | P0203 | Construction of a road linking the outlying districts of Pest, connecting the M31 - M51 motorway areas | Proposed long-term |
| 31. | P0353 | Construction of noise barriers along the H5 suburban railway line in District 3 | Proposed long-term |
| 32. | P0416 | Rákoskeresztúr központ, Pesti út public transport corridor development and related investments | Proposed long-term |

| Project ideas on active and micromobility | | | |
|---|---|---|---|
| 33. | P0332 | Improving access to green (walking and cycle) routes in Budapest, creating missing sections, building a greenway network | Highly recommended |
| 34. | P0344 | EuroVelo 6 international cycle route development, Phase III - Central Buda, Central Pest, South Pest (construction of sections not included in other projects) | Suggested |
| 35. | P0306 | Improving residential and destination bicycle storage and parking | Proposed long-term |
| Further project ideas | | | |
| 36. | P0044 | Preparation of a study to define the framework for sustainable and predictable normative funding of the Budapest transport system | Highly recommended |
| 37. | P0108 | Establishment of a regional transport management body to ensure coordination between urban and suburban transport | Highly recommended |
| Further project ideas | | | |
| 38. | P0192 | Introduction of low emission zones (LEZ), regulatory concept | Highly recommended |
| 39. | P0285 | Introduction of EMV-based e-ticketing system | Highly recommended |
| 40. | P0206 | Establishing the development and regulatory environment for the Budapest e-charging infrastructure | Suggested |
| 41. | P0076 | Establishment of a permanent exhibition venue in the capital | Proposed long-term |
| 42. | P0193 | for transport history and vintage vehicle collections | Proposed long-term |

*Table 11: List of BMT-related project ideas under the competence of the Municipality of Budapest*

As part of the transport development and investment programme, this chapter sets out a proposal for project ideas to be prioritised. The proposals are based on the priorities of the different strategies e.g. ITS, the objectives set out in the BMT's objectives framework and the BMT's project appraisal methodology.
The proposals are presented in Table 12.

| # | ID | Project name | Reason for priority classification |
|---|---|---|---|
| **Priority project ideas** | | | |
| 1. | P0044 | Preparation of a study to define the framework for sustainable and predictable normative funding of the Budapest transport system | Institutional progress + significant synergies |
| 2. | P0108 | Establishment of a regional transport management body to ensure coordination between urban and suburban transport | Institutional progress + significant synergies |
| 3. | P0155 | Complex renewal of the Grand Boulevard - traffic calming, improving conditions for active transport, greening, humanisation | High fit score, humanising an emblematic urban ring road, ITS priority |
| 4. | P0192 | Introduction of low emission zones (LEZ), regulatory concept | Development justified by strategic guidelines |
| 5. | P0217 | Eastern extension of M4 metro line - Budapest-Keleti railway station - M3 motorway area, P+R construction | Long-term network development to be investigated |
| 6. | P0282 | Complex renewal of Andrássy út - traffic calming, active transport, greening, humanisation | High fit score, humanising the emblematic urban axis, ITS priority |
| 7. | P0285 | Introduction of EMV-based e-ticketing system | Preparing for the technologies of the future |
| 8. | P0332 | Improving access to green (walking and cycle) routes in Budapest, creating missing sections, building a greenway network | Related bicycle network development |

| Kiemelten javasolt projektötletek | | | |
|---|---|---|---|
| 9. | P0385 | 300 new buses in Budapest with at least EURO 6 emission classification or alternative propulsion by 2026 | Vehicle strategy and its objectives, ongoing vehicle replacement to achieve average age targets |
| 10. | P0387 | Tram depot upgrades for modern storage and maintenance | Purchases related to vehicle procurement |
| 11. | P0400 | Tram procurement, Phase IV - (5-) 23 long trams, if no long tram is called from the CAF option | Vehicle development related to network development |
| 12. | P0401 | Tram procurement, Phase V - 65 short trams (Ganz replacement) | Vehicle development related to network development |
| 13. | P0402 | Tram procurement, Phase VI - Purchase of 50 short trams (replacement of remaining Hanover trams) | Vehicle development related to network development |
| 14. | P0408 | Improving storage capacity related to trolleybus procurements | Purchase related to vehicle procurement |

| Suggested project ideas | | | |
|---|---|---|---|
| 15. | P0021 | 300 electric buses in Budapest by 2035 | Preparing for the technologies of the future |
| 16. | P0069 | Aquincum Danube bridge and associated road network (construction of the ring road along the railway ring, phase I between main road 10 - M3 motorway) | Development justified by strategic guidelines |
| 17. | P0071 | Albertfalva Danube bridge and associated road network, with tram track (construction of the ring road along the railway ring, Phase IV) between Soroksári út - M6 access road) | Development justified by strategic guidelines |
| 18. | P0093 | Western extension of M4 metro line between Kelenföld - Budaörs, P+R construction | Related metro network development |

| Suggested project ideas | | | |
|---|---|---|---|
| 19. | P0099 | Buda Interconnected Tram Network, Phase III - Construction of the tram link between Margit Bridge and Szentendrei út, with complex reconstruction of the road sections concerned, construction of a cycling axis, humanisation of Flórián tér, development of an intermodal hub (Kaszásdűlő) | Kapcsolódó villamoshálózat fejlesztése |
| 20. | P0107 | Implementation of the Újpalota tram line (between Újpalota - Astoria) | Related tram network development |
| 21. | P0206 | Establishing the development and regulatory environment for the Budapest e-charging infrastructure | Preparing for the technologies of the future |
| 22. | P0218 | Pest Interconnected Tram Network: connecting the tram lines of Népszínház utca to the Rákóczi út tram line, and the Rákóczi út tram to the inner-city ring tram lines, and improving accessibility of the Astoria junction | Related tram network development |
| 23. | P0344 | EuroVelo 6 international cycle route development, Phase III - | Related cycling network development |
| 24. | P0352 | Central Buda, Central Pest, South Pest (construction of sections not included in other projects) | Development justified by strategic guidelines |
| 25. | P0354 | Modification of the traffic regime at the junction Rottenbiller utca - Rákóczi út - Fiumei út, with the demolition of the flyover | High fit score, justified junction upgrades |
| 26. | P0382 | Construction of the North-Buda road tunnel (between the bypass of the main road 10 and Hidegkúti út) | network development defined on the basis of the Budapest Settlement Structure Plan |
| 27. | P0389 | Accessibility of M2 metro stations | Building missing links, equal opportunities |
| 28. | P0403 | Tram procurement, Phase VII - purchase of 50 short trams to serve the rolling stock needs of the new tram developments | Vehicle development related to network development |

| Proposed project ideas for the future | | | |
|---|---|---|---|
| 29. | P0009 | Northbound extension of tram line 2 | Long-term network development to be investigated |
| 30. | P0013 | Implementation of the conditions for waterborne public transport in the capital and the suburbs - development of local and agglomeration riverboat services, development of piers, improving their accessibility, acquisition of vehicles with storage and maintenance depot, procurement of boats | High fit score |
| 31. | P0070 | Development of transport infrastructure along the Railway Ring (M3 motorway - Üllői út) | Network development defined on the basis of the Budapest Settlement Structure Plan, road network development to be examined |
| 32. | P0072 | Construction of a bypass along the Railway Ring, Phase V (Albertfalva – Egér út) | Development justified by strategic guidelines |
| 33. | P0073 | Development of transport infrastructure along the Railway Ring, Phase III (between Üllői út - Soroksári út) | Network development defined on the basis of the Budapest Settlement Structure Plan, road network development to be examined |
| 34. | P0076 | Establishment of a permanent exhibition venue in the capital for transport history and vintage vehicle collections | Shaping mindsets |
| 35. | P0165 | Double-track connection of trams 2 and 51 in the Közvágóhíd area (junction of Kvassay Jenő út - Soroksári út) | Related tram network development |
| 36. | P0193 | Conditions for automated vehicle traffic, definition of necessary infrastructure conditions | Preparing for the technologies of the future |
| 37. | P0203 | Construction of a road linking the outlying districts of Pest, connecting the M31 - M51 motorway areas | Development justified by strategic guidelines and on the basis of settlement structural plan |
| 38. | P0306 | Improving residential and destination cycle storage and parking | Improvements related to the cycling network |
| 39. | P0347 | Improving public transport on Gellért Hill | Active mobility, ITS priority |

| Proposed project ideas for the future | | | |
|---|---|---|---|
| 40. | P0353 | Construction of noise barriers along the H5 suburban railway line in District 3 | Project ideas based on local demand |
| 41. | P0413 | Tram development on Budafoki út | Long-term network development to be investigated |
| 42. | P0416 | Rákoskeresztúr központ, Pesti út public transport corridor development and related investments | Long-term network development to be investigated |

*Table 12: Proposal for project ideas within the scope of the Municipal Institutions, priority list*

During the programming process, 19 public project ideas were identified after consultation with state-run institutions. The project ideas that do not fall under the competence of the Municipal Assembly (state project ideas) are proposed on the basis of the BMT criteria, but this does not imply a decision on the concrete implementation of the projects.

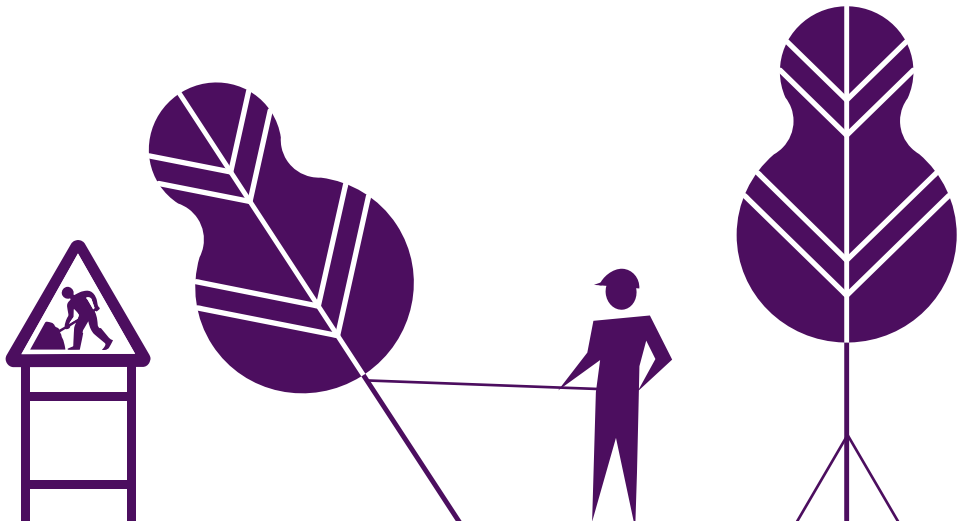
On this basis, the Municipality of Budapest - as a stakeholder - can develop its professional position and represent its interests in the preparation and implementation of the relevant developments.

We have classified the transport projects under public responsibility into three categories (highly recommended, recommended, recommended long-term) according to our proposal for implementation.
The main considerations for the categorisation were to build on the results obtained by the evaluation methodology, to link with projects under the competence of the Municipality of Budapest, to strengthen synergies and to enhance social utility.

| # | ID | Project name | Category |
|---|---|---|---|
| 1. | P0269 | Establishing a national rail freight concept and delineation of the route of the railway line V0 bypassing Budapest to the south and obtaining its environmental permit | Highly recommended |
| 2. | P0235 | Solving problems that slow down rail traffic and can be addressed with minor sectional intervention | Highly recommended |
| 3. | P0241 | Short-term development of Ferencváros station | Highly recommended |
| 4. | P0233 | Increasing the number of stations and line sections under centralised traffic management, Central Traffic Control and Monitoring extension to the whole of Budapest and the agglomeration | Highly recommended |
| 5. | P0237 | Short-term development of Keleti railway station | Recommended |
| 6. | P0231 | New urban park as part of the new urban district on the site of the Rákosrendező railway station | Recommended |
| 7. | P0246 | Long-term development of Kőbánya-Kispest station | Recommended |
| 8. | P0230 | Development of the Kelenföld Danube promenade | Recommended |

| | | | |
|---|---|---|---|
| 9. | P0234 | Creating policies and development plans for the development of railway information system and service and additional specific applications | Recommended long-term |
| 10. | P0249 | Capacity building needed in the Ferencváros area | Recommended long-term |
| 11. | P0251 | Further capacity increase on the 80a railway line | Recommended long-term |
| 12. | P0334 | South Pest green corridor and cycle path - Construction of a cycle path linking Csepel, Soroksár and District 18 | Recommended long-term |
| 13. | P0242 | Long-term development of the inner railway ring | Recommended long-term |
| 14. | P0245 | Kelenföld station and area - providing turnaround capacity | Recommended long-term |
| 15. | P0247 | Horog utca junction construction, infrastructure development | Recommended long-term |
| 16. | P0253 | Further capacity increase on the 120a railway line | Recommended long-term |
| 17. | P0256 | Expanding the traction power supply system as needed to cope with growing traffic | Recommended long-term |
| 18. | P0244 | Kelenföld station and area - providing transit capacity for trains | Recommended long-term |
| 19. | P0255 | Installation of suburban vehicle preparation, maintenance and storage functions at suburban turnaround stations | Recommended long-term |

*Table 13: Proposal for project ideas under public (Hungarian State) competence*



# 4 IMPLEMENTATION OF THE TRANSPORT DEVELOPMENT AND INVESTMENT PROGRAMME

## 4.1 ACTION PLAN FOR THE IMPLEMENTATION OF THE TRANSPORT DEVELOPMENT AND INVESTMENT PROGRAMME

The Action Plan summarises the operational steps to be taken to implement the improvements included in the transport development and investment programme. The action plan sets out the necessary actions from the perspective of the Budapest Municipality and its agencies, in line with the timeframe and pace of the investment programme. The projects coordinated by the Municipal Institutions are linked to the Municipality's departments and their preparation and implementation will depend on the nature and circumstances of the project (e.g. the project preparation organisation or funding opportunities).

In the case of public projects, the Budapest transport governance system is involved as a stakeholder in the processes, both in the preparation and implementation phases, which essentially requires continuous cooperation with governmental bodies and other partner organisations.

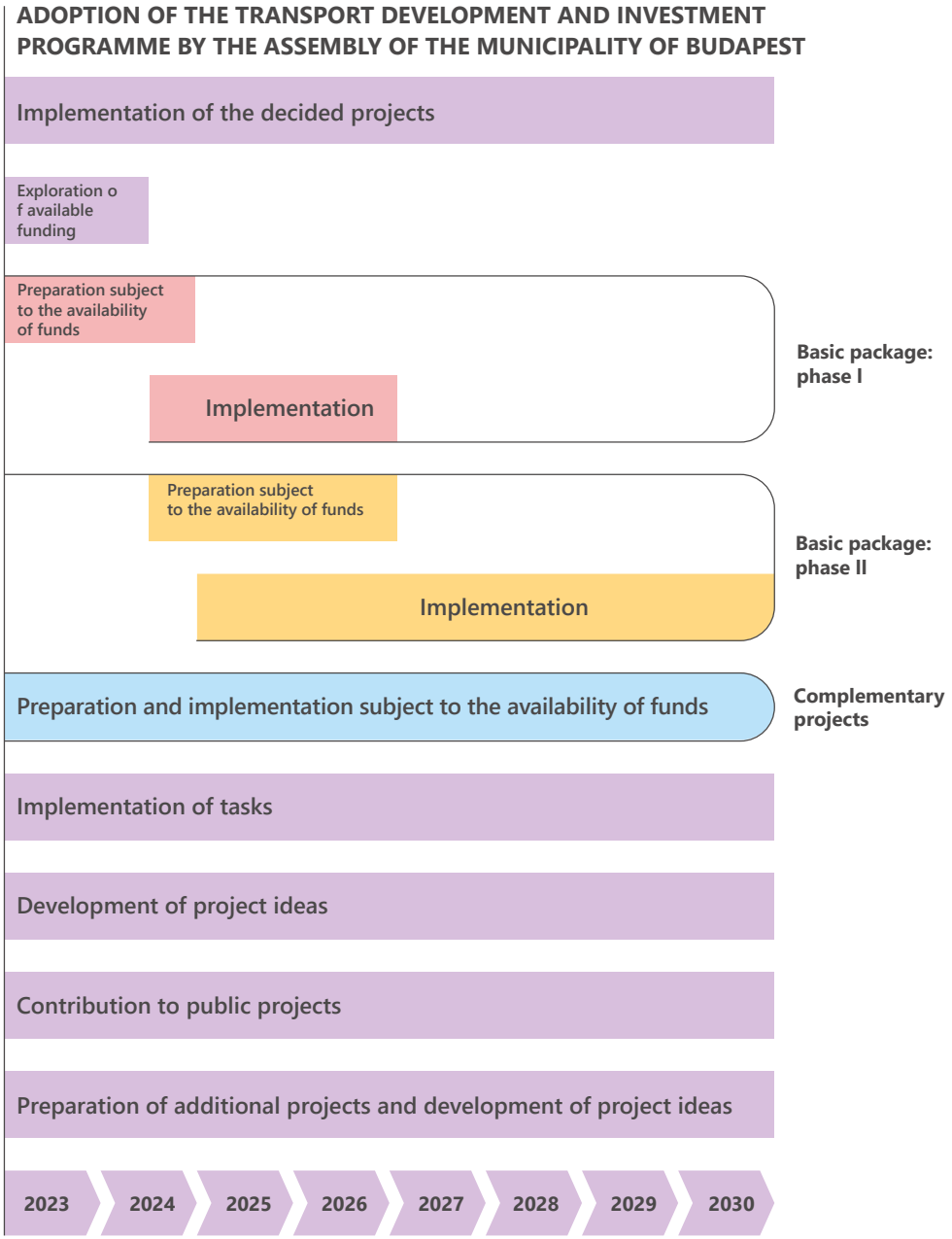



*Figure 10: Implementation schedule of the Transport Development and Investment Programme*

## 4.2 COST AND FINANCING PLAN

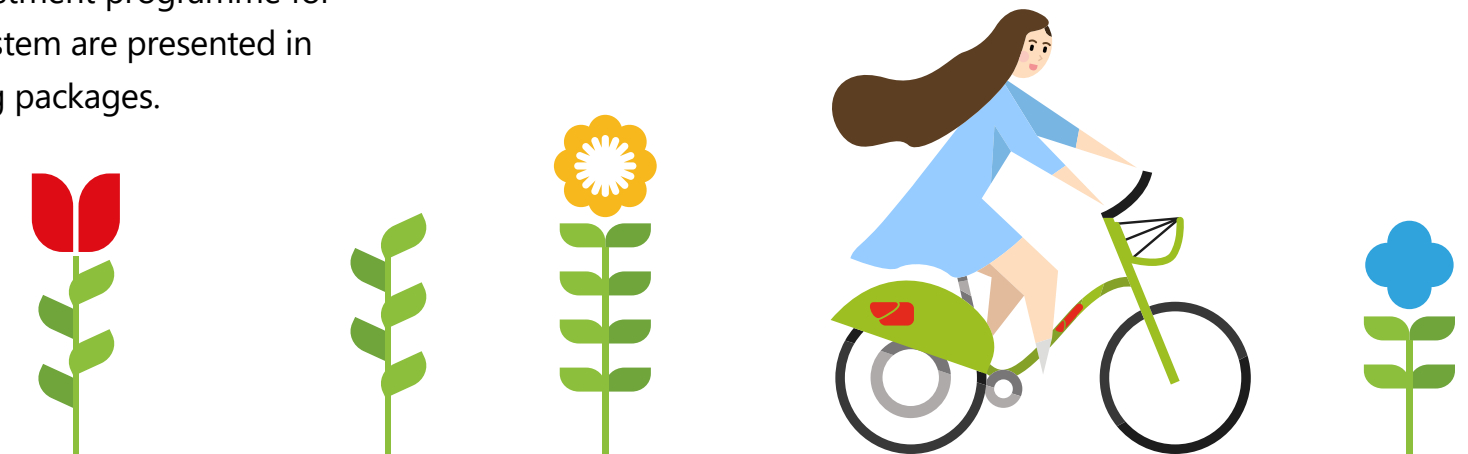
The purpose of the cost and financing plan is to summarise and evaluate the financial impact of the transport development and investment programme. This means identifying both the investment cost requirements and the impact on operating costs.

Based on the experience of the past years (2014 - 2022), the resources of the Budapest transport system specifically for development purposes were available in the order of HUF 150 billion / 5 years. This amount includes all development type national and EU funds, but excludes operation, maintenance and renovation (reconstruction) funds.

The total estimated investment cost requirements of the transport development and investment programme for the metropolitan institutional system are presented in Table 14 for the different funding packages.

| | Basic package | Additional package | Full package |
|---|---|---|---|
| | [million HUF] | | |
| Total projects decided | - | - | 127 000 |
| Total mission-oriented projects | - | - | 260 000 |
| Total for Phase I (2023-2026) | 110 000 | - | - |
| Total Phase II (2025-2030) | 350 000 | - | - |
| Total investment cost requirement | 460 000 | 520 000 | 387 000 |

*Table 14: Estimated investment cost requirements for projects in the transport development and investment programme under the responsibility of the Budapest institutions*



The total investment cost of the decided Budapest projects is around HUF 130 billion. The total cost of the task-oriented projects up to 2030 is in the order of HUF 265 billion. The proposed project packages include development portfolios of HUF 110, 350 and 520 billion per phase, in line with the assumed funding envelope. The total investment costs of the decided projects, the task-oriented projects and the projects managed by the Budapest institutions proposed for implementation amount to approximately HUF 1380 billion up to 2030. This is complemented by a set of state-decided projects and additional development projects of metropolitan relevance, also managed by public institutions.

Budapest Municipality intends to use EU funding from the 2022-2027 EU budget cycle as a priority to finance the project packages. Based on the nature and content of the projects, the most relevant EU funds to be considered are the Integrated Transport Operational Programme Plus (ITS Operational Programme Plus) and the Operational Programme for Territorial Development (TOP Plus), as well as the Connecting Europe Facility (CEF) funds for transport infrastructure. The use of the Recovery and Resilience Instrument (RRF) will depend on the future content of the calls for proposals, but the EU's adopted document indicates that this support is more focused on interurban and suburban transport development. In addition to EU grants and funds, project financing through borrowing or own resources is a possible option, especially for smaller-scale, task-oriented projects.

## 4.3 RISK MANAGEMENT PLAN

The purpose of the risk management plan is to identify the risk factors that could potentially threaten the achievement of the BMT's objectives, to assess them in terms of their likelihood and expected consequences, and to identify the most important steps for risk management on this basis. The risk management strategy will help to prevent impacts that could jeopardise the achievement of the objectives and to mitigate adverse impacts if they occur. The risk management plan also provides feedback to the investment programme, because if the risk event is attributable to a specific project or set of projects, and the chosen or expected risk management measure is to reject the risk event, the project may be removed from the investment programme or may need to be redesigned to reduce the risks, regardless of the programming.

The identification and assessment of potential risk factors is based on expert assessment, primarily based on the experience of previous similar metropolitan strategic plans (e.g. the Budapest Mobility Plan adopted in 2019) and project-level developments. Considering that it is not possible to draw empirical conclusions for all risk factors, the risk management plan uses conservative, pessimistic ex-ante estimates based on the SUMP guidance, as these often prove to be realistic ex-post based on domestic experience.

The risk factors identified for BMT, their probability of occurrence, the expected impact of their occurrence and the severity level assigned to the risk elements based on these - and the risk tolerance in the Budapest institutional environment - are presented in Table 15 (Risk Element Classification) and Table 16 (Risk Matrix).





| Risk event name | Impact of the occurrence of a risk | Probability of occurrence | Extent of impact | Risk level |
|---|---|---|---|---|
| Risk group 1: Risks related to preliminary expert estimates | | | | |
| 1. Investment cost increase | Threat to social returns | D | IV | high |
| 2. Operating cost increase | Threat to social returns, need for additional operating costs | D | IV | high |
| 3. Radical changes in socio-economic structures | Threats to social returns and strategic fit | C | IV | high |
| 4. Radical change in transport behaviour | Threats to social returns and strategic fit | B | IV | low |
| Risk group 2: Legal and institutional risks | | | | |
| 5. Changes to the institutional system | Delay, preparation difficulties | C | III | moderate |
| 6. Difficulties of institutional cooperation | Threat to social returns, negative impact on users | C | III | moderate |
| 7. Human capacity, availability of competences | Delay, preparation and quality problems | B | III | alacsony |
| 8. Changes in the legislative and regulatory background | Delay, becoming impossible | C | III | moderate |
| 9. Changes to public procurement rules | Delay, becoming impossible | C | III | moderate |
| 10. Changes to aid rules | Delay, becoming impossible | C | IV | high |
| Risk group 3: Process organisation and management risks | | | | |
| 11. Preparation difficulties | Delay, quality problems | B | III | moderate |
| 12. Schedule changes, difficulties in project linkages | Delay, uncertain impact on the results of preliminary estimates, possibly failure | D | III | high |
| 13. Difficulties in licensing procedures | Delay, becoming impossible | B | III | moderate |
| 14. Difficulties of land acquisition and planning | Delay, becoming impossible | C | IV | high |

| Risk event name | Impact of the occurrence of a risk | Probability of occurrence | Extent of impact | Risk level |
|---|---|---|---|---|
| 15. Difficulties in obtaining specialised equipment | Delay, cost increases, becoming impossible | B | IV | moderate |
| 16. Labour shortages during construction | Delay, cost increases, quality problems | D | III | high |
| 17. Quality problems in the execution | Delay, negative impact on users | C | III | moderate |
| Risk group 4: Financial and economic risks | | | | |
| 18. Significant changes in macroeconomic factors | Lack of resources, failure | B | IV | low |
| 19. Changes in aid schemes | Increase in own cost requirements, inability to pay | C | IV | high |
| 20. Availability of own funding | Delay, becoming impossible | C | IV | high |
| 21. Difficulties in securing operating and maintenance costs | Quality problems, negative impact on users | D | III | high |
| Risk group 5: Technical risks | | | | |
| 22. Technical difficulties due to complexity of implementation | Delay, cost increases, quality problems | C | III | moderate |
| 23. New technology or difficulties caused by technology change | Delay, cost increases, quality problems, becoming impossible | B | III | moderate |
| 24. Weather-related difficulties | Delay, cost increases, quality problems | B | III | moderate |
| 25. Ensuring traffic during construction | Delay, negative impact on users | C | III | moderate |
| 26. Slower than planned implementation of vehicle procurement | Delay, cost increases, operational problems, negative impact on users | C | III | moderate |
| Risk group 6: Social risks | | | | |
| 27. Social acceptance | Delay, becoming impossible | B | III | moderate |

*Table 15: Classification of risk factors according to their probability of occurrence or impact*

| Risk impact / probability | I negligible impact | II low impact | III moderate impact | IV critical impact | V disastrous impact |
|---|---|---|---|---|---|
| **A** Negligible probability (0-10%) | | | | | |
| **B** Low probability (10–33%) | | | 7, 11, 13, 23, 24, 27 | 4, 15, 18 | |
| **C** Medium probability (33–66%) | | | 5, 6, 8, 9, 17, 22, 25, 26 | 3,10,14, 19, 20 | |
| **D** High probability (66–90%) | | | 12, 16, 21 | 1, 2 | |
| **E** Regarded as a certainty (90–100%) | | | | | |

To address the risks identified in the risk analysis, it is proposed to implement the measures in Table 17, which will help to prevent or mitigate risk levels.

*Table 16: Risk matrix*

| Risks | Risk level | Risk management strategy |
|---|---|---|
| 1. Investment cost increase | high | Mitigation/prevention: reliable and realistic quantity surveying; comparative analysis of costs of previous works of similar volume and subject matter; careful competitive tendering; sharing risks with the contractor based on their ability to control uncertainty, setting a reserve margin |
| 2. Operating cost increase | high | Mitigation/prevention: a broad benchmark for estimation; continuous cost control during operation |
| 3. Radical change of socio-economic structures | high | Mitigation/prevention: careful advance planning |
| 4. Radical change of transport habits | low | Mitigation/prevention: careful advance planning |
| 5. Institutional system changes | moderate | Adoption |
| 6. Difficulties of institutional cooperation | moderate | Mitigation/prevention: continuous consultation with the ordering body of regional services and other stakeholders |
| 7. Human capacity, availability of competences | low | Adoption |
| 8.Changes in the legislative and regulatory background | moderate | Adoption + timely preparation |
| 9. Changes to public procurement rules | moderate | Adoption + timely preparation |
| 10. Changes to aid rules | magas | Adoption + timely preparation |
| 11. Preparation difficulties | moderate | Mitigation/prevention: timely preparation, proper planning, use of an independent procurement expert, careful adherence to procedures, |
| 12. Scheduling changes, difficulties in project linkages | high | Mitigation/prevention: identifying potential barriers; stakeholder involvement; preparation of an organisational plan, high penalty for late performance; continuous monitoring |
| 13. Difficulties in licensing procedures | moderate | Mitigation/prevention: ongoing consultation with authorities |
| 14. Difficulties of land acquisition and planning | high | Mitigation/prevention: proper planning and preparation, ongoing consultation with stakeholders |

| Risks | Risk level | Risk management strategy |
|---|---|---|
| 15. Difficulties in obtaining specialised equipment | moderate | Mitigation/prevention: proper preparation, extensive benchmarking |
| 16. Labour shortages during construction | high | Adoption + timely preparation |
| 17. Quality problems in the execution | moderate | Mitigation/prevention: strict on-site supervision; checking of compliance with official standards |
| 18. Significant changes in macroeconomic factors | low | Adoption |
| 19. Changes in aid schemes | high | Adoption + timely preparation |
| 20. Availability of own funding | high | Mitigation/prevention: advance financial planning |
| 21. Difficulties in securing operating and maintenance costs | high | Mitigation/prevention: advance financial planning |
| 22. Technical difficulties due to complexity of implementation | moderate | Mitigation/prevention: proper planning and preparation |
| 23. New technology or difficulties caused by technology change | moderate | Mitigation/prevention: proper planning and preparation |
| 24. Weather-related difficulties | moderate | Adoption |
| 25. Ensuring traffic during construction | moderate | Mitigation/prevention: proper planning and preparation |
| 26. Slower than planned implementation of vehicle procurement | moderate | Mitigation/prevention: proper preparation, continuous exploration of funding opportunities |
| 27.Social acceptance | moderate | Mitigation/prevention: informing the public and ensuring its maximum involvement in the process (participation) |

*Table 17: Risk management strategy*

# 5 LONG LIST OF POTENTIAL PROJECTS

(without deleted projects, sorted by ID)

| Project ID | Name | Type | |
|---|---|---|---|
| P0002 | Extension of tram line 1 to Etele tér (IKOP-3.1.0-15-2016-00007) | Implemented project | |
| P0004 | Extension of tram line 3 westwards through Kassai tér (Angyalföld, Árpád bridge) and construction of Szegedi út overpass | Public project | |
| P0005 | Preparation and implementation of the southern extension of tram line 3 up to the Gubacsi híd (Pesterzsébet section) | 2023-2026 Preparation | 2025–2030 Realisation |
| P0006 | Extension of tram line 42 | 2023–2026 Preparation | 2025–2030 Realisation |
| P0008 | Rákospalota-Újpest - Veresegyház - Vác railway line bottleneck replacement | Public project | |
| P0009 | Northbound extension of tram line 2 | Project idea | |
| P0012 | Making the road network in urban areas more bicycle-friendly, increasing road safety | Task-oriented project | |
| P0013 | Implementation of the conditions for waterborne public transport in the capital and the suburbs - development of lo-cal and agglomeration riverboat services, development of piers, improving their accessibility, acquisition of vehicles with storage and maintenance depot, procurement of boats | Project idea | |
| P0015 | Prioritisation of public transport vehicles with traffic manage-ment solutions | Task-oriented project | |
| P0018 | Development of a network of city logistics loading areas in Budapest | Complementary project | |
| P0019 | Regulation concept for public space use for transport in Buda-pest | Task-oriented project | |
| P0021 | Entry into service of 300 electric buses in Budapest by 2035 | Project idea | |
| P0022 | Regulation and complex management of public transport and shared mobility services, integration of shared mobility into pub-lic transport | Task-oriented project | |
| P0023 | Improvement of uniform taxi services in Budapest (emission reduction, taxi rank use) | Task-oriented project | |

| Project ID | Name | Type |
|---|---|---|
| P0024 | Developing modal shift options - B+R parking | Decided project |
| P0025 | Complex renovation of public spaces in Blaha Lujza tér | Implemented project |
| P0026 | Further development of the public bike-sharing system | Implemented project |
| P0030 | Development of a rail link to Budapest Liszt Ferenc Interna-tional Airport | Public project |
| P0033 | Establishment of a Budapest road traffic accident data collection, processing and storage system | Task-oriented project |
| P0034 | Procurement of trams, Phase III (optional 51 CAF-type trams) | Decided project |
| P0035 | Budapest, District 21, Csepel trunk road (Teller Ede út) | Complementary pro-ject |
| P0036 | Southern Railway Ring Phase I - Reconstruction of the Southern Danube railway bridge | Implemented project |
| P0038 | Renovation of the H6/H7 HÉV suburban railway lines, connec-tion to Kálvin tér (southern section of the north-south regional rapid railway) | Public project |
| P0039 | Connection of H5 and H6/H7 HÉV lines between Kaszásdűlő - Kálvin tér (north-south regional rapid railway city-centre sec-tion) | Public project |
| P0040 | H5 HÉV line renewal (Batthyány tér - Szentendre) (northern sec-tion of the north-south regional rapid railway) | Public project |
| P0043 | Southern Railway Ring Phase II - Kelenföld and Ferencváros line capacity extension, development of suburban stops and construction of new stops | Decided project |
| P0044 | Preparation of a study to define the framework for sustainable and predictable normative funding of the Budapest transport system | Project idea |
| P0045 | Improving road access to Budapest Liszt Ferenc Internation-al Airport | Public project |
| P0046 | Upgrading and extension of the Cogwheel Railway (tram line 60) in both directions - implementation | Complementary project |
| P0047 | Construction of the new Danube bridge on Galvani út and the associated transport network | Public project |
| P0050 | Purchase of HÉV vehicles (59 trainsets) | Public project |
| P0051 | Development of demand-driven public transport services in Bu-dapest (BKK Telebusz) | Complementary project |

| Project ID | Name | Type |
|---|---|---|
| P0052 | Dynamic IT system in urban transport management - IT sys-tem development for digital service change management | Task-oriented project |
| P0053 | Further development of cooperation in Budapest and agglom-eration transport management (BKK - Budapest Municipality - Ministry of Transport) | Task-oriented project |
| P0057 | Kelenföld - Pusztaszabolcs railway line Phase I (Kelenföld - Százhalombatta section upgrade) | Implemented project |
| P0063 | Developing a sustainable city logistics policy for Budapest | Complementary project |
| P0064 | BKK's complex road and infrastructure renewal programme 2022-2023 | Implemented project |
| P0067 | Budapest, Kossuth Lajos utca - Rákóczi út complex renewal Phase I - reallocation of public spaces, bus corridor, tram line study | 2025-2030 |
| P0068 | Kőbánya-Kispest - Lajosmizse - Kecskemét railway line bottle-neck replacement and electrification | Public project |
| P0069 | Aquincum Danube bridge and associated road network (con-struction of the ring road along the railway ring, phase I between main road 10 - M3 motorway) | Public project |

| Project ID | Name | Type |
|---|---|---|
| P0070 | Development of transport infrastructure along the railway ring (M3 motorway - Üllői út) | Project idea |
| P0071 | Albertfalva Danube bridge and associated road network, with tram track (construction of the ring road along the railway ring, Phase IV) between Soroksári út - M6 access road) | Project idea |
| P0072 | Construction of the ring road along the railway ring, Phase V (Albertfalva – Egér út) | Project idea |
| P0073 | Development of transport infrastructure along the railway ring, Phase III (between Üllői út - Soroksári út) | Project idea |
| P0075 | Implementation of BKK customer service centres | Implemented project |
| P0076 | Establishment of a permanent exhibition venue in the capital | Project idea |
| P0079 | for transport history and vintage vehicle collections | Task-oriented project |
| P0080 | Road upgrades to overcome the railways' effect of land sepa-ration, and to improve transport links between settlement ar-eas | Complementary project |
| P0081 | Extension of the tram line along Külső Bécsi út (Vörösvári út - Aranyvölgy section)<br>Implementation of transport improvements in the City Park | Public project |

| Project ID | Name | Type | |
|---|---|---|---|
| P0083 | M0 ring road, northern sector (between main roads 10 and 11, 2x2 lanes) | Public project | |
| P0085 | M0 ring road, western sector (between main roads 1 and 10, 2x2 lanes) | Public project | |
| P0086 | Budapest, M1 metro line upgrade and two-way extension (Vörösmarty tér-Vigadó tér, Mexikói út-Marcheggi híd) | 2023–2026 Preparation | 2025–2030 Realisation |
| P0087 | M1 metro line vehicle procurement (22 + 5 trains) | 2025–2030 | |
| P0088 | M2 motorway (between Budapest and Vác, 2x2 lanes) | Public project | |
| P0089 | Connection of metro M2 and H8/H9 HÉV at Örs vezér tér, renovation of H8/H9 HÉV lines (between Örs vezér tere and Cinkota) | Public project | |
| P0090 | M2 metro - construction of a branch line from the H8/H9 HÉV line in Rákoskeresztúr | Public project | |
| P0092 | M3 metro line infrastructure reconstruction | Implemented project | |
| P0093 | Western extension of M4 metro line between Kelenföld - Budaörs, P+R extension | Project idea | |

| Project ID | Name | Type |
|---|---|---|
| P0096 | Purchase of MÁV-START motor trains (IKOP-2.1.0-15-2017- 00039 and IKOP-2.1.0-15-2018-00051) | Decided project |
| P0098 | Budapest, District 14, Nagy Lajos király útja development preparation (on the existing route, between Kassai tér and Bosnyák tér) | 2025-2030 |
| P0099 | Buda Interconnected Tram Network, Phase III - Construction of the tram link between Margit Bridge and Szentendrei út, with complex reconstruction of the road sections concerned, construction of a bicycle axis, humanisation of Flórián tér, development of an intermodal hub (Kaszásdűlő) | Project idea |
| P0100 | Reconstruction of the Petőfi Bridge | Task-oriented project |
| P0106 | STARS project implementation | Implemented project |
| P0107 | Implementation of the Újpalota tram line (between Újpalota - Astoria) | Project idea |
| P0108 | Establishment of a regional transport management body to ensure coordination between urban and suburban transport | Project idea |

| Project ID | Name | Type | |
|---|---|---|---|
| P0110 | Regulation of traffic and parking arrangements for tourist buses and related interventions (creation of drop-off and pick-up points, waiting and storage areas, preparation of regulation) | Task-oriented project | |
| P0111 | Scheduled improvement of accessibility of tram stops | Task-oriented project | |
| P0112 | Connecting tram lines between Deák Ferenc tér and Lehel tér, preparation and implementation | 2023–2026 Preparation | 2025–2030 Realisation |
| P0113 | Budapest, District 22, complex renewal of Városháza tér | 2025–2030 | |
| P0114 | Complex renovation of Széna tér in the area of the discontinued bus station | Implemented project | |
| P0118 | District 17, connection of Cinkotai út and Keresztúri út | 2025–2030 | |
| P0119 | Reconstruction of pedestrian underpasses and surface exits connected to the stations of the M3 metro line | 2025–2030 | |
| P0129 | Buda Interconnected Tram Network, Phase II - Construction of the line linking Gellért tér to Budafoki út | Public project | |

| Project ID | Name | Type |
|---|---|---|
| P0132 | Refurbishment of District 11, Péterhegyi út (Egér út - Neszmélyi út) and Neszmélyi út (Péterhegyi út - Balatoni út) | Implemented project |
| P0133 | District 6, Podmaniczky utca (Bajcsy Zsilinszky út - Teréz körút) complex renovation | Implemented project |
| P0138 | Districts 10-17, Keresztúri út overpass reconstruction | Task-oriented project |
| P0144 | Accessibility of tram line 50 stops (District 18, between Kossuth tér - Ungvár utca) | Task-oriented project |
| P0145 | Selmeci utca, Margit hospital platform accessibility | Implemented project |
| P0153 | Construction of elements of the Budapest Hungária Ring (B20) bicycle highway | 2025–2030 |
| P0154 | XI. district Replacement of existing noise barrier wall on Szerémi út (between Budafoki út and Dombóvári út) | Task-oriented project |
| P0155 | Complex renewal of the Grand Boulevard - traffic calming, improving conditions for active transport, greening, humanisation | Project idea |
| P0162 | Budapest Gubacsi road bridge reconstruction | Complementary project |
| P0163 | District 2, complex reconstruction of Pasaréti út | Implemented project |

| Project ID | Name | Type |
|---|---|---|
| P0165 | Double-track connection of trams 2 and 51 in the Közvágóhíd area (junction of Kvassay Jenő út - Soroksári út) | Project idea |
| P0167 | Construction of M3 Motorway noise barrier wall | Implemented project |
| P0171 | Budapest trolleybus procurement phase IV (40 vehicles) | Complementary project |
| P0172 | Development of about 13 km of cycle path along the Szilas stream | Complementary project |
| P0175 | Redevelopment of public spaces on the Buda upper embankment: Fő utca and its squares, Felhévíz; renewal of Bem József tér in several phases (DUNA-BUDA) | 2025–2030 |
| P0177 | Budapest-Kelenföld station-house renovation | Public project |
| P0178 | Implementation of P+R parking in phases within the administrative boundaries of Budapest | Task-oriented project |
| P0179 | Budapest tram and trolleybus rolling stock project, Phase II (acquisition of 26 CAF trams + equipping of 73 trams with radio switch-control + accessibility of 4 tram stops on line 50) | Implemented project |
| P0183 | Modernisation of the existing section of Budapest tram line 2 (between Jászai Mari tér and Közvágóhíd) | Complementary project |

| Project ID | Name | Type |
|---|---|---|
| P0186 | Accessibility of tram stops on line 56-56A (between Dózsa György tér - Hűvösvölgy terminus) | Task-oriented project |
| P0187 | South Buda Central Hospital (DBC) accessibility development | Public project |
| P0190 | Renovation of the Castle Tunnel | Task-oriented project |
| P0192 | Introduction of low emission zones (LEZ), regulatory concept | Project idea |
| P0193 | Conditions for automated vehicle traffic, definition of necessary infrastructure conditions | Project idea |
| P0199 | Construction of a through railway station and a railway tunnel between Kelenföld and Nyugati stations | Public project |
| P0200 | Reconstruction of railway facilities related to the development of the Gubacsi railway bridge and the Danube Free Port of Csepel Island | Public project |
| P0202 | Operation and development of the Unified Traffic Model | Task-oriented project |
| P0203 | Construction of a road linking the outlying districts of Pest, connecting the M31 - M51 motorway areas | Project idea |
| P0206 | Establishing the development and regulatory environment for the Budapest e-charging infrastructure | Project idea |

| Project ID | Name | Type |
|---|---|---|
| P0207 | Extension of the Budapest M3 metro line from Újpest-központ to Káposztásmegyer, with related interventions | Complementary project |
| P0208 | Renovation of Orczy ér, improvement of public spaces | 2025-2030 |
| P0209 | Renewal of H8 HÉV suburban railway Budapest-Cinkota - Gödöllő and H9 HÉV line Budapest-Cinkota - Csömör – Kavicsbánya-elágazás sectionsl | Public project |
| P0210 | Road Rehabilitation Programme 2022-2023 of Budapest Közút Zrt. | Task-oriented project |
| P0211 | Road Rehabilitation Programme 2024-2029 of Budapest Közút Zrt. | Task-oriented project |
| P0212 | Traffic engineering measures - improving pedestrian crossings, increasing traffic safety, traffic alignment corrections, new bus lanes | Task-oriented project |
| P0213 | Bridge and structure renovations 2021-2025 | Task-oriented project |
| P0214 | Complex renovation of the Szilágyi Erzsébet fasor on the border of Districts 2 and 12 | Task-oriented project |
| P0215 | Renovation of Rózsa utca | Implemented project |
| P0216 | Complex renovation of the lower embankment between Kossuth Lajos tér - Havas utca (RAK-PARK) | 2023-2026 |
| P0217 | Eastern extension of M4 metro line - Budapest-Keleti railway station - M3 motorway area, P+R construction | Project idea |
| P0218 | Pest Interconnected Tram Network: connecting the tram lines of Népszínház utca to the Rákóczi út tram line, and the Rákóczi út tram to the inner-city ring tram lines, and improving accessibility of the Astoria junction | Project idea |
| P0219 | District 9: Complex renovation of Mester utca (Ferenc krt. - Haller utca) | Task-oriented project |
| P0220 | Improving bus transport in the Zsámbék Basin - Budakeszi bus lane and related infrastructure interventions | Public project |
| P0221 | Provision of P+R and B+R parking spaces at stops and stations of commuter railway lines to facilitate modal shift | Public project |
| P0222 | Redevelopment of Budapest-Nyugati railway station, building construction and environmental planning tasks | Public project |

| Project ID | Name | Type |
|---|---|---|
| P0223 | Kőbánya felső - Rákosliget reconstruction and bottleneck replacement | Public project |
| P0224 | Kelenföld intermodal junction: implementation of the bus terminal at the Kelenföld intermodal junction and extension of the P+R parking facilities | Public project |
| P0225 | Design and construction of a pedestrian and cycle bridge between Gróf Esterházy János rakpart and Óbuda Island and the design of a double-deck road bridge between Mozaik utca - Óbuda Island, with demolition of the existing H-bridge | Public project |
| P0226 | Renewal of the public space of the lower embankment in Pest: renewal of Salkaházi Sára rakpart and Közraktár utca | Public project |
| P0227 | Introduction of an integrated metropolitan agglomeration fare system | Public project |
| P0228 | Construction of missing railway stops and interchanges on the Budapest agglomeration railway network (Pestújhely, Újpalota, Rákosszentmihály, Rákosfalva, Albertfalva) | Public project |
| P0230 | Development of the Kelenföld Danube promenade | Project idea |

| Project ID | Name | Type |
|---|---|---|
| P0231 | New urban park as part of the new urban district on the site of the Rákosrendező railway station | Project idea |
| P0233 | Increasing the number of stations and line sections under centralised traffic management, , Central Traffic Control and Monitoring extension to the whole of Budapest and the agglomeration | Project idea |
| P0234 | Creating policies and development plans for the development of railway information system and service and additional specific applications | Project idea |
| P0235 | Solving problems that slow down rail traffic and can be addressed with minor sectional intervention | Project idea |
| P0237 | Short-term development of Keleti railway station | Project idea |
| P0241 | Short-term development of Ferencváros station | Project idea |
| P0242 | Long-term development of the inner railway ring | Project idea |
| P0244 | Kelenföld station and area - providing capacity for through trains | Project idea |
| P0245 | Kelenföld station and area - providing turnaround capacity | Project idea |
| P0246 | Long-term development of Kőbánya-Kispest station | Project idea |

| Project ID | Name | Type |
|---|---|---|
| P0247 | Horog utca junction construction, infrastructure development | Project idea |
| P0249 | Capacity building needed in the Ferencváros area | Project idea |
| P0251 | Further capacity increase on the 80a railway line | Project idea |
| P0253 | Further capacity increase on the 120a railway line | Project idea |
| P0255 | Installation of suburban vehicle preparation, maintenance and storage functions at suburban turnaround stations | Project idea |
| P0256 | Expanding the traction power supply system as needed to cope with growing traffic | Project idea |
| P0258 | Renewal of Budapest public transport traffic management and passenger information system (FUTÁR 2.0) | 2023–2026 |
| P0259 | Improving passenger traffic at Budapest-Keleti and Budapest-Nyugati railway stations | Decided project |
| P0260 | Budapest-Nyugati railway station building roof renovation | Implemented project |
| P0261 | Modernisation of the passenger areas at Kőbánya also station | Public project |
| P0262 | Modernisation of the passenger areas of Kőbánya-Kispest railway station | Public project |
| P0263 | Conversion of the Kis-Gellért Hill tunnel (for double-decker motorised trains) and improvements to increase capacity and accessibility and raise service levels at Déli Railway Station | Public project |
| P0264 | Reconstruction of the section of railway line 150 between Soroksár and Ferencváros | Public project |
| P0265 | Central traffic management on TEN-T railway lines (sections of lines 70, 80, 100a and 140) | Public project |
| P0266 | Short-term development of Budapest-Nyugati railway station and its access sections | Public project |
| P0267 | Removing bottlenecks and improving interoperability on the Budapest (Kelenföld) - Hegyeshalom line (CEF project) | Decided project |
| P0268 | Competitive rail infrastructure development, Phase II, simplified modernisation of Városliget - Kőbánya-Kispest section, Vecsés station and Monor -Albertirsa sections | Public project |

| Project ID | Name | Type |
|---|---|---|
| P0269 | Establishing a national rail freight concept and delineation of the route of the railway line V0 bypassing Budapest to the south and obtaining an environmental permit | Project idea |
| P0272 | Southern Railway Ring, Phase III - construction of Népliget station and Ferencváros endpoint with separate railway level crossing | Public project |
| P0274 | Kelenföld - Törökbálint railway line section bottleneck replacement | Public project |
| P0275 | Procurement of Cogwheel Railway (tram line 60) vehicles (1 prototype and 7 production vehicles) | Complementary project |
| P0276 | Infrastructure development for the 2022 trolleybus procurement (Phase III): power converter at the Pongrác út depot installation of an e-bus charging station with expansion capacity and upgrading of the power supply to the surrounding lines (BKV) | 2023–2026 |
| P0277 | Upgrading of the existing trolleybus network with network extension, small-scale installation of power supply and overhead lines (BKV) | 2023–2030 |
| P0278 | Purchase of BKV electric buses (40 single electric buses with charging infrastructure) | 2025–2030 |

| Project ID | Name | Type |
|---|---|---|
| P0282 | Andrássy út komplex megújítása: forgalomcsillapítása, aktív közlekedés feltételeinek javítása, zöldítése, humanizálása | Project idea |
| P0283 | Széchenyi lánchíd felújítása | Implemented project |
| P0284 | Széchenyi lánchídhoz kapcsolódó pesti oldali villamos- és közúti aluljáró felújítása árvízvédelmi és akadálymentesítési beavatkozásokkal | Task-oriented project |
| P0285 | EMV alapú e-ticketing rendszer bevezetése | Project idea |
| P0286 | BudapestGO I. – FUTÁR teljes körű megújításával egy integrált közlekedési app (utazástervezés, jegyvásárlás, aktuális járatinformációk), a BudapestGO bevezetése, MÁV-HÉV és MÁV–START integrációja és új típusú jegyek bevezetése | Implemented project |
| P0287 | BudapestGO II. – Volánbusz-járatok integrációja, NFC-s jegyérvényesítés bevezetése, utazástervezés finomhangolása, akadálymentesség továbbfejlesztése | Decided project |

| Project ID | Name | Type |
|---|---|---|
| P0288 | BudapestGO app III - enhancing customer experience and functionality, improving ticketing, integrating micromobility equipment, improving agglomeration and car functions, improving trip planning, better customer access and Information | Decided project |
| P0290 | Renewal of the Budapest ticket vending machine (TVM) network | Implemented project |
| P0291 | Budapest trolleybus procurement and related infrastructure development (IKOP-3.1.0-15-2017-00016) | Implemented project |
| P0292 | Purchase of railway traction vehicles (90 dual-current and 25 triple-current electric locomotives) | Public project |
| P0293 | Purchase of MÁV ticket vending machines (275+100) | Decided project |
| P0294 | Further development of public bicycle-sharing system, Phase II (additional bike purchases, further expansion of service area) | Task-oriented project |
| P0295 | Pedestrian and cycling network plan and related IT developments (GIS, database, service management) | Decided project |

| Project ID | Name | Type |
|---|---|---|
| P0296 | City-wide awareness-raising campaigns to promote sustainable and safe mobility | Task-oriented project |
| P0297 | Budapest, Üllői út - Váci út axis cyclist-friendly development with the construction of sections of the B3 bike highway | 2023–2026 |
| P0298 | Construction of sections of the North Pest Bicycle Highways (B1, B3, B4) | 2025–2030 |
| P0299 | Development of some elements of the main cycling network in North Pest | Complementary project |
| P0300 | Construction of sections of the Buda Ring (B10) Bicycle Highway | Complementary project |
| P0301 | Development of some elements of the main cycling network in North Buda | Complementary project |
| P0302 | Development of the main cycle network in South Buda and elements of the B4 Bicycle Highway | 2023–2026 |
| P0303 | Development of the main cycling network in South Pest and Csepel and elements of the B7 Bicycle Highway | 2023–2026 |
| P0304 | Design of some elements of the East Pest Bicycle Highways (B2, B9, B30) | 2023–2026 |

| Project ID | Name | Type |
|---|---|---|
| P0305 | Development of some elements of the main East Pest cycle network | Complementary project |
| P0306 | Improving residential and destination cycle storage and parking | Project idea |
| P0307 | Improving the cycleability of Elisabeth Bridge, Liberty Bridge | Task-oriented project |
| P0308 | Expanding the possibility to transport bicycles on Budapest fixed-rail public transport vehicles | Task-oriented project |
| P0309 | Development of an online platform for social participation | Task-oriented project |
| P0311 | VEKOP 01/17: Development of infrastructure related to the Budapest public bike-sharing system in Districts 3 and 13 | Decided project |
| P0312 | VEKOP 02/13: Bicycle-friendly infrastructure improvements in District 19 of Budapest | Implemented project |
| P0313 | VEKOP 03: Road safety and bicycle-friendly improvements in District 2 of Budapest | Implemented project |
| P0314 | VEKOP 04: Road safety improvements in District 20 of Budapest | Decided project |
| P0315 | VEKOP 06: Road safety and bicycle-friendly improvements in District 16 of Budapest | Implemented project |
| P0316 | VEKOP 07: Road safety and bicycle-friendly improvements in District 11 of Budapest | Decided project |
| P0317 | VEKOP 08/18: Bicycle-friendly infrastructure improvements in District 4 of Budapest | Decided project |
| P0318 | VEKOP 10/19: Road safety improvements in District 15 of Budapest | Decided project |
| P0319 | VEKOP 11/14: Bicycle-friendly infrastructure improvements in District 10 of Budapest | Decided project |
| P0320 | VEKOP 12/15: Construction of a cycle path along the Rákos stream in District 13 of Budapest | Decided project |
| P0321 | VEKOP 12/16: Construction of a cycle path along the Rákos stream in Districts 14, 10 and 17 of Budapest | Decided project |
| P0322 | Timetable interventions related to the Budakeszi út bus lane | Task-oriented project |
| P0323 | Timetable interventions in the Budapest public transport service due to the new road connections in the Zsámbék Basin | Task-oriented project |
| P0324 | Improvement of the connection of Dabas and its region to the capital by means services using the M5 motorway | Task-oriented project |

| Project ID | Name | Type |
|---|---|---|
| P0325 | Reconstruction and upgrading of the existing public bus network along the 80a Budapest - Hatvan railway line | Task-oriented project |
| P0326 | Review of the bus services on Csepel Island following the completion of the renovation works on the H6 HÉV suburban railway line in Ráckeve | Task-oriented project |
| P0327 | Green Bus Fleet and Infrastructure Development Project in Budapest agglomeration | Decided project |
| P0328 | Construction of third track between Keleti pu. - Kőbánya felső | Implemented project |
| P0329 | Construction of Rákos - Gödöllő railway and related facilities | Implemented project |
| P0330 | Gödöllő - Hatvan railway line section track construction and related works | Implemented project |
| P0331 | Rákos - Hatvan railway line section construction works for signalling, telecommunications and ETCS2 | Implemented project |
| P0332 | Improving access to green (walking and cycle) routes in Budapest, creating missing sections, building a greenway network | Project idea |
| P0334 | South Pest green corridor and cycle path - Construction of a cycle path linking Csepel, Soroksár and District 18 | Project idea |
| P0335 | Construction of trolleybus overhead line network and power supply on the Baross utca - Üllői út - Kálvin tér route | Implemented project |
| P0337 | Development of integrated passenger information, ticketing and traffic control services to improve the efficiency of public passenger transport services (HKIR) | Decided project |
| P0338 | North-bound redevelopment of Pest embankment, Phase I: Kossuth tér - Jászai Mari tér | Implemented project |
| P0339 | Development of EuroVelo 6 international cycle route, phase I - North Buda (13.3 km between the city border and the Chain Bridge) | Decided project |
| P0340 | EuroVelo 6 international cycle route to Budapest, Phase II - South Buda, North Pest | 2023-2026 |
| P0341 | Development of the Budapest section of the EuroVelo 14 international cycle route Budapest- Lake Balaton | 2023-2026 |

| Project ID | Name | Type |
|---|---|---|
| P0342 | Construction of the new Transport Museum | Public project |
| P0343 | Agglomeration Cycling Network Development Strategy (Cycling Suburb) | Task-oriented project |
| P0344 | EuroVelo 6 international cycle route development, Phase III -Central Buda, Central Pest, South Pest (construction of sections not included in other projects) | Project idea |
| P0346 | P+R+S - Establishing Park & Ride & Shop partnerships | Implemented project |
| P0347 | Improving public transport on Gellért Hill | Project idea |
| P0348 | Trolleybus procurement, Phase III (12 single + 36 articulated vehicles) 2021-2023 | Implemented project |
| P0349 | Complex development of Healthy Streets - creating human-centred, humanised public spaces through traffic calming, reallocation of public space, active transport modes, significant improvement of walking conditions | Task-oriented project |
| P0350 | Creating safe main roads in Budapest - eliminating accident blackspots | Task-oriented project |

| Project ID | Name | Type |
|---|---|---|
| P0352 | Modification of the traffic regime at the junction Rottenbiller utca - Rákóczi út - Fiumei út, with the demolition of the flyover | Project idea |
| P0353 | Construction of noise barriers along the H5 suburban railway line in District 3 | Project idea |
| P0354 | District 10, Kőbányai út reconstruction between Orczy tér - Mázsa tér, and the accessibility of stops along the whole length of tram line 24, the inner sections of tram lines 28, 37 and 51 | Project idea |
| P0355 | Additional environmental planning tasks for the Southern Railway Ring, Phase II (along the railway line between Kelenföldi út and the Buda bridgehead) | Public project |
| P0356 | Renovation of the K-bridge to Óbuda Island | Task-oriented project |
| P0357 | Long-term spatial planning of the Népliget junction (Üllői út-Könyves Kálmán körút) | Task-oriented project |
| P0358 | Renovation of the Ferdinand Bridge between Districts 6 and 13, with cycle lanes | Task-oriented project |
| P0360 | District 3: Flórián tér flyover renovation | Task-oriented project |
| P0361 | Zugliget Chairlift refurbishment | Task-oriented project |
| P0362 | Budapest, Renovation of Clark Ádám tér | 2025-2030 |

| Project ID | Name | Type |
|---|---|---|
| P0363 | District 13, Göncöl utca renovation | Implemented project |
| P0364 | District 18, Üllői út (Szarvas csárda tér - Béke tér) renovation | Decided project |
| P0365 | Awareness raising / Customer experience enhancement | Implemented project |
| P0367 | BKK's Equal Opportunities Plan (EET) for 2021-2024 | Task-oriented project |
| P0368 | Training programme on equal opportunities at BKK based on the Equal Opportunities Plan | Task-oriented project |
| P0369 | Development of the IT system for the Budapest Mobility Plan | Task-oriented project |
| P0370 | Budapest Road Safety Strategy and Road Network Plan | Decided project |
| P0371 | The Budapest public transport vehicle strategy | Decided project |
| P0372 | Budapest shared mobility concept | Task-oriented project |
| P0374 | Reconstruction of the access section of railway line 70 to Budapest-Nyugati railway station | Public project |
| P0375 | Construction of the Transport Museum train station | Public project |
| P0376 | Budapest MaaS Strategy and Action Plan | Task-oriented project |
| P0377 | Budapest active and micromobility strategy | Decided project |
| P0379 | Free taxi control - public fare meter, license plate check and complaint reporting application | Task-oriented project |
| P0380 | Real-time taxi service data processing IT system | Task-oriented project |
| P0381 | Continuous updating of the Budapest SUMP | Task-oriented project |
| P0382 | Construction of the North-Buda road tunnel (between the bypass of the main road 10 and Hidegkúti út) | Project idea |
| P0385 | 300 new buses in Budapest with at least EURO 6 emission classification or alternative propulsion by 2026 | Project idea |
| P0386 | Purchase of 8 new metro trains with 6 cars for the line extension of M3 metro line to Káposztásmegyer | Complementary project |
| P0387 | Tram depot upgrades for modern storage and maintenance | Project idea |
| P0388 | Bicycle-friendly development of Budapest's inner-city areas | 2023-2030 |
| P0389 | Accessibility of M2 metro stations | Project idea |

| Project ID | Name | Type |
|---|---|---|
| P0390 | Network strategy for public transport in Budapest | Decided project |
| P0391 | Trolleybus procurement for the Buda network development (50 single trolleybuses) | Complementary project |
| P0392 | Budapest trolleybus procurement for the East Pest network development (35 articulated trolleybuses and 12 single trolleybuses) | Complementary project |
| P0393 | Budapest trolleybus procurement for the North Pest network development (64 articulated trolleybuses and 16 single trolleybuses) | Complementary project |
| P0394 | Budapest trolleybus procurement for the Rákóczi-Thököly út network development (56 articulated and 11 single trolleybuses) Phase I | 2025-2030 |
| P0395 | Trolleybus network development in Buda with the conversion of the Istenhegyi út and Bimbó út bus lines into trolleybus lines | Complementary project |
| P0396 | Development of the East Pest trolleybus network by converting part of the Jászberényi út bus lines into trolleybus line | Complementary project |
| P0397 | Development of the trolleybus network in North Pest by converting the Reitter Ferenc utca and Árpád út bus lines into trolleybuses | Complementary project |
| P0398 | Upgrading of the trolleybus network by converting the Rákóczi-Thököly út bus lines into trolleybus lines - Phase I | 2025–2030 |
| P0400 | Tram procurement, Phase IV - (5-)23 long trams, if no long tram is called from the CAF option | Project idea |
| P0401 | Tram procurement, Phase V - 65 short trams (Ganz replacement) | Project idea |
| P0402 | Tram procurement, Phase VI - Purchase of 50 short trams (replacement of remaining Hanover trams) | Project idea |
| P0403 | Tram procurement, Phase VII - purchase of 50 short trams to serve the rolling stock needs of the new tram developments | Project idea |
| P0404 | Preparation of BKK road and infrastructure renovations planned between 2024-2030 | Task-oriented project |
| P0405 | BKK road and infrastructure renovations planned between 2024-2030 | Task-oriented project |
| P0406 | Pilot introduction of contactless (NFC) payment in Budapest public transport | Decided project |

| Project ID | Name | Type |
|---|---|---|
| P0407 | Accessibility of pedestrian underpass and surface exits at Göncz Árpád városközpont station related to reconstruction of the M3 metro line | 2023–2026 |
| P0408 | Improving storage capacity related to trolleybus procurements | Project idea |
| P0409 | Infrastructure improvements related to tram procurement (upgrading of depots, line infrastructure and power supply) | 2023–2026 |
| P0410 | Full digitisation of ticket inspection activity | Decided project |
| P0411 | Dynamic IT in urban transport management - IT system developments for digital management of service and traffic planning data | Decided project |
| P0412 | Developing modal shift options - deployment of micromobility points, mobility points, mobility stations, bicycle stands | Decided project |
| P0413 | Tram development on Budafoki út | Project idea |
| P0414 | Kőbánya-City Centre-Óbuda new trolleybus infrastructure (replacement of bus line 9) | 2025–2030 |
| P0415 | Purchase of trolleybuses for the construction of the new Kőbánya-City Centre-Óbuda trolleybus network (replacement of bus line 9) - 25 trolleybuses | 2025–2030 |
| P0416 | Rákoskeresztúr központ, Pesti út public transport corridor development and related investments | Project idea |
| P0417 | Mobility data warehouse - developing predictive transport intelligence | 2023–2026 |
| P0418 | Improvement of the Budapest tram network - fitting of vehicles with radio switch-control equipment | 2023–2026 |
| P0419 | Trolleybus procurement for the Rákóczi-Thököly út network development (56 articulated and 11 single trolleybuses), Phase II. | 2025–2030 |
| P0420 | Trolleybus network development in Budapest by converting the Rákóczi-Thököly út bus lines into trolleybus lines, Phase II | 2025–2030 |

## GLOSSARY OF TERMS, ABBREVIATIONS

**BKK:** short name for BKK Centre for Budapest Transport

**BMB:** Balázs Mór Committee, the institutional consultation forum for the Mobility Plan

**BMT:** Budapest Mobility Plan (formerly known as the Balázs Mór Plan)

**EFM:** the Unified Traffic Model for the Budapest city-region

**FKT:** Budapest Council for Public Development

**IT:** information technology, a set of tools and methods for machine-based data processing

**SEA:** Strategic Environmental Assessment

**SUMP:** Sustainable Urban Mobility Planning/Plan

## CONCEPTS, TERMS, EXPLANATIONS - IN THE CONTEXT OF THE BMT:

**public (state-run) project**

*a set of projects of relevance for Budapest from a transport point of view, but coordinated by state-governmental organisations rather than municipal institutions*

**overarching goal**

*the overarching goal of the BMT objectives*

**intervention areas**

*the four intervention areas of the BMT objectives*

**BMT application**

*a tool developed by BKK for the registration, retrieval and evaluation of transport development projects in the BMT concerning Budapest and its metropolitan area, as well as for the management of indicators measuring the achievement of the BMT objectives*

city logistics

*urban freight transport management, organisation of trade-related traffic to reduce environmental impact*

decided project

*a project with funding for implementation or in the implementation phase*

liveable city

*an urban environment that is considered liveable by its inhabitants; a set of criteria and requirements that encompasses the human dimension of urban planning and related transport planning*

tasked-oriented project

*projects that are linked to statutory obligations, maintenance or depreciation replacement activities and do not involve substantial improvements (e.g. conventional road rehabilitation works)*

municipal coordinated projects

*projects coordinated by the municipal transport system (Budapest Municipality and its organisations)*

long list

*list of all possible projects identified in principle in the context of the BMT, subject of programming*

demand-driven services

*a flexible transport system(s) where, unlike traditional public transport services, the timetable and/or route is determined according to the current (changing) travel needs of passengers within a predefined framework.*

intermodal

*a combination of different transport modes in an optimal travel chain in terms of environment, economy and travel time*

indicative project list

*the BMT's preliminary long list of BMT Objectives and measures produced as part of the volume*

measures

*a set of tasks assigned to strategic objectives in the BMT objectives framework to help achieve a given objective. A single measure may be supported by the implementation of several projects. From an operational objective perspective, a means to achieve the objective, from a project perspective, a goal.*

KO criterion

*a threshold value set for a given project evaluation method, below which the project is excluded from the study, and the study is counted as 0 points in the composite score*

MaaS

*mobility as a service, the interpretation of transport as a service in the context of the BMT, focusing on its service pillar and taking this into account in planning*

completed project

*projects implemented since the adoption of the BMT in 2019*

modal split

*share of utilisation of each mode of transport*

operational objectives

*11 operational objectives included in the BMT objectives framework*

programming

*project scheduling in line with available funding*

project

*a defined development concept with transport relevance for the achievement of a specific objective*

project datasheet

*a document that provides a single overview of project-related data, including key descriptive information on projects*

project package

*a scheduled set of projects, taking into account the resource envelope for each phase*

**project ID**

*a four-digit identification number used to identify projects*

**project idea**

*a project with a low level of preparation (project concept)*

**P+R, B+R**

*park/bike and ride, a parking area for cars or bicycles for combined travel near a public transport transfer point*

**shortlist**

*the contents of the proposed project package resulting from the programming*

**stakeholders**

r*elevant actors (e.g. societal) with an interest in strategic planning strategic objectives: the 3 strategic objectives of the BMT's objectives*

**strategic guidelines**

*a set of strategic guidelines for the design of the transport structure*

**long-term developments**

*the range of projects scheduled for programming outside the BMT timeframe (after 2030)*

## ÁBRAJEGYZÉK



LIST OF TABLES

## IMPRESSZUM

Budapest Mobility Plan Volume II, Transport Development and Investment Programme
The plan was prepared by BKK Centre for Budapest Transport for the Municipality of Budapest on the basis and revision of the Budapest Mobility Plan Volume I (Objectives and Measures) and the Budapest Mobility Plan Volume II (Transport Development and Investment Programme) approved by the General Assembly of the Municipality in 2019. The Budapest Mobility Plan is a SUMP framework document for transport development in the period 2022-2030, dynamically aligned with sustainable urban development, in which the scope of the projects evaluated may vary according to the objectives based on the BMT methodology laid down.

Responsible publisher:
Dr. Katalin Walter, CEO
Ádám Bodor, Mobility Development Director

Prepared in cooperation between BKK Strategic Planning and the Mobility Development Directorate. The document has been finalised on the basis of institutional and public consultation feedback and the opinions of independent experts. The relevant Strategic Environmental Assessment was prepared by Trenecon Consulting and Planning Ltd.

Authors and contributors who have participated in the review and revision: Tamás Barber, Nikolett Both, Péter Fehér, Balázs Fejes, Tünde Hajnal, Tamás Halmos, Krisztina Kapocsán, Gergely Kofrán, László Sándor Kerényi, Diána Kimmer, Máté Lénárt, Barnabás Menyhárt, Amanda Rajna, Enikő Somlyai, Hajnalka Szűcs, András Vágány, Nóra Valentinyi

The main forum for institutional and professional consultation on the plan was the Mór Balázs Committee. The following organisations took part in the consultation process: the Mayor's Office of the Municipality of Budapest, the Prime Minister's Office, the Ministry of Construction and Transport, the Municipality of Pest, Budapest Public Transport Ltd, BKV Ltd, MÁV Ltd, MÁV-HÉV Ltd, MÁV-START Ltd, the Chamber of Engineers of Budapest and Pest. In addition, András Ekés, Dr. Tamás Fleischer and Dr. Mattias Juhász were members of the committee as independent experts.


Published by BKK Centre for Budapest Transport.



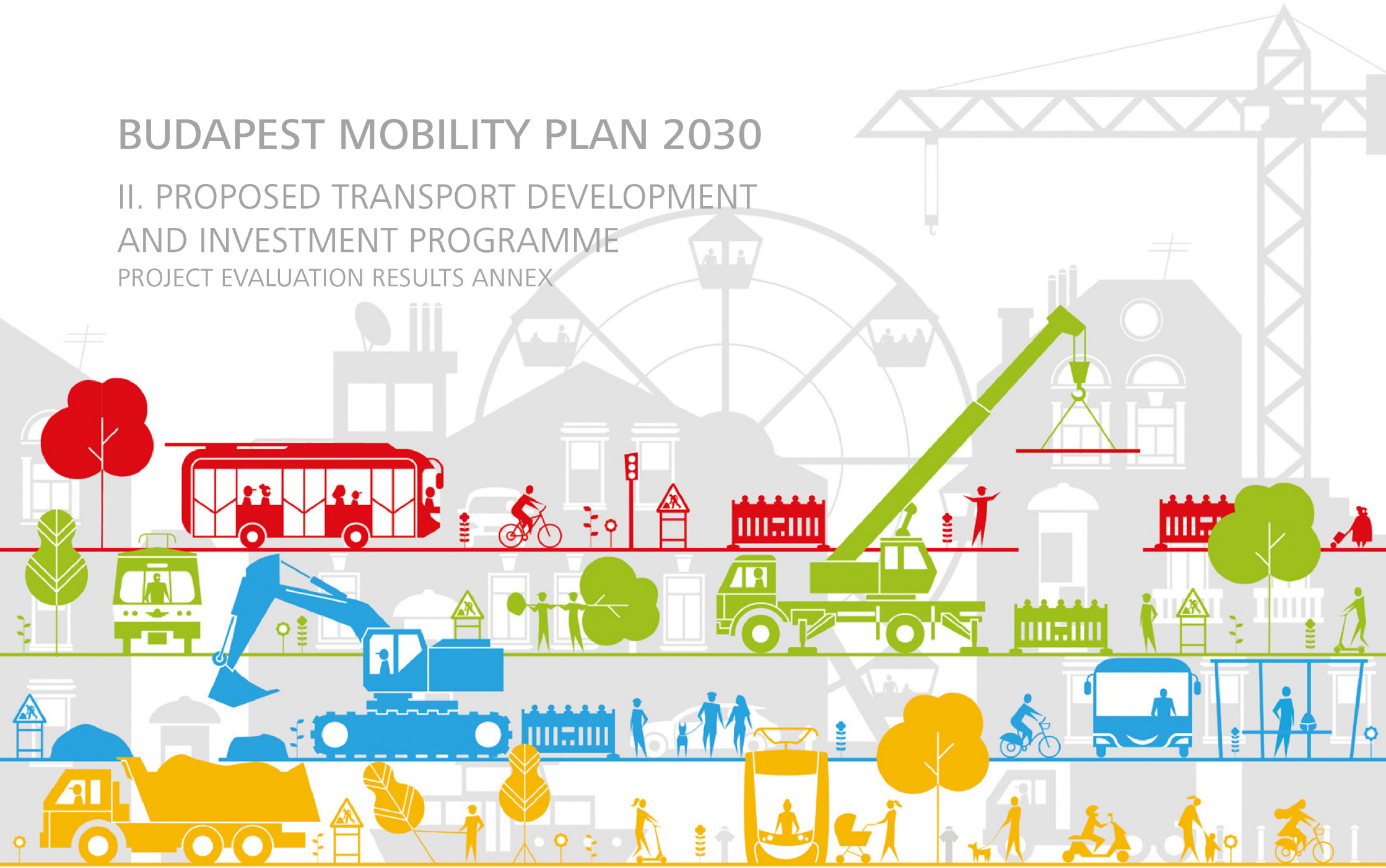
BUDAPEST

BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT

# BUDAPEST MOBILITY PLAN 2030

## II. PROPOSED TRANSPORT DEVELOPMENT AND INVESTMENT PROGRAMME

### PROJECT EVALUATION RESULTS ANNEX



BUDAPEST

BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT

BUDAPESTI MOBILITÁSI TERV


EDF-566
EDB-623

The following tables summarise the results of the studies of the projects included in the BMT. In all cases, projects are sorted by project ID. The overall score does not necessarily represent the project ranking, given that a number of other aspects had to be taken into account in the preparation of the final proposal following the appraisals, e.g. available funding opportunities, links to ongoing projects, etc. The projects implemented have not been evaluated and their impact will be measured back through the indicators of the BMT Monitoring and Evaluation System. A more detailed description of the assessments is provided in Chapter 2.2 of the BMT Investment Programme.

# 1 RANKABLE PROJECTS

## 1.1 PROJECTS UNDER THE JURISDICTION OF THE MUNICIPALITY OF BUDAPEST OR INDIVIDUAL DISTRICTS

The specific rankable projects planned to be implemented by 2030 were assessed on the basis of four screening methods (Impact Assessment (ILL), Feasibility Study (MEG), Multi-Criteria Assessment (MCA), Environmental Assessment (KÖR)). The scores given by the experts are converted to a scale from 0 to 100 (converted score), where 0 is the lowest score and 100 is the highest score, according to the previous methodology. These converted scores are weighted by the specific weights of the respective studies and the sum of the weighted converted scores gives the total score of the projects. The table below shows the converted scores, estimated funding requirements, preparation and implementation time requirements, while the last column shows the categorisation of projects.

| # | ID | Address | Investment cost (HUF million) | Preparation expected time needed (month) | Implementation expected time needed (month) | Aggregate score | Category |
|---|---|---|---|---|---|---|---|
| 1. | P0005 | Preparation and implementation of the southern extension of tram line 3 to the Gubacsi híd (Pesterzsébet section) | 40 800 | 30 | 16 | 40 | Basic package: Phase I - preparation, Phase II - implementation |
| 2. | P0006 | Extension of tram line 42 | 33 000 | 30 | 30 | 34 | Basic package: Phase I - preparation, Phase II - implementation |
| 3. | P0018 | Development of a network of city logistics loading areas in Budapest | 3 000 | 12 | 36 | 44 | Complementary project package |
| 4. | P0035 | Budapest, District 21, Csepel trunk road (Teller Ede út) development, preparation of Phase II (Salak utca - Cseresznyefa utca) | 20 000 | 40 | 36 | 16 | Complementary project package |
| 5. | P0046 | Upgrading and extension of the Cogwheel Railway (tram line 60) in both directions - implementation | 50 000 | 12 | 36 | 20 | Complementary project package |
| 6. | P0051 | Development of demand-driven public transport services in Budapest (BKK Telebusz) | 1 800 | - | - | 48 | Complementary project package |
| 7. | P0063 | Developing a sustainable city logistics policy for Budapest | 500 | 12 | 24 | 51 | Complementary project package |
| 8. | P0067 | Budapest, Kossuth Lajos utca - Rákóczi út complex renewal Phase I - reallocation of public spaces, creation of a bus corridor, tram line study | 10 000 | 24 | 18 | 34 | Basic package: Phase II |

| # | ID | Address | Investment cost (HUF million) | Preparation expected time needed (month) | Implementation expected time needed (month) | Aggregate score | Category |
|---|---|---|---|---|---|---|---|
| 9. | P0080 | Extension of the tram line along Külső Bécsi út (Vörösvári út - Aranyvölgy section) | 35 000 | 24 | 24 | 21 | Complementary project package |
| 10. | P0086 | Budapest, M1 metro line upgrade and two-way extension (from Vörösmarty tér to Vigadó tér and from Mexikói út to Marcheggi híd) | 77 000 | 24 | 40 | 45 | Basic package: Phase I - preparation, Phase II - implementation |
| 11. | P0087 | M1 metro line vehicle procurement (22+5 trainsets) | 29 000 | 5 | 54 | 45 | Basic package: phase II |
| 12. | P0098 | Budapest, District 14, Nagy Lajos király útja development preparation (on the existing route, between Kassai tér and Bosnyák tér) | 5 000 | 24 | 12 | 32 | Basic package: phase II |
| 13. | P0112 | Connecting tram lines between Deák Ferenc tér and Lehel tér, preparation and implementation | 38 000 | 30 | 36 | 44 | Basic package: Phase I - preparation, Phase II - implementation |
| 14. | P0113 | Budapest, District 22, complex renewal of Városháza tér | 4 145 | 96 | 12 | 50 | Basic package: phase II |
| 15. | P0118 | District 17, connection of Cinkotai út and Keresztúri út | 1 600 | 48 | 12 | 28 | Complementary project package |

| # | ID | Address | Investment cost (HUF million) | Preparation expected time needed (month) | Implementation expected time needed (month) | Aggregate score | Category |
|---|---|---|---|---|---|---|---|
| 16. | P0119 | Reconstruction of pedestrian underpasses and surface exits connected to the stations of the M3 metro line | 32 000 | 18 | 18 | 40 | Complementary project package |
| 17. | P0153 | Construction of elements of the Budapest Hungária Ring (B20) bicycle highway | 3 800 | 24 | 84 | 55 | Basic package: phase II |
| 18. | P0162 | Budapest Gubacsi road bridge reconstruction | 16 900 | 48 | 24 | 18 | Complementary project package |
| 19. | P0171 | Budapest trolleybus vehicle procurement phase IV (40 vehicles) | 15 000 | 18 | 60 | 38 | Complementary project package |
| 20. | P0172 | Development of about 13 km of cycle path along the Szilas stream | 3 200 | 24 | 12 | 54 | Complementary project package |
| 21. | P0175 | Redevelopment of public spaces on the Buda upper embankment: Fő utca and its squares, Felhévíz; renewal of Bem József tér in several phases (DUNA-BUDA) | 12 441 | 30 | 18 | 50 | Basic package: phase II |
| 22. | P0183 | Modernisation of the existing section of Budapest tram line 2 (between Jászai Mari tér and Közvágóhíd) | 22 000 | 18 | 24 | 36 | Complementary project package |
| 23. | P0207 | Extension of the Budapest M3 metro line from Újpest-központ to Káposztásmegyer, with related interventions | 131 800 | 18 | 60 | 42 | Complementary project package |
| 24. | P0208 | Renovation of Orczy ér, improvement of public spaces | 2 900 | 6 | 24 | 54 | Basic package: phase II |
| 25. | P0216 | Complex renovation of the lower embankment between Kossuth Lajos tér - Havas utca (RAK-PARK) | 15 110 | 18 | 10 | 55 | Basic package: phase I |

| # | ID | Address | Investment cost (HUF million) | Preparation expected time needed (month) | Implementation expected time needed (month) | Aggregate score | Category |
|---|---|---|---|---|---|---|---|
| 26. | P0258 | Renewal of Budapest public transport traffic management and passenger information system (FUTÁR 2.0) | 9 000 | 21 | 24 | 50 | Basic package: phase I |
| 27. | P0275 | Procurement of Cogwheel Railway (tram line 60) vehicles (1 prototype and 7 production vehicles) | 50 000 | 12 | 36 | 21 | Complementary project package |
| 28. | P0276 | Infrastructure development for the 2022 trolleybus procurement (Phase III): power converter at the Pongrác út depot: installation of an e-bus charging station with expansion capacity and upgrading of the power supply to the lines in the area (BKV) | 8 000 | 9 | 24 | 57 | Basic package: phase I |
| 29. | P0277 | Upgrading of the existing trolleybus network with network extension, small-scale installation of power supply and overhead lines (BKV) | 5 128 | 6 | 28 | 57 | Basic package: phase I |
| 30. | P0278 | Purchase of BKV electric buses (40 single electric buses with charging infrastructure) | 9 590 | 6 | 24 | 54 | Basic package: phase II |
| 31. | P0297 | Budapest, Üllői út - Váci út axis cyclist-friendly development with the construction of sections of the B3 bike highway | 5 000 | 24 | 84 | 67 | Basic package: phase I |
| 32. | P0298 | Construction of sections of the North Pest Bicycle Highways (B1, B3, B4) | 5 000 | 24 | 84 | 59 | Basic package: phase II |
| 33. | P0299 | Development of some elements of the main cycling network in North Pest | 16 000 | 24 | 84 | 59 | Complementary project package |

| # | ID | Address | Investment cost (HUF million) | Preparation expected time needed (month) | Implementation expected time needed (month) | Aggregate score | Category |
|---|---|---|---|---|---|---|---|
| 34. | P0300 | Construction of sections of the Buda boulevard (B10) cycle lane | 600 | 24 | 18 | 60 | Complementary project package |
| 35. | P0301 | Development of some elements of the main cycling network in North Buda | 15 000 | 24 | 84 | 57 | Complementary project package |
| 36. | P0302 | Development of the main cycle network in South Buda and elements of the B4 Bicycle Highway | 13 500 | 24 | 84 | 58 | Basic package: phase II |
| 37. | P0303 | Development of the main cycling network in South Pest and Csepel and elements of the B7 Bicycle Highway | 16 500 | 24 | 84 | 59 | Basic package: phase II |
| 38. | P0304 | Design of some elements of the East Pest Bicycle Highways (B2, B9, B30) | 6 000 | 24 | 84 | 60 | Basic package: phase II |
| 39. | P0305 | Development of some elements of the main East Pest cycle network | 26 000 | 24 | 84 | 61 | Complementary project package |
| 40. | P0340 | EuroVelo 6 international cycle route to Budapest, Phase II - South Buda, North Pest | 5 300 | 30 | 18 | 67 | Basic package: phase I |
| 41. | P0341 | Development of the Budapest section of the EuroVelo 14 international cycle route Budapest- Lake Balaton | 5 250 | 26 | 18 | 66 | Basic package: phase I |
| 42. | P0362 | Budapest, Renovation of Clark Ádám tér (square) | 1 300 | 24 | 20 | 54 | Basic package: phase II |
| 43. | P0386 | Purchase of 8 new 6-car metro trainsets for the extension of the M3 metro line to Káposztásmegyer | 12 000 | 48 | 12 | 42 | Complementary project package |

| # | ID | Address | Investment cost (HUF million) | Preparation expected time needed (month) | Implementation expected time needed (month) | Aggregate score | Category |
|---|---|---|---|---|---|---|---|
| 44. | P0388 | Bicycle-friendly development of Budapest's inner-city areas | 3 000 | - | 84 | 63 | Basic package: phase I |
| 45. | P0391 | Trolleybus procurement for the Buda network development (50 single trolleybuses) | 11 000 | 36 | 12 | 54 | Complementary project package |
| 46. | P0392 | Budapest trolleybus procurement for the East Pest network development (35 articulated trolleybuses and 12 single trolleybuses) | 12 000 | 36 | 18 | 54 | Complementary project package |
| 47. | P0393 | Budapest trolleybus procurement for the North Pest network development (64 articulated trolleybuses and 16 single trolleybuses) | 20 000 | 36 | 12 | 53 | Complementary project package |
| 48. | P0394 | Budapest trolleybus procurement for the Rákóczi-Thököly út network development (56 articulated and 11 single trolleybuses) Phase I | 16 500 | 36 | 24 | 57 | Basic package: phase II |
| 49. | P0395 | Trolleybus network development in Buda with the conversion of the Istenhegyi út and Bimbó út bus lines into trolleybus lines | 5 000 | 30 | 12 | 54 | Complementary project package |
| 50. | P0396 | Development of the East Pest trolleybus network by converting part of the Jászberényi út bus lines into a trolleybus lines | 8 000 | 30 | 18 | 54 | Complementary project package |
| 51. | P0397 | Development of the trolleybus network in North Pest by converting the Reitter Ferenc utca and Árpád út bus lines into trolleybuse lines | 8 000 | 30 | 18 | 53 | Complementary project package |
| 52. | P0398 | Upgrading of the trolleybus network by converting the Rákóczi-Thököly út bus lines into trolleybus lines - Phase I | 9 700 | 30 | 24 | 57 | Basic package: phase II |

| # | ID | Address | Investment cost (HUF million) | Preparation expected time needed (month) | Implementation expected time needed (month) | Aggregate score | Category |
|---|---|---|---|---|---|---|---|
| 53. | P0407 | Accessibility of pedestrian underpass and surface exits at Göncz Árpád városközpont station related to reconstruction of the M3 metro line | 8 000 | 10 | 18 | 61 | Basic package: phase I |
| 54. | P0409 | Infrastructure improvements related to tram procurement (upgrading of depots, line infrastructure and power supply) | 23 000 | - | - | 43 | Basic package: phase I |
| 55. | P0414 | Kőbánya-City Centre-Óbuda new trolleybus infrastructure (replacement of bus line 9) | 5 000 | - | - | 55 | Basic package: phase II |
| 56. | P0415 | Purchase of trolleybuses for the construction of the new Kőbánya-City Centre-Óbuda trolleybus network (replacement of bus line 9) - 25 trolleybuses | 8 500 | - | - | 55 | Basic package: phase II |
| 57. | P0417 | Mobility data warehouse - developing predictive traffic intelligence | 3 700 | 12 | 24 | 54 | Basic package: phase I |
| 58. | P0418 | Improvement of the Budapest tram network - fitting of vehicles with radio switch-control equipment | 2 200 | 6 | 24 | 44 | Basic package: phase I |
| 59. | P0419 | Trolleybus procurement for the Rákóczi-Thököly út network development (56 articulated and 11 single trolleybuses), Phase II. | 16 500 | 36 | 24 | 57 | Basic package: phase II |
| 60. | P0420 | Trolleybus network development in Budapest by converting the Rákóczi-Thököly út bus lines into trolleybus lines Phase II | 9 700 | 30 | 24 | 57 | Basic package: phase II |

## 1.2 PROJECTS UNDER THE RESPONSIBILITY OF STATE-RUN PUBLIC INSTITUTIONS

The table below shows the list of public projects based on the BMT evaluation criteria and objectives, the scores of the projects do not represent the order of implementation. For projects that do not fall under the jurisdiction of the Municipal Assembly (public projects), a proposed list is drawn up without resources or timetables, based on the BMT criteria, but this does not imply a decision on the concrete implementation of the projects. On this basis, the Municipality of Budapest - as a stakeholder - can develop its professional position and represent its interests in the preparation and implementation of the relevant developments. The evaluation of the projects was carried out according to the same methodology as for the projects under the competence of the Municipality of Budapest, after several rounds of consultations with the project owners.

| # | ID | Address | Aggregate score | Category |
|---|---|---|---|---|
| 1. | P0004 | Extension of tram line 3 westwards through Kassai tér (Angyalföld, Árpád bridge) and construction of Szegedi út overpass | 35 | Highly recommended |
| 2. | P0008 | Rákospalota-Újpest - Veresegyház - Vác railway line bottleneck replacement | 25 | Highly recommended |
| 3. | P0030 | Development of a rail link to Budapest Liszt Ferenc International Airport | 28 | Suggested |
| 4. | P0038 | Renovation of the H6/H7 HÉV suburban railway lines, connection to Kálvin tér (southern section of the north-south regional rapid railway) | 23 | Highly recommended |
| 5. | P0039 | Connection of H5 and H6/H7 HÉV lines between Kaszásdűlő - Kálvin tér (north-south regional rapid railway city-centre section) | 27 | Highly recommended |
| 6. | P0040 | H5 HÉV line renewal (Batthyány tér - Szentendre) (northern section of the north-south regional rapid railway) | 27 | Highly recommended |
| 7. | P0045 | Improving road access to Budapest Liszt Ferenc International Airport | 20 | Highly recommended |
| 8. | P0047 | Construction of the new Danube bridge on Galvani út and the associated transport network | 18 | Recommended long-term |
| 9. | P0050 | Purchase of suburban railway (HÉV) vehicles (59 trainsets) | 30 | Highly recommended |
| 10. | P0068 | Kőbánya-Kispest - Lajosmizse - Kecskemét railway line bottleneck replacement and electrification | 18 | Highly recommended |
| 11. | P0081 | Implementation of transport improvements in the City Park | 38 | Highly recommended |
| 12. | P0083 | M0 ring road, northern sector (between main roads 10-11, 2x2 lanes) | 4 | Suggested |
| 13. | P0085 | M0 ring road, western sector (between main roads 1-10, 2x2 lanes) | 2 | Recommended long-term |
| 14. | P0089 | Connection of metro M2 and H8/H9 HÉV at Örs vezér tere, renovation of H8/H9 HÉV lines (between Örs vezér tere and Cinkota) | 49 | Highly recommended |
| 15. | P0090 | M2 metro - construction of a branch line from the H8/H9 HÉV line in Rákoskeresztúr | 34 | Recommended long-term |

| # | ID | Address | Aggregate score | Category |
|---|---|---|---|---|
| 16. | P0129 | Buda Interconnected Tram Network, Phase II - Construction of the line linking Gellért tér to Budafoki út | 41 | Highly recommended |
| 17. | P0177 | Budapest-Kelenföld station-house renovation | 26 | Suggested |
| 18. | P0187 | Improving accessibility to the South Buda Central Hospital (DBC) | 11 | Recommended long-term |
| 19. | P0199 | Construction of a through railway station and a railway tunnel between Kelenföld and Nyugati stations | 21 | Recommended long-term |
| 20. | P0200 | Reconstruction of railway facilities related to the development of the Gubacsi railway bridge and the Danube Free Port of Csepel Island | 21 | Highly recommended |
| 21. | P0209 | Renewal of H8 HÉV suburban railway Budapest-Cinkota - Gödöllő and H9 HÉV line Budapest-Cinkota - Csömör – Kavicsbánya-elágazás sections | 45 | Recommended long-term |
| 22. | P0220 | Improving bus transport in the Zsámbék Basin - Budakeszi bus lane and related infrastructure interventions | 31 | Recommended long-term |
| 23. | P0221 | Provision of P+R and B+R parking spaces at stops and stations of commuter railway lines to facilitate modal shift | 28 | Highly recommended |
| 24. | P0222 | Redevelopment of Budapest-Nyugati railway station, construction and environmental planning tasks | 29 | Suggested |
| 25. | P0223 | Kőbánya upper - Rákosliget reconstruction and bottleneck replacement | 28 | Suggested |
| 26. | P0224 | Kelenföld intermodal hub: implementation of the bus terminal at the Kelenföld intermodal junction and extension of the P+R parking facilities | 24 | Highly recommended |
| 27. | P0225 | Design and construction of a pedestrian and cycle bridge between Gróf Esterházy János rakpart and Óbuda Island and the design of a double-deck road bridge between Mozaik utca - Óbuda Island, with demolition of the existing H-bridge | 40 | Highly recommended |
| 28. | P0226 | Renewal of the public space of the lower embankment in Pest: renewal of Salkaházi Sára rakpart and Közraktár utca | 39 | Highly recommended |
| 29. | P0227 | Introduction of an integrated metropolitan agglomeration fare system | 47 | Highly recommended |

| # | ID | Address | Aggregate score | Category |
|---|---|---|---|---|
| 30. | P0228 | Construction of missing railway stops and interchanges on the Budapest agglomeration railway network (Pestújhely, Újpalota, Rákosszentmihály, Rákosfalva, Albertfalva) | 32 | Suggested |
| 31. | P0261 | Modernisation of the passenger areas at Kőbánya also station / construction, design | 58 | Highly recommended |
| 32. | P0262 | Kőbánya-Kispest railway station passenger facilities modernisation / design | 41 | Highly recommended |
| 33. | P0263 | Upgrading of the Kis-Gellért Hill tunnel (for double-decker motorised trains) and increasing capacity, accessibility and service levels at Déli Railway Station | 35 | Highly recommended |
| 34. | P0264 | Reconstruction of the section of railway line 150 between Soroksár (excl.) and Ferencváros (excl.) | 23 | Suggested |
| 35. | P0265 | Central traffic management on TEN-T railway lines (sections of lines 70, 80, 100a, 140) | 37 | Highly recommended |
| 36. | P0266 | Short-term development of Budapest-Nyugati railway station and its access sections | 30 | Highly recommended |
| 37. | P0268 | Competitive rail infrastructure development, Phase II, Városliget (excl.) - Kőbánya-Kispest (excl.) section, simplified modernisation of Vecsés station and Monor (excl.) -Albertirsa (excl.) section | 34 | Highly recommended |
| 38. | P0272 | Southern Railway Ring, Phase III - construction of Népliget station and Ferencváros endpoint with separate railway level crossing | 25 | Suggested |
| 39. | P0274 | Kelenföld - Törökbálint railway line section bottleneck replacement | 24 | Suggested |
| 40. | P0292 | Purchase of railway traction vehicles (90 dual-current and 25 triple-current electric locomotives) | 26 | Suggested |
| 41. | P0342 | Construction of the new Transport Museum | 22 | Recommended long-term |
| 42. | P0355 | Additional environmental planning tasks for the Southern Railway Ring Phase II (along the railway line between Kelenföldi út and the Buda bridgehead) | 33 | Highly recommended |
| 43. | P0374 | Reconstruction of the section of railway line 70 leading to Budapest-Nyugati station | 24 | Suggested |
| 44. | P0375 | Construction of the Transport Museum railway station | 38 | Highly recommended |

# 2 DECIDED PROJECTS

The selected projects will be assessed solely on the basis of their fit with the objectives and measures of the BMT (ILL assessment).

## 2.1 DECIDED PROJECTS UNDER THE COMPETENCE OF THE MUNICIPALITY OF BUDAPEST

| # | ID | Address |
|---|---|---|
| 1. | P0024 | Developing modal shift options - B+R parking |
| 2. | P0034 | Procurement of trams, Phase III (optional 51 CAF-type trams) |
| 3. | P0287 | BudapestGO app II - integration of regional bus services (Volánbusz), introduction of NFC ticket validation, fine-tuning of journey planning, further development of accessibility |
| 4. | P0288 | BudapestGO app III - enhancing customer experience and functionality, improving ticketing, integrating micromobility equipment, improving agglomeration and car functions, improving trip planning, better customer access and information |
| 5. | P0295 | Pedestrian and cycling network plan and related IT developments (GIS, database, service management) |
| 6. | P0311 | VEKOP 01/17: Development of infrastructure related to the Budapest public bike-sharing system in Districts 3 and 13 |
| 7. | P0314 | VEKOP 04: Road safety improvements in District 20 of Budapest |
| 8. | P0316 | VEKOP 07: Road safety and bicycle-friendly improvements in District 11 of Budapest |
| 9. | P0317 | VEKOP 08/18: Bicycle-friendly infrastructure improvements in District 4 of Budapest |
| 10. | P0318 | VEKOP 10/19: Road safety improvements in District 15 of Budapest |
| 11. | P0319 | VEKOP 11/14: Bicycle-friendly infrastructure improvements in District 10 of Budapest |
| 12. | P0320 | VEKOP 12/15: Construction of a cycle path along the Rákos stream in District 13 of Budapest |
| 13. | P0321 | VEKOP 12/16: Construction of a cycle path along the Rákos stream in Districts 14, 10 and 17 of Budapest |
| 14. | P0339 | Development of EuroVelo 6 international cycle route, phase I - North Buda (13.3 km between the city border and the Chain Bridge) |
| 15. | P0364 | District 18, Üllői út (Szarvas csárda tér - Béke tér) renovation |

| # | ID | Address |
|---|---|---|
| 16. | P0370 | Budapest Road Safety Strategy and Road Network Plan |
| 17. | P0371 | The Budapest public transport vehicle strategy |
| 18. | P0377 | Budapest active and micromobility strategy |
| 19. | P0390 | Network strategy for public transport in Budapest |
| 20. | P0406 | Pilot introduction of contactless (NFC) payment in Budapest public transport |
| 21. | P0410 | Full digitisation of ticket inspection activity |
| 22. | P0411 | Dynamic IT in urban transport management - IT system developments for digital management of service and traffic planning data |
| 23. | P0412 | Developing modal shift options - deployment of micromobility points, mobility points, mobility stations, bicycle stands |

## 2.2 PROJECTS UNDER THE RESPONSIBILITY OF STATE-RUN PUBLIC INSTITUTIONS

| # | ID | Address |
|---|---|---|
| 1. | P0043 | Southern Railway Ring Phase II - Kelenföld and Ferencváros line section capacity extension, development of suburban stops, new stops |
| 2. | P0096 | Purchase of MÁV-START motor train (IKOP-2.1.0-15-2017-00039 and IKOP-2.1.0-15-2018-00051) |
| 3. | P0259 | Improving passenger traffic at Budapest-Keleti and Budapest-Nyugati railway stations |
| 4. | P0267 | Removing bottlenecks and improving interoperability on the Budapest (Kelenföld) - Hegyeshalom line (CEF project) |
| 5. | P0293 | Purchase of MÁV ticket vending machines (275 + 100) |
| 6. | P0327 | Green Bus Fleet and Infrastructure Development Project in Budapest agglomeration |
| 7. | P0337 | Development of integrated passenger information, ticketing and traffic management systems for more efficient provision of public passenger transport services (HKIR) |

# 3 TASK-ORIENTED PROJECTS

Projects of a functional nature are mainly those which are legally required to be carried out for conservation purposes and which do not involve substantial improvements. The classification of tasks is based on their relevance to the objectives of the BMT, taking into account the environmental scores. However, the implementation of some projects may be given a higher priority than the fit score would justify, due to the significant differences in the technical condition of the infrastructure.

## 3.1 PROJECTS WITHIN THE SCOPE OF THE MUNICIPALITY OF BUDAPEST

| # | ID | Address | Category |
|---|---|---|---|
| 1. | P0012 | Making the road network in urban areas more bicycle-friendly, increasing road safety | Highly recommended |
| 2. | P0015 | Prioritisation for public transport vehicles with traffic management solutions | Suggested |
| 3. | P0019 | Metropolitan comprehensive concept for regulating the use of public space for transport purposes | Suggested |
| 4. | P0022 | Regulation and complex management of public transport and shared mobility services, integration of shared mobility into public transport systems | Suggested |
| 5. | P0023 | Improvement of uniform taxi services in Budapest (emission reduction, taxi rank use) | Suggested |
| 6. | P0033 | Establishment of a Budapest road traffic accident data collection, processing and storage system | Recommended long-term |
| 7. | P0052 | Dynamic IT system in urban transport management - IT system development for digital transport service change management | Recommended long-term |
| 8. | P0053 | Further development of cooperation in Budapest and agglomeration transport management (BKK - Budapest Municipality - Ministry of Transport) | Highly recommended |
| 9. | P0079 | Road upgrades to reduce the railways' land-separation effect and to improve transport links between settlements | Suggested remote |

| # | ID | Address | Category |
|---|---|---|---|
| 10. | P0100 | Reconstruction of the Petőfi Bridge | Highly recommended |
| 11. | P0110 | Regulation of traffic and parking arrangements for tourist buses and related interventions (creation of drop-off and pick-up points, waiting and storage areas, preparation of regulation) | Suggested |
| 12. | P0111 | Phased improvement of accessibility of tram stops | Suggested |
| 13. | P0138 | X-XVII. district Keresztúri road overpass reconstruction | Suggested |
| 14. | P0144 | Accessibility of tram line 50 stops | Highly recommended |
| 15. | P0154 | Replacement of existing noise barrier wall on Szerémi út in District 11 (between Budafoki út and Dombóvári út) | Recommended long-term |
| 16. | P0178 | Implementation of P+R parking in phases within the administrative boundaries of Budapest | Suggested |
| 17. | P0186 | Accessibility of the tram line 56-56A stops (between Dózsa György tér - Hűvösvölgy terminus) | Highly recommended |
| 18. | P0190 | Renovation of the Castle Tunnel | Highly recommended |
| 19. | P0202 | Operation and development of the Unified Traffic Model | Highly recommended |
| 20. | P0210 | Road Rehabilitation Programme 2022-2023 of Budapest Közút Zrt. | Highly recommended |
| 21. | P0211 | Road Rehabilitation Programme 2024-2029 of Budapest Közút Zrt. | Recommended long-term |
| 22. | P0212 | Traffic engineering measures - improving pedestrian crossings, increasing traffic safety, traffic alignment corrections, new bus lanes | Highly recommended |
| 23. | P0213 | Bridge and structure renovations 2021-2025 | Suggested |

| # | ID | Address | Category |
|---|---|---|---|
| 24. | P0214 | Complex renovation of the Szilágyi Erzsébet fasor on the border of Districts 2 and 12 | Highly recommended |
| 25. | P0219 | District 9: Complex renovation of Mester utca (Ferenc krt. - Haller utca) | Suggested |
| 26. | P0284 | Renovation of the tram and road underpass on the Pest side of the Széchenyi Chain Bridge with interventions for flood protection and accessibility | Highly recommended |
| 27. | P0294 | Further development of public bicycle-sharing system Phase II (additional bike purchases, further expansion of service area) | Highly recommended |
| 28. | P0296 | City-wide awareness-raising campaigns to promote sustainable and safe mobility | Highly recommended |
| 29. | P0307 | Improving the cycleability of Elisabeth Bridge, Liberty Bridge | Highly recommended |
| 30. | P0308 | Expanding the possibility to transport bicycles on Budapest fixed-rail transport vehicles | Suggested |
| 31. | P0309 | Development of an online platform for social participation | Suggested |
| 32. | P0349 | Complex development of Healthy Streets - creating human-centred, humanised public spaces by calming traffic, reallocating public space, promoting active transport modes and significantly improving walking conditions | Highly recommended |
| 33. | P0350 | Creating safe highways in Budapest - eliminating accident blackspots | Highly recommended |
| 34. | P0356 | Renovation of the K-bridge to Óbuda Island | Suggested |
| 35. | P0357 | Long-term spatial planning of the Népliget junction (Üllői út-Könyves Kálmán körút) | Highly recommended |
| 36. | P0358 | Renovation of the Ferdinand Bridge between Districts 6 and 13, with cycle lanes | Suggested |
| 37. | P0360 | District 3: Flórián tér flyover renovation | Suggested |
| 38. | P0361 | Zugliget Chairlift refurbishment | Suggested |

| # | ID | Address | Category |
|---|---|---|---|
| 39. | P0367 | BKK's Equal Opportunities Plan (EET) for 2021-2024 | Highly recommended |
| 40. | P0368 | Training programme on equal opportunities at BKK based on the Equal Opportunities Plan | Suggested |
| 41. | P0369 | Development of the IT system for the Budapest Mobility Plan | Suggested |
| 42. | P0372 | Budapest shared mobility concept | Recommended long-term |
| 43. | P0376 | Metropolitan MaaS Strategy and Action Plan | Highly recommended |
| 44. | P0379 | Free taxi control - public fare meter, number plate check and complaint reporting app | Highly recommended |
| 45. | P0380 | Real-time taxi service data processing IT system | Suggested |
| 46. | P0381 | Continuous updating of the Budapest SUMP | Suggested |
| 47. | P0404 | Preparation of BKK's road and infrastructure renovations planned between 2024-2030 | Suggested |
| 48. | P0405 | BKK road and infrastructure renovations planned between 2024-2030 | Recommended long-term |

## 3.2 PROJECTS UNDER THE RESPONSIBILITY OF STATE-RUN PUBLIC INSTITUTIONS

| # | ID | Address |
|---|---|---|
| 1. | P0322 | Timetable interventions related to the Budakeszi út bus lane |
| 2. | P0323 | Timetable interventions in the public transport service of the capital due to the new road connections in the Zsámbék Basin |
| 3. | P0324 | Improving the connection of Dabas and its region to the capital by means of transport services via the M5 motorway |
| 4. | P0325 | Reconstruction and upgrading of the existing public bus network along the 80a Budapest - Hatvan railway line |
| 5. | P0326 | Review of the bus service on Csepel Island following the completion of the H6 Ráckeve HÉV suburban railway line renovation works |
| 6. | P0343 | Agglomeration Cycling Network Development Strategy (Cycling Suburb) |

# 4 PROJECT IDEAS

As with the tasks, project ideas are assessed on the basis of a fit and environment analysis, based on the information available at the current stage of the projects. A significant number of these projects are at an early stage of technical preparation and justify further development and/or revision, and therefore the other assessment methods cannot be applied at this stage of the projects. Once the projects have been specifically prepared, it will be possible to assess them according to several assessment methods, and the development of the projects and changes to their technical content may change the results of the assessment of their fit and environmental impact.

## 4.1 PROJECT IDEAS WITHIN THE SCOPE OF THE MUNICIPALITY OF BUDAPEST

| # | ID | Address | Category |
|---|---|---|---|
| 1. | P0009 | Northbound extension of tram line 2 | Recommended long-term |
| 2. | P0013 | Implementation of the conditions for waterborne public transport in the capital and the suburbs - development of local and agglomeration riverboat services, development of piers, improving their accessibility, acquisition of vehicles with storage and maintenance depot, procurement of boats | Recommended long-term |
| 3. | P0021 | Entry into service of 300 electric buses in Budapest by 2035 | Suggested |
| 4. | P0044 | Preparation of a study defining sustainable and predictable normative government subsidies for the Budapest transport system | Highly recommended |
| 5. | P0069 | Aquincum Danube bridge and associated road network (construction of the ring road along the railway ring, phase I between main road 10 - M3 motorway) | Suggested |
| 6. | P0070 | Development of transport infrastructure along the Railway Ring (M3 motorway - Üllői út) | Recommended long-term |
| 7. | P0071 | Albertfalva Danube bridge and associated road network with tram track (construction of the ring road along the railway ring, Phase IV) between Soroksári út - M6 access road) | Suggested |
| 8. | P0072 | Construction of the ring road along the railway ring, Phase V (Albertfalva – Egér út) | Recommended long-term |
| 9. | P0073 | Development of transport infrastructure along the railway ring Phase III (between Üllői út - Soroksári út) | Suggested |
| 10. | P0076 | Establishment of a permanent exhibition venue in the capital for transport history and vintage vehicle collections | Recommended long-term |
| 11. | P0093 | Western extension of M4 metro line - Budapest between Kelenföld - Budaörs, P+R extension | Suggested |
| 12. | P0099 | Buda Interconnected Tram Network, Phase III - Construction of the tram link between Margit Bridge and Szentendrei út, with complex reconstruction of the road sections concerned, construction of a bicycle axis, humanisation of Flórián tér, development of an intermodal hub (Kaszásdűlő) | Suggested |
| 13. | P0107 | Implementation of the Újpalota tram line (between Újpalota - Astoria) | Suggested |
| 14. | P0108 | Establishment of a regional transport management body to ensure coordination between urban and suburban transport | Highly recommended |

| # | ID | Address | Category |
|---|---|---|---|
| 15. | P0155 | Complex renewal of the Grand Boulevard - traffic calming, improving conditions for active transport, greening, humanisation | Highly recommended |
| 16. | P0165 | Double-track connection of trams 2 and 51 in the area of Közvágóhíd (junction of Kvassay Jenő út - Soroksári út) | Recommended long-term |
| 17. | P0192 | Introduction of low emission zones (LEZ), regulatory concept | Highly recommended |
| 18. | P0193 | Conditions for automated vehicle traffic, definition of the necessary infrastructure conditions | Recommended long-term |
| 19. | P0203 | Construction of a road linking the outlying districts of Pest, connecting the M31 - M51 motorway areas | Recommended long-term |
| 20. | P0206 | Establishing the development and regulatory environment for the Budapest e-charging infrastructure | Suggested |
| 21. | P0217 | Eastern extension of M4 metro line - Budapest-Keleti railway station - M3 motorway area, P+R construction | Highly recommended |
| 22. | P0218 | Pest Interconnected Tram Network: connecting the tram lines of Népszínház utca to the Rákóczi út tram line, and the Rákóczi út tram to the inner-city ring tram lines, and improving accessibility of the Astoria junction | Suggested |
| 23. | P0282 | Complex renewal of Andrássy út - traffic calming, active transport, greening, humanisation | Highly recommended |
| 24. | P0285 | Introduction of EMV-based e-ticketing system | Highly recommended |
| 25. | P0306 | Improving residential and destination-based bicycle storage and parking | Recommended long-term |
| 26. | P0332 | Improving access to green (walking and cycle) routes in Budapest, creating missing sections, building a greenway network | Highly recommended |
| 27. | P0344 | Development of EuroVelo 6 international cycle route, Phase III - Central Buda, Central Pest, South Pest (construction of sections not included in other projects) | Suggested |
| 28. | P0347 | Improving public transport on Gellért Hill | Recommended long-term |
| 29. | P0352 | Modification of the traffic regime at the junction Rottenbiller utca - Rákóczi út - Fiumei út, with the demolition of the flyover | Suggested |

| # | ID | Address | Category |
|---|---|---|---|
| 30. | P0353 | Construction of noise barriers along the H5 suburban railway line in District 3 | Recommended long-term |
| 31. | P0354 | District 10: Kőbányai út reconstruction between Orczy tér - Mázsa tér, and the accessibility of stops along the whole length of tram line 24, and the inner sections of tram lines 28, 37 and 51 | Suggested |
| 32. | P0382 | Construction of the North-Buda road tunnel (between the bypass of main road 10 and the Hidegkúti út) | Suggested |
| 33. | P0385 | 300 new buses with at least EURO 6 emission classification or alternative propulsion in Budapest by 2026 | Highly recommended |
| 34. | P0387 | Tram depot upgrades for modern storage and maintenance | Highly recommended |
| 35. | P0389 | Accessibility of M2 metro stations | Suggested |
| 36. | P0400 | Tram procurement , Phase IV - (5-)23 long trams, if no long tram is called from the CAF option | Highly recommended |
| 37. | P0401 | Tram procurement, Phase V - 65 short trams (Ganz replacement) | Highly recommended |
| 38. | P0402 | Tram procurement, Phase VI - Purchase of 50 short trams (replacement of remaining Hanover trams) | Highly recommended |
| 39. | P0403 | Tram procurement,  Phase VII - purchase of 50 short trams to serve the rolling stock needs of the new tram developments | Suggested |
| 40. | P0408 | Improving storage capacity related to trolleybus procurements | Highly recommended |
| 41. | P0413 | Tram development on Budafoki út | Recommended long-term |
| 42. | P0416 | Rákoskeresztúr centre, Pesti út public transport corridor development and related investments | Recommended long-term |

## 4.2 PROJECT IDEAS WITHIN THE REMIT OF PUBLIC INSTITUTIONS

| # | ID | Address | Category |
|---|---|---|---|
| 1. | P0230 | Development of the Kelenföld Danube promenade | Suggested |
| 2. | P0231 | New urban park as part of the new urban district on the site of the Rákosrendező railway station | Suggested |
| 3. | P0233 | Increasing the number of stations and line sections under centralised traffic management, extending Central Traffic Control and Monitoring to the whole of Budapest and the agglomeration | Highly recommended |
| 4. | P0234 | Establishment of policies and development plans for the development of the railway IT system, railway IT service and additional specific applications | Recommended long-term |
| 5. | P0235 | Solving problems that slow down rail traffic and can be addressed with minor sectoral intervention | Highly recommended |
| 6. | P0237 | Short-term development of Keleti railway station | Suggested |
| 7. | P0241 | Short-term development of Ferencváros station | Highly recommended |
| 8. | P0242 | Long-term development of the inner railway ring | Recommended long-term |
| 9. | P0244 | Kelenföld station and area - providing capacity for through trains | Recommended long-term |
| 10. | P0245 | Kelenföld station and area - providing turnaround capacity | Recommended long-term |
| 11. | P0246 | Long-term development of Kőbánya-Kispest station | Suggested |
| 12. | P0247 | Horog utca junction construction and infrastructure development | Recommended long-term |
| 13. | P0249 | Capacity building needed in the Ferencváros area | Proposed outlook |
| 14. | P0251 | Further capacity increase on the 80a line | Proposed outlook |
| 15. | P0253 | Further capacity increase on the 120a line | Proposed outlook |
| 16. | P0255 | Installation of suburban vehicle preparation, maintenance and storage functions at suburban translation stations | Proposed outlook |

| # | ID | Address | Category |
|---|---|---|---|
| 17. | P0256 | Expanding the traction power supply system as needed to cope with growing traffic | Proposed outlook |
| 18. | P0269 | Establishing a national rail freight concept and defining the route of the V0 railway line bypassing Budapest to the south and obtaining the related environmental permit | Highly recommended |
| 19. | P0334 | South Pest Green Corridor and Cycle Path - Construction of a cycle path connecting Csepel, Soroksár and District 18 | Recommended long-term |

## IMPRINT

Budapest Mobility Plan Volume II, Transport Development and Investment Programme - Project Evaluation Results Annex

The plan was prepared by BKK Centre for Budapest Transport for the Municipality of Budapest on the basis and revision of the Budapest Mobility Plan Volume I (Objectives and Measures) and the Budapest Mobility Plan Volume II (Transport Development and Investment Programme) approved by the General Assembly of the Municipality in 2019. The Budapest Mobility Plan is a SUMP framework document for transport development in the period 2022-2030, dynamically aligned with sustainable urban development, in which the scope of the projects evaluated may vary according to the objectives based on the BMT methodology laid down.

Responsible publisher:
dr. Katalin Walter, CEO
Ádám Bodor, Director of Mobility Development

Prepared in cooperation between BKK Strategic Planning and the Mobility Development Directorate. The document has been finalised on the basis of institutional and public consultation feedback and the opinions of independent experts. The relevant Strategic Environmental Assessment was prepared by Trenecon Consulting and Planning Ltd.

Authors and contributors who have participated in the review and revision: Tamás Barber, Nikolett Both, Péter Fehér, Balázs Fejes, Tünde Hajnal, Tamás Halmos, Krisztina Kapocsán, László Sándor Kerényi, Diána Kimmer, Máté Lénárt, Barnabás Menyhárt, Amanda Rajna, Enikő Somlyai, Hajnalka Szűcs, András Vágány

The main forum for institutional and professional consultation on the plan was the Mór Balázs Committee. The following organisations took part in the consultation process: the Mayor's Office of the Municipality of Budapest, the Prime Minister's Office, the Ministry of Construction and Transport, the Municipality of Pest, Budapest Public Transport Ltd, BKV Ltd, MÁV Ltd, MÁV-HÉV Ltd, MÁV-START Ltd, the Chamber of Engineers of Budapest and Pest. In addition, András Ekés, Dr. Tamás Fleischer and Dr. Mattias Juhász were members of the committee as independent experts.



BUDAPEST

BKK BUDAPESTI KÖZLEKEDÉSI KÖZPONT